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

• 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

• 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

- Dallas Area Rapid Transit (DART)
- Cities Requesting Planning Assistance
- Transportation Management Association (TMA)
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
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

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
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.
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
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

Map Overlay Analysis

Cumulative Transit Propensity Map

Legend

Cumulative Score

- More
- Less

- Collin County Roadways
- Strongest Propensity Zones
- Emerging Propensity Zones
- Future Propensity Zone

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

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

December 3, 2020
Potential Scenario Framework - Land Use/Service Type

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

December 3, 2020
## Potential Scenario Framework - Investment/Governance

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Service Profile</th>
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</thead>
<tbody>
<tr>
<td><strong>Low</strong> Investment (existing funding + local investment)</td>
<td>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</td>
</tr>
<tr>
<td><strong>Moderate</strong> Investment (existing funding + local investment + new funding sources)</td>
<td>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</td>
</tr>
<tr>
<td><strong>High</strong> Investment (join MTA or equivalent to secure ongoing, high-level capital and operating funding)</td>
<td>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&amp;Rs with express service to connect outlying communities to major transit hubs and/or activity centers</td>
</tr>
</tbody>
</table>
## Potential Scenario Framework - Investment/Service Type

<table>
<thead>
<tr>
<th>Service Menu</th>
<th>Paratransit</th>
<th>Microtransit zones</th>
<th>Autonomous Shuttle</th>
<th>P&amp;Rs with Express Service</th>
<th>Local Fixed Route Bus</th>
<th>High-Intensity Bus</th>
<th>People Mover</th>
<th>Regional Rail</th>
<th>LRT</th>
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<tbody>
<tr>
<td>Low Investment (existing funding + local investment)</td>
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<td>LRT</td>
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### Funding Levels
- Low Investment (existing funding + local investment)
- Moderate Investment (existing funding + local investment + new funding sources)
- High Investment (join MTA or equivalent to secure ongoing, high-level capital and operating funding)

### Phases
- 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
What are all the market segments transit should serve in your community? (May pick more than one)

- **Seniors & Persons with Disabilities**: 7
- **Weekday Commuters**: 7
- **Local Daily Needs (Medical Appt., Grocery Runs, etc.)**: 5
- **24-Hour/Non-Typical Shift Jobs Access**: 4
- **Special Event/Weekend Social Trips**: 3
- **Access to Education/Training Opportunities**: 2
What types of transit service do you foresee in your community by 2030 and 2045? (May pick more than one)

- MICROTRANSIT (ON-DEMAND): 7 responses
- HIGH-INTENSITY BUS: 5 responses
- PARATRANSPORT (ON-DEMAND): 6 responses
- REGIONAL RAIL: 5 responses
- AUTONOMOUS SHUTTLES: 5 responses
- FIXED ROUTE BUS: 5 responses
- LIGHT RAIL: 3 responses
- PEOPLE MOVER: 4 responses
Initial Advisory Committee Survey Results

What funding options is your entity currently allowed to implement when it comes to funding transit? (May pick more than one)

- **Sales Tax**: 5 responses
- **Bonding**: 5 responses
- **Value Capture**: 4 responses
- **Tax Increment Finance District**: 3 responses
- **Transportation Reinvestment Zone**: 3 responses
- **None of the Above**: 1 response
Initial Advisory Committee Survey Results

What funding sources are you interested in implementing that requires state/legislative approval? (May pick more than one)

- Local Motor Vehicle Registration Fees: 5
- Value Capture: 5
- Sales Tax: 5
- Special Fuel Tax: 4
- Air Quality Surcharge: 3
- Tax Rate Election: 2

Number of Responses
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

The community has spoken... it’s go time!
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)
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

<table>
<thead>
<tr>
<th>Weekday Transit Availability by Time of Day</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>DCTA Buses</td>
</tr>
<tr>
<td>Span</td>
</tr>
<tr>
<td>Collin County Transit*</td>
</tr>
<tr>
<td>Frisco Demand Response*</td>
</tr>
</tbody>
</table>
# 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

Shannon Stevenson
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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December 3, 2020