



CITY OF MCKINNEY, TEXAS

Agenda McKinney Urban Transit District Board

Wednesday, September 12, 2018

6:00 PM

Council Chambers
222 N. Tennessee Street
McKinney, Texas 75069

PURSUANT TO TEXAS GOVERNMENT CODE SECTION 551.002, A QUORUM OF THE CITY COUNCIL MAY BE PRESENT. NO CITY COUNCIL ACTION WILL BE TAKEN.

CALL TO ORDER

CONSENT ITEMS

This portion of the agenda consists of non-controversial or housekeeping items required by law. Items may be considered individually by the Board or Commission member making such request prior to a motion and vote on the Consent Items.

REGULAR AGENDA

18-747 [Consider/Discuss/Act on the Minutes of the McKinney Urban Transit District Board Meeting of May 30, 2018.](#)

Attachments: [Minutes](#)

18-748 [Consider/Discuss/Act on a Resolution Accepting FY19 TxDOT State Award](#)

Attachments: [MUTD Resolution - 000 - FY19 State Funds](#)

18-749 [Consider/Discuss/Act Revision To Personal Care Attendant \(PCA\) and Guest Fare Policy](#)

REPORTS

18-750 [Mobility 2045 and High-Speed Rail Update](#)

Attachments: [Presentation](#)

18-751 [DCTA Transit Service Update](#)

Attachments: [Presentation](#)

18-752 [121 Commuter Service](#)

Attachments: [Presentation](#)

18-753 [Federal Grants Update](#)

Attachments: [Civil Rights Plan Memo](#)

18-754 [Staff Status Report on FY18 and FY19 Budget](#)

Attachments: [MUTD FY18 Budget](#)

[MUTD FY19 Budget](#)

CITIZEN COMMENTS

BOARD OR COMMISSIONER COMMENTS

Board or Commission Comments relating to items of public interest: Announcements regarding local or regional civic and charitable events, staff recognition, commendation of citizens, upcoming meetings, informational update on projects, awards, acknowledgement of meeting attendees, birthdays, requests for items to be placed on upcoming agendas, and condolences.

ADJOURN

Posted in accordance with the Texas Government Code, Chapter 551, on the 9th day of September, 2018 at or before 5:00 p.m.

Empress Drane
City Secretary

In accordance with the Americans with Disabilities Act, it is the policy of the City of McKinney to offer its public programs, services, and meetings in a manner that is readily accessible to everyone, including individuals with disabilities. If you are a person with a disability and require information or materials in an appropriate alternative format; or if you require any other accommodation, please contact the ADA Coordinator at least 48 hours in advance of the event. Phone 972-547-2694 or email contact-adacompliance@mckinneytexas.org. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility. ADA grievances may also be directed to the ADA Coordinator or filed online at <http://www.mckinneytexas.org/ada>.

18-747



TITLE: Consider/Discuss/Act on the Minutes of the McKinney Urban Transit District Board Meeting of May 30, 2018.

SUPPORTING MATERIALS:

[Minutes](#)

McKINNEY URBAN TRANSIT DISTRICT BOARD

MAY 30, 2018

The McKinney Urban Transit District Board met in regular session in the Board Chambers of the Municipal Building on May 30, 2018 at 5:30 p.m.

Board members present: Brian Loughmiller, Tracy Rath, Chuck Branch, Derek Borg, George Fuller, La'Shadi Shemwell, Charlie Philips, and Benjamin Rodriguez, Rainey Rogers, and Jason Little. Absent: Board member Derek Stephens.

Staff Present: City Manager Paul Grimes, City Attorney Mark Houser, City Secretary Sandy Hart; Transit Administrator Anthony Cao; and Housing and Community Development Manager Janay Ticken.

There were six guests present.

- 18-457** Consider/Discuss/Act on Election of Officers. Board unanimously approved the motion by Board member Fuller, seconded by Board member Rogers, to elect Brian Loughmiller as Chairman, Chuck Branch as Vice Chairman, and Scott Elliott as Secretary.
- 18-458** Chairman Loughmiller called for Consideration/Discussion/Action on the Minutes of the McKinney Urban Transit District Board Meeting of January 31, 2018. Board unanimously approved the motion by Board member Rath, seconded by Secretary Elliott, to approve the Minutes of the McKinney Urban Transit District Board Meeting of January 31, 2018.
- 18-459** Chairman Loughmiller called for Consideration/Discussion/Action on a Resolution Accepting FTA 5339 Funding. Transit Administrator Anthony Cao stated that the Resolution authorizes acceptance of the FTA 5339 funding. The City of McKinney has been awarded \$106,678 grant through the TxDOT Bus Program without a required match or contribution. The money can be used to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For this FY16 grant program, we will have three additional years until FY19 to use the funds. Board unanimously approved the motion by Board member Fuller, seconded by Board member Shemwell,

to a Resolution accepting FTA 5339 Funding. Caption reads as follows:

RESOLUTION NO. 2018-05-002 (MUTD)

A RESOLUTION OF THE MCKINNEY URBAN TRANSIT DISTRICT BOARD AUTHORIZING THE CITY MANAGER TO EXECUTE A PROGRAM GRANT AGREEMENT WITH THE TEXAS DEPARTMENT OF TRANSPORTATION FOR THE BUS AND BUS FACILITIES INFRASTRUCTURE INVESTMENT PROGRAM (5339); AND PROVIDING AN EFFECTIVE DATE

18-461 Chairman Loughmiller called for Consideration/Discussion/Action on FY16-FY18 Urbanized Area Formula (5307) Program of Projects. Transit Administrator Anthony Cao stated that every year the North Central Texas of Council of Governments requests that recipients submit their Program of Projects (POPS) to identify what they would be utilizing funding for. Included in your packets are modifications to FY16 to FY17 as well as the FY18 the POPS submissions. The modifications are indicated by the original request on the top table and the modification request can be found on the bottom table. When FY16-FY17 was first submitted we included 2 expense categories: operating assistance and general support which includes capital expenses. After breaking down the anticipated capital expenditures of FY16 and FY17 we requested the remainder of our funds be moved from capital expenses into operating assistance. As we continue to expand services and start to identify what type of capital we will be using, we can make modifications during the annual POP process. Board unanimously approved the motion by Secretary Elliott, seconded by Board member Shemwell, to approve the FY16-FY18 Urbanized Area Formula (5307) Program of Projects.

18-465 Chairman Loughmiller called for Staff Status Report on FY18 Budget. Transit Administrator Anthony Cao stated that in the packet is a snapshot of what our budget currently looks like, as well as an estimate of what our budget will look like at the end of the fiscal year. Expenses between June 2017 and March 2018 is broken down for each City. Average monthly cost for services is approximately \$6,000 per month.

We estimate \$7,000 per month until the end of the fiscal year with an expected surplus of about \$279,000. If you look at the usage from each city besides Lowry Crossing, we can expect that each city will have to use all, if not more of the match contribution for services by the end of the fiscal year. With that being said, we are requesting additional contribution from the participating cities. We are requesting \$2,000 from Celina, \$3,500 from Princeton, \$100,000 from McKinney, and \$2,500 from Melissa. Lowry Crossing has not had any usage and their monies will carry over into next year. Letters out to all participating cities which will include the usage for each City for next year's contribution. The original FY16 State Grant deadline is June 1, 2018. Staff has requested an extension until December 31, 2018. If approved, we will be able to use a portion of the FY16 State Funds for October, November, December, and into FY19.

- 18-464** Chairman Loughmiller called for an Update on Low Income Pilot Program Implementation and Outreach Update. Transit Administrator Anthony Cao stated that the low income transit subsidy program began Monday, April 2nd. Since its inception, on-site application workshops were held as well as outreach at numerous community organizational meetings. Staff and DCTA attend meetings of Collin County Social Services Association, a mobile food pantry, HR Roundtable hosted by the McKinney Chamber of Commerce, and Tacos with Cops. Communications and Marketing added eligibility criteria and program transparency to the City's website. We currently have ten participants in the program with seven that has funds loaded onto their cards and 18 trips were provided through May 22nd. We are continuing to work with Communications and Marketing to come up with a more strategic marketing plan. A half page ad will be published in July in the Senior Services Alliance Service Guide. Board member Rath expressed appreciation to the Anthony Cao for going out and providing community outreach to the people that have a high

propensity to use the program. Board members Rogers recommended to reach out to churches that would be a great place to find people to sign up for the program because they typically are helping people with their transportation. Board member Rogers stated there is a Ministerial Alliance in McKinney that involves the majority of churches and would be a great audience to provide the program information. Board member Shemwell expressed his discouragement at the low participant numbers. Some applicants have sent in incomplete applications with missing information. DCTA will follow up with those individuals to make sure that they complete the process and are registered into the program.

18-462 Chairman Loughmiller called for DCTA Transit Service Update. Ms. Michelle Bloomer, DCTA, provided an update on the Collin County Transit through the end of April. The Low Income Pilot Program information will go into May. Since the last meeting, we have added 60 participants to bring the total to 282. There were 269 taxi vouchers which is an increase of 49. There are a total of three demand responses. There are ten low income pilot individuals that have been certificated. We are averaging \$6,300 per month in expenses with about 20 percent of the funds expended. We are not in jeopardy of running out of funds this fiscal year. The total taxi trips that have been provided through the end of December total 1,908. We added an additional 1,406 trips in the last 4 months bringing that total to 3,314. We have seen some movement in the average cost per trip but we are still in the \$16.00 per trip. The customer pays 25 percent of the cost. The average customer is paying closer to \$4. The first seven months of ridership there were 1,908 trips which is an average of 273 per month. In the last four months, we average 352 trips per month which is an increase of 79 trips on average or a 29 percent increase. We did see a drop in January and February which is expected due to the weather and the shorter month of February. If you look at the total number of trips, the taxi trips account for 99.6 percent of

all trips provided which is significantly less than what we originally estimated. This works out well for the MUTD because the taxi trips cost less per trip. There were no trips in Lowry Crossing and we are looking for ideas on how to increase participants in that City. Celina had 25 trips in the last 4 months, McKinney had 1,892 which was an increase of 1,331, Melissa had 9 additional rides in the last 4 months bringing that total to 14, and Princeton had 41. We have been doing Saturday service since October and have provided 99 trips to 31 unduplicated riders. Average cost of a trip is approximately \$12.66 per trip. January and March shows a spike in trips due to mileage and length of those trips. We are averaging about \$180 per month for trips provided on Saturday. Since the last meeting on January 31, we have been busy with implementation of the low income pilot program. In February, the transition of Irving Holdings dispatch and software and phone system went smoothly. In March, we took the online application, which is something we had in the original proposal, prior to the launch of the low income pilot program. It is a one application for all three programs. When filling it out, It asks if you are over 65. If you say yes, it will have you complete the application under that. The next question is, do you have one of these seven disabilities, if they say yes, you will be directed to complete the application under that. If not, it goes to the low income. The reason we did that is because the low income is a pilot and we did not want to certify individuals under the pilot if they were eligible under the elderly or disable component. We have customer satisfaction survey as part of our original commitment to the MUTD. We are looking at doing that in the summer. A draft of the survey has been sent to McKinney staff to review and we will then move forward. Ms. Bloomer stated that they hope to have at the next meeting someone from the North Central Texas Council of Governments here to give a presentation on Mobility 2045 as well as high-speed rail corridors. There was discussion regarding

pursuing Lyft as another option for riders but will be 100% locally funded.

Ms. Bloomer stated that the reason that DCTA provides the Demand Response service is for those individuals that have their mobility device that requires a larger vehicle. Irving Holdings has wheelchair accessible vehicles but they can't handle oversized wheelchairs above 600 pounds. Lyft does not have those vehicles at all so DCTA will still have to maintain that program to ensure Title VI issues.

18-460 Chairman Loughmiller called for Consideration/Discussion on DCTA Service Options. Ms. Michelle Bloomer stated that there have been previous discussions with the Board about possible options for additional services to add on to the taxi voucher program. Options included circulators, fixed routes, commuter express, and innovative services. On the commuter express, we have been talking about two corridors. The US 380 corridor and State Highway 121 corridor. Currently the US 380 corridor is under construction. TxDOT is in the process of building six new overpasses between McKinney and Denton. Given that, our recommendation is not to pursue that option for the next year or two. There has been a lot happening on the SH 121 corridor since we last met. The interested parties continue to grow so there is now a Frisco Transportation Management Association (TMA) and a Legacy West Transportation Management Association. The McKinney UTD is your vehicle to do that instead of having a TMA. DCTA was awarded \$10 million recently through the Federal Transit Administration for the Intermodal Transportation Center that will be located in Lewisville. We are talking about connecting with the SH 121 corridor at Frisco or coming up SH121 to US 75 to McKinney. This would help get individuals to employment opportunities as well as get from Louisville into McKinney for employment. If that is something the MUTD is interesting in pursuing, we can come back at the next meeting with more information about the number of employers, who the partners are, and how we would propose

moving forward. The other option is the fixed route service. Based on discussions with staff, we were able to find the old red and blue routes that were provided by CCART and TAPS. Those routes are 80 minute long which means someone would wait 80 minutes between buses which is not a desirable wait time. The other concern I had with implementing that service is it is fixed route and because of that you would be required to provide ADA transit service. One option is to provide deviated fixed route service which would provide a fixed route and the bus could deviate off that fixed route three quarters of a mile either way. My initial understanding is if we do that, we would not be required to provide ADA transit service separately and that would satisfy that requirement. The blue route was the North route, the red route was the South route and they met at 600 N. Tennessee which is the old location for CCART and TAPS. We would most likely have to move that transfer point and need to identify a location as to where that transfer point would be. If the Board is interested, we would bring back a recommended service model, fixed route with ADA complimentary service, and whether it is a deviated fixed route or something else. We will come back with the capital requirements, the pricing on a vehicle that we can recommend, procurement timeline as well as the pricing structure for the service and a timeline to implement. Ms. Bloomer stated that going from the original two routes to the ten routes was overkill and TAPS was not able to financially sustain that. Chairman Loughmiller stated he lived through CCART and TAPS and both scenarios came to us for emergency funding. After providing them with an additional \$150,000, within two months they cancelled two routes without any input from us. Fixed routes conceptually is a great idea but there are so many things attached to that that make it difficult. Ms. Bloomer stated that DCTA can do an intermediary step and look at all the data we currently have from the taxi voucher program and plot those trips so we know where people are

coming from, where they are going, and see if there is any grouping of individuals. We would be limited based on capital resources and financial resources of how far. Board member Shemwell stated that no one is going to go on a fixed route if they can go exactly where they want to go with the taxi voucher service. I think we will never get the true numbers because TAPS and CCART did not have requirements. It wasn't elderly, disabled, or low income but just people that simply wanted to ride the bus. Board member Shemwell stated that we are comparing fixed routes from companies that failed because they were doing too much versus a whole different program now which offers door-to-door service. We cannot use data that was unreliable and not consistent. Board member Shemwell he would also like for DCTA to look at something that we have not discussed as far as getting from McKinney to the DART station. That is something we can do once an hour. Ms. Bloomer stated she will come back with some data on the existing trips and we will investigate options for connecting with DART from McKinney, looking at US 380, and SH 121.

Chairman Loughmiller called for Citizen Comments and there were none.

Chairman Loughmiller called for Board or Commissioner Comments and there were none.

Board unanimously approved the motion by Vice Chairman Branch, seconded by Secretary Elliott, to adjourn. Chairman Loughmiller adjourned the meeting at 6:55 p.m.

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BRIAN LOUGHMILLER
Chairman

ATTEST:

SCOTT ELLIOTT
Secretary



18-748

TITLE: Consider/Discuss/Act on a Resolution Accepting FY19 TxDOT State Award

COUNCIL GOAL: Financially Sound Government
(4A: Provide Funding and Organizational Framework to Ensure Continual Economic Improvements)

MEETING DATE: September 12, 2018

DEPARTMENT: Housing and Community Development

CONTACT: Anthony V. Cao, Transit Administrator

RECOMMENDED MUTD BOARD ACTION:

- Approve Resolution

ITEM SUMMARY:

- The Texas Department of Transportation (TxDOT) has awarded the City of McKinney \$459,079 for FY19. This funding will be utilized to continue transit services in the McKinney Urban Transit District. There is no match requirement for this funding.

SUPPORTING MATERIALS:

[MUTD Resolution - 000 - FY19 State Funds](#)

RESOLUTION NO. 2018-__-__ (MUTD)

A RESOLUTION OF THE MCKINNEY URBAN TRANSIT DISTRICT BOARD AUTHORIZING THE CITY MANAGER TO EXECUTE A PROGRAM GRANT AGREEMENT WITH THE TEXAS DEPARTMENT OF TRANSPORTATION FOR THE FY19 SMALL URBANIZED AREA STATE AWARD ; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of McKinney desires to enter into a Program Grant Agreement with the Texas Department of Transportation to utilize FY19 Small Urbanized Area state funds; and

WHEREAS, the City of McKinney has been awarded \$459,079 grant through TxDOT without a required match or contribution ("Program Grant"); and

WHEREAS, funds will be utilized for Operating and Administration expenses to further provide transit services for the McKinney Urban Transit District.

NOW, THEREFORE, BE IT RESOLVED BY THE MCKINNEY URBAN TRANSIT DISTRICT BOARD, THAT:

Section 1. The City Manager is hereby authorized to execute a Program Grant Agreement with the Texas Department of Transportation to utilize FY19 Small Urbanized Area state funds and accept the corresponding Program Grant.

Section 2. This Resolution shall take effect immediately from and after its passage and it is so duly resolved.

DULY PASSED AND APPROVED BY THE MCKINNEY URBAN TRANSIT DISTRICT BOARD ON THE 12 DAY OF SEPTEMBER, 2018.

MCKINNEY URBAN TRANSIT DISTRICT

Brian Loughmiller
Chairman

ATTEST:

Scott Elliot
Secretary



18-749

TITLE: Consider/Discuss/Act Revision To Personal Care Attendant (PCA) and Guest Fare Policy

COUNCIL GOAL: Enhance the Quality of Life in McKinney
(5E: Develop Sustainable Quality of Life Improvements Within The City of McKinney)

MEETING DATE: September 12, 2018

DEPARTMENT: Housing and Community Development

CONTACT: Anthony V. Cao, Transit Administrator

ITEM SUMMARY:

- Currently, any PCA or guest that wishes to ride with a qualified Collin County Transit participant must pay an additional \$2 each trip using cash or credit card. PCA and guest charges cannot be paid using the taxi voucher debit card.
- Staff has identified two options regarding this policy change:
 1. No change. Keep the program how it is; or
 2. \$2 fare for individuals under 17 can be charged to the taxi voucher debit card / individuals age 17+ must pay using cash or different credit card
- This policy change would affect the entire program which includes Elderly, Disabled, and the Low-Income pilot program

BACKGROUND INFORMATION:

- Taxi fares for the North Texas region are established and regulated by three main entities: the DFW Airport, the City of Dallas, and the City of Fort Worth.
- \$2 PCA/guest fare is consistent with similar programs in the area.
- Per Irving Holdings' policy, individuals must be 17 or older to ride by themselves.

FINANCIAL SUMMARY: If Option 2 is approved, \$2 PCA/Guest fare: Rider: \$.50 / Grant: \$1.50

SUPPORTING MATERIALS:

18-750



TITLE: Mobility 2045 and High-Speed Rail Update

SUPPORTING MATERIALS:

[Presentation](#)

Mobility 2045 and High-Speed Rail

McKinney Urban Transit District Board Meeting
September 12, 2018

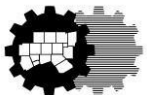


Topics

- **Mobility Planning Overview**
- **Financial Planning Overview**
- **Mobility 2045 Plan**
- **High-Speed Rail**



Mobility Planning Overview



What is the Metropolitan Transportation Plan?

- **Required by Law**
- **Referred to as The Mobility Plan**



Represents a Blueprint for the Region's Multimodal Transportation System



Covers at Least a 20-Year Timeframe



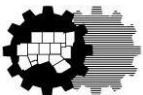
Responds to Goals



Identifies Policies, Programs, and Projects for Continued Development

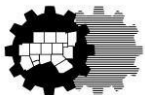


Guides the Expenditure of Federal and State Funds



Mobility 2045 – Focus On Connections

- Regional Passenger Rail
- Non-Motorized Connections
- Tolloed Managed Lane System
- Emerging Technologies
- Freight
- High-Speed Rail



Mobility Plan Development

Maximize Existing System

Infrastructure Maintenance

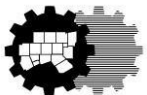
Maintain & Operate Existing Facilities
Bridge Replacements

Management, Operations and Technology

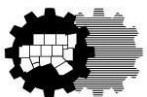
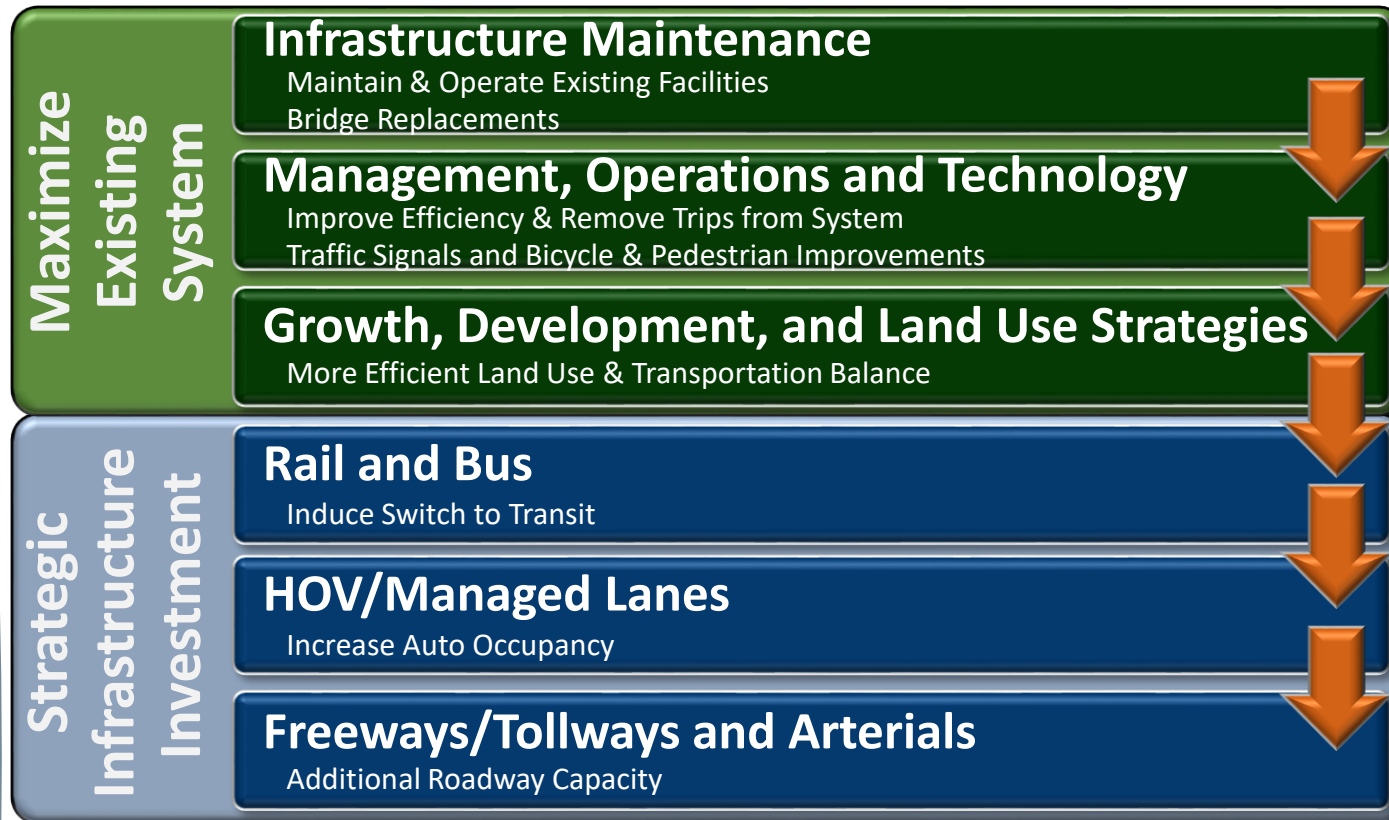
Improve Efficiency & Remove Trips from System
Traffic Signals and Bicycle & Pedestrian Improvements &

Growth, Development, and Land Use Strategies

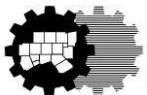
More Efficient Land Use & Transportation Balance



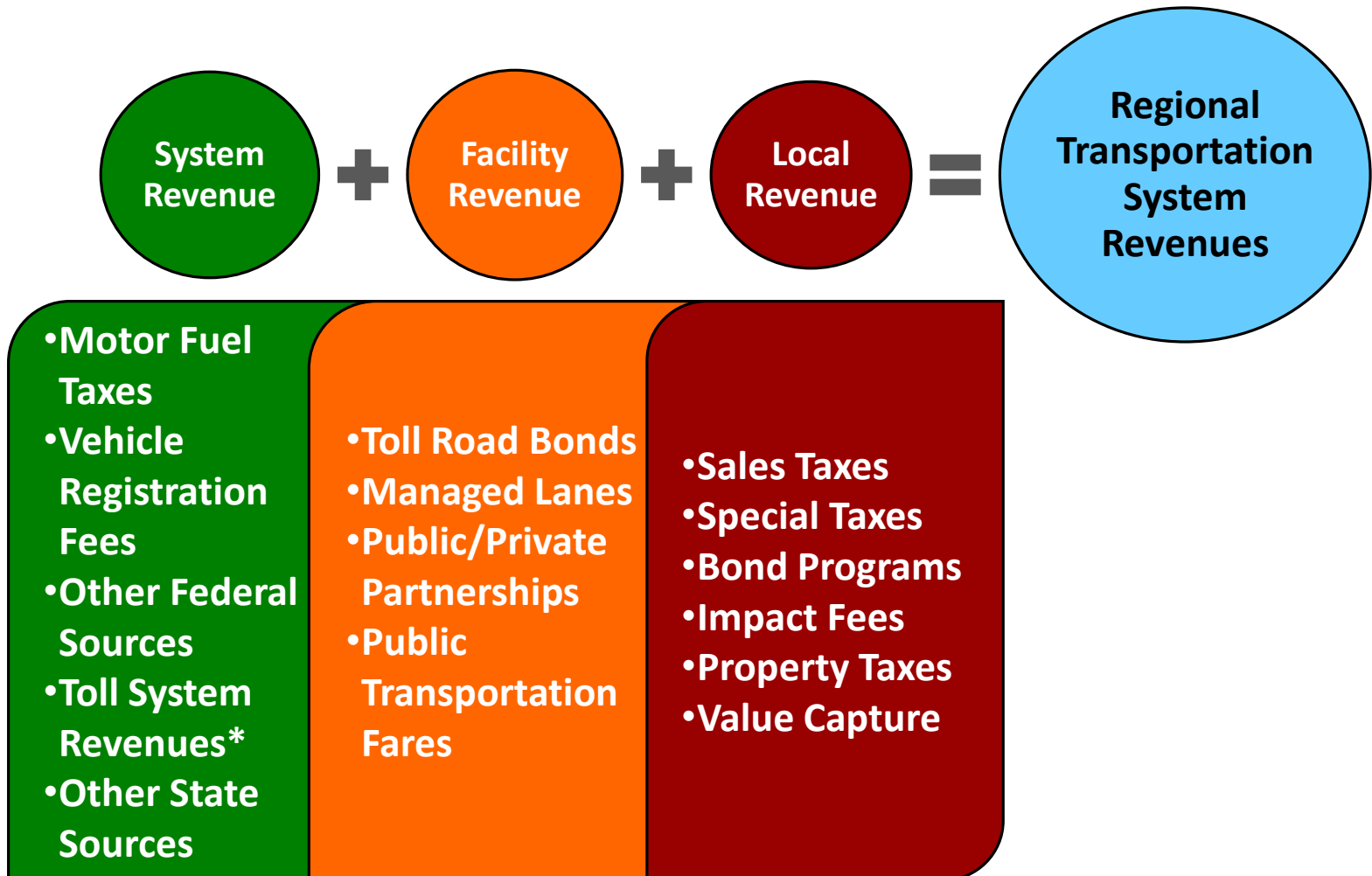
Mobility Plan Development



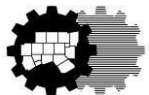
Financial Planning Overview



Transportation Funding Basics



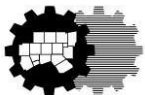
*Revenue from existing NTTA facilities after bonds are retired.



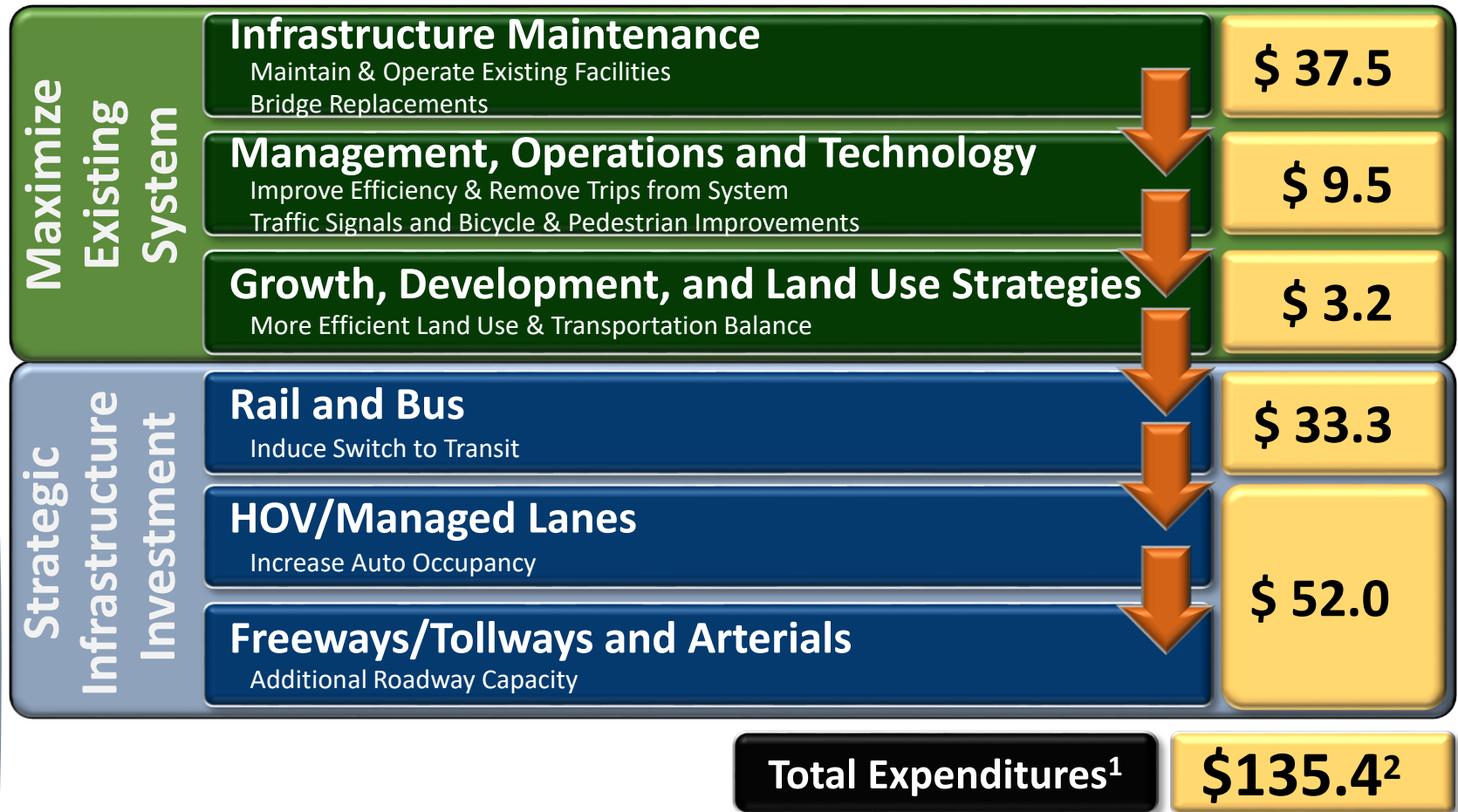
Financial Plan Requirements

- Use all “Reasonably Expected” Sources
- Year of Expenditure Dollars
- Must be Financially Constrained

Balance Priorities with Available Resources



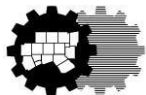
Mobility 2045 Expenditures



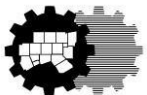
Notes:

¹ Actual dollars, in billions. Values may not sum due to independent rounding.

² Balances to reasonably expected revenue, demonstrating financial constraint.



Mobility 2045 Plan



Mobility 2045 Goals

- **Mobility**

- Improve Transportation Options
- Support Travel Efficiency Strategies
- Ensure Community Access to System and Process

- **Quality of Life**

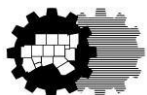
- Enhance Environment and Life Styles
- Encourage Sustainable Development

- **System Sustainability**

- Ensure Adequate Maintenance, Safety, and Reliability
- Pursue Long Term, Sustainable Financial Resources

- **Implementation**

- Provide Timely Planning and Implementation
- Develop Cost Effective Projects and Programs

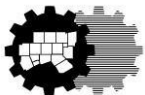


Infrastructure Maintenance

Maintain & Operate Existing Facilities
Bridge Replacements

\$ 37.5 B

- Regular Maintenance
- TxDOT Programmed
- Bridge Replacement Program



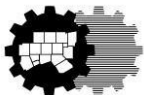
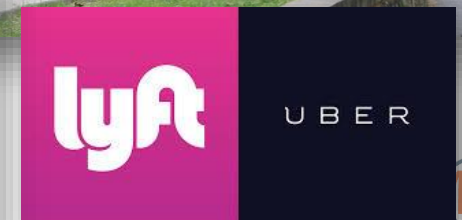
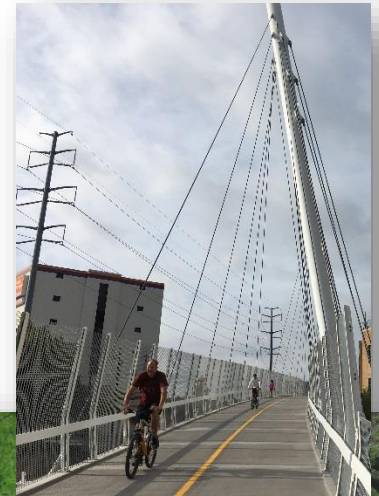
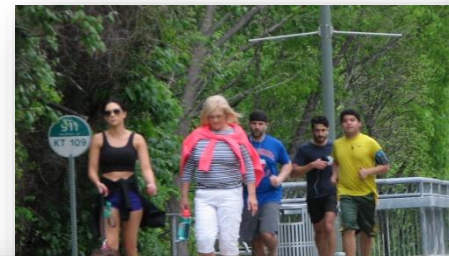
Management, Operations, and Technology

Improve Efficiency & Remove Trips from System

Traffic Signals and Bicycle & Pedestrian Improvements

\$ 9.5 B

- Traffic Signal Retiming Program
- Technology Program
- Bike/Ped Program
- Asset Optimization Program

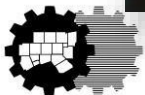


Growth, Development, and Land Use Strategies

More Efficient Land Use and Transportation Balance

\$ 3.2 B

- Incentives for Mixed-Use Development
- Last Mile Connections
- Local Government Coordination

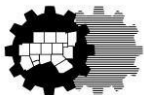
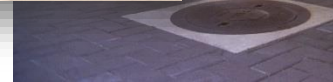


Rail and Bus

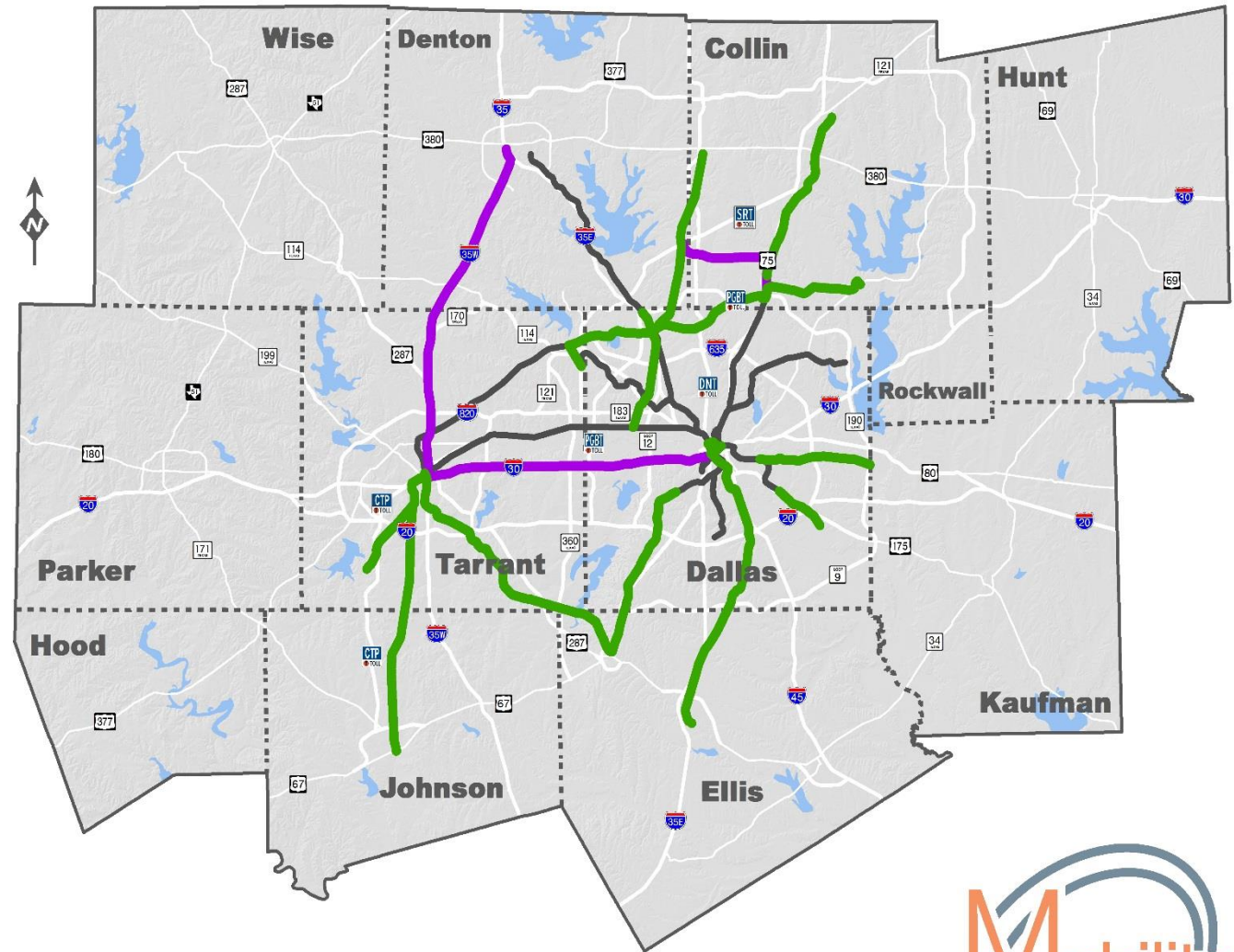
Induce Switch to Transit

\$ 33.3 B

- **Local Transit Agencies**
 - McKinney UTD
- **Trinity Metro**
- **DART**
- **DCTA**

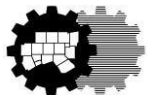
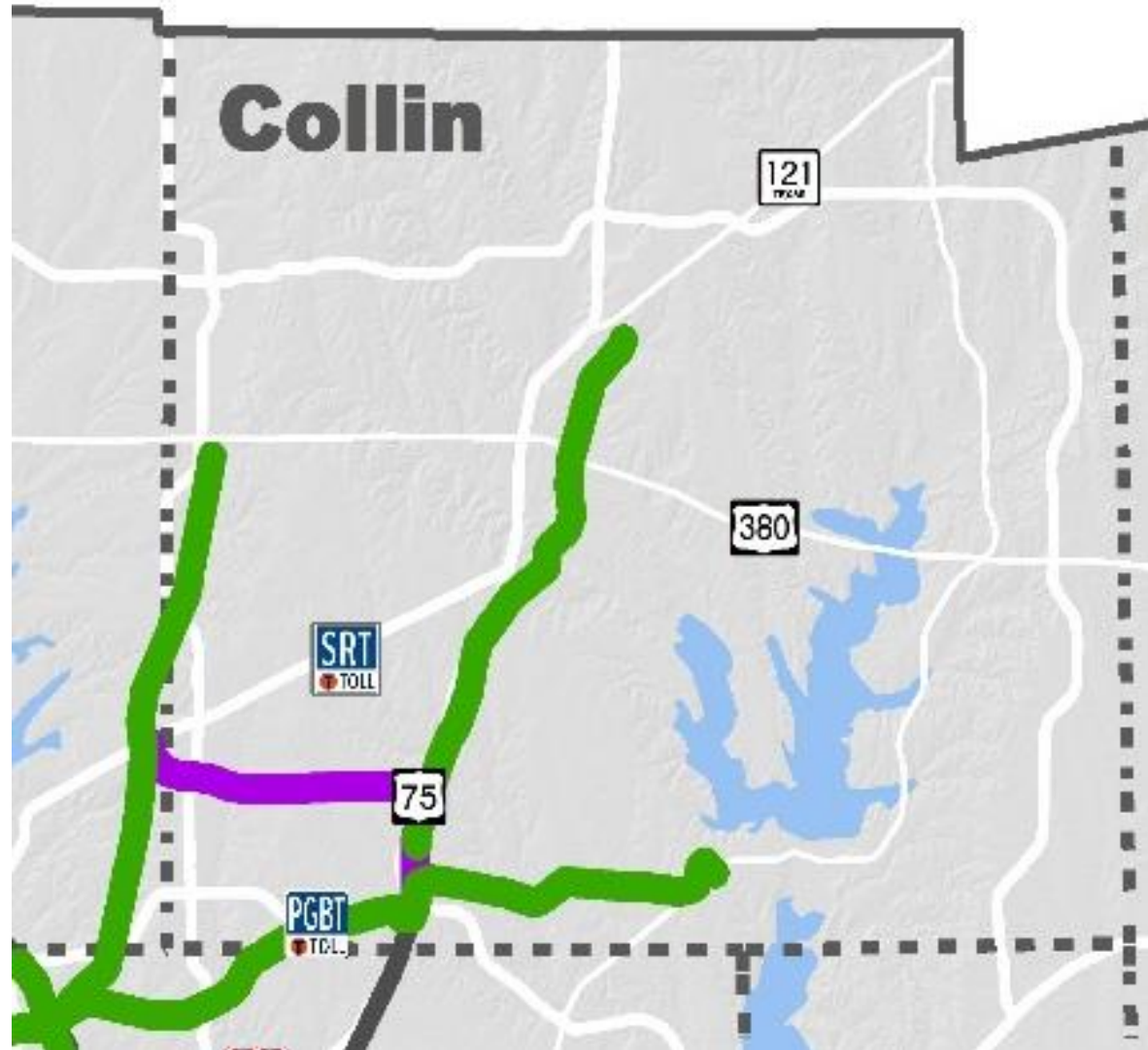


Transit Corridor Recommendations



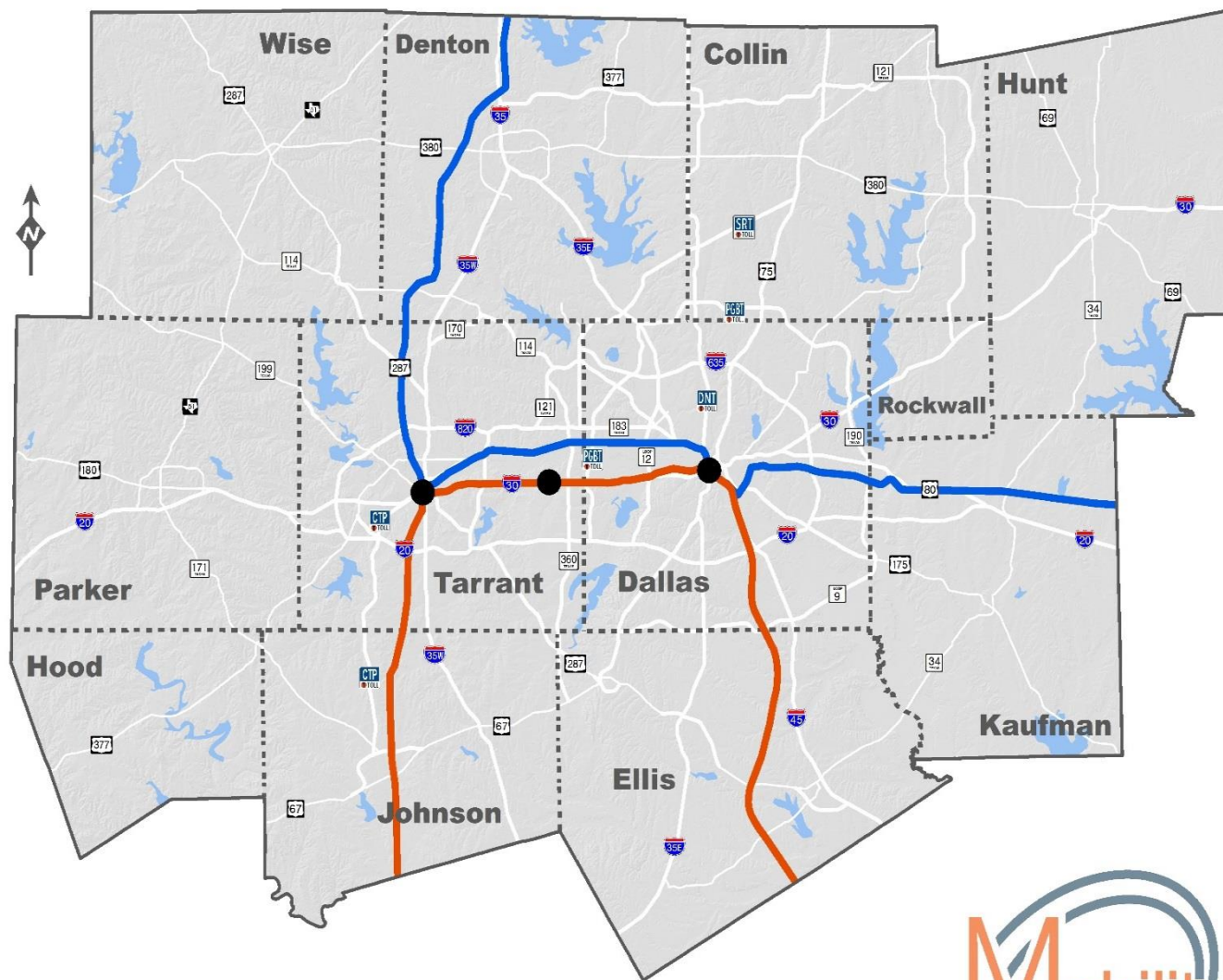
Collin County Transit Corridor Recommendations

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



High-Speed Rail Recommendations

- At-Grade
- Grade Separated
- Stations



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.



HOV/Managed Lanes

Increase Auto Occupancy
Corridor Traffic Management

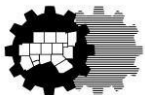
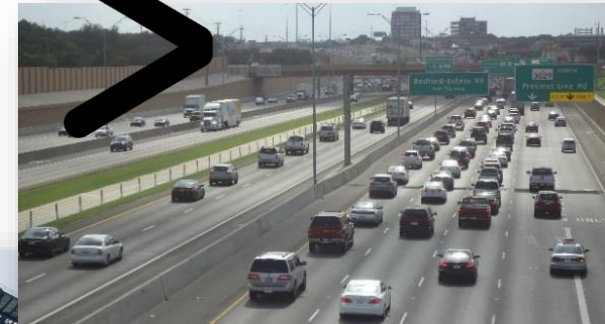
\$ 52.0 B

Freeways/Tollways and Arterials

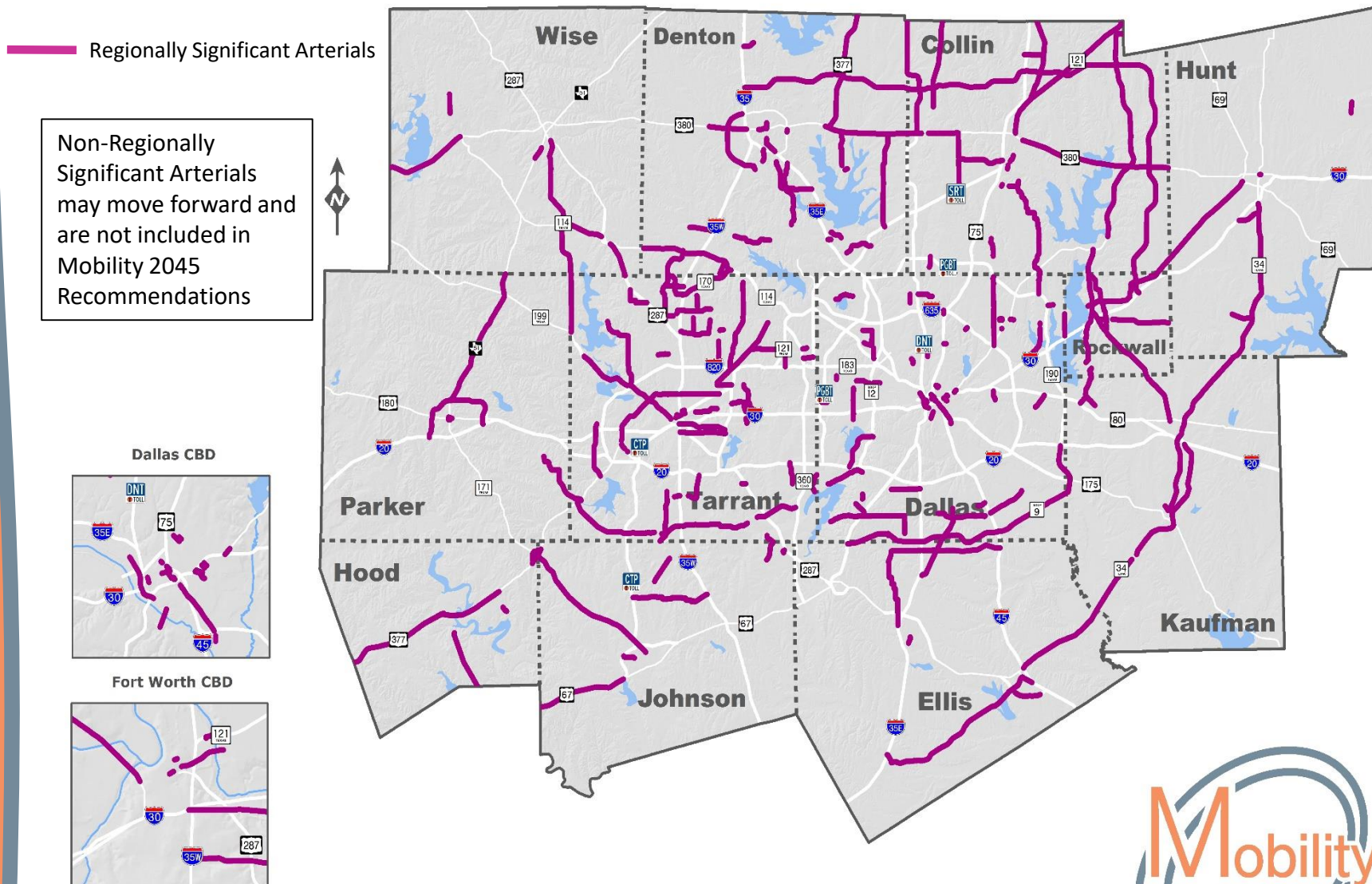
Additional Roadway Capacity

- **Economic Development Engine**
- **Transportation System Backbone**
- **Increased Connectivity**
- **Strategic Investment**
- **Accessibility**

Source: North Tarrant Express



Regionally Significant Arterial Improvements

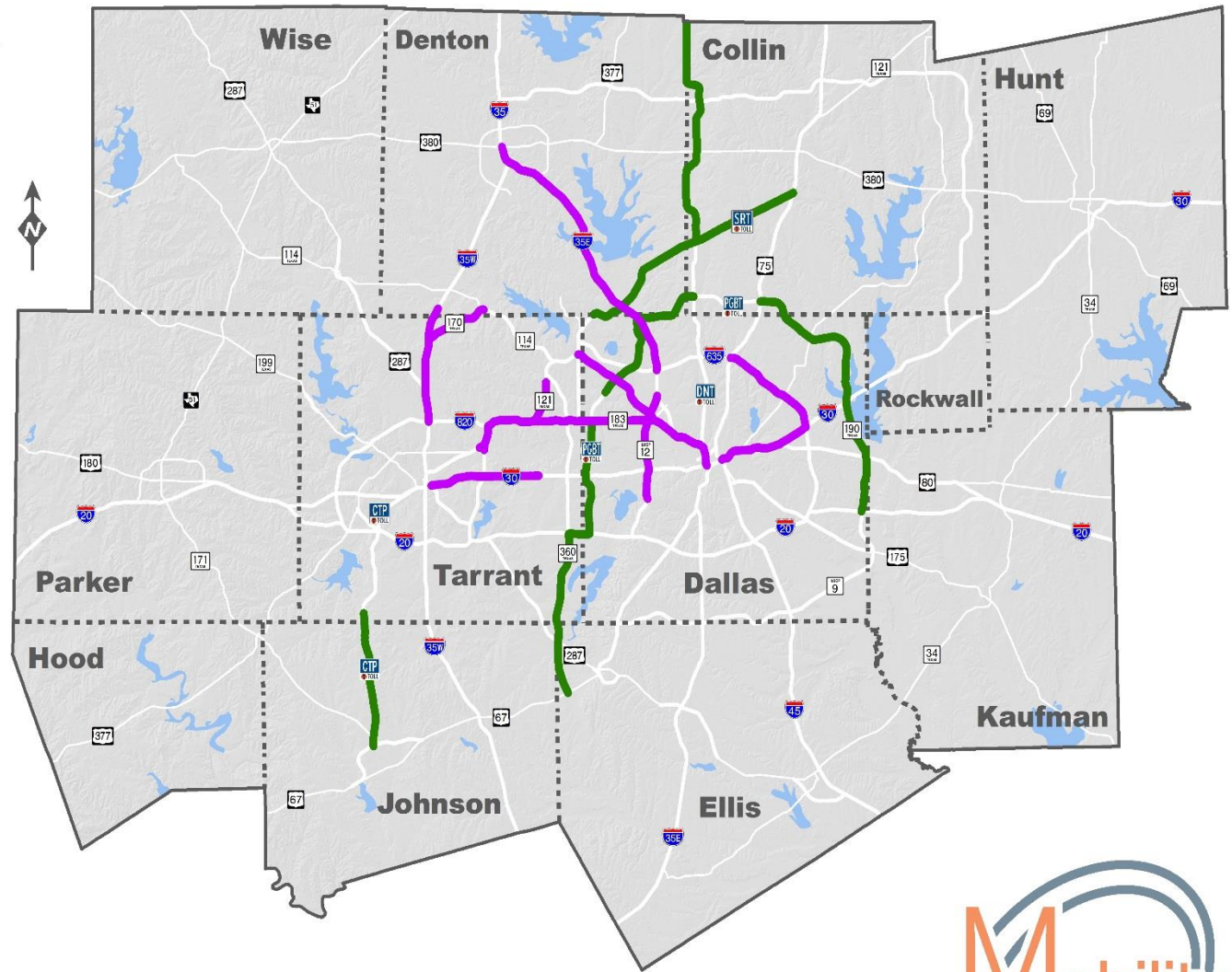


Lines on this map depict arterials with funds for improvement. Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



Priced Facility Recommendations

-  New or Additional Managed Lane Capacity
-  New or Additional Toll Road Capacity



