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.
Agenda

• Welcome/Introductions

• Study Purpose & Scope

• Current State of Transit in Collin County
  ▪ Transit 101
  ▪ Current Collin County services
  ▪ Access North Texas: Collin County recommendations

• Mobility 2045 Transit Recommendations
  ▪ Dart Red Line extension
  ▪ Other rail corridors to consider?
  ▪ East-west transit service
  ▪ Post COVID-19 implications affecting Mobility Plan

• Survey to PAC Members

• Map of Collin County: Areas Conducive to Transit Service

• Questions & Open Discussion

• Future Meetings
Welcome/Introductions

• Meeting Protocols
  ▪ 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

• Two Committee Process (eventually integrate into one process?)
  ▪ Irving to Frisco Passenger Rail Corridor: TRE/Irving to Frisco/Celina
  ▪ Collin County Transit Planning/Funding Study
Study Purpose

Transit Planning in Collin County Focused on:

• Internal and Regional Connections
• Increased Transportation Options
• Funding Options
• Near-Term, Strategic Implementation
• Private Sector Involvement
• Integrating Irving to Frisco Passenger Rail Corridor into Planning Scenarios
Study Area

- Collin County
- Cities
  - Allen*
  - Anna
  - Celina
  - Fairview
  - Farmersville
  - Frisco*
  - McKinney*
  - Melissa
  - Plano*
  - Princeton
  - Prosper
  - Richardson*
  - Wylie*
- Transit Agencies
  - DART
  - DCTA

*Cities requesting planning assistance

June 18, 2020
## Scope of Work & Schedule

| Public/Stakeholder Engagement | • Project Advisory Committee  
• Public engagement via partner agencies |
|-----------------------------|---------------------------------|
| Comprehensive Transit Needs Assessment | • Existing transit systems/planned improvements  
• Transit service needs and market assessment |
| Scenario Development and Evaluation | • Ranging from minimum improvement to maximum visionary  
• Focused on near-term solutions  
• Conceptual Cost Development |
| Funding Plan | • Identify full range of revenue sources  
• Provide input on legislature-enabled funding sources |
| Implementation | • Strategy for governance structure  
• Any strategies for consideration by Legislature |

- **12 Month Schedule**
- **October 1 Deadline for Texas Legislature Input**
  - Funding
  - Implementation
## General Types of Transit Service

<table>
<thead>
<tr>
<th>Fixed Route</th>
<th>Commuter Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Vehicle operates along a prescribed route according to a fixed schedule</td>
<td></td>
</tr>
<tr>
<td>- Typically implemented in areas where transit demand can support it</td>
<td></td>
</tr>
<tr>
<td>- A variation of fixed route, primarily connects outlying areas to a central city/area</td>
<td></td>
</tr>
<tr>
<td>- Typically operates in one direction during peak periods</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Demand Response or On-Demand</th>
<th>Rail or HIB</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Shared-ride service that uses smaller vehicles to provide flexible curb-to-curb service</td>
<td></td>
</tr>
<tr>
<td>- Typically used for first/last mile applications or in areas with lower transit demand</td>
<td></td>
</tr>
<tr>
<td>- Serves long-distance regional corridors with high transit demand</td>
<td></td>
</tr>
<tr>
<td>- Rail requires exclusive ROW, whereas exclusive bus lanes for HIB is not required</td>
<td></td>
</tr>
</tbody>
</table>
High-Intensity Bus

• Utilize Managed Lanes
• High frequency service
• Possibly guaranteed transit
• Premium operational features
  ▪ Luxury motor coaches
  ▪ Onboard amenities
  ▪ Transit stations
• Station locations
  ▪ Limited locations
  ▪ Often Park & Rides

Source: VonLane
# Current Collin County Services

<table>
<thead>
<tr>
<th>Transit Service</th>
<th>Audience</th>
<th>Service Type</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Collin County Rides</strong></td>
<td>• Seniors</td>
<td>Demand-Response*</td>
</tr>
<tr>
<td>(operated by DART)</td>
<td>• Individuals with Disabilities</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Collin County Transit</strong></td>
<td>• Seniors</td>
<td>Demand-Response*</td>
</tr>
<tr>
<td>(operated by Irving Holdings, DCTA contractor)</td>
<td>• Individuals with Disabilities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Low-income</td>
<td></td>
</tr>
<tr>
<td><strong>DART</strong></td>
<td>• General Public</td>
<td>All Services</td>
</tr>
<tr>
<td><strong>Frisco Demand Response</strong></td>
<td>• Seniors</td>
<td>Demand-Response*</td>
</tr>
<tr>
<td>(operated by DCTA)</td>
<td>• Individuals with Disabilities</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Individuals needing medical care</td>
<td></td>
</tr>
</tbody>
</table>

*Requires a phone reservation to book a trip
Access North Texas

2018 Plan Background & Strategy

Identify strategies to improve transportation access for seniors, individuals with disabilities, and individuals with lower incomes

Specify strategies to increase efficiency, eliminate duplication, and mitigate risk

Meet federal and state requirements

Approved by the Regional Transportation Council in March 2018

Access North Texas Plan Recommendations

<table>
<thead>
<tr>
<th>Availability</th>
<th>Affordability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address Gaps in Service</td>
<td>Increase affordability of fares for individuals most in need</td>
</tr>
<tr>
<td>Explore non-traditional ways to deliver public transit</td>
<td>Integrate transit funding sources</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Simplicity</th>
<th>Advocacy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve seamlessness for regional trips</td>
<td>Recruit influential champions for public transit</td>
</tr>
<tr>
<td>Pursue simplified regional fares</td>
<td></td>
</tr>
</tbody>
</table>

www.AccessNorthTexas.org
### Collin County Strategies

<table>
<thead>
<tr>
<th>Assess Community Needs</th>
<th>Improve partnerships and coordination</th>
<th>Identify, recruit, educate, and support champions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify, evaluate, and implement non-traditional transportation service</td>
<td>Increase service options</td>
<td>Coordinate with 2-1-1 biannually</td>
</tr>
<tr>
<td>Increase public awareness</td>
<td>Advocate for agencies</td>
<td>Explore partnerships</td>
</tr>
</tbody>
</table>

**Access North Texas**

**June 18, 2020**
Mobility 2045  Transit Recommendations
Mobility Plan Update

• Dart Red Line extension
• Irving to Frisco extension
• East-west transit service
Post COVID-19 Behavior Implications Affecting Mobility Plan

• Potential for Less Transit Demand
  ▪ Fewer total trips generated
  ▪ Social distancing concerns
  ▪ Greater use of technology
  ▪ Less roadway volume (less congestion)

• Possible Funding Implications
  ▪ Less sales tax generated
  ▪ Less motor fuel tax generated

• Possible Land Use Implications

• Long-Term Implications Unknown
Survey to PAC Members

Survey sent to both PAC groups on June 10; additional responses needed

Survey Questions:
- Contact Information
- Should we combine both PAC meetings?
- Collin County specific questions – the role of transit in Collin County, specific transit needs, transit priorities?
- Irving to Frisco Passenger Rail specific question – have you planned for stations along the route?
- Public Engagement – which resources will assist your outreach efforts?

The survey is still open: Click Here for Survey
Areas Conducive to Transit Service

Based on “Push” factors

- Population and employment concentration
- Current and future land uses and development
  - Walkability
  - Mixed-use
- Youth, senior, and low-income populations
- Auto ownership and parking availability
- Dependent and non-dependent transit populations
- Other factors?

Note: “Pull” factors relating to the quality, quantity, and pricing of transit service also significantly impact transit ridership
Questions & Open Discussion

Collin County: Moving Transit Further to the North