

Transit Funding Update

Jasmine Tucker, Transit Administrator

May 5, 2026

Collin County Transit Program

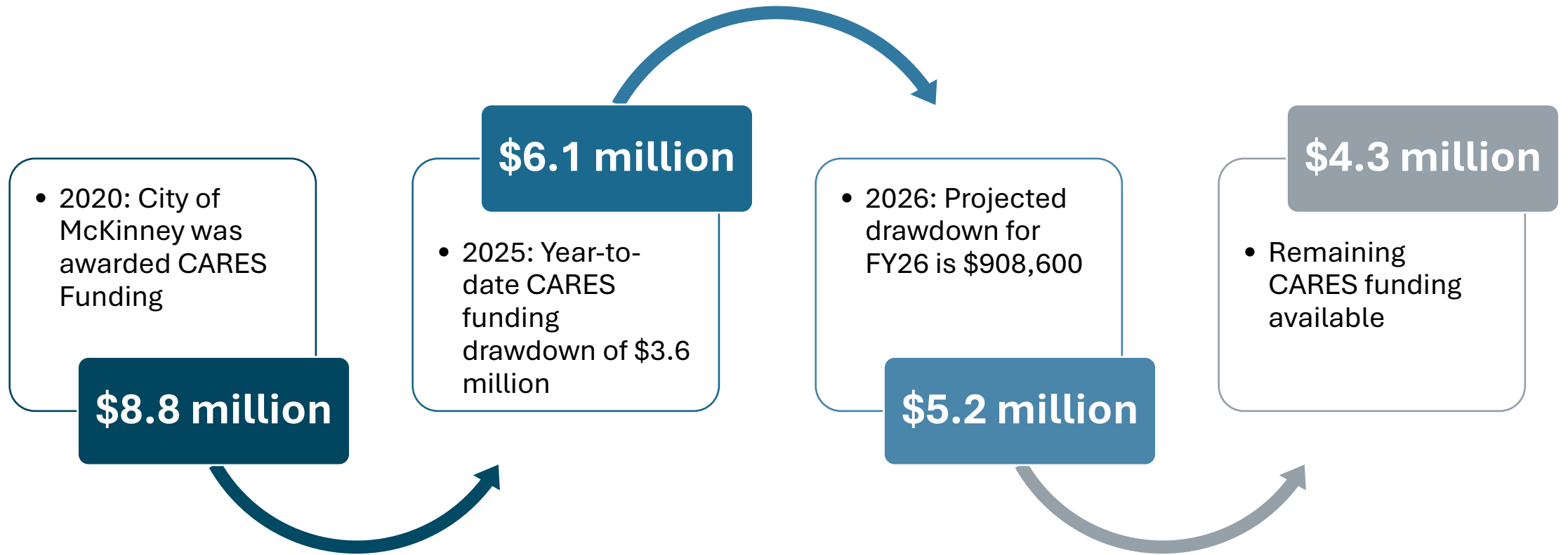
Program Services:

- Subsidized shared ride service for eligible residents
 - Low income
 - Senior
 - Disabled
- Must live in MUTD Member City
 - McKinney
 - Melissa
 - Princeton
 - Prosper
 - Celina
 - Lowry Crossing

Program Funding:

- State and Federal Grants
 - FTA Section 5307 Formula Funding
 - FTA CARES Act Funding
 - TxDOT Formula Funding
- Member City Contributions
- Farebox Revenues
 - Based on distance traveled
 - Trips up to 7 miles are \$5 per person per trip
 - Trips greater than 7 miles cost an additional \$0.75 per mile
 - Trips are capped at \$17 per person per trip for trips greater than 23 miles

CARES Funding



At the current rate of expenditure, CARES funding is expected to be exhausted in 4 years

Changes to the Program

Increase Revenues

- Seek additional grant opportunities
- Seek partnership with employers, schools, medical facilities, etc.
- Increase fares/dynamic pricing
- Increase member city contributions
- Institute an administrative fee for member cities
- Evenly distribute fixed costs among member cities

Reduce Expenditures

- Limit trip purpose
- Cap on trip distance
- Cap on trip frequency
- Limit eligibility group
- Reduce service hours
- Restrict on-demand service

Potential Revenue Sources

- One time funding:
 - Texas Veteran's Commission Grant
 - Texas Health Resources Grant
- Private Partnerships:
 - Dialysis centers
 - Major employers
 - Economic development entities

Potential Expenditure Reductions: Trip Characteristics

Trip Characteristics	Data Points	Potential Cost Savings	Notes
Trip Purpose: Limit trip purpose to medical only	30% - Medical 20% - Work 40% - Other 10% - School	Reduce average operating costs by ~\$200-300k annually	<ul style="list-style-type: none"> • Could be administratively burdensome
Trip Distance: Cap trip distances to 7-miles per ride	60% - less than 7 miles 36% - 7-23 miles 4% - 23+ miles	Reduce average operations costs by \$500-600k annually (~4,000 monthly vehicle miles would be eliminated)	<ul style="list-style-type: none"> • Requires more software programming to the GoPass application and Spare Platform
Trip Frequency: Cap trip frequency to 20 trips per month per rider	Our riders take an average of 15 trips per month	Reduce average operating costs by ~\$400k annually	<ul style="list-style-type: none"> • Requires more software programming to the GoPass application and Spare Platform

Potential Expenditure Reductions: Ridership & Demand

Trip Characteristics	Data Points	Potential Cost Savings	Notes
Eligibility Group Remove low-income eligibility group	40% - Low Income 30% - Disability 30% - Senior	Reduce average operating costs by ~\$600k annually	<ul style="list-style-type: none"> Riders may qualify under more than one eligibility group
Service Hours Reducing service hours to 7 am – 7 pm M-F and 9 am – 7 pm Sa-Su	Current Service Hours: 6 am – 8 pm M-F 8 am – 8 pm Sa-Su	Reduce average operating costs by ~\$100,000 annually	
On-Demand Require riders to book trips 24-hours in advance	How many trips booked same day	Reduce average operating costs by ~\$100,000 annually	<ul style="list-style-type: none"> Requires more software programming to the GoPass application and Spare Platform

Potential Expenditure Reductions: Implications

- CARES Funding accounts for approximately \$900,000 of the annual operating budget
- Staff recommends the board select at least two options for further staff analysis, with staff returning with a more detailed analysis of the proposed reductions for consideration at the next board meeting

Questions & Discussion

Next Steps

- Staff will take board recommendations under advisement and further analyze feasibility, rider implications, and potential issues of the selected service reduction(s)
- Staff recommendation will be presented at the next meeting