Dallas CBD



Fort Worth CBD

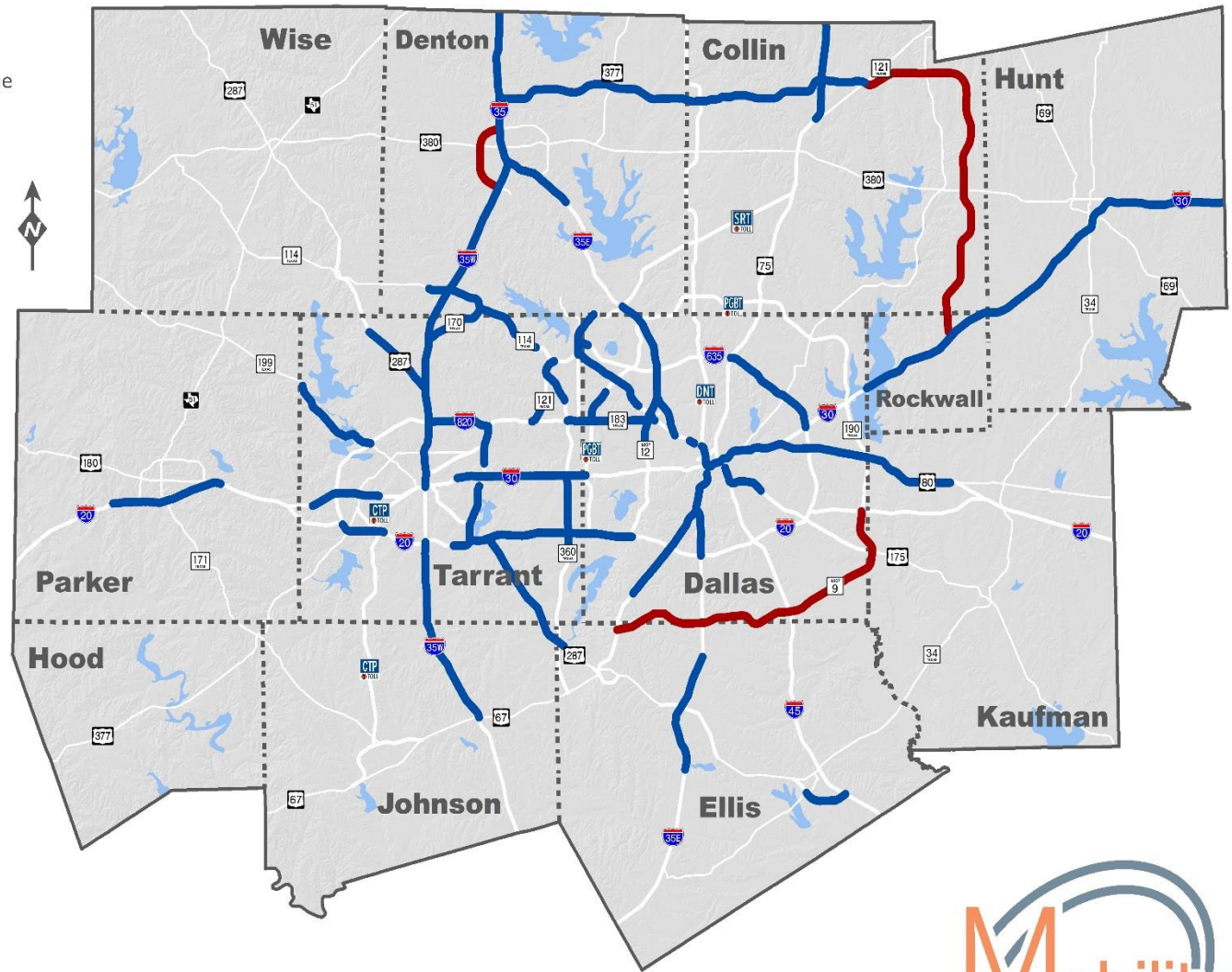


North Central Texas
Council of Governments

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

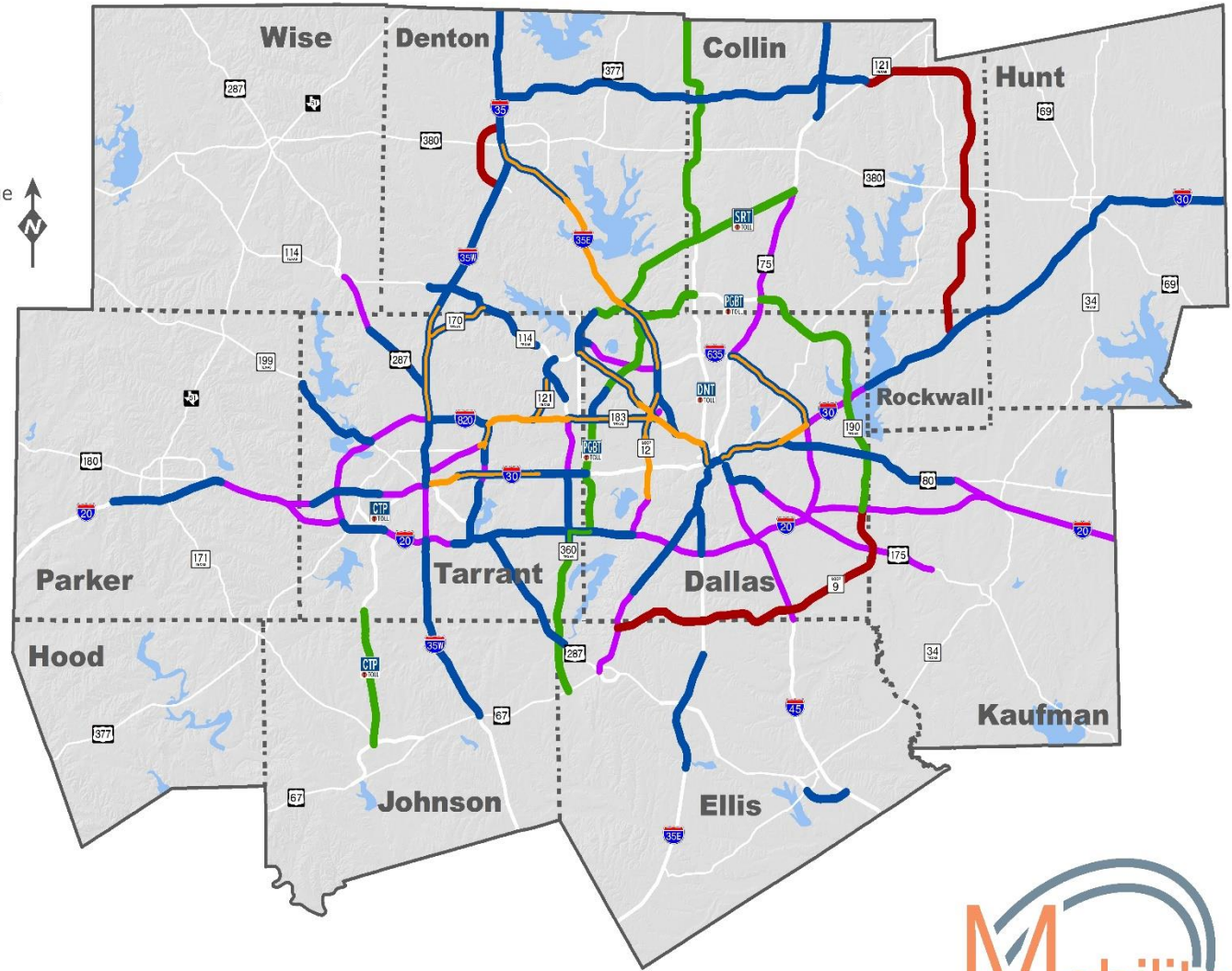
Freeway Recommendations

- New or Additional Freeway Capacity
- Staged Facility (Frontage Roads)



Major Roadway Recommendations

- New or Additional Freeway Capacity
- New or Additional Managed Lane Capacity
- New or Additional Toll Road Capacity
- Staged Facility (Frontage Roads)
- Asset Optimization



Dallas CBD



Fort Worth CBD



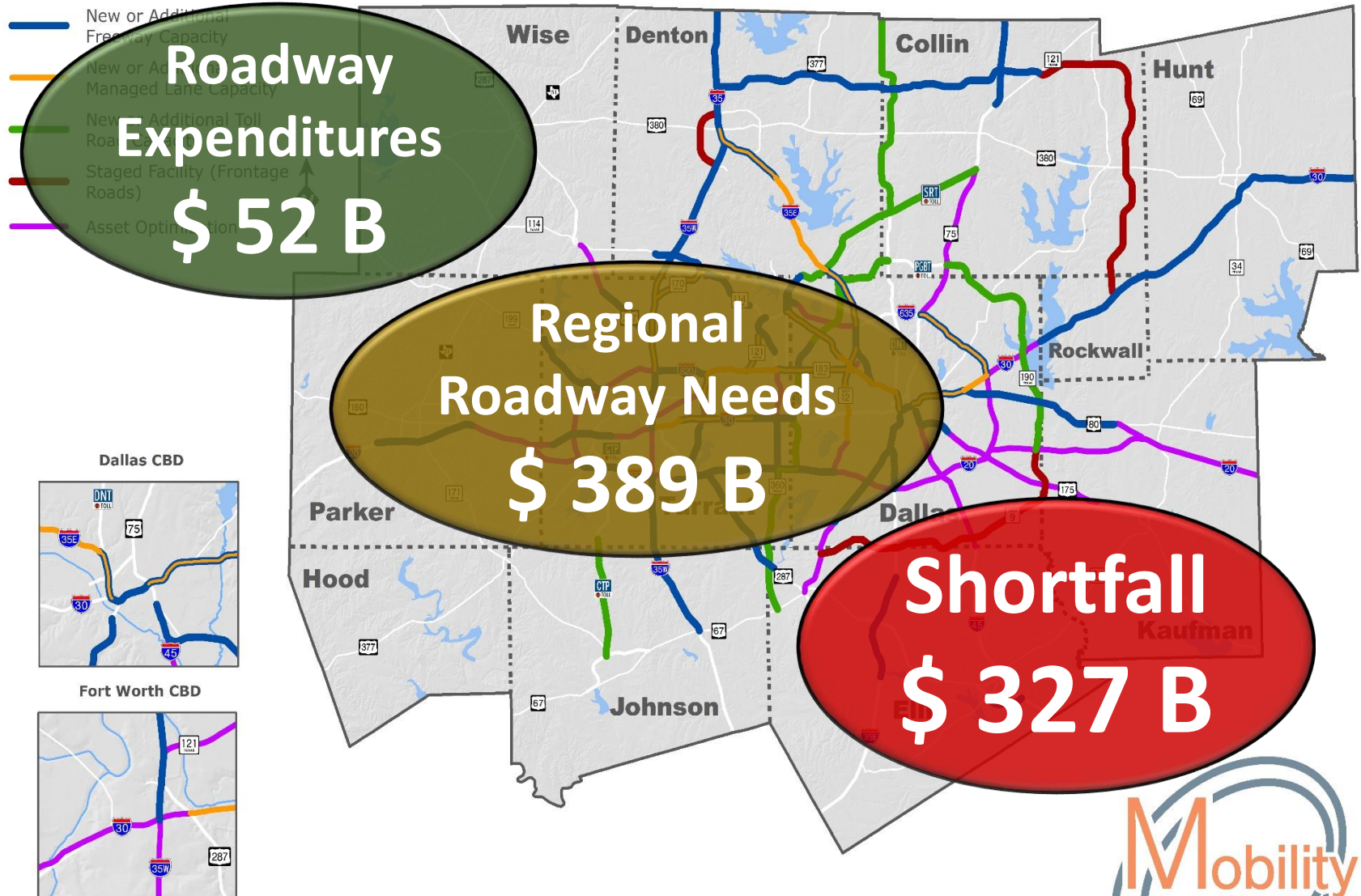
North Central Texas
Council of Governments

June 2018

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



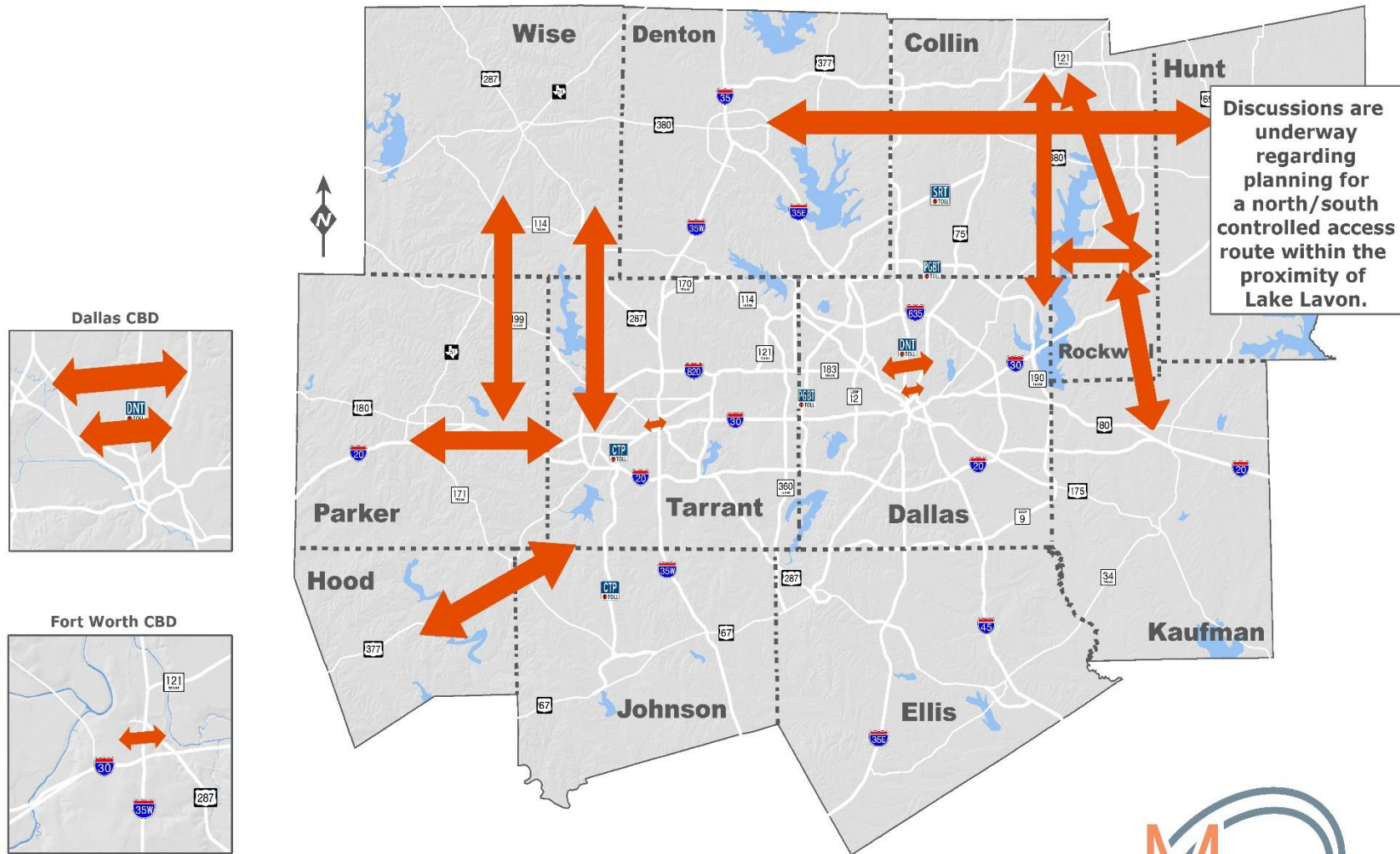
Major Roadway Recommendations



North Central Texas
Council of Governments

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

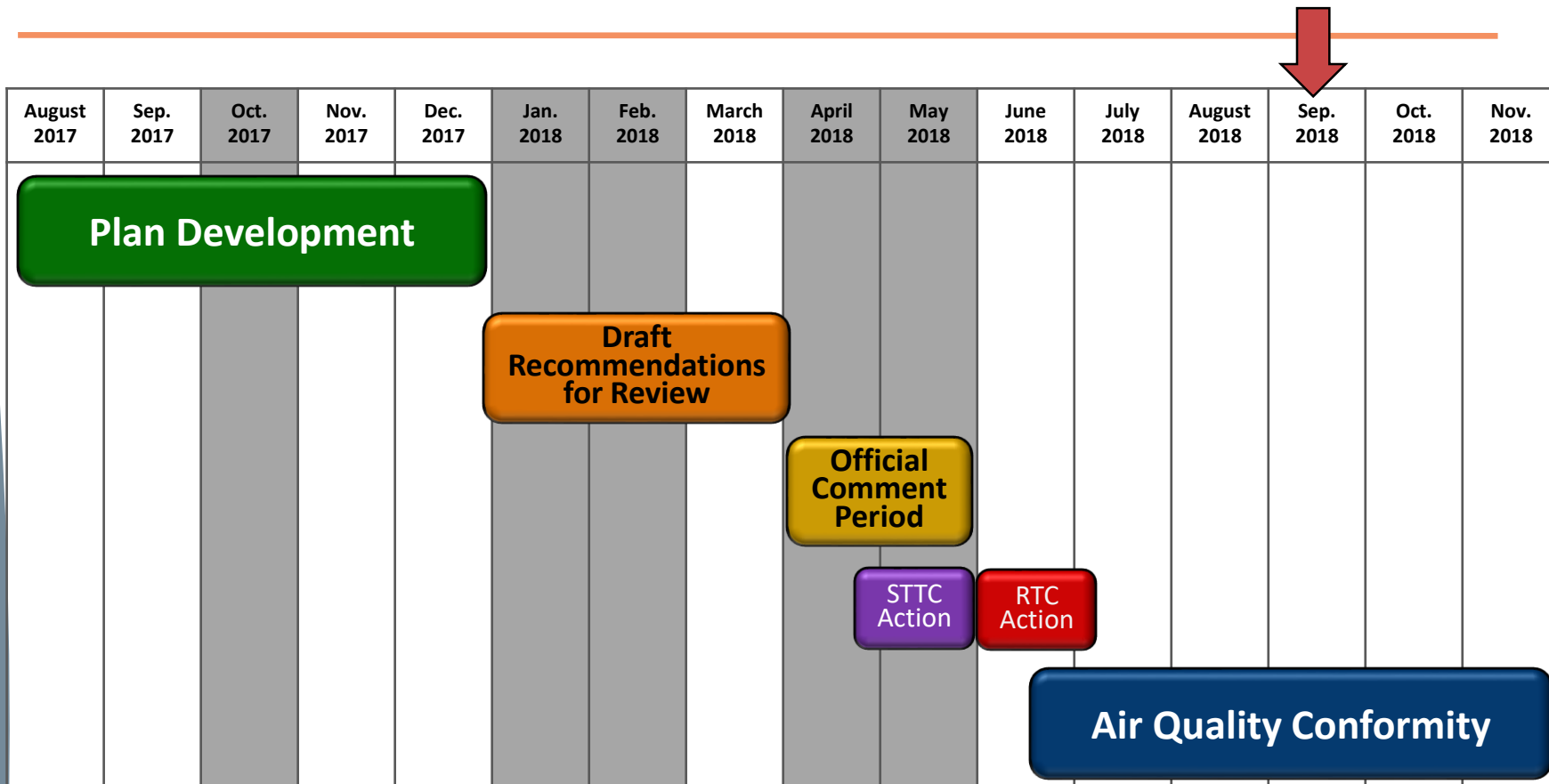
Roadway Corridors for Future Evaluation



North Central Texas
Council of Governments

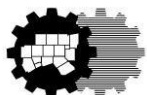
Roadway corridors for future evaluation indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.

