

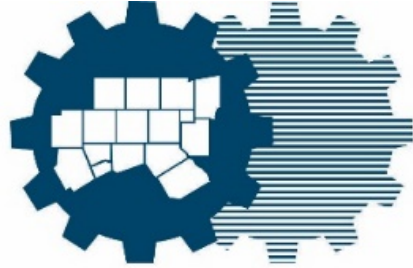
The Collin County Transit Study Project Advisory Committee meeting will begin shortly.

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

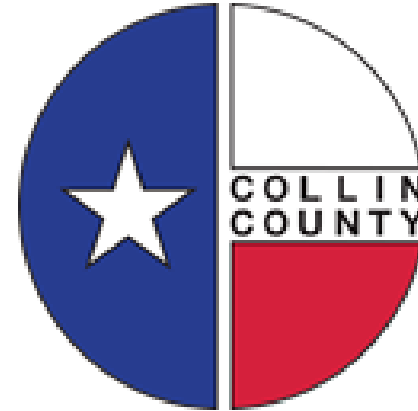


Thank you.





**North Central Texas
Council of Governments**



COLLIN COUNTY TRANSIT PLANNING STUDY

**Project Advisory Committee
3rd Meeting**

August 6, 2020

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










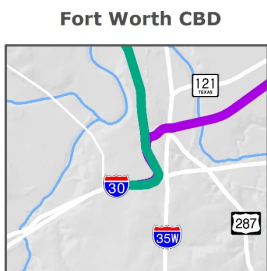
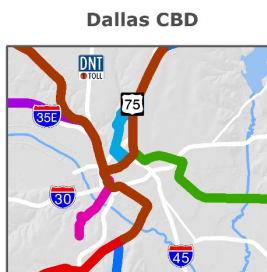
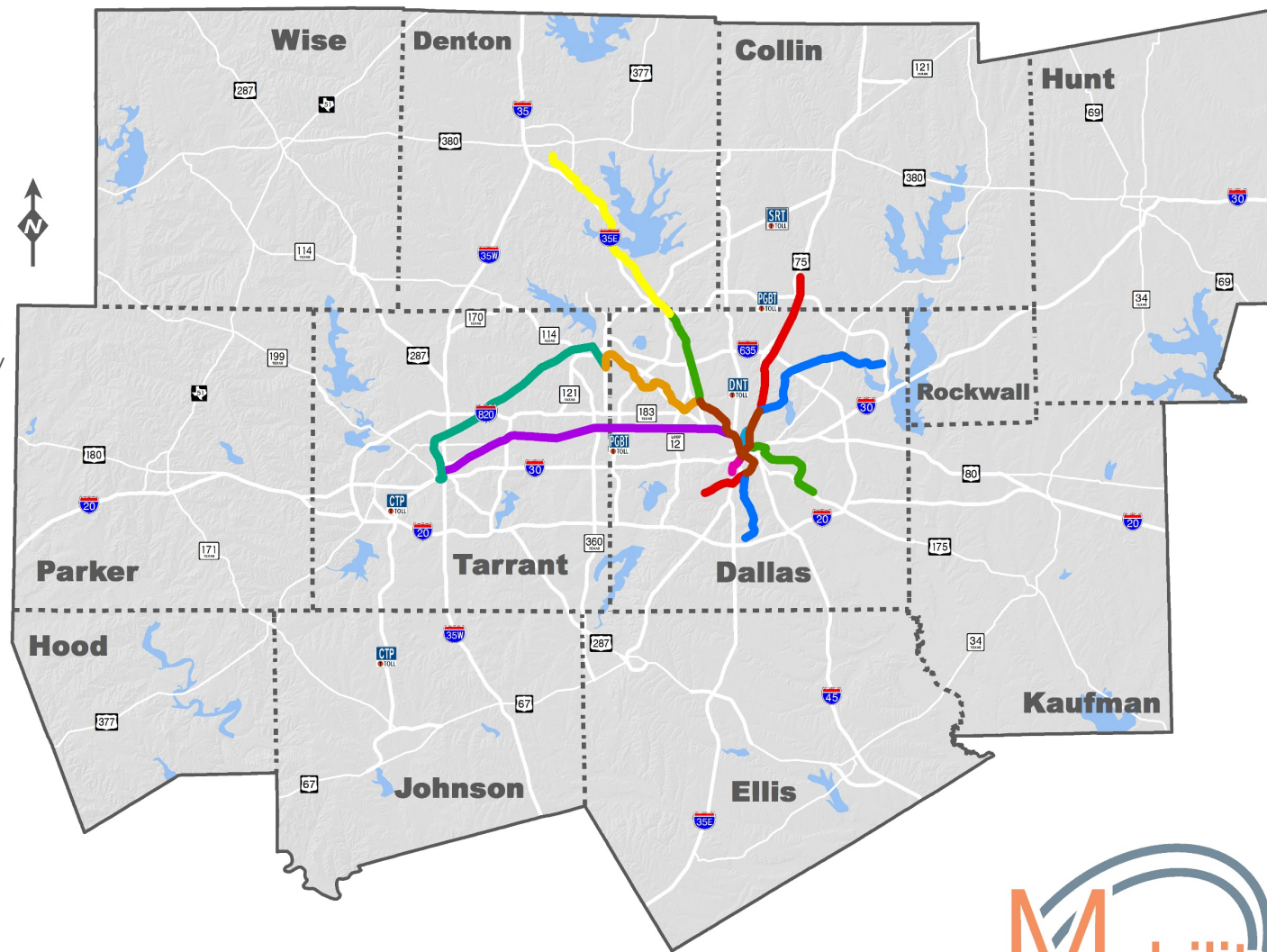
- If joining by phone, please hold your questions and comments until specified times during presentation

