The Irving to Frisco Corridor Project Advisory Committee meeting will begin shortly.

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

Thank you.
Agenda

• Meeting Protocols
• Study Milestones Schedule
• Initial Station Screening Results
• Alternative Demographics near Station Locations
• Interlining Analysis
• Rail Capacity: Balancing Supply Side with Demand Side

• Funding Options for Potential Legislative Request
• Collin County Transit Study Update
• Questions & Discussion
• Next Steps
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
Study Milestones Schedule

<table>
<thead>
<tr>
<th>Project Advisory Committee Meetings (2020)</th>
<th>Milestones/Major Agenda Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>September</td>
<td>Initial Station Screening Results</td>
</tr>
<tr>
<td></td>
<td>Initial Interlining Analysis Results</td>
</tr>
<tr>
<td></td>
<td>Funding Report for Legislative Agenda</td>
</tr>
<tr>
<td>October</td>
<td>“Final” Station Screening Results</td>
</tr>
<tr>
<td></td>
<td>Interlining Analysis Results</td>
</tr>
<tr>
<td>November</td>
<td>Identification of Alternatives for Ridership Modeling</td>
</tr>
<tr>
<td></td>
<td>Alternative Demographics Review</td>
</tr>
<tr>
<td>December</td>
<td>People Mover Locations – Feasibility Analysis</td>
</tr>
<tr>
<td></td>
<td>Alternative Analysis Progress</td>
</tr>
</tbody>
</table>
# Study Milestones Schedule

<table>
<thead>
<tr>
<th>Project Advisory Committee Meetings (2021)</th>
<th>Milestones/Major Agenda Items</th>
</tr>
</thead>
</table>
| **January**                               | Alternative Analysis Recommendations & Matrix  
|                                           | Land Use Analysis Report |
| **February**                              | People Mover Locations – Ridership Analysis  
|                                           | Funding and Implementation Strategies (topic introduction)  
|                                           | Final Report Outline |
| **March**                                 | Funding and Implementation Strategy Recommendations and Associated Reports & Matrices |
| **April**                                 | Draft Final Report |
| **May**                                   | Final Report (preferred alternative, funding, and implementation strategy recommendations) |
Initial Station Screening Results

- Multiple-Step, Multiple-Input Process
  - Stakeholder Engagement
  - Technical Analysis

- Not Definitive Action - “Final” Station List to Inform Modeling Efforts and Future Work
  - Future Environmental and Engineering Work will be Needed
  - Further Opportunities for Stakeholder Engagement
Station Screening
Process Overview

- **Initial List of Stations (21)**
  - June/July

- **Expanded List after Stakeholder Input (24)**
  - August

- **Refined List after Stakeholder Input/Technical Review (15)**
  - September

- **Final List to Include in Modeling Effort (+/- 12)**
  - October
# Regional Rail Station Selection Criteria

## Initial Screening Example

<table>
<thead>
<tr>
<th>Objective</th>
<th>Suggested Metric(s)</th>
<th>Evaluation Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community/Stakeholder</td>
<td>Local government support; planning/zoning; future land use plans</td>
<td>• Local staff and elected officials concur with the station location? • Station area zoned for transit-supportive development types? • Willingness to re-zone or up-zone to support TOD? • Community indicated support for a regional rail station?</td>
</tr>
<tr>
<td>Stakeholder Preference</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access and Connectivity</td>
<td>Adjacent roadway volumes; first/last mile connections; transit connections; land use</td>
<td>• Average daily traffic volumes? • Bicycle and pedestrian connections? • Transit routes nearby and level-of-service? • Street network and grid structure? • Intersection density? • Households within 15-minute drive time?</td>
</tr>
<tr>
<td></td>
<td>patterns; roadway network density; ridership catchment area</td>
<td></td>
</tr>
<tr>
<td>Physical Impacts</td>
<td>(Re)Development potential; right-of-way; property; environmental; utility impacts</td>
<td>• Adjacent and nearby parcels suitable for development or redevelopment? • Single-family homes in immediate proximity of the station? • Railroad right-of-way sufficient for station and/or additional tracks? • Environmentally sensitive features nearby? • Critical utilities nearby?</td>
</tr>
<tr>
<td></td>
<td>(initial screening)</td>
<td></td>
</tr>
<tr>
<td>Operations</td>
<td>Station spacing; tangent (straight) track section</td>
<td>• Nearest proposed station location (at least 1 mile)? • Sufficient section of straight track to site a station and platform? • Near-level grade?</td>
</tr>
</tbody>
</table>
## Screening at the Station Level

### Initial List of Stations
- Celina
- Prosper
- Rockhill (N. Frisco)
- Panther Creek Parkway
- Eldorado Parkway
- Frisco CBD
- Stonebrook Parkway
- Lebanon Road
- Sam Rayburn North
- Sam Rayburn South (Alternate Location)
- Windhaven
- Hebron/Plano Parkway
- Hebron/KCS
- Hebron/Hebron Parkway
- Trinity Mills
- Downtown Carrollton
- Valley View Lane
- Mercer Parkway
- Royal Lane (Alternative Location)
- South Las Colinas
- Downtown Irving

### Expanded List of Stations
- Celina
- Frontier Parkway
- Prosper
- Rockhill (N. Frisco)
- Panther Creek Parkway
- Eldorado Parkway
- Frisco CBD
- Grand Park (Alternate to Stonebrook Parkway)
- Stonebrook Parkway
- Lebanon Road
- Sam Rayburn North
- Sam Rayburn South (Alternate Location)
- Windhaven
- Hebron/Plano Parkway
- Hebron/KCS
- Hebron/Hebron Parkway
- Trinity Mills
- Keller Springs (Alternate to Trinity Mills)

### Recommended Stations for Phase II Analysis
- Celina
- Prosper
- Panther Creek Parkway
- Frisco CBD
- Stonebrook Parkway
- Sam Rayburn North
- Sam Rayburn South (Alt. Location)
- Hebron/Hebron Parkway
- Trinity Mills
- Keller Springs (Alt. Location)
- Downtown Carrollton
- Valley View Lane
- Royal Lane (Alt. Location)
- South Las Colinas
- Downtown Irving

### Recommended List of Stations for Removal from Further Analysis
- Frontier Parkway
- Rockhill (N. Frisco)
- Eldorado Parkway
- Grand Park (Alt. Location)
- Lebanon Road
- Windhaven
- Hebron/Plano Parkway
- Hebron/KCS
- Mercer Parkway

---

September 17, 2020

21

24

15

10
# Initial Station Evaluations

<table>
<thead>
<tr>
<th>Station Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Celina</td>
</tr>
<tr>
<td>Frisco Parkway</td>
</tr>
<tr>
<td>Prosper</td>
</tr>
<tr>
<td>Rockhit (N. Frisco)</td>
</tr>
<tr>
<td>Panther Creek Parkway</td>
</tr>
<tr>
<td>Eldorado Parkway</td>
</tr>
<tr>
<td>Frisco CBD</td>
</tr>
<tr>
<td>Grand Park (Alt. Location)</td>
</tr>
<tr>
<td>Stonewall Parkway</td>
</tr>
<tr>
<td>Lasater Road</td>
</tr>
<tr>
<td>Sam Rayburn North</td>
</tr>
<tr>
<td>Sam Rayburn South (Alt. Location)</td>
</tr>
<tr>
<td>Winchell Parkway</td>
</tr>
<tr>
<td>Hebron/Hebron Parkway</td>
</tr>
<tr>
<td>Keller Springs (Alt. Location)</td>
</tr>
<tr>
<td>Valley View Lane</td>
</tr>
<tr>
<td>Mccall Parkway</td>
</tr>
<tr>
<td>Royal Lane (Alt. Location)</td>
</tr>
<tr>
<td>South Las Colinas</td>
</tr>
<tr>
<td>Downtown Irving</td>
</tr>
</tbody>
</table>

## Objective

### Community / Stakeholder Preference
- Local government support; planning/zoning; future land use plans

### Access and Connectivity
- Adjacent roadway volumes; first/last mile connections; transit connections; land use patterns; roadway network density; ridership catchment area

### Physical Impacts
- (Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)

### Operations
- Station spacing; tangent (straight) track section

## Metrics

### Overall Score
## Initial Station Evaluations

### With Numeric Scoring

### Station Alternatives

<table>
<thead>
<tr>
<th>Station Alternatives*</th>
<th>Celina</th>
<th>Frontier Parkway</th>
<th>Prosper</th>
<th>Rockhill (N. Frisco)</th>
<th>Eldorado Parkway</th>
<th>Frisco CBD</th>
<th>Grand Prairie (Alt. Location)</th>
<th>Lone Star Road</th>
<th>Sam Rayburn North (Alt. Location)</th>
<th>Winfield Parkway</th>
<th>High Grove Park (Alt. Location)</th>
<th>Keller Springs (Alt. Location)</th>
<th>Downtown Carrollton</th>
<th>Valley View Lane</th>
<th>Royal Lane (Alt. Location)</th>
<th>South Las Colinas</th>
<th>Downtown Irving</th>
</tr>
</thead>
</table>

### Objective Metrics

<table>
<thead>
<tr>
<th>Objective</th>
<th>Community / Stakeholder Preference</th>
<th>Access and Connectivity</th>
<th>Physical Impacts</th>
<th>Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local government support; planning/zoning; future land use plans</td>
<td>Adjacent roadway volumes; first/last mile connections; transit connections; land use patterns; roadway network density; ridership catchment area</td>
<td>(Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)</td>
<td>Station spacing; tangent (straight) track section</td>
</tr>
</tbody>
</table>

### Numeric Score (where red=0; yellow=1; and green=2)

| Numeric Score (where red=0; yellow=1; and green=2) | 7 4 7 3 6 4 7 3 5 4 6 8 1 4 2 5 5 5 8 7 3 5 8 6 |

**Overall Score**

Station Alternatives scoring at 4 or below proposed for removal from advancement into modeling effort.
Next Steps:

• Continue detailed station evaluation
• Narrow stations from 15 to +/- 12 for modeling analysis
• Update PAC in advance of October meeting
• PAC concurrence with list of stations for modeling in October

**Recommended Stations for Phase II Analysis**

- Celina
- Prosper
- Panther Creek Parkway
- Frisco CBD
- Stonebrook Parkway
- Sam Rayburn North
- Sam Rayburn South (Alt. Location)
- Hebron/Hebron Parkway
- Trinity Mills
- Keller Springs (Alt. Location)
- Downtown Carrollton
- Valley View Lane
- Royal Lane (Alt. Location)
- South Las Colinas
- Downtown Irving
Alternative Demographics near Station Locations

• NCTCOG Regional Travel Demand Model
  Includes elements such as roadway and transit networks, and population and employment data to calculate the expected demand for transportation facilities.

• Uses Horizon Year of 2045 with “approved” projections for demographics, including population, employment, land uses, development plans, etc.

• In those situations where “alternative scenarios” is of interest at potential station locations, post-processing evaluation can be conducted testing alternative demographics with higher/different growth rates and their effect on ridership
Measures of Interlining Potential
Identify Interlining Routes:
Identify universe of interlining possibilities centered around Irving to Frisco corridor

Travel Demand:
- Analyzing demand between zones proximate to regional rail corridors
- Using Person Trip Tables with high propensity toward transit use

High-level Modeling:
Model all interlining routes concurrently to identify best performers

Ridership Modeling:
Modeling < 5 interlining routes

Screening of Interlining Routes
Interlining – Travel Demand

• Interline
  ▪ Involving a transfer from one passenger rail line to another without changing vehicles
  ▪ a.k.a. “one-seat ride”

• Travel
  To move about from place to place

• Demand
  The desire to travel coupled with the ability to do so
Interlining – Travel Demand

• Purpose:
  To analyze interlining opportunities from a higher level than ridership modeling to ensure comprehensive approach.

• Differences in Analysis Types
  ▪ Ridership
    • Projected number of riders choosing a specific mode and corridor
    • Total includes all riders regardless of origin or destination
  ▪ Demand
    • Projected number of persons desiring to move along a general corridor regardless of mode
    • Reduced to trips between major corridor segments (removed trips that do not benefit from interlining)
Interlining Opportunities
Travel Demand Perspective
Initial Travel Demand Results

Travel Demand between Rail Segments

Travel Demand per Mile

September 17, 2020
Total Ridership: 17,061
Direct Walk/Drive: 51%
Total Transfer (all modes): 49%
Within Total Transfer, Rail Transfer: 55%

Top High Rail Transfer Stations
#1 Downtown Carrollton: 39%
#2 Downtown Irving: 8%
#3 S. Las Colinas: 8%
These three Stations count for 100% of rail transfers
High-Level Interline Modeling Results

Interlining Route Ridership

<table>
<thead>
<tr>
<th>Route</th>
<th>Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRISCO TO FORT WORTH VIA TRE</td>
<td>6,800</td>
</tr>
<tr>
<td>FRISCO TO FORT WORTH VIA TEXRAIL</td>
<td>6,200</td>
</tr>
<tr>
<td>PLANO TO FRISCO</td>
<td>4,300</td>
</tr>
<tr>
<td>FRISCO TO DOWNTOWN DALLAS</td>
<td>4,000</td>
</tr>
<tr>
<td>DENTON TO PLANO</td>
<td>3,400</td>
</tr>
<tr>
<td>PLANO TO DOWNTOWN IRVING</td>
<td>2,900</td>
</tr>
<tr>
<td>FRISCO TO DOWNTOWN IRVING</td>
<td>10,300</td>
</tr>
<tr>
<td>DENTON TO DFW INTL AIRPORT</td>
<td>10,200</td>
</tr>
<tr>
<td>DENTON TO DFW INTL AIRPORT</td>
<td>9,300</td>
</tr>
<tr>
<td>DENTON TO DFW INTL AIRPORT</td>
<td>2,900</td>
</tr>
</tbody>
</table>

Interlining Route Ridership per Mile

<table>
<thead>
<tr>
<th>Route</th>
<th>Ridership per Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRISCO TO FORT WORTH VIA TRE</td>
<td>270</td>
</tr>
<tr>
<td>FRISCO TO FORT WORTH VIA TEXRAIL</td>
<td>260</td>
</tr>
<tr>
<td>PLANO TO FRISCO</td>
<td>240</td>
</tr>
<tr>
<td>FRISCO TO DOWNTOWN DALLAS</td>
<td>240</td>
</tr>
<tr>
<td>DENTON TO PLANO</td>
<td>240</td>
</tr>
<tr>
<td>PLANO TO DOWNTOWN IRVING</td>
<td>260</td>
</tr>
<tr>
<td>FRISCO TO DOWNTOWN IRVING</td>
<td>190</td>
</tr>
<tr>
<td>DENTON TO DFW INTL AIRPORT</td>
<td>120</td>
</tr>
<tr>
<td>DENTON TO DFW INTL AIRPORT</td>
<td>120</td>
</tr>
<tr>
<td>DENTON TO DFW INTL AIRPORT</td>
<td>100</td>
</tr>
<tr>
<td>DENTON TO FRISCO</td>
<td>60</td>
</tr>
</tbody>
</table>

September 17, 2020
Comparing Interlining Analysis Techniques
Initial Analysis Technique Comparison

### Interlining Route Ridership per Mile

- **Frisco to Fort Worth via TRE:** 350
- **Frisco to Fort Worth via TexRail:** 270
- **Plano to Frisco:** 260
- **Plano to Downtown Irving:** 260
- **Frisco to Downtown Dallas:** 240
- **Denton to Plano:** 240
- **Frisco to Downtown Irving:** 190
- **Denton to Downtown Irving:** 100
- **Denton to Frisco:** 60

### Travel Demand per Mile

- **Frisco to Fort Worth via TRE:** 2,900
- **Frisco to Fort Worth via TexRail:** 930
- **Plano to Frisco:** 2,800
- **Plano to Downtown Dallas:** 5,100
- **Denton to Plano:** 1,200
- **Denton to Downtown Irving:** 1,700
- **Denton to Frisco:** 1,400
- **Frisco to Fort Worth via TexRail:** 2,900

**2045 Ridership per Mile**

**2045 Travel Demand per Mile**
Interlining Next Steps

• Model Reduced Number of Interlining Options
  ▪ Balance system headways between interlined routes
  ▪ How do these options affect parallel Light Rail volumes?

• Present results at October PAC meeting
Rail Capacity

Balancing supply side with demand side
Funding Options

• Initial Assessment
  ▪ Federal
  ▪ State
  ▪ Local
  ▪ Other

• Funding Options for Legislative Consideration
### Federal Funding

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>5307 Urbanized Area Funds</strong></td>
<td>Formula funding for urban areas with populations over 50K.</td>
</tr>
<tr>
<td><strong>5309 Capital Investment Grants</strong></td>
<td>Discretionary competitive funding for major capital investments, including expanded rail, bus rapid transit, streetcar.</td>
</tr>
<tr>
<td><strong>Better Utilizing Investments to Leverage Development (BUILD)</strong></td>
<td>Competitive grant opportunity to invest planning and capital projects that will have a significant impact either regionally or locally.</td>
</tr>
<tr>
<td><strong>Accelerating Innovative Mobility</strong></td>
<td>Supports projects to advance innovation in transit.</td>
</tr>
<tr>
<td><strong>Access and Mobility Partnership Grant</strong></td>
<td>Improve access to transit with health, transportation, and other providers to support innovative projects for transportation disadvantaged.</td>
</tr>
<tr>
<td><strong>Congestion Mitigation and Air Quality Program (CMAQ)</strong></td>
<td>Flexible funding for projects and programs to meet requirements of the Clean Air Act.</td>
</tr>
<tr>
<td><strong>Integrated Mobility Innovation (IMI) Grant</strong></td>
<td>Funding for projects that demonstrate innovative and effective practices, partnerships, and technologies to enhance public transit.</td>
</tr>
<tr>
<td>State Funding</td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td></td>
</tr>
<tr>
<td><strong>State Infrastructure Bank Loans</strong></td>
<td>Revolving loan fund that allows borrowers to access capital funds.</td>
</tr>
<tr>
<td><strong>Transportation Reinvestment Zone</strong></td>
<td>Captured ad valorem tax increments are set aside to finance transportation projects.</td>
</tr>
<tr>
<td><strong>Regional Mobility Authority</strong></td>
<td>Political subdivision formed by one or more counties to finance, acquire, design, construct, operate, maintain, expand, or extend transportation projects.</td>
</tr>
<tr>
<td><strong>Transportation Development Credits</strong></td>
<td>Federal funding tool that states can use to meet federal funding match requirements.</td>
</tr>
<tr>
<td>Local Funding</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td></td>
</tr>
<tr>
<td><strong>Transit Fare Revenue</strong></td>
<td>Revenue earned from carrying passengers.</td>
</tr>
<tr>
<td><strong>Sales Tax</strong></td>
<td>Legal authority of local governments to impose a dedicated tax.</td>
</tr>
<tr>
<td><strong>Local Contribution</strong></td>
<td>Funds allocated to transit out of general revenue rather than a dedicated transit fund.</td>
</tr>
<tr>
<td><strong>In-Kind Contribution</strong></td>
<td>Non-cash assets or services that have value that benefits those outside the contributor’s organization.</td>
</tr>
<tr>
<td><strong>Non-Transit Related Revenue</strong></td>
<td>Earnings received from investments, rental of buildings or property, parking fees, development fees.</td>
</tr>
<tr>
<td><strong>Local Motor Vehicle Registration Fees</strong></td>
<td>Flat rate fee or fee based on the vehicle value.</td>
</tr>
<tr>
<td>Funding Type</td>
<td>Description</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<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>
</tr>
<tr>
<td>Luxury Transportation Tax</td>
<td>Tax on yachts, private jets, and luxury vehicles that would help fund</td>
</tr>
<tr>
<td></td>
<td>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</td>
</tr>
<tr>
<td></td>
<td>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</td>
</tr>
<tr>
<td></td>
<td>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>
</tr>
<tr>
<td>Bonds</td>
<td>Issuing bonds to pay for projects.</td>
</tr>
</tbody>
</table>
## Funding Options for Legislative Consideration

<table>
<thead>
<tr>
<th>Description of Funding</th>
<th>Possible Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales Tax</td>
<td>Any mode of transit</td>
</tr>
<tr>
<td>Local Motor Vehicle Registration Fees</td>
<td>Any mode of transit or capital investments</td>
</tr>
<tr>
<td>Air Quality Surcharge</td>
<td>Any mode of transit or capital investments</td>
</tr>
<tr>
<td>Luxury Transportation Tax</td>
<td>Any mode of transit or capital investments</td>
</tr>
<tr>
<td>Value Capture</td>
<td>Capital Investments</td>
</tr>
<tr>
<td>Special Fuel Tax</td>
<td>Any mode of transit or capital investments</td>
</tr>
<tr>
<td>Tax Rate Election</td>
<td>Capital Investments</td>
</tr>
<tr>
<td>Bonding</td>
<td>Any transit and capital investment.</td>
</tr>
<tr>
<td>Transit for Livable Communities</td>
<td>High capacity transit</td>
</tr>
<tr>
<td>Public Private Partnership</td>
<td>High for capital intensive projects</td>
</tr>
</tbody>
</table>
Feedback from Committee

• Funding Sources
• Timing of Legislative Request for Transit Funding
Collin County Transit Study Update

• Existing Conditions Report
• Transit Propensity
• Similar Efforts
  ▪ Public Engagement Tools
  ▪ LBS Data
  ▪ People Mover Locations
  ▪ Funding Options for Legislative Request
Questions & Open Discussion

• Study Milestones Schedule
• Station Screening Results
• Interlining Analysis
• Funding Options

  *Timing on approach to State Legislature*

• Other
Next Steps

- Determine stations to proceed into ridership modeling alternatives
- Model best performing interlining alternatives and share results
- Prepare funding & implementation options for October 2nd deadline
- Coordinate with cities on alternative demographics for stations
- Coordinate with cities on land use/demographics for people mover locations analysis

Next scheduled meeting is **October 15**
NCTCOG Team Contacts

**Project Management**

- **Michael Morris**
  Transportation Director
  (817) 695-9241
  mmorris@nctcog.org

- **Kevin Feldt**
  Program Manager
  (817) 704-2529
  kfeldt@nctcog.org

- **Brendon Wheeler**
  Senior Transportation Planner
  (682) 433-0478
  bwheeler@nctcog.org

**Stakeholder Engagement**

- **Rebekah Hernandez**
  Communications Supervisor
  (682) 433-0477
  rhernandez@nctcog.org

**BNSF Coordination**

- **Jeff Hathcock**
  Program Manager
  (817) 608-2354
  jhathcock@nctcog.org

**Travel Demand**

- **Ying Cheng**
  Principal Transportation Planner
  (817) 608-2359
  ycheng@nctcog.org

- **Donald Parker**
  Senior Transportation Planner
  (817) 608-2380
  dparker@nctcog.org

- **Timothy O’Leary**
  Transportation Planner II
  (817) 704-5606
  toleary@nctcog.org