Mobility 2045 Schedule

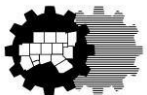


Notes:

- Public meetings held during highlighted months.
- Regional Transportation Council action on Mobility 2045 Plan scheduled for June 14, 2018.



High-Speed Rail

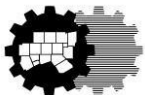


DFW High-Speed Rail

- **Connected System**
- **“One Seat Ride”**
- **Three Stations**
 - Fort Worth
 - Arlington
 - Dallas

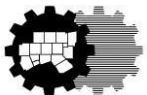


Source: Getty Images

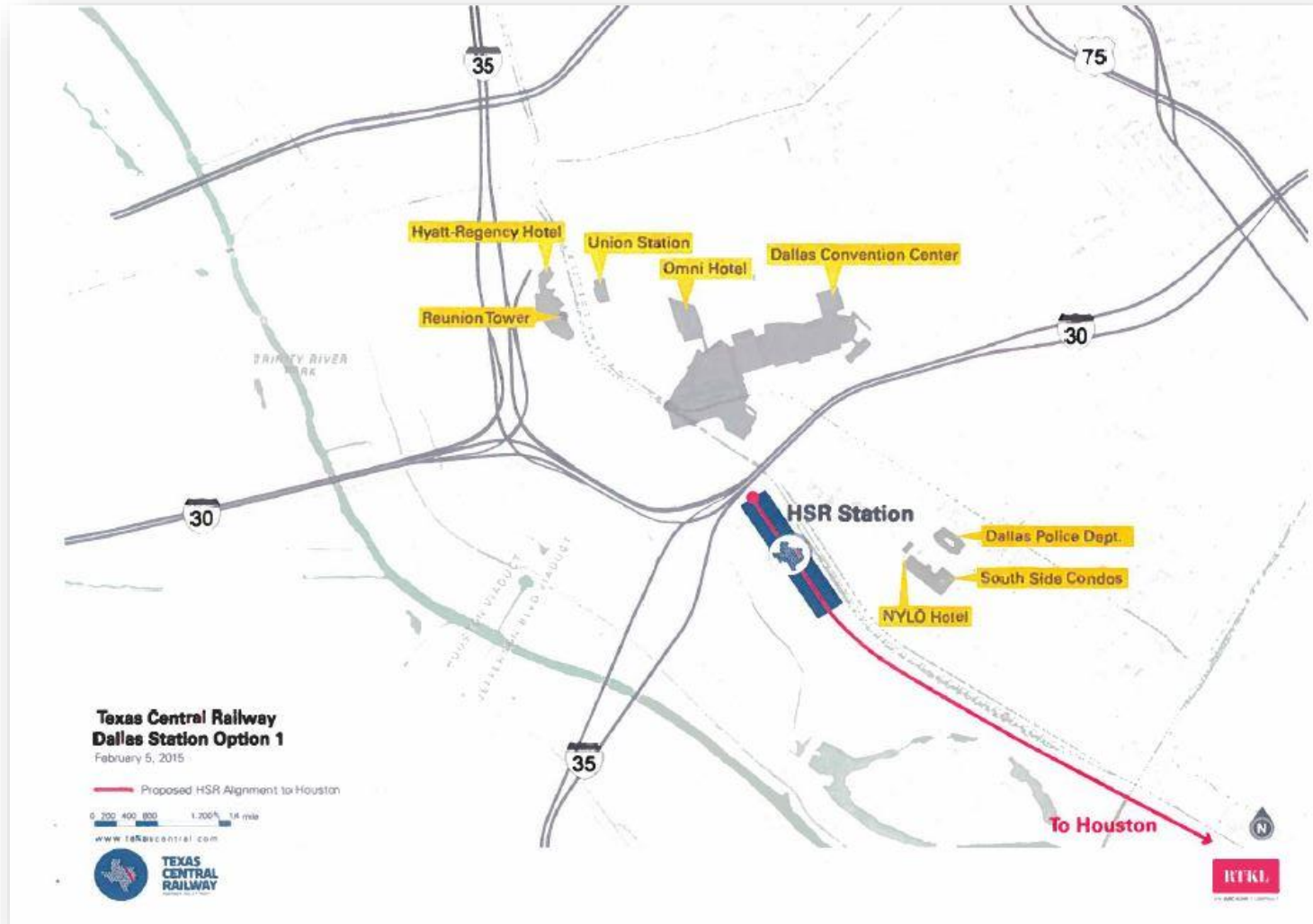


Dallas to Houston Current Activity

- **Building the Bullet Train Every Day**
- **Working with Design/Build Partner**
- **Land Option Program**
- **Preparation for Construction Activity**
- **Released DEIS**
 - **Comments Received**
 - **Record of Decision Expected 4Q 2018**

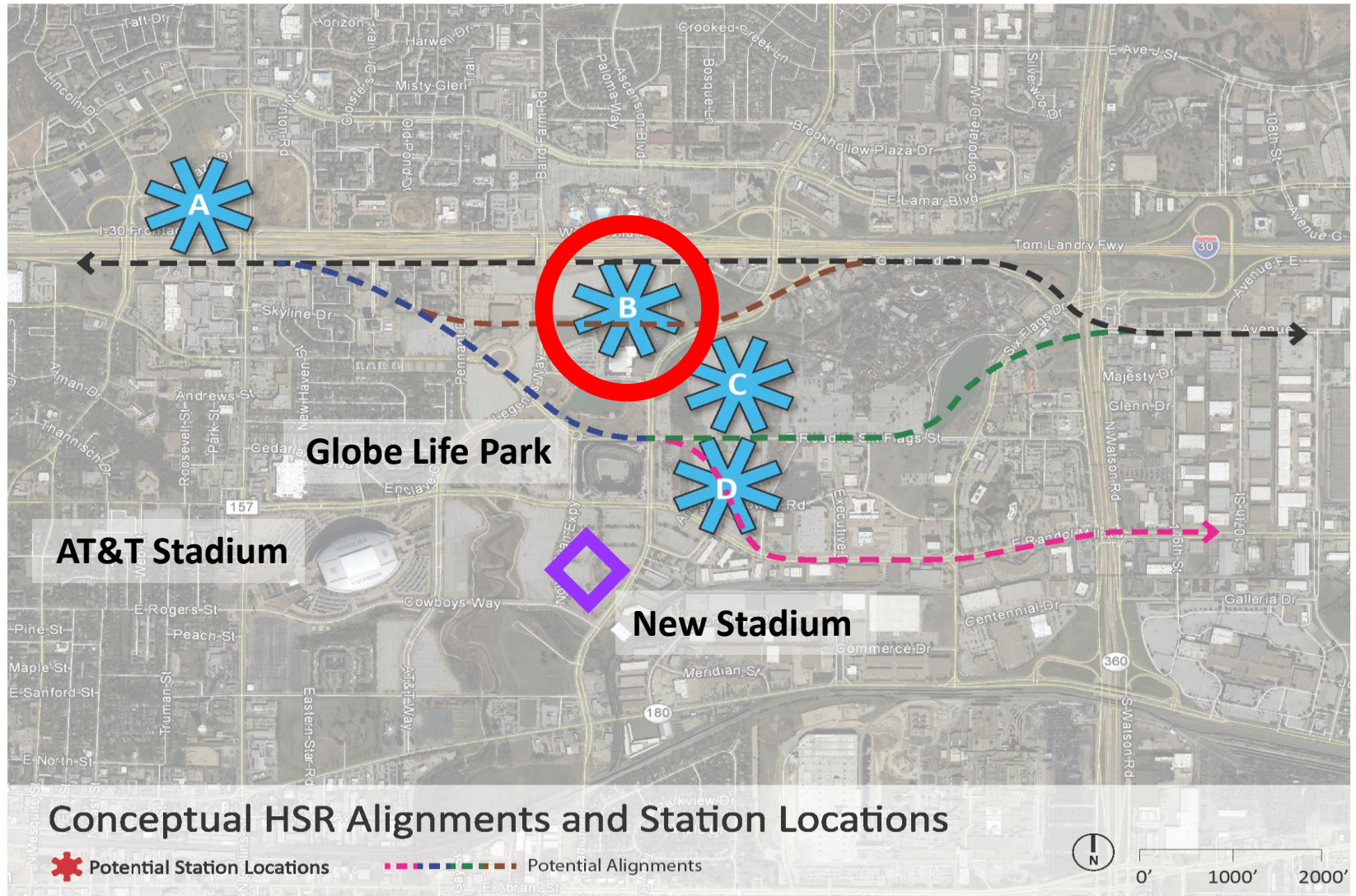


Downtown Dallas Station



Source: Texas Central Partners

Potential Arlington Station and Alignment Options



Fort Worth Station Location Results

E. ITC – 127

G. Central Rail – 121

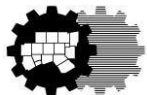
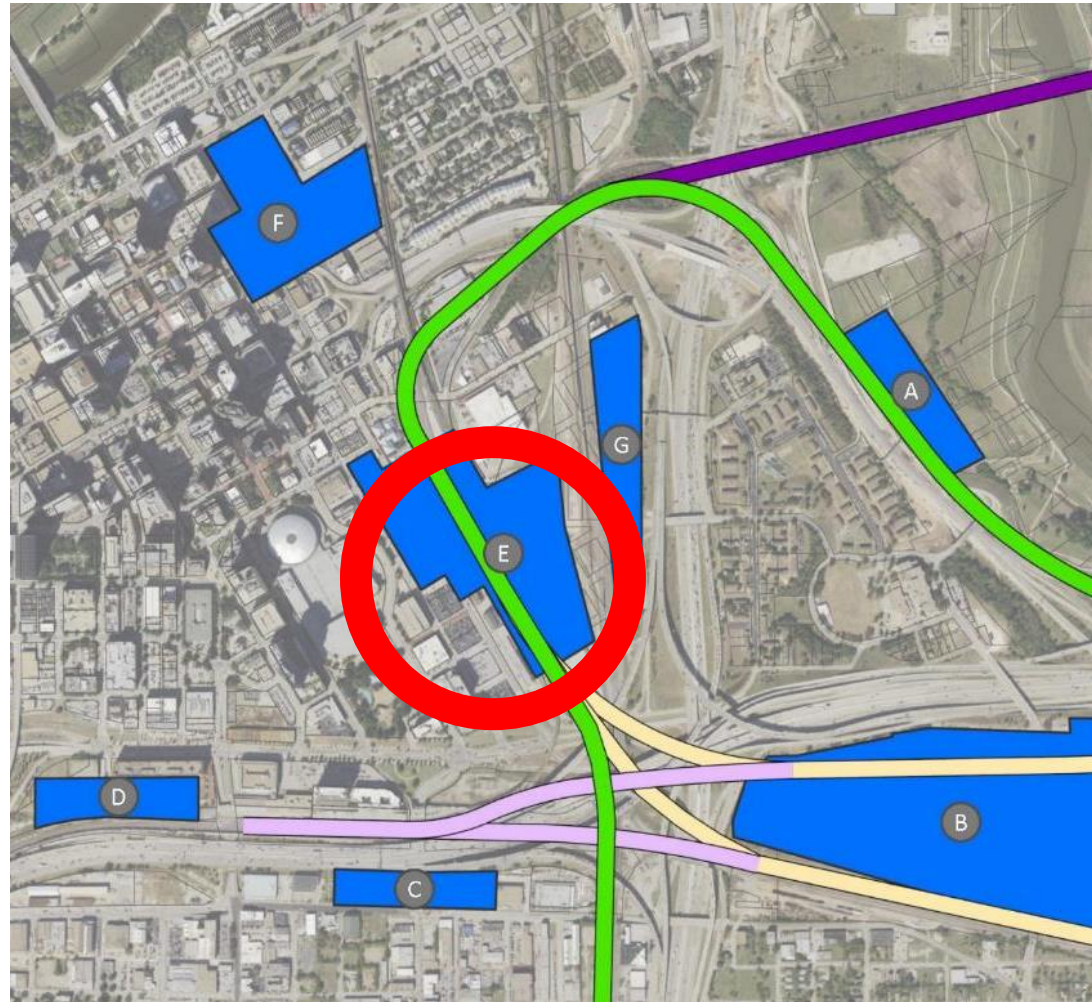
F. East Sundance – 115

C. Southside – 96

A. Butler – 89

D. T&P – 86

B. East Lancaster – 81

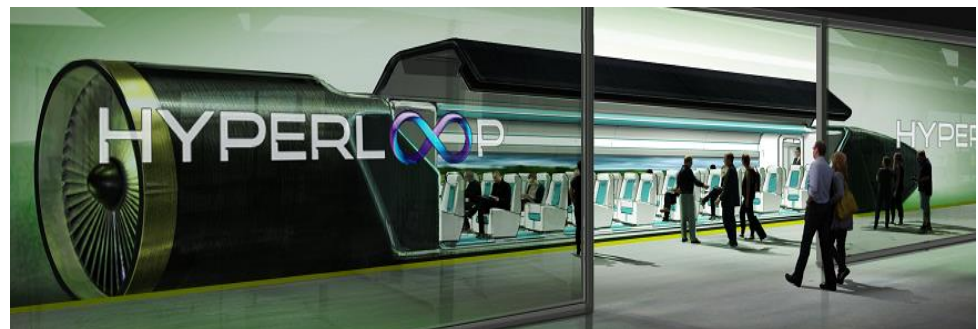


What is Hyperloop?