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

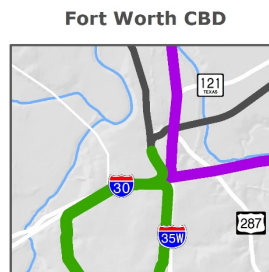
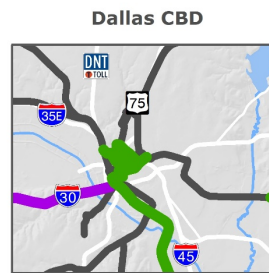
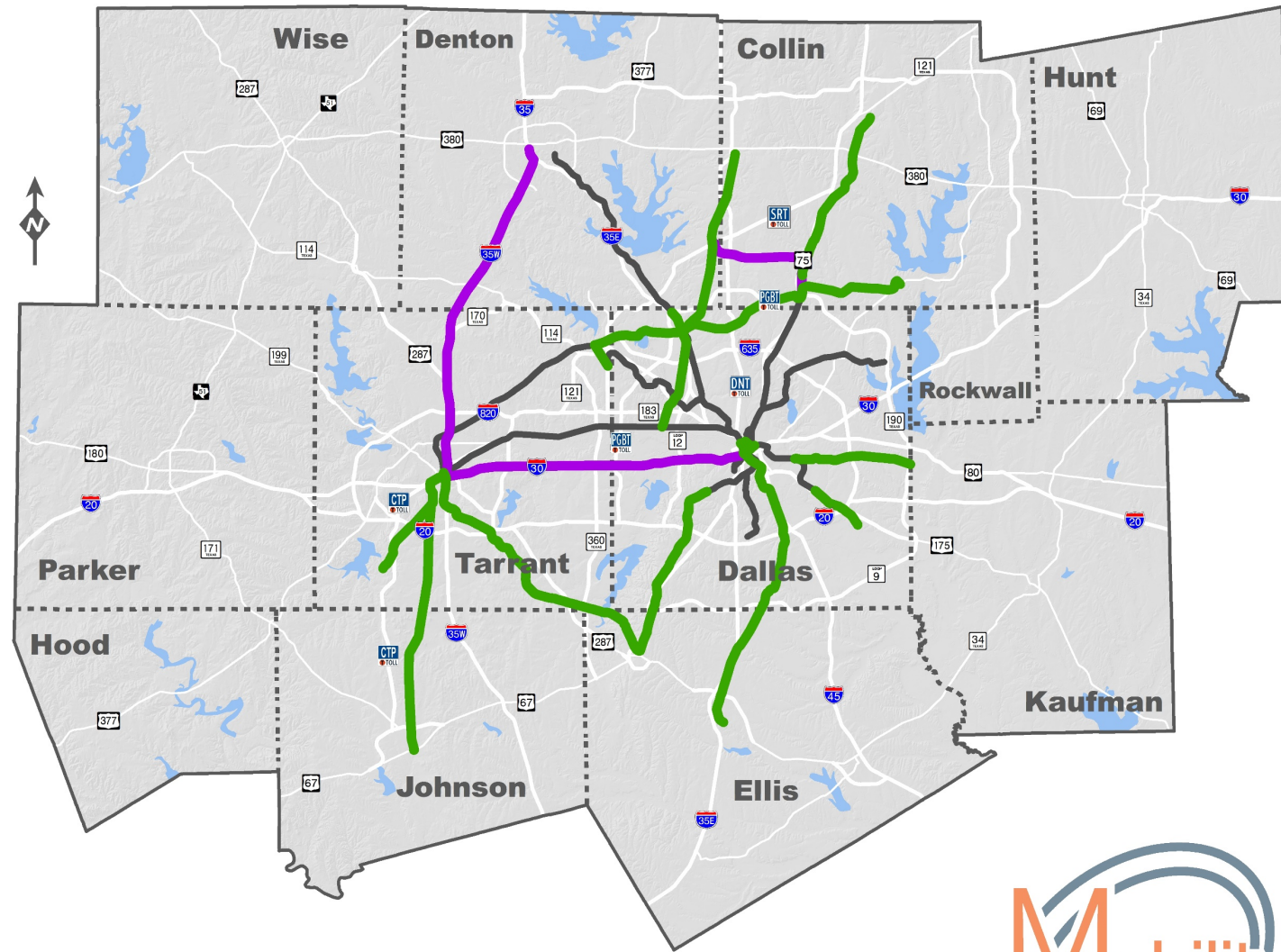
Existing Rail Services

-  A-train
-  TEX Rail*
-  Trinity Railway Express
-  DART Red Line
-  DART Blue Line
-  DART Green Line
-  DART Orange Line
-  Multiple DART Rail Lines
-  McKinney Avenue Trolley
-  Dallas Streetcar



Major Transit Corridor Recommendations

-  Recommended Rail
-  Existing Rail
-  Recommended High-Intensity Bus



August 6, 2020

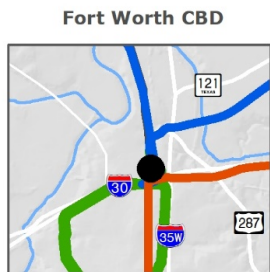
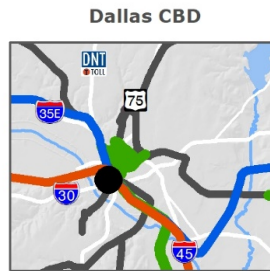
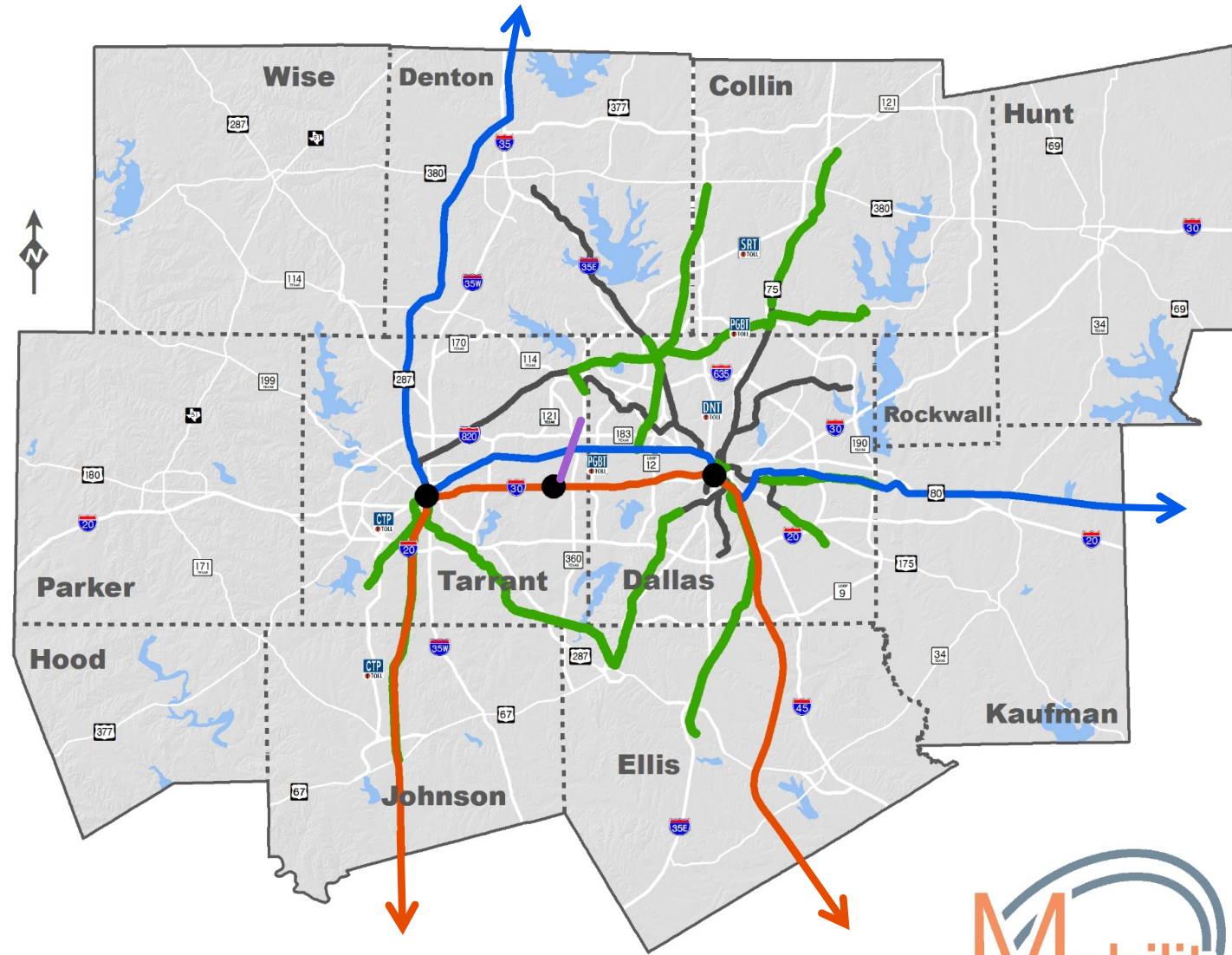


Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



Mobility 2045 HSR and Rail Transit Recommendations

- At-Grade HSR
- Grade Separated HSR
- Stations
- Recommended Rail
- Existing Rail Transit
- Other Rail Corridor



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:

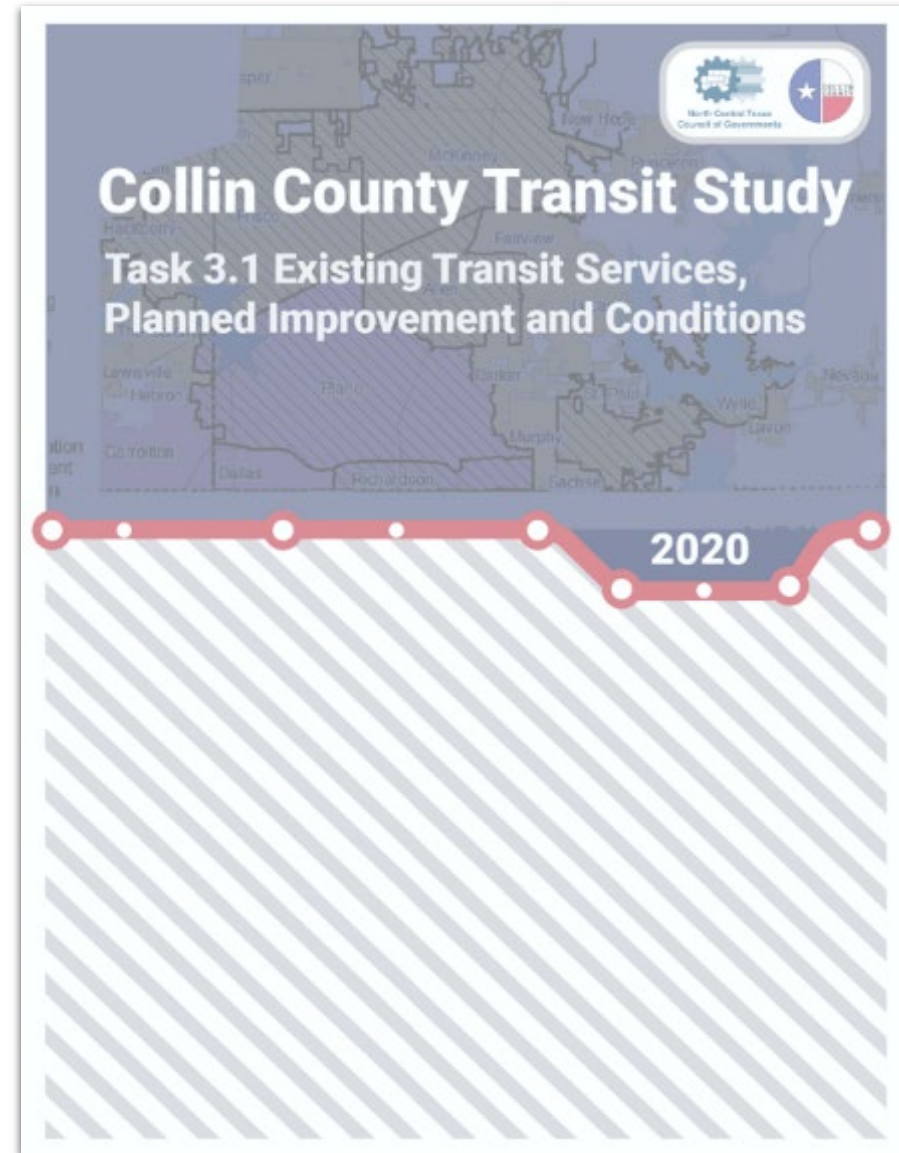
 - One-page overview
 - Talking points and messaging
 - Study information
 - Materials for public meetings

 - Digital survey

 - Milestone email announcement

Collin County Transit Plan

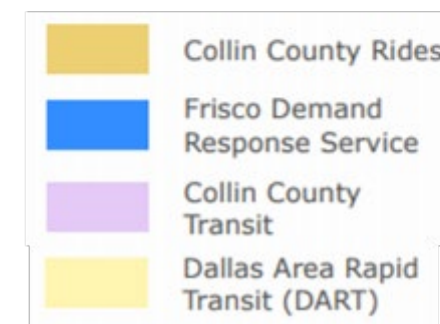
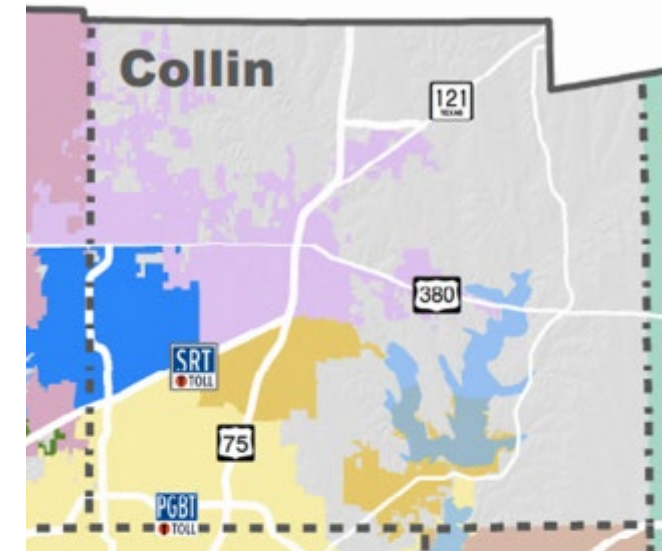
Existing Conditions Preview



