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***Denton County*** 

# ***Transit Study***

PROJECT ADVISORY COMMITTEE  
MEETING

10 a.m., Jan. 10, 2023

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# Agenda

Welcome

Andrew Pagano, NCTCOG

Project Updates

Scott Boone, Project Manager

Survey Outcomes

Leigh Hornsby, Project Team

Scenario Analysis

Jim Baker, Project Team

Implementation + Funding

Baird Bream, Project Team

Marlene Connor, Project Team

Next Steps

Scott Boone, Project Manager

Questions + Answers

All

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# PROJECT UPDATES

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# Program Objective

The Denton County Transit Study aims to develop a comprehensive public transportation plan.

Efforts are focused on **strategic implementation and coordination** with other planning efforts:



A **set of scenarios**, along with specific goals and objectives, are being developed that guide the transit planning process, recommendations, and implementation.

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# Schedule

<b>ITEM</b>	<b>DATE</b>
Project Management Plan	Complete
Stakeholder Engagement Plan	Complete
Project Website	Complete
Project Data (LBS)	Complete
Public Engagement Round 1 Summary	Complete
Task 3 - Needs Assessment	Complete
Task 4 - Scenario Development	1/2022
Task 5 - Funding Report Chapter	2/2023
Task 6 - Implementation Report Chapter	2/2023
Public Engagement Round 2 + Summary	2/2023
Task 7 - Final Report	3/2023



# SURVEY OUTCOMES

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# Survey Outcomes

416 Views	215 Participants	13 Questions
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## Who Participated?

- 36% of respondents are students; most attend the University of North Texas
  - Respondents' occupations range from childcare to healthcare
  - 55% of respondents stated they are female
  - Age ranges of participants were across the board
  - 75% of respondents were white, 14% Hispanic/Latino and 9% Asian/Asian American
  - Most live in the City of Denton
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# Survey Outcomes

416 Views	215 Participants	13 Questions
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## What Did They Say?

- 56% drive vehicles weekly but 31% do not drive weekly
  - 11% use the train and 39% use the bus weekly
  - Two-thirds used transit services in 2022
  - Most want buses and/or trains to take them within and outside the county
  - More than 2/3 are familiar with DART and DCTA; 1/3 are familiar with Trinity Metro
  - 48% said there are places they would like to travel to that are not available via transit
-

# Participant Views

	Agree	Neither Agree Nor Disagree	Disagree
Transit fares are affordable.	63% Agree	31% Neither Agree Nor Disagree	6% Disagree
Transit can take me to most places I need to go.	30% Agree	17% Neither Agree Nor Disagree	53% Disagree
I feel safe (or would feel safe) waiting for transit and when riding vehicles.	48% Agree	28% Neither Agree Nor Disagree	24% Disagree
Transit vehicles arrive on time.	32% Agree	30% Neither Agree Nor Disagree	38% Disagree
It is easy to plan a trip on transit.	27% Agree	24% Neither Agree Nor Disagree	50% Disagree

# Would Participants Use the Following?

90%	A bus or train that takes me to another location in my city or town	137 ✓
84%	A bus or train that takes me to another city or town in Denton County	128 ✓
82%	A bus or train that takes me to a city or town outside Denton County	126 ✓
32%	An on-demand service that drops me off at a train station	49 ✓
30%	An on-demand service that takes me to another location in Denton County	46 ✓
28%	An on-demand service that takes me to another location in my city or town	43 ✓
27%	A rental scooter or bicycle	41 ✓



# SCENARIO ANALYSIS

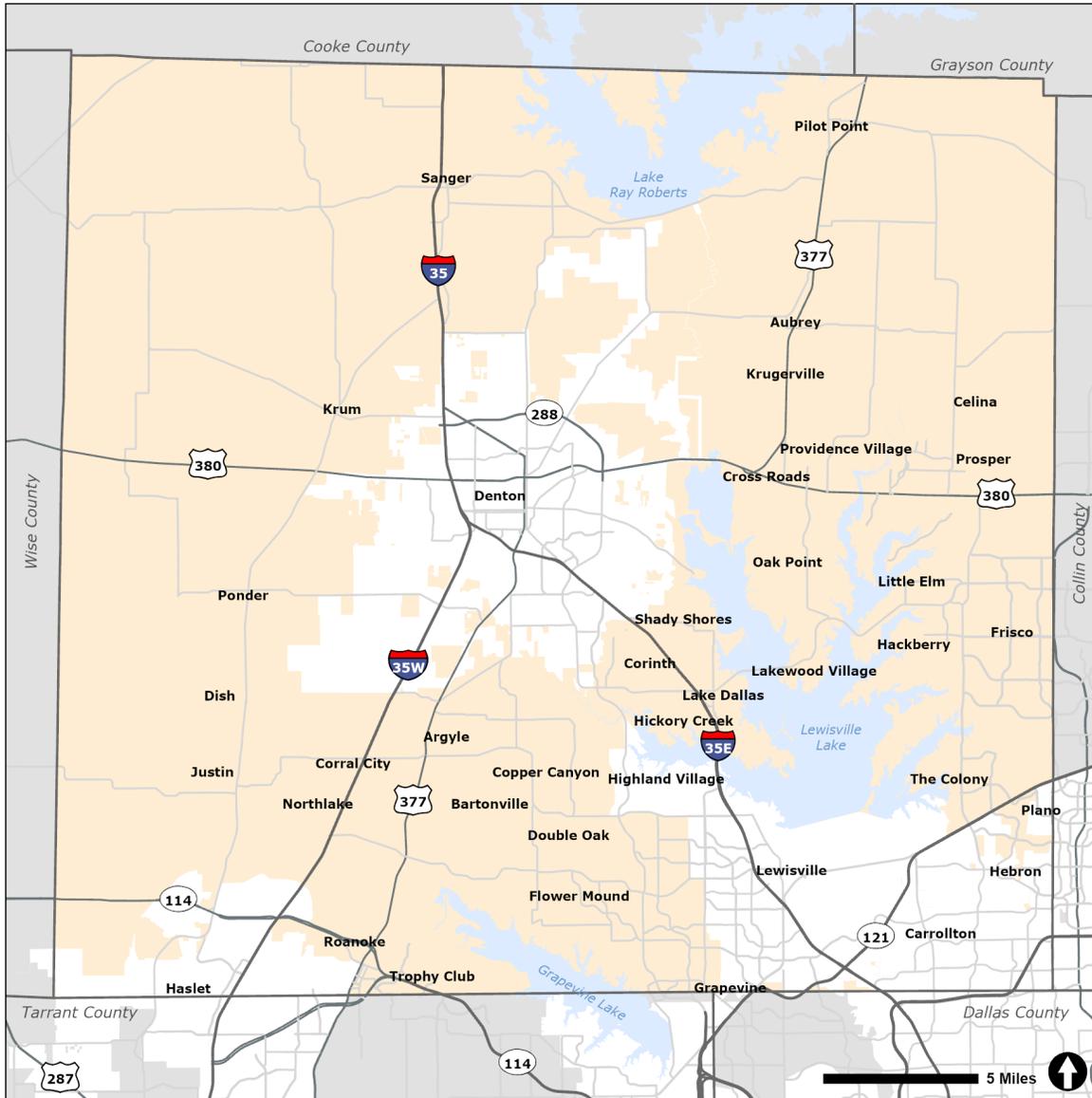




# Scenario Development



# Area of Focus



Areas of Denton County outside of existing transit service area districts



# Travel Market Priorities

- **Local Travel Priorities:**
    - Connections within a community
    - On-Demand transit modes
  - **Inter-County Travel Priorities:**
    - Connections to destinations within Denton County
    - Potential mix of fixed route and on-demand transit modes
  - **Regional Travel Priorities:**
    - Connections to major regional employment centers
    - Regional transit services, **vanpool** program expansion
- 

# Scenario Definition

Service Type	Scenario	Scenario 1	Scenario 2	Scenario 3
Local	High needs	✓	✓	✓
	Medium needs		✓	✓
	Low needs			✓
Regional	Existing fixed route connectivity	✓	✓	✓
	New fixed route connectivity			✓

- Scenario 1 provides new service where there are high local needs, with connectivity to existing regional fixed route services
- Scenario 2 builds upon Scenario 1 and adds medium local needs, but without connectivity to existing regional fixed route services
- Scenario 3 builds upon Scenario 2 and adds new regional fixed route services to provide connectivity to all high and medium local need areas. It also includes additional low local needs, but without connectivity to regional fixed route services

# Local Travel Needs

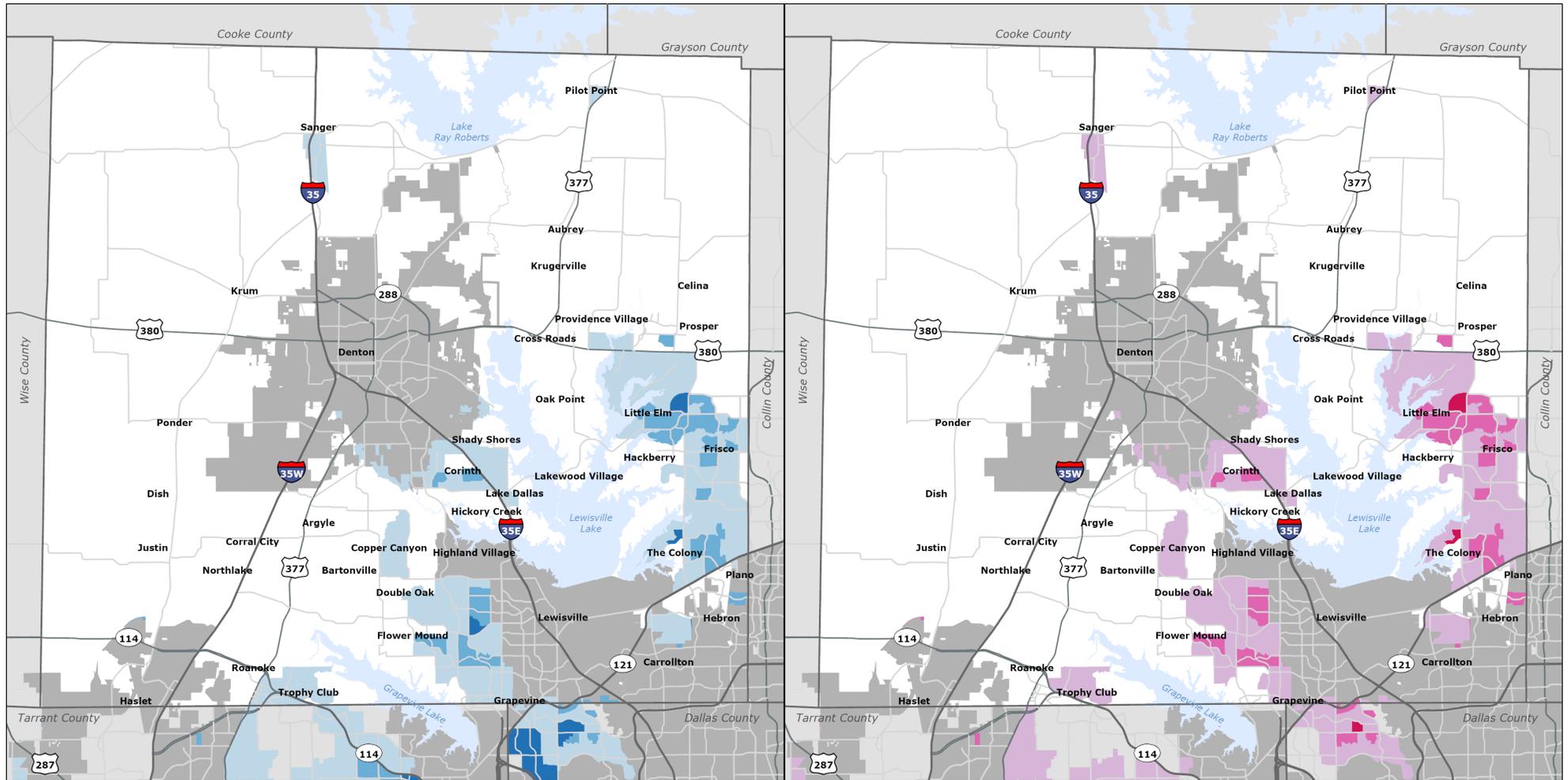


Population and employment densities



Equity population (minority population and low-income household densities)

# Local Travel Needs



## Population and Employment Density

- 5 to 10 people+jobs per acre
- 10 to 20 people+jobs per acre
- Over 20 people+jobs per acre

5 Miles

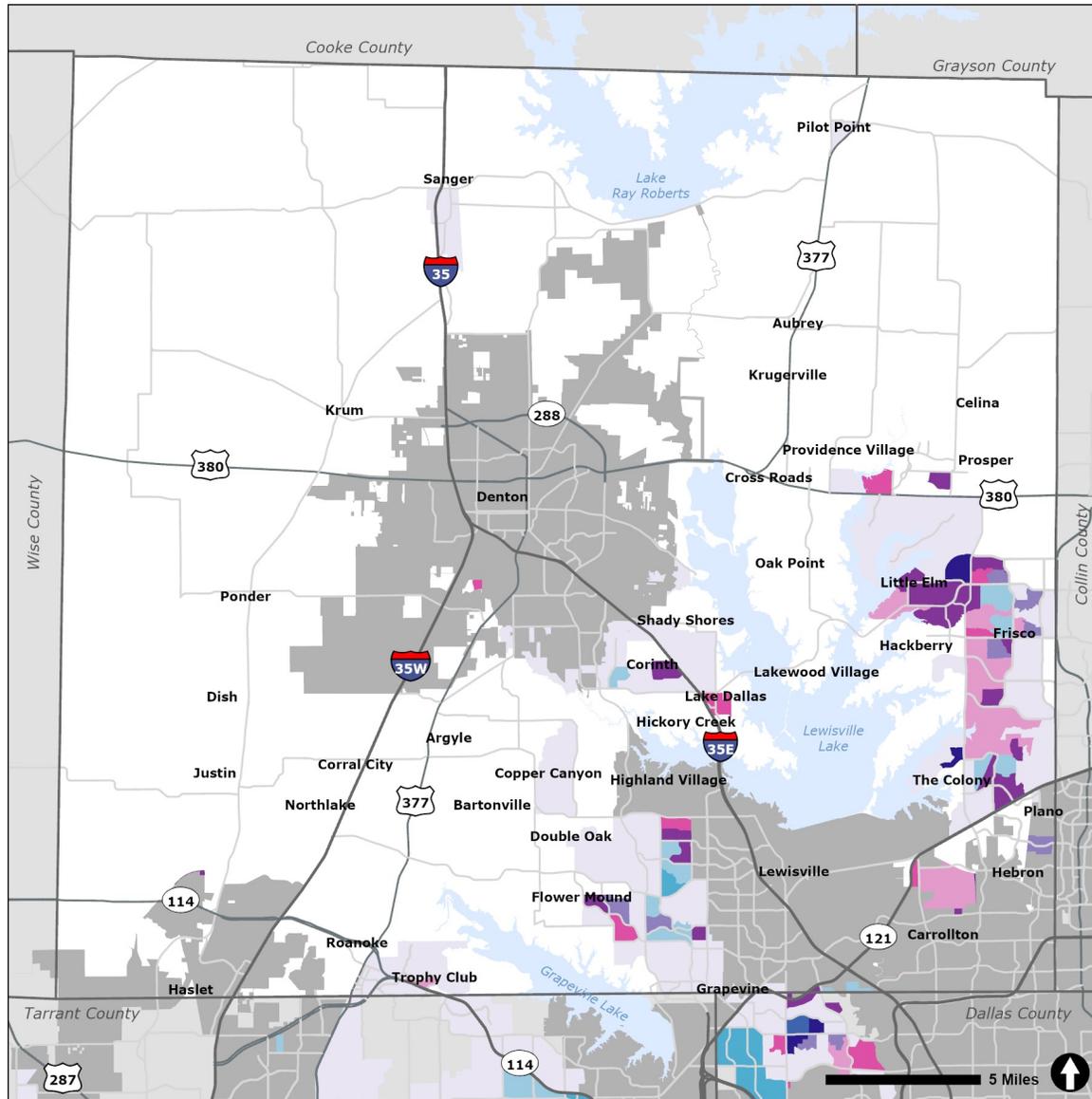
## Equity Population Density

Based on Minority and Low Income Population per Acre

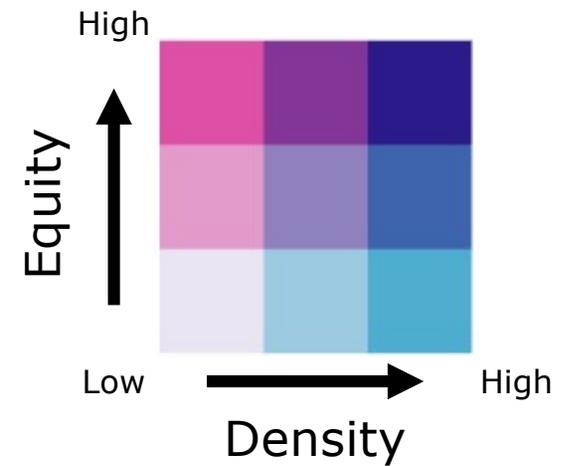
- 1 to 2 people per acre
- 2 to 3 people per acre
- Over 3 people per acre

5 Miles

# Local Travel Needs

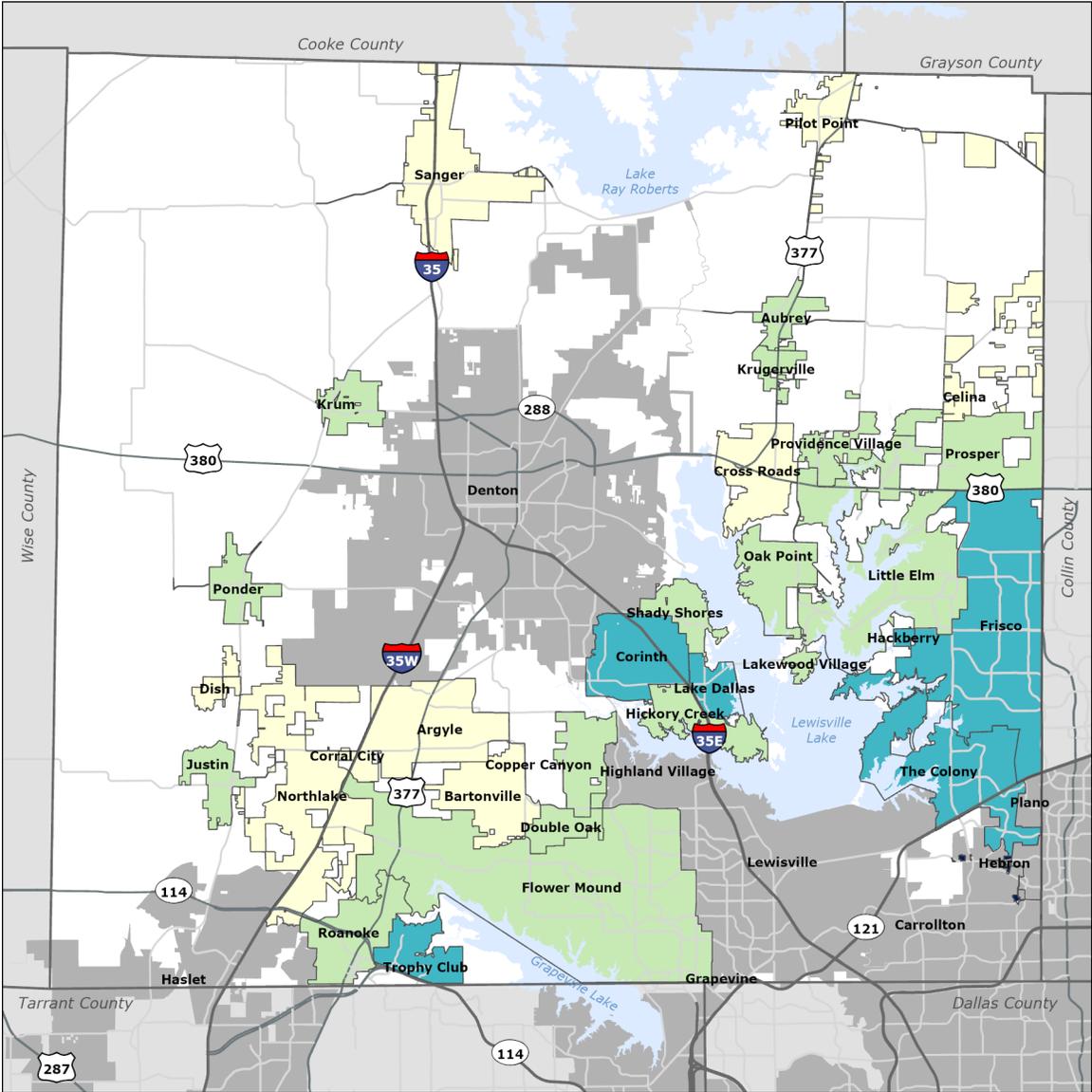


## