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/Meeting Protocols
• Previous PAC Meeting Follow-Up
• Public Engagement
• Existing Conditions Report Preview
• Transit Propensity Map of Collin County (Initial Draft)
• Use of Location-Based Services Data
• People Mover Locations
• Funding Options for Potential Legislative Request
• Irving to Frisco Rail Corridor Update
• Questions & Open Discussion
• Next Steps
Welcome/Meeting Protocols

• Welcome
• 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
Previous PAC Meeting Follow-up

• Commissioner Webb
  ▪ High-Speed Rail Connections to Collin County?
  ▪ Light Rail Connection to McKinney Airport?

• Committee Structure
  Discussed in Survey Results
Major Transit Corridor Recommendations

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
Corridor-specific alignment, design, and operational characteristics for the intercity passenger, regional passenger, and freight rail systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in future rail corridors.
Public Engagement

• Survey Results
  Continue to hold two separate committee meetings

• Public Engagement Tools
  ▪ Online Toolkit:
    • One-page overview
    • Talking points and messaging
    • Study information
    • Materials for public meetings
  ▪ Digital survey
  ▪ Milestone email announcement

August 6, 2020
Collin County Transit Plan
Existing Conditions Preview
Collin County Transit Planning Study
Existing Conditions Preview

• Existing Transit Services
  ▪ DART
  ▪ DART Collin County Rides
  ▪ Frisco Demand Response Service
  ▪ Collin County Transit (MUTD)
  ▪ Other transportation services

• Future Transit Plans and Programs

• Summary of Related Studies and Plans
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
Collin County
Transit Propensity Factors - Transit Modes

Traditional Fixed Route Transit
• “Bread and butter of public transportation”
• Cost-effective when offered in transit-supportive areas
• Frequency is key
Collin County
Transit Propensity Factors - Transit Modes

High Intensity Bus
Source: LA Metro

Mobility On Demand
Source: Shared Use Mobility Center

Microtransit
Source: DART

Autonomous Shuttles
Source: Lincoln Journal Star

And more…
Collin County Transit Planning Study

Transit and Development Types
Collin County
Transit Propensity Factors - Development Types

Lower Transit Propensity

Suburban Neighborhood – Low density single family subdivision

Compact Neighborhood 1 – Houses on smaller lots and town homes

Compact Neighborhood 2 – 2-3 floors typical, Surface parking, garden apartments, stacked flats

Urban Neighborhood 1 – 3-4 floors typical, surface and garage parking

Higher Transit Propensity

Urban Neighborhood 2 – Greater than 4 floors, high density, high rise, urban places, garage parking

August 6, 2020
Collin County
Transit Propensity Factors - Development Types

Lower Transit Propensity

- Low Intensity Suburban – Strip commercial retail, low rise office, surface parking

Higher Transit Propensity

- Mid Intensity Commercial – 1-3 stories, surface and garage parking

- Higher Intensity Commercial – 4 stories or greater, mid-rise, garage parking
Collin County
Transit Propensity Factors - Development Types

10-20 People/Jobs per Acre
Supports Frequent Local Fixed Route Bus
Collin County
Transit Propensity Factors - Development Types

20-40 People/Jobs per Acre
Supports Local Fixed Route and High Intensity Bus Service
Collin County
Transit Propensity Factors - Development Types

40+ People/Jobs per Acre
Supports Local and High Intensity Bus, Light Rail, and Regional Rail
Transit Propensity Factors
Physical Characteristics
Collin County
Transit Propensity - Initial Findings

• ‘Traditional’ Fixed Route Transit has Limited Role in Collin County
  ▪ Near-Term (1-5 years)
    Within existing DART service area
  ▪ Mid-Term Potential (5-10 years)
    In growing urban centers and on major developing corridors
  ▪ Long-Term Potential (10+ years)
    Additional urban center and corridor service to create ‘transit backbone’ for the county

• Next Steps:
  ▪ Continue to study transit markets
  ▪ Assess near, mid-, and long-term potential for emerging transit modes and provide draft map for review
Use of Location-Based Services Data

• What is LBS Data?
• Entire Dallas-Fort Worth Region – Economy of Scale
• Supplement NCTCOG’s Travel Model
  ▪ Analyze internal and external trips for Collin County
  ▪ Fast-developing rural areas of county/evolving travel patterns

• Data Specifics
  ▪ Provided by Cambridge Systematics
  ▪ Data from first half of 2019

• Addressing COVID Effects
People Mover Locations

Initial Locations for Further Analysis

• Legacy East/Legacy West/Stonebriar Center/The Star
• Downtown Frisco
• Collin Creek Mall/Downtown Plano
• Others?

Source: Google earth, imagery date c. 2016
People Mover Locations

• Methodology
  ▪ Feasibility Analysis
  ▪ Ridership Modeling
  ▪ Template Study: Dallas Midtown

• Next Steps
  Updated Demographics

• Future Simulations
Funding Options

• Initial Assessment
  ▪ Federal
  ▪ State
  ▪ Local
  ▪ Other

• Schedule of Funding Options Request for Legislature
## Federal Funding

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>5307</td>
<td><strong>Urbanized Area Funds</strong>&lt;br&gt;Formula funding for urban areas with populations over 50K.</td>
</tr>
<tr>
<td>5309</td>
<td><strong>Capital Investment Grants</strong>&lt;br&gt;Discretionary competitive funding for major capital investments, including expanded rail, bus rapid transit, streetcar.</td>
</tr>
<tr>
<td>5310</td>
<td><strong>Seniors and Individuals with Disabilities</strong>&lt;br&gt;Formula funding to states and large urban areas for needs of seniors and people with disabilities.</td>
</tr>
<tr>
<td>5311</td>
<td><strong>Rural Area</strong>&lt;br&gt;Formula funding for areas with populations less than 50K.</td>
</tr>
<tr>
<td>5339</td>
<td><strong>Buses and Bus Facilities</strong>&lt;br&gt;Formula and competitive based funding related to bus related projects. This can be used to rehabilitate and purchase buses and related equipment, as well as to construct bus-related facilities.</td>
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<tr>
<td></td>
<td><strong>Better Utilizing Investments to Leverage Development (BUILD)</strong>&lt;br&gt;Competitive grant opportunity to invest planning and capital projects that will have a significant impact either regionally or locally.</td>
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<td><strong>CARES Act</strong>&lt;br&gt;Formula funding for COVID-19 response.</td>
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<td><strong>Accelerating Innovative Mobility</strong>&lt;br&gt;Supports projects to advance innovation in transit.</td>
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<td></td>
<td><strong>Access and Mobility Partnership Grant</strong>&lt;br&gt;Improve access to transit with health, transportation, and other providers to support innovative projects for transportation disadvantaged.</td>
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<td></td>
<td><strong>Congestion Mitigation and Air Quality Program (CMAQ)</strong>&lt;br&gt;Flexible funding for projects and programs to meet requirements of the Clean Air Act.</td>
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<td></td>
<td><strong>Integrated Mobility Innovation (IMI) Grant</strong>&lt;br&gt;Funding for projects that demonstrate innovative and effective practices, partnerships, and technologies to enhance public transit.</td>
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<tr>
<td>State Funding</td>
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<td>---------------------------------------------------</td>
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<tr>
<td><strong>State Infrastructure Bank Loans</strong></td>
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<tr>
<td>Revolving loan fund that allows borrowers to access capital funds.</td>
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<tr>
<td><strong>Transportation Reinvestment Zone</strong></td>
<td></td>
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<tr>
<td>Captured ad valorem tax increments are set aside to finance transportation projects.</td>
<td></td>
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<tr>
<td><strong>Regional Mobility Authority</strong></td>
<td></td>
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<tr>
<td>Political subdivision formed by one or more counties to finance, acquire, design, construct, operate, maintain, expand, or extend transportation projects.</td>
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<tr>
<td><strong>Transportation Development Credits</strong></td>
<td></td>
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<tr>
<td>Federal funding tool that states can use to meet federal funding match requirements.</td>
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</tr>
<tr>
<td>Local Funding</td>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Transit Fare Revenue</td>
<td>Revenue earned from carrying passengers.</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>Legal authority of local governments to impose a dedicated tax.</td>
</tr>
<tr>
<td>Local Contribution</td>
<td>Funds allocated to transit out of general revenue rather than a dedicated transit fund.</td>
</tr>
<tr>
<td>In-Kind Contribution</td>
<td>Non-cash assets or services that have value that benefits those outside the contributor’s organization.</td>
</tr>
<tr>
<td>Non-Transit Related Revenue</td>
<td>Earnings received from investments, rental of buildings or property, parking fees, development fees.</td>
</tr>
<tr>
<td>Local Motor Vehicle Registration Fees</td>
<td>Flat rate fee or fee based on the vehicle value.</td>
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<tr>
<td>Funding Category</td>
<td>Description</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
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<tr>
<td>Auxiliary Transit Revenues</td>
<td>Advertisements on vehicles, fines for fare evasion.</td>
</tr>
<tr>
<td>Air Quality Surcharge</td>
<td>One-time charge of new vehicle based on the vehicle's estimated lifespan.</td>
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<tr>
<td>Luxury Transportation Tax</td>
<td>Tax on yachts, private jets, and luxury vehicles that would help fund transportation.</td>
</tr>
<tr>
<td>Transit for Livable Communities</td>
<td>Funding for local areas to create station plans.</td>
</tr>
<tr>
<td>Value Capture</td>
<td>Capture future real estate values based on the enhancements from the project the fund construction.</td>
</tr>
<tr>
<td>Special Fuel Tax</td>
<td>Tax per volume of fuel sold rather than the cost of fuel.</td>
</tr>
<tr>
<td>Public Private Partnership</td>
<td>Collaboration between government and private sector that can be used to finance, build, and operate projects.</td>
</tr>
<tr>
<td>Tax Rate Election</td>
<td>Taxes that increase property tax to fund other projects.</td>
</tr>
<tr>
<td>University/Colleges</td>
<td>Partner with local university or college to fund transit.</td>
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Schedule for Legislature Request

• Request Advisory Committee Member Feedback

• Original deadline of October 1 for Funding Options
Irving to Frisco Rail Corridor Update

• Rail Coordination Efforts with BNSF
• Study Limits – Northern Extension
• Station Screening Process
• Alternative Demographics at Station Locations
• Interlining Opportunities
• Similar Efforts
  ▪ Public Engagement Tools
  ▪ LBS Data
  ▪ People Mover Locations
  ▪ Funding Options
Questions & Open Discussion

- Public Engagement Tools
- Existing Conditions Report
- Transit Propensity Map
  - Criteria used
  - Mapping process
- LBS Data Services
- Additional People Mover Locations
- Funding Options
  - Additional options
  - Maintain or adjust schedule
- Other
Next Steps

- Finalize transit needs and market assessment
- Begin scenario development
- Prepare funding & implementation options for October 1 deadline

Next scheduled meeting is September 3
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