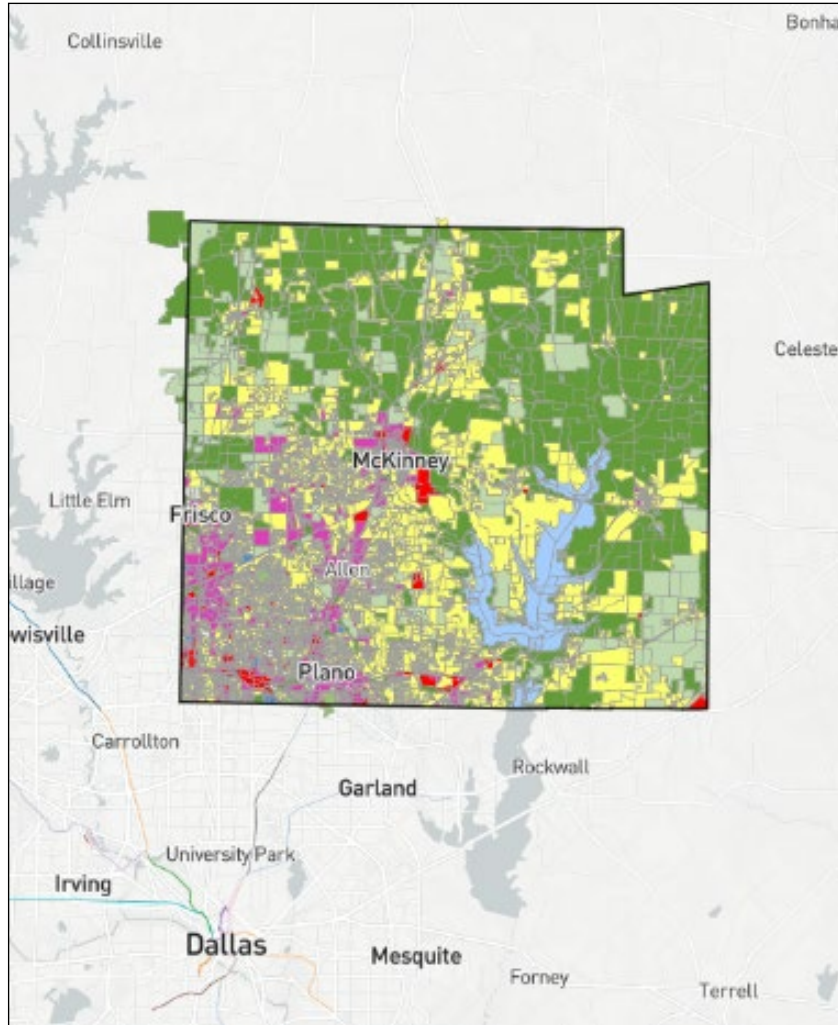
Collin County Transit Planning Study

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



Higher 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

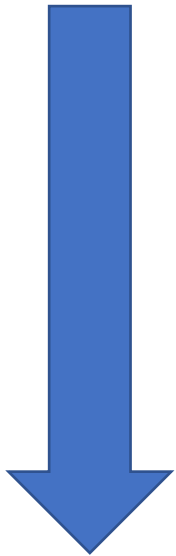


Urban Neighborhood 2 – Greater than 4 floors, high density, high rise, urban places, garage parking