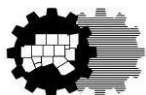
- New Mode of Transportation Consisting of Moving Passenger and Cargo Vehicles Through a Near-Vacuum Tube Using Electric Propulsion
- Autonomous Pod Levitates Above the Track and Glides at 700+ MPH Over Long Distances



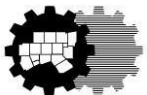
Cargo pod



Passenger pod

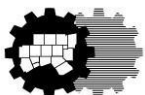


Hyperloop Test Track



Current NCTCOG Efforts

- **Completed Station Area Studies**
- **Coordinating with Other MPOs**
 - Fort Worth to Laredo Corridor
 - Preparing for Procurement
- **Preparing for EIS Procurement**
 - Fort Worth to Dallas
- **Assisting Local Governance Entity Creation**



Questions?

Mobility 2045

Dan Lamers

Senior Program Manager
dlamers@nctcog.org
(817) 695-9263

Mobility 2045

Kevin Feldt

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

Transit

Shannon Stevenson

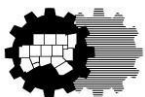
Program Manager
sstevenson@nctcog.org
(817) 608-2304

Air Quality

Jenny Narvaez

Principal Planner
jnarvaez@nctcog.org
(817) 608-2342

www.nctcog.org/mobility2045





18-751

TITLE: DCTA Transit Service Update

SUPPORTING MATERIALS:

[Presentation](#)



Collin County Transit: Service Update
McKinney UTD Meeting
September 12, 2018

Program Overview

Participants

Total: 319

Taxi Voucher Program: 316

- 292 – McKinney
- 13 – Princeton
- 0 – Lowry Crossing
- 6 – Melissa
- 5 – Celina

Demand Response Program: 3

- 3 – McKinney

Low Income Pilot Program: 15

- 15 - McKinney

Budget

Annual Budget: \$350,000

Expended to Date:
\$95,095.69

Balance: \$254,904.31

Fun Facts

20 passengers make up more than 50% of the total ridership on Collin County Transit

McKinney UTD Meeting: Collin County Transit Service Update

Service Overview

June 2017 – July 2018	Total	Taxi Voucher Program	Demand Response Program
Participants	319	316	3
Low Income Program	15	15	0
Number of Riders	167	165	2
Trips Taken	4,706	4,693	13
Average Cost Per Trip		\$16.60	\$60.45
Average Miles Per Trip		9.51	10.54

McKinney UTD Meeting: Collin County Transit Service Update

Monthly Ridership

	Taxi Trips	Demand Response Trips	Total Trips	Unduplicated Riders	New Riders
June 2017	89	6	95	22	22
July 2017	150	0	150	34	20
August 2017	272	2	274	41	9
September 2017	320	1	321	42	10
October 2017	399	0	399	50	11
November 2017	361	0	361	55	9
December 2017	317	0	317	48	4
January 2018	289	4	293	55	14
February 2018	285	0	285	55	9
March 2018	397	0	397	73	17
April 2018	435	0	435	70	10
May 2018	443	0	443	71	13
June 2018	448	0	448	72	10
July 2018	488	0	488	81	9
Total	4,693	13	4,706		167

McKinney UTD Meeting: Collin County Transit Service Update

Trips by City

	Taxi Trips	Demand Response Trips	Total Trips
Celina	61	0	61
Lowry Crossing	0	0	0
McKinney	4,552	13	4,565
Melissa	14	0	14
Princeton	66	0	66
Total	4,693	13	4,706

McKinney UTD Meeting: Collin County Transit Service Update

Trip Types

- Intracity Trips = 3,290 (70%)
 - 98.9% McKinney to McKinney: 3,255 trips
- Intercity Trips = 1,403 (30%)
 - 30.3% McKinney to Plano: 421 trips
 - 12.8% Plano to McKinney: 178 trips
 - 12.3% McKinney to Allen: 171 trips
 - 7.5% Allen to McKinney: 104 trips
 - 6.8% McKinney to Frisco: 94 trips
 - 6.4% Frisco to McKinney: 89 trips

Saturday Service

	Number of Saturday Trips	Unduplicated Saturday Riders	Average Cost of Saturday Trips	Total Cost of Saturday Trips
October	11	4	\$6.00	\$65.95
November	8	1	\$5.65	\$45.20
December	23	7	\$10.53	\$242.15
January	16	4	\$19.14	\$306.20
February	9	2	\$9.69	\$87.20
March	22	8	\$17.60	\$387.20
April	10	5	\$11.93	\$119.30
May	24	10	\$13.57	\$325.75
June	27	11	\$13.15	\$354.95
July	19	7	\$12.04	\$228.75
Total	169	59	\$12.80	\$2,162.65

McKinney UTD Meeting: Collin County Transit Service Update

Low Income Pilot Program

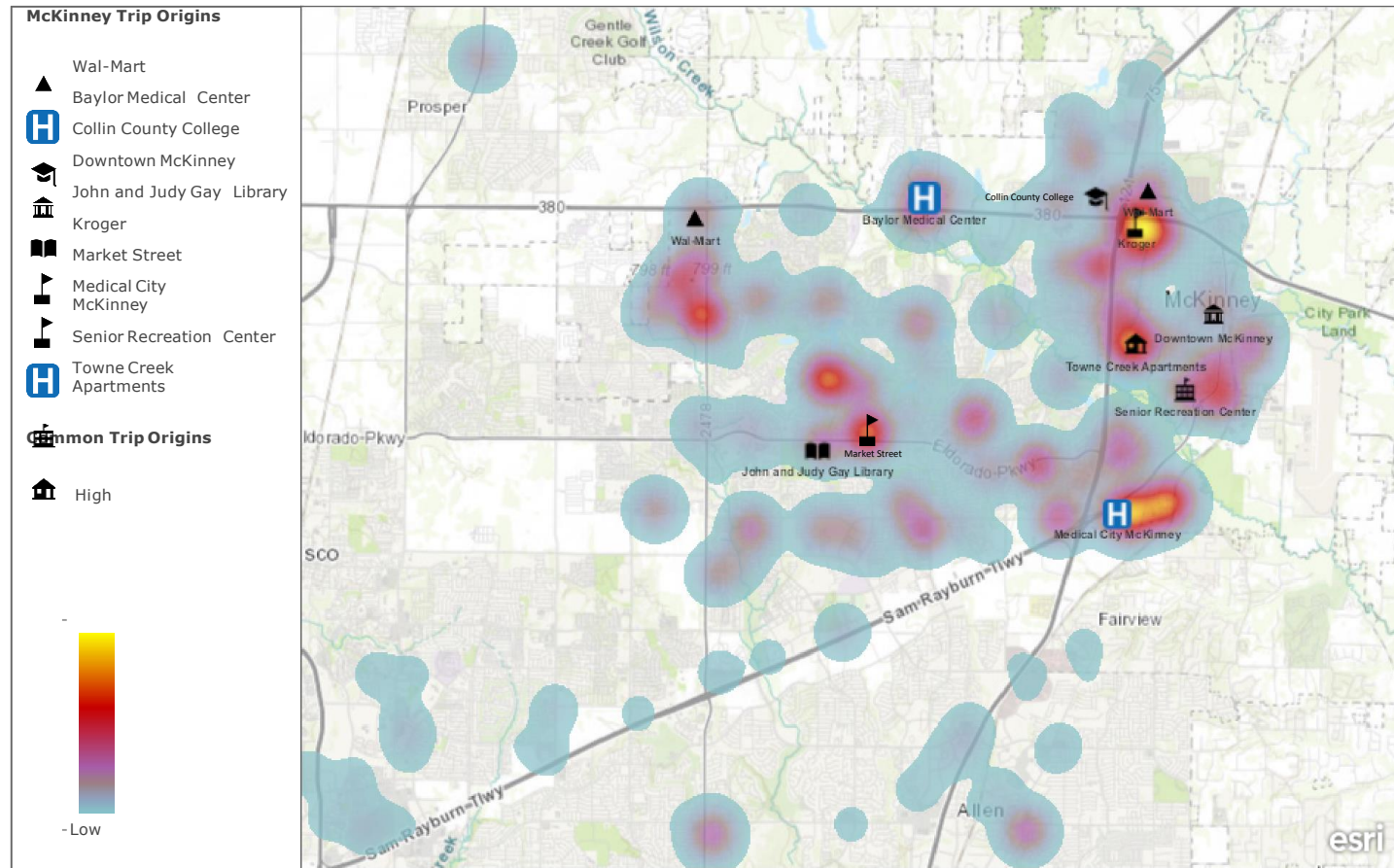
April 2018 – July 2018	Total	Taxi Voucher Program	Demand Response Program
Participants	15	15	0
Number of Riders	10	10	0
Trips Taken	115	115	0
Average Cost Per Trip	\$14.28		--
Average Miles Per Trip	5.42		--

McKinney UTD Meeting: Collin County Transit Service Update

Program Updates

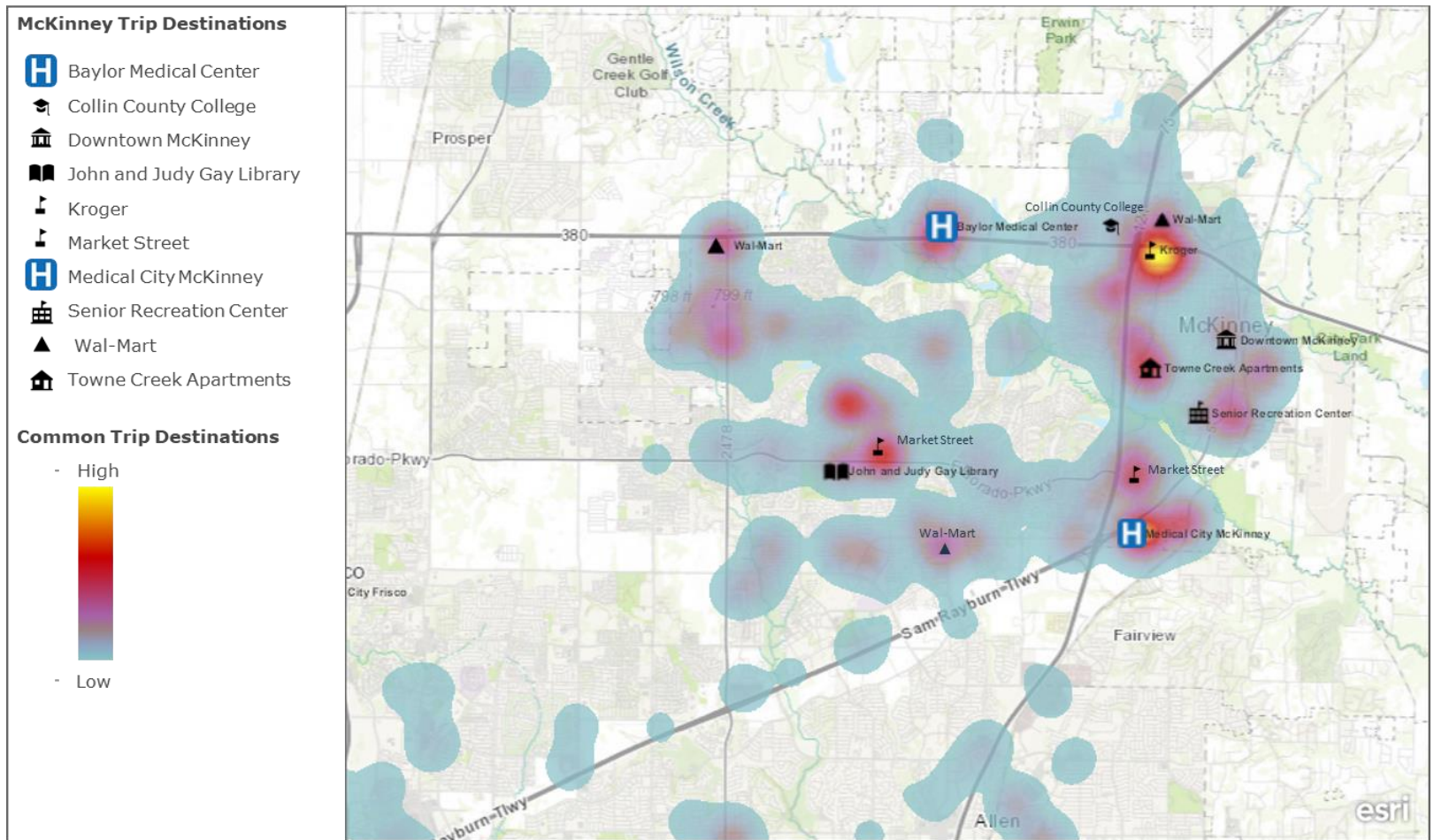
- Customer Satisfaction Survey
 - Surveys Mailed: 295
 - Sent surveys to participants eligible for the Older Adults and/or Persons with Disabilities programs
 - Mailed July 31
 - Total responses: 85
 - A detailed report on results will be distributed at the meeting

