

# Transit Service Eligibility Expansion Discussion

Akia Pichon, Transit Administrator

## Eligibility Discussion Background

- MUTD Board decided in 2017 that the CCT program would service the following groups:
  - Residents over the age of 65
  - Residents who meet federal low-income guidelines
  - Residents with disabilities
  
- Presently, the CCT eligibility guidelines only allow a portion of traditionally transit dependent populations to receive transit services.
  - The American Public Transportation Association defines traditionally transit dependent populations as:
    - households with zero automobiles
    - the percentage of population over age 64
    - the poverty index score
    - the percentage of households with people under the age of 18
    - **Note: the highlighted portions represent the two categories of traditionally transit dependent populations whose needs are met with current CCT eligibility guidelines.**
  - Board has since requested to discuss expansion of eligibility guidelines and hear potential programmatic impacts based on that expansion.

## Considerations for Discussion

- Collin County's population exceeded the one million inhabitant mark in 2019, with an estimated 1,034,730 people living in the county per [www.collincountytx.gov](http://www.collincountytx.gov). With 848 square miles of land, that translates to 1,220 people/square mile. 27% are under the age of 18 and 11% are over 65 years of age, with an average household size of 2.83 in more than 320,000 housing units. An estimated 434,685 employees work in Collin County as of 2019.
- Projected Growth in Collin County Population
  - Increase of 70% by 2045 - 1,689,000
  - Employment increase of 45% by 2045 - 835,000
- A majority of those who drive in and out of Collin County are commuting to work. If a resident wanted to get to work they must meet the low-income guidelines in order to use the CCT service.
- Providing mobility options is vital in such a fast-growing county. As Collin County moves into the future, additional mobility options, such as transit, micro-transit and regional rail, will enhance the community through reduced congestion, improved land use and enhanced economic development.
- **NCTCOG estimates a \$3.8M annual operating cost expense** for a transit service that is available to all residents of the MUTD.