Collin County

Transit Propensity Factors - Development Types

Lower Transit Propensity



Higher Transit Propensity



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



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



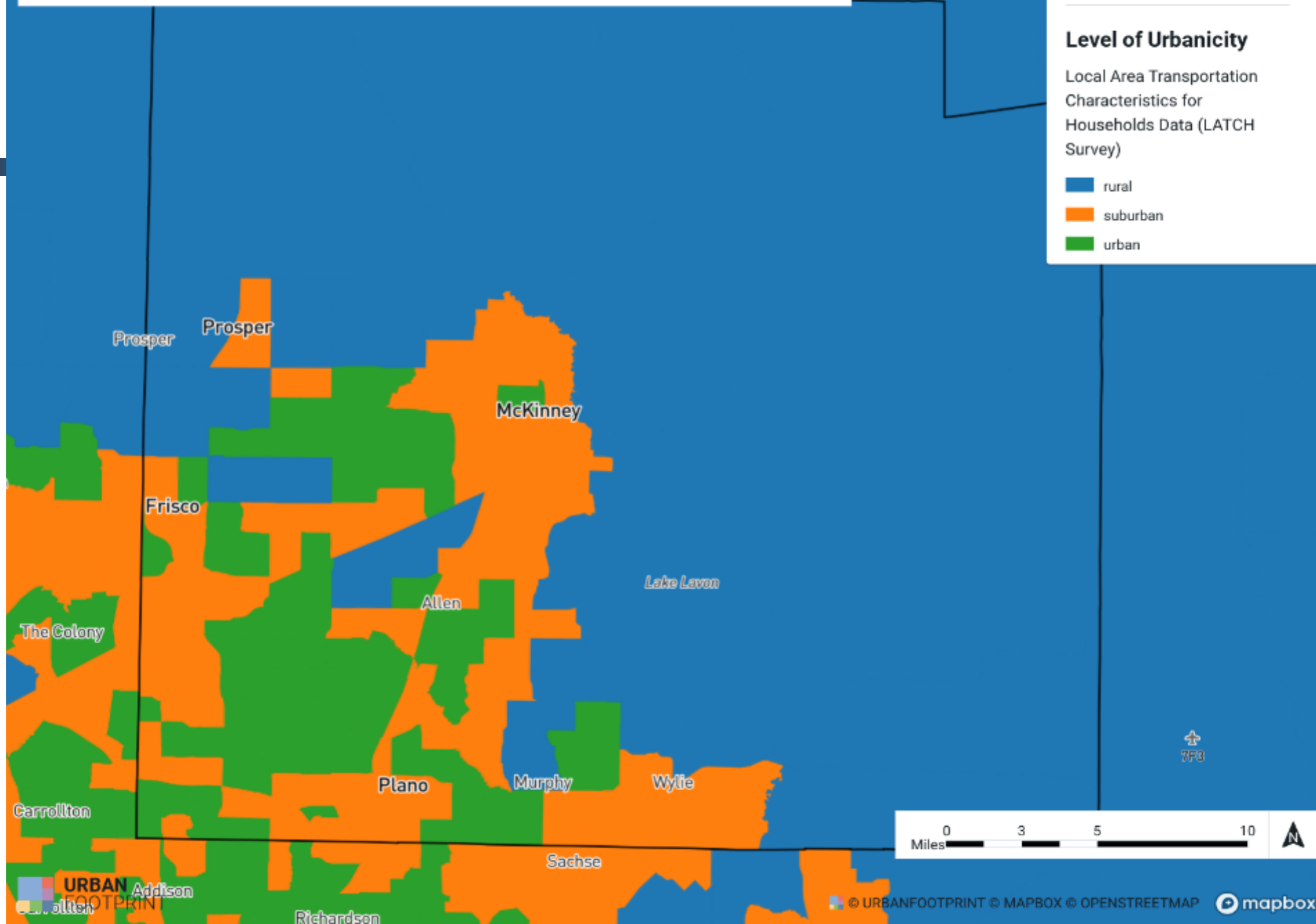
Collin County Transit Planning Study

Transit Propensity Factors

Physical Characteristics

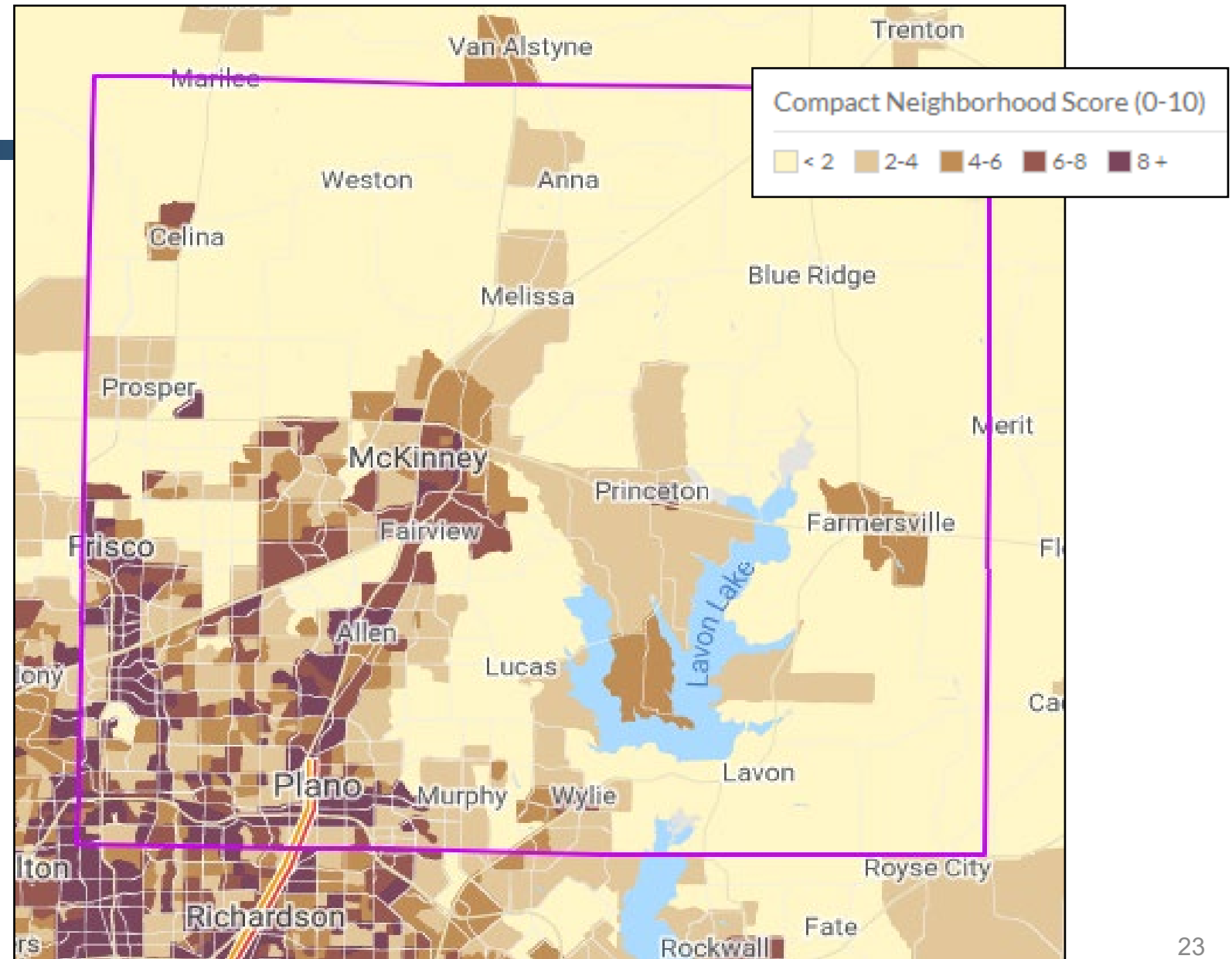
Collin County Transit Planning Study

Collin County Urban, Suburban and Rural Character



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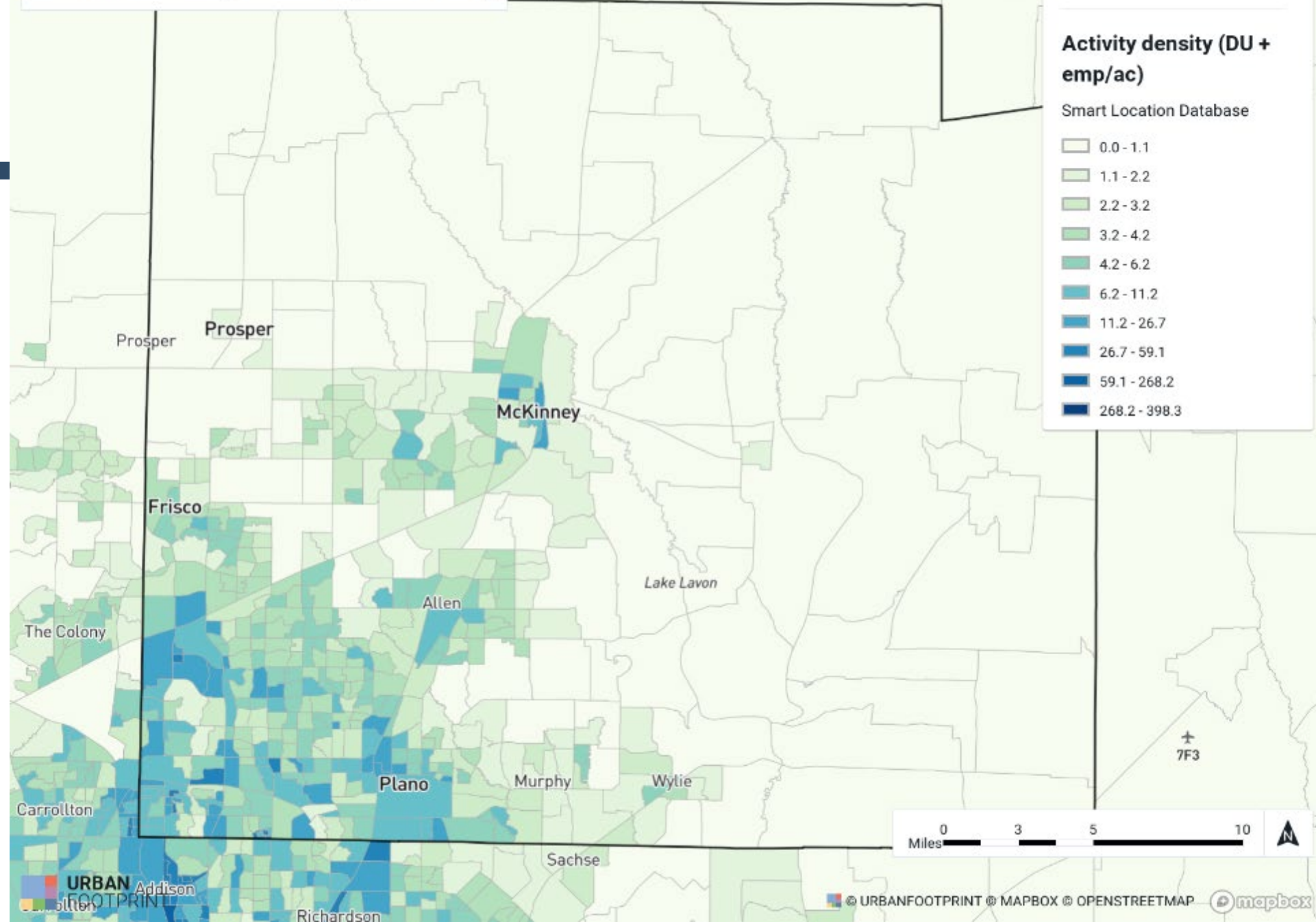
Collin County Transit Planning Study



Source: <https://htaindex.cnt.org/map/>

Collin County Transit Planning Study

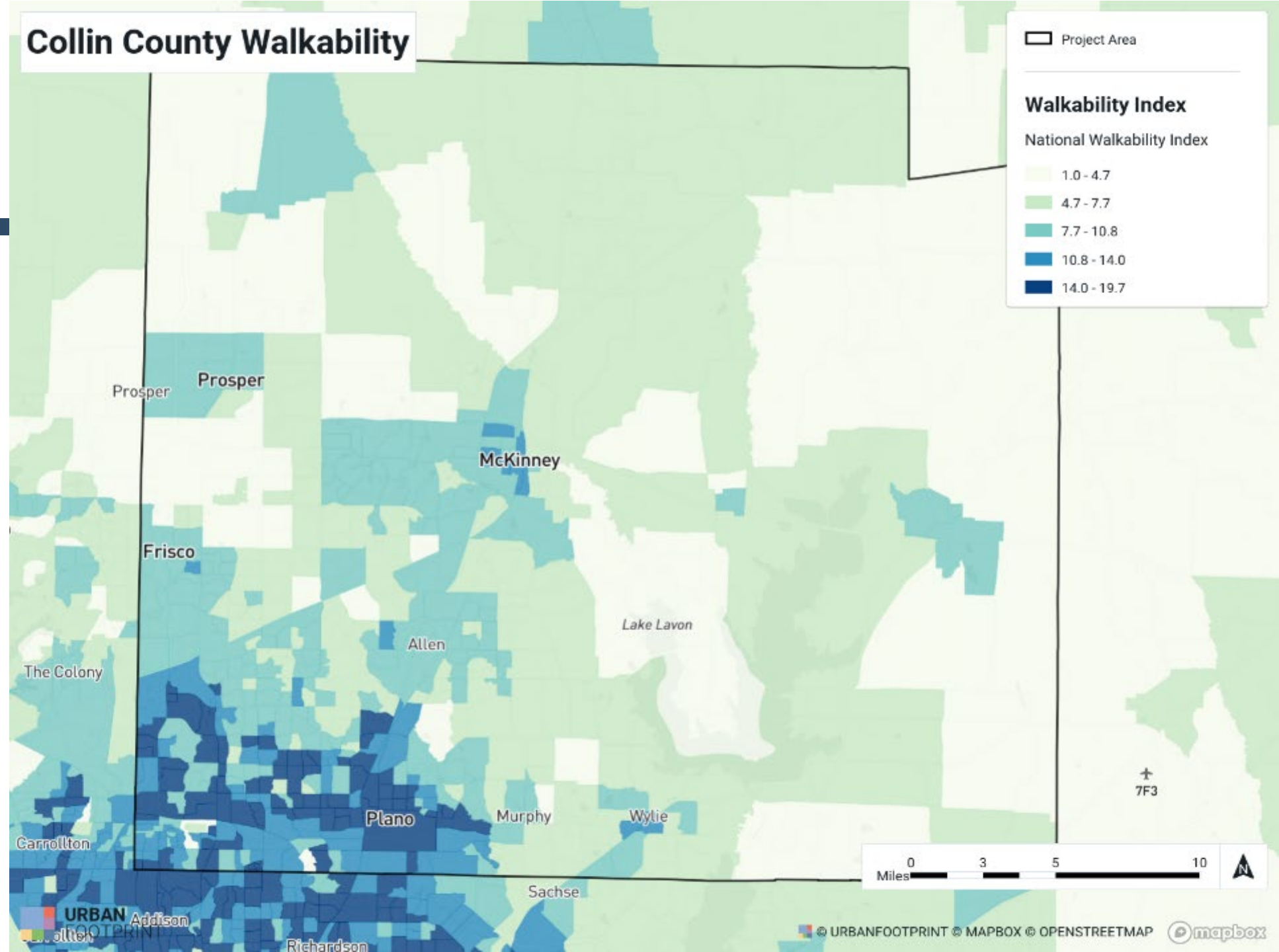
Collin County Activity Density



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Collin County Transit Planning Study

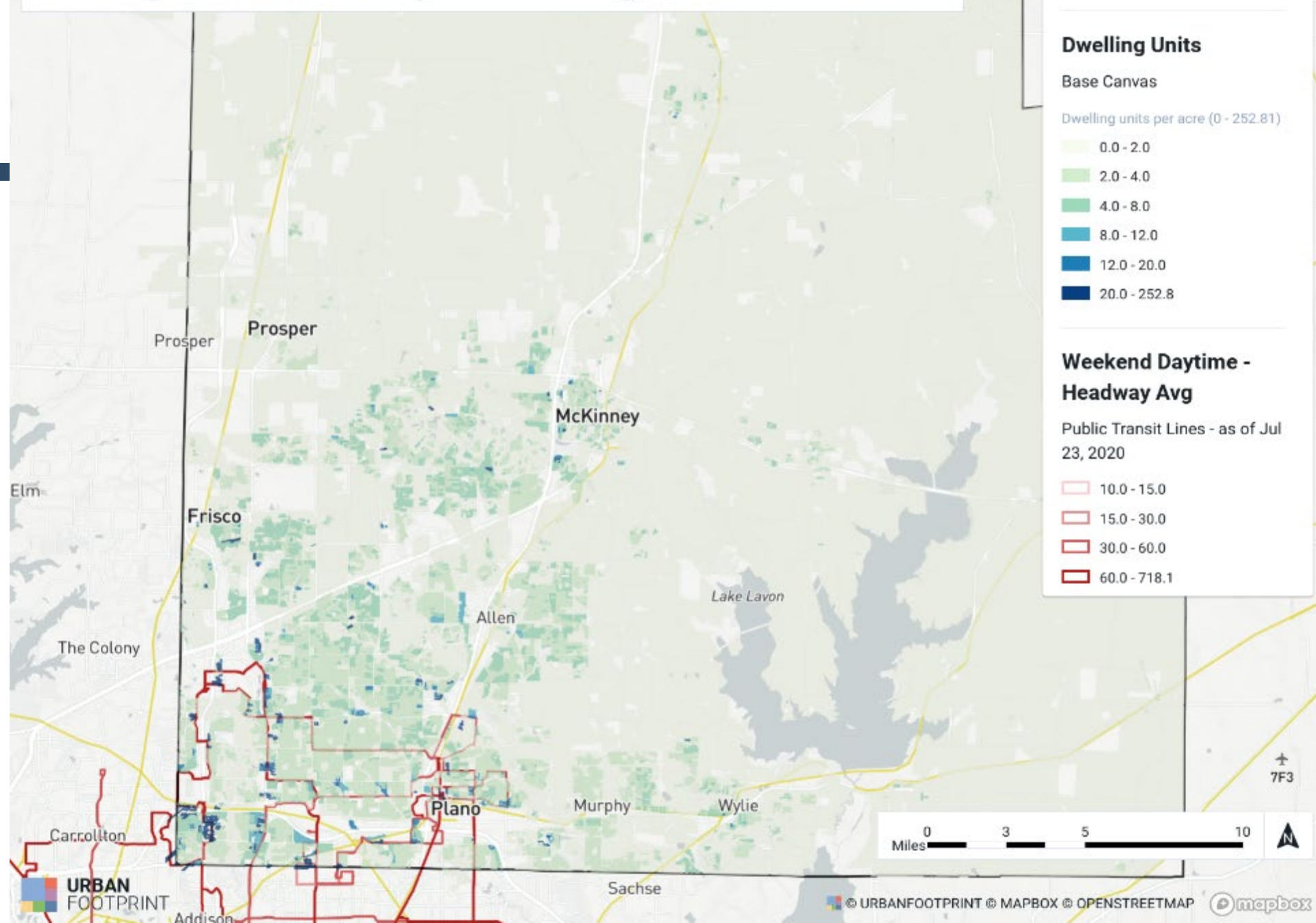
Collin County Walkability



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Collin County Transit Planning Study

Dwelling Unit Net Density and Existing Fixed Route Transit

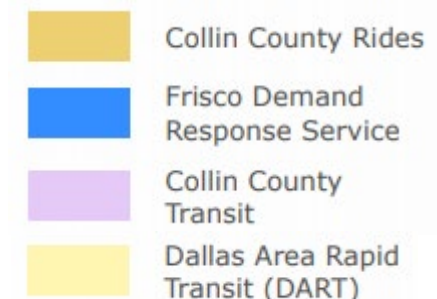
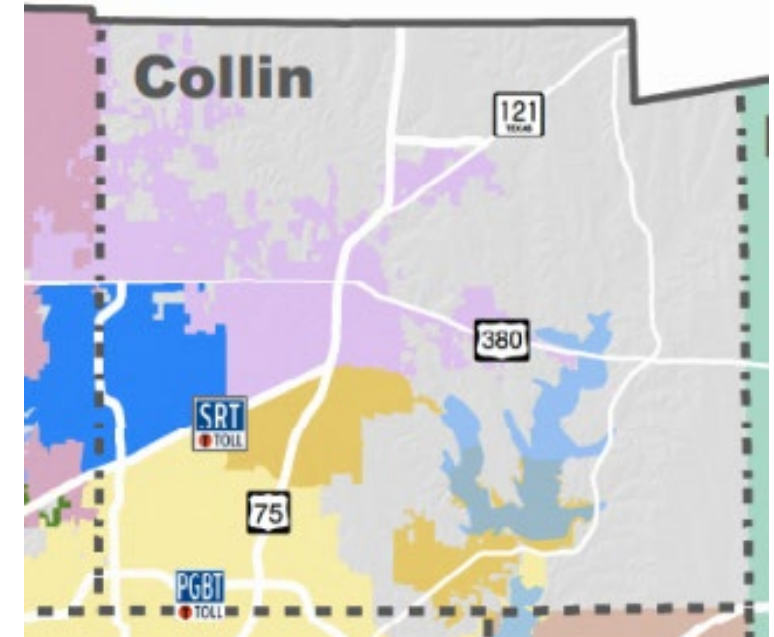


August 6, 2020

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



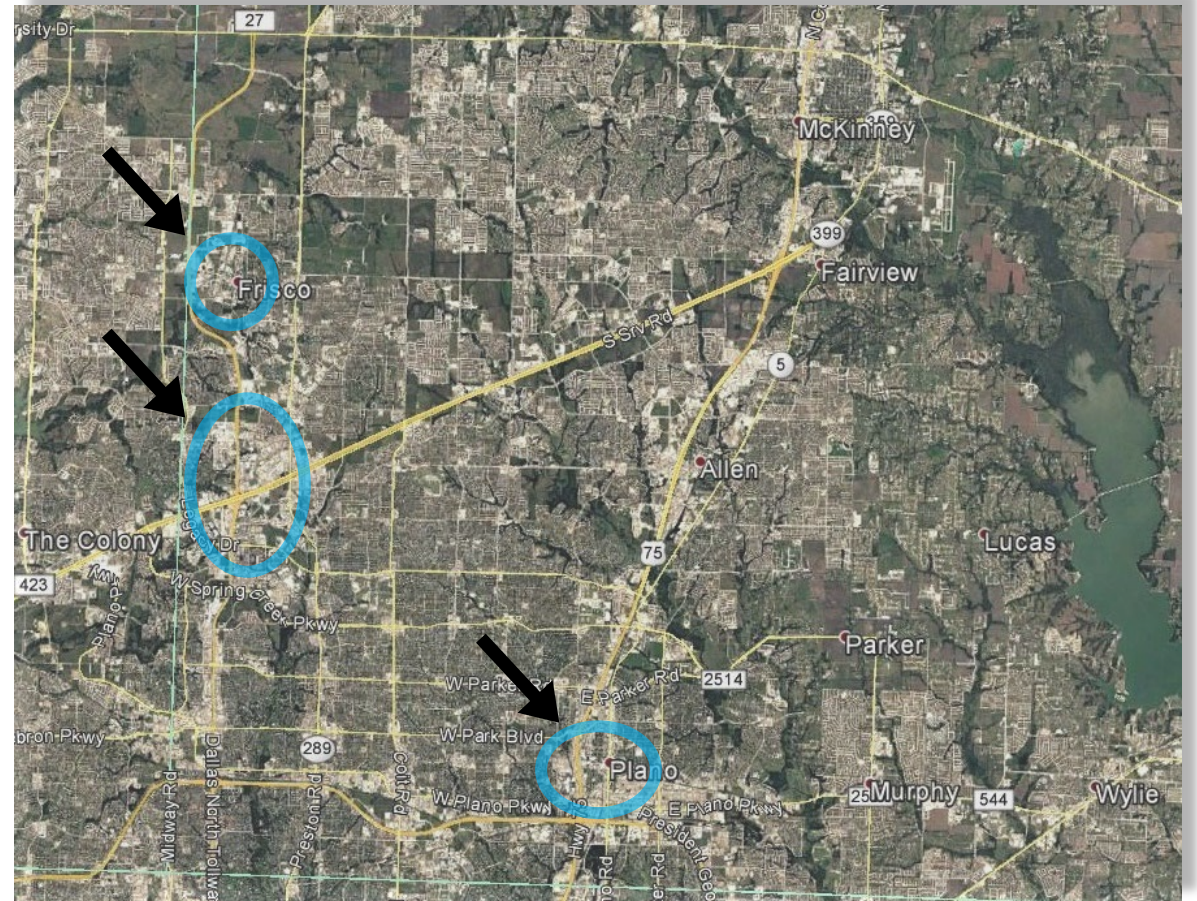
Use of Location-Based Services Data

- 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

5307 Urbanized Area Funds

Formula funding for urban areas with populations over 50K.

5309 Capital Investment Grants

Discretionary competitive funding for major capital investments, including expanded rail, bus rapid transit, streetcar.

5310 Seniors and Individuals with Disabilities

Formula funding to states and large urban areas for needs of seniors and people with disabilities.

5311 Rural Area

Formula funding for areas with populations less than 50K.

5339 Buses and Bus Facilities

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.

Better Utilizing Investments to Leverage Development (BUILD)

Competitive grant opportunity to invest planning and capital projects that will have a significant impact either regionally or locally.

CARES Act

Formula funding for COVID-19 response.

Accelerating Innovative Mobility

Supports projects to advance innovation in transit.

Access and Mobility Partnership Grant

Improve access to transit with health, transportation, and other providers to support innovative projects for transportation disadvantaged.

Congestion Mitigation and Air Quality Program (CMAQ)

Flexible funding for projects and programs to meet requirements of the Clean Air Act.

Integrated Mobility Innovation (IMI) Grant

Funding for projects that demonstrate innovative and effective practices, partnerships, and technologies to enhance public transit.

State Funding

State Infrastructure Bank Loans

Revolving loan fund that allows borrowers to access capital funds.

Transportation Reinvestment Zone

Captured ad valorem tax increments are set aside to finance transportation projects.

Regional Mobility Authority

Political subdivision formed by one or more counties to finance, acquire, design, construct, operate, maintain, expand, or extend transportation projects.

Transportation Development Credits

Federal funding tool that states can use to meet federal funding match requirements.

Local Funding

Transit Fare Revenue

Revenue earned from carrying passengers.

Sales Tax

Legal authority of local governments to impose a dedicated tax.

Local Contribution

Funds allocated to transit out of general revenue rather than a dedicated transit fund.

In-Kind Contribution

Non-cash assets or services that have value that benefits those outside the contributor's organization.

Non-Transit Related Revenue

Earnings received from investments, rental of buildings or property, parking fees, development fees.

Local Motor Vehicle Registration Fees

Flat rate fee or fee based on the vehicle value.

Other Funding

Auxiliary Transit Revenues	Advertisements on vehicles, fines for fare evasion.
Air Quality Surcharge	One-time charge of new vehicle based on the vehicles estimated lifespan.
Luxury Transportation Tax	Tax on yachts, private jets, and luxury vehicles that would help fund transportation.
Transit for Livable Communities	Funding for local areas to create station plans.
Value Capture	Capture future real estate values based on the enhancements from the project the fund construction.
Special Fuel Tax	Tax per volume of fuel sold rather than the cost of fuel.
Public Private Partnership	Collaboration between government and private sector that can be used to finance, build, and operate projects.
Tax Rate Election	Taxes that increase property tax to fund other projects.
University/Colleges	Partner with local university or college to fund transit.

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**

NCTCOG Team Contacts

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