Preliminary Ridership Data Analysis



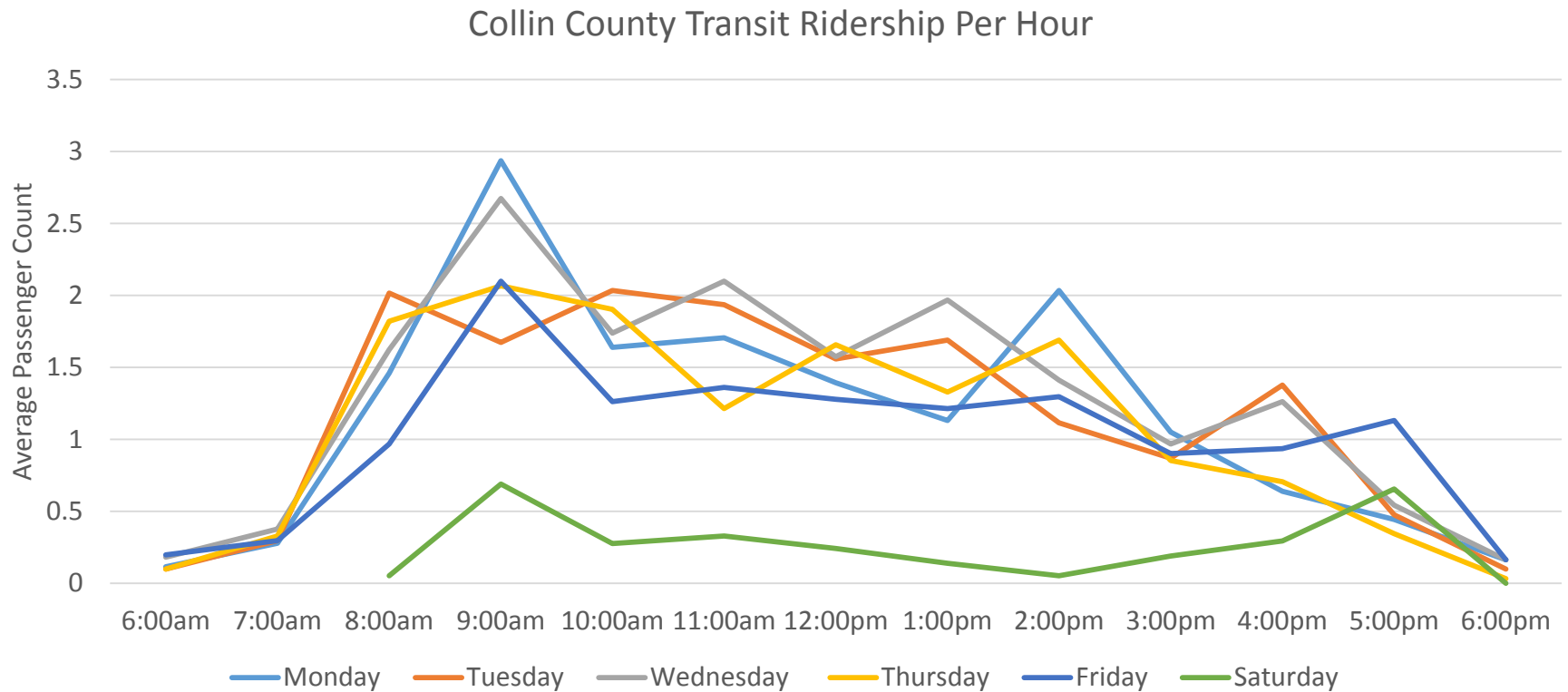
McKinney UTD Meeting: Collin County Transit Service Update

Preliminary Ridership Data Analysis



McKinney UTD Meeting: Collin County Transit Service Update

Preliminary Ridership Data Analysis



McKinney UTD Meeting: Collin County Transit Service Update

Program Updates

- Lyft Update
- Transportation Forum
- Collin County Transit Study

McKinney UTD Meeting: Collin County Transit Service Update

18-752



TITLE: 121 Commuter Service

SUPPORTING MATERIALS:

[Presentation](#)



121 Commuter Service

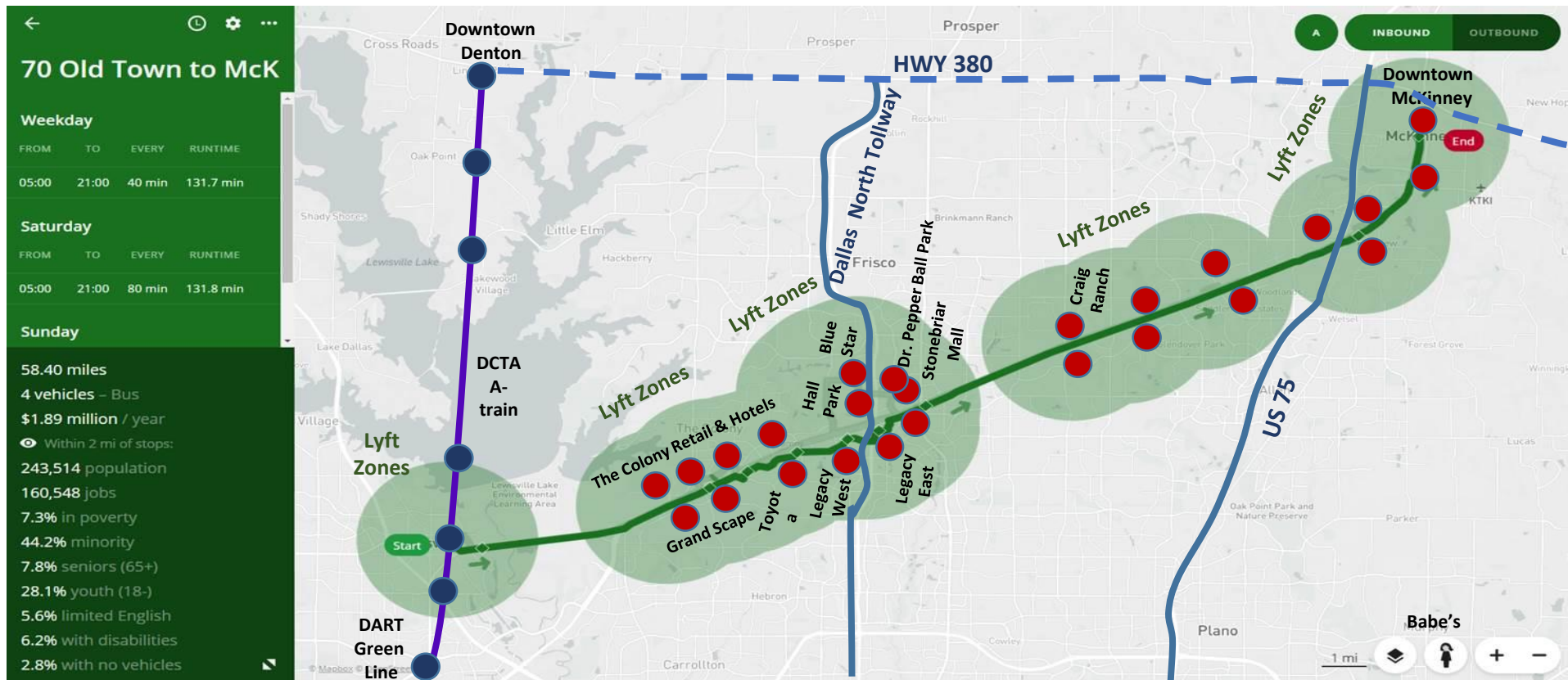
September 12, 2018

Proposed Route 70: 121 Commuter Service

Participating Cities: McKinney, Frisco, Plano, The Colony, Lewisville

- Route 70 between Old Town, Lewisville to Downtown McKinney is considered a very important addition to the regional transportation network
- Job access and access to workers is a universal challenge faced by businesses along the corridor
- This route provides access to employees, businesses, retail and entertainment districts along SRT 121
- Links major developments to the heart of McKinney and Old Town Lewisville
- Provides important connection North to DCTA's A-train and approximately 56,000 students and several disadvantaged neighborhoods along the corridor
- Provides important connections South to DCTA's A-train and DART Green Line at Trinity Mills
- Provides major connections to DCTA and DART bus networks at Old Town, Hebron, Trinity Mills, Legacy East & West
- Connections to DCTA & DART transit systems provide access to over 350,000 potential workers and significantly more consumers

Route 70 + Lyft Zones



Route 70 Major Areas Served + Supported by Lyft Zones

McKinney

- Downtown/Town Square (Park & Ride)
- Medical City of McKinney
- Collin County College & Texas Tech University
- Sheraton McKinney
- Craig Ranch
- Custer Retail Area
- Independence Parkway Retail Area
- Baylor Scott & White Medical Area
- Coit Road Retail Area

Frisco

- Stonebriar Center (Mall)
- Preston Village Shopping & Hotels
- Dr. Pepper Ball Park & The Dallas Star
- Dallas Cowboys – Ford Center Blue Star Development
- UNT New Collage Campus
- Baylor Scott & White
- Hall Business Park
- Legacy Retail

The Colony

- Grand Scape Development, Nebraska Furniture Market, Hard Eight, Lava Cantina, Rock & Brews, Cheddar's, Mi Cocina...
- Studio Movie Grill
- Paige Road Retail Development & Hotels
- Main Street Retail Development & Hotels
- Top Golf
- Standridge Drive Retail Development

Plano

- Toyota North American Headquarters
- Legacy East & West
- FedEx HQ
- NTT DATA, Liberty Mutual, Chase
- UPS Supply Chain
- Children's Courtyard of Plano
- Granite Properties Retailers & Hilton Hotel
- Ohio Dr. Retailers (South of SRT 121)

Lewisville Old Town Station

- Old Town City Center & City Hall
- MCL Grand Theater
- Twisted Root, Prohibition Chicken, Cavalli Pizza...
- Witherspoon Distillery

Annual Ridership Projection in Year 3

	Buses	Daily Trips	Service Hours	Stops	Ridership Forecast
Weekday Ridership	4	25	16	25	280,000
Weekend Ridership	2	17	16	25	114,240
Projected Ridership					394,240

Funding Requirements

- **Bus & Bus Facilities Grant Application Submitted by DCTA: (\$6.6MM)**
 - \$3.14M Park & Ride Facility
 - \$2.8M Buses (If grant not awarded, can be locally funded)
 - \$628K Contingency
 - \$30K Marketing, Outreach, Signage
 - \$2M Matching Funds (TDC's through NCTCOG)
- **Projected Annual Operating Expense to be shared by participating cities or TMAs**
 - \$2M bus service
 - ~\$100K or less per Lyft Zone, will vary by city depending on density and area size



18-753

TITLE: Federal Grants Update

COUNCIL GOAL: Financially Sound Government
(4A: Provide Funding and Organizational Framework to Ensure Continual Economic Improvements)

MEETING DATE: September 12, 2018

DEPARTMENT: Housing and Community Development

CONTACT: Anthony V. Cao, Transit Administrator

ITEM SUMMARY:

- A Title VI Plan, Disadvantaged Business Enterprise (DBE) Program, and an Equal Employment Opportunity (EEO) Program are all required in order to submit an FTA grant application.
- The City of McKinney is working in tandem with FTA Region 6 and FTA's Civil Rights Office to ensure all requirements are met before submitting FY16 and FY17 grant applications.
- The City's Title VI Plan has been internally approved and is pending FTA review.
- The City is waiting for FTA guidance on whether or not it needs a DBE Goal. A DBE Program is complete and is under the City Attorney's review.
- Since the City has less than 50 transit employees, it is not required to have an EEO Plan.

BACKGROUND INFORMATION:

- FTA's applications and awards management portal (TrAMS) shuts down at the end each fiscal year.
- TrAMS opens back up October or November at the beginning of the new fiscal year.

SUPPORTING MATERIALS:

Civil Rights Plan Memo



UPDATE
Housing & Community Development

TO: Paul Grimes, City Manager
Barry Shelton, Assistant City Manager
Mark Houser, City Attorney
Lisa Littrell, Purchasing Manager

FROM: Anthony V. Cao, Transit Administrator
Janay Tieken, Housing & Community Development Manager

DATE: July 23, 2018

SUBJECT: Title VI Plan and DBE Program

In order to submit our FY16 and FY17 grant applications to the FTA this fiscal year, the City of McKinney must have the Title VI Plan and the DBE program internally approved and uploaded into TrAMS before it shuts down at the end of September. Therefore, FTA strongly suggests we have these documents approved and uploaded before the end of July to provide adequate time for FTA review.

There is a concern that the DBE program will not be completed by the end of July deadline because a DBE goal and proof of methodology is required. This particular task can be quite lengthy and time-consuming.

If the City of McKinney cannot meet the July deadline, there is a **chance** that our applications can still be considered if we upload the Title VI and DBE program by August 31. Otherwise, we cannot submit our applications until October/November, thus delaying the award process by a few of months. There will be no significant impact to Collin County Transit if federal funds were to be delayed.

Below is the correspondence timeline between City staff and FTA regarding the Title VI Plan and DBE program:

- 3/15/18 – City Attorney completed review of Title VI and DBE
- 4/2/18 – Staff submitted plans to FTA Civil Rights Office (CRO) for initial review and feedback
- 5/14/18 – CRO sends Title VI feedback
- 5/22/18 - staff follows up with CRO regarding the DBE feedback
- 6/4/18 - staff follows up with CRO regarding the DBE feedback
- 6/13/18 - staff follows up with CRO regarding the DBE feedback
- 7/17/18 - staff follows up with CRO regarding the DBE feedback
- 7/18/18 – CRO sends DBE feedback and comments
- 7/19/18 – Staff is notified that the Title VI and DBE should be uploaded by end of July

If you have any questions or concerns, please contact Anthony Cao, Transit Administrator, at 972-547-7557 or ACao@mckinneytexas.org.

Respectfully,

Anthony V. Cao

18-754



TITLE: Staff Status Report on FY18 and FY19 Budget

SUPPORTING MATERIALS:

[MUTD FY18 Budget](#)

[MUTD FY19 Budget](#)

URBAN TRANSIT DISTRICT BUDGET - FY18

URBAN TRANSIT DISTRICT	
Account Description	UTD
REVENUES	
TxDOT - FY16 State Grant	401,858
Minimum City Contribution FY18	71,413
TOTAL REVENUES	473,271
EXPENDITURES	
Administrative Costs	86,612
Legal Costs	4,345
Transit Services Cost	
June 2017	6,452
July 2017	3,881
August 2017	5,856
September 2017	6,322
October 2017	7,139
November 2017	6,699
December 2017	5,265
January 2018	6,111
February 2018	7,001
March 2018	6,229
April 2018	8,780
May 2018	9,330
June 2018	6,526
July 2018	9,499
August 2018	
September 2018	
October 2018	
November 2018	
December 2018	
Transit Services Subtotal	95,089
TOTAL COSTS	186,046
Surplus/(Deficits) excl match	215,812

FY18 MATCH ALLOCATION <i>(based on % of population)</i>					
Celina	Princeton	Lowry Crossing	McKinney	Melissa	TOTAL YEAR 1
3,013	2,947	589	62,113	2,751	71,413
3,013	2,947	589	62,113	2,751	71,413
			6,152	300	6,452
			3,871	9	3,881
			5,856		5,856
			6,322		6,322
	153		6,911	75	7,139
	389		6,239	71	6,699
	51		5,214		5,265
	330		5,778	4	6,111
0	664		6,028	309	7,001
561	472		5,189	7	6,229
455	336		7,970	18	8,780
364	481		8,485		9,330
124	422		5,980		
702			8,796		
2,207	3,298		88,791	793	79,065
806	(351)	589	(26,678)	1,957	

URBAN TRANSIT DISTRICT BUDGET - FY19

URBAN TRANSIT DISTRICT	
Account Description	UTD
REVENUES	
TxDOT - FY16 State Grant (ends Dec 2018)	45,000
TxDOT - FY17 State Grant	317,590
Total Revenue without Match Contribution	362,590
Administrative Costs	93,678
Legal Costs	7,898
Net Grant Revenue	261,014
Member City Contribution (w/out McKinney)	8,000
McKinney Contribution for FY19	100,000
Revenue Available for FTA 5307 match	369,014
FTA FY16 5307 (50/50 for operation)	369,014
Total Available for MUTD Service	738,028

MATCH ALLOCATION <i>(based on usage)</i>					
Celina	Princeton	Lowry Crossing	McKinney	Melissa	TOTAL YEAR 2
2,000	3,500	0		2,500	8,000
			100,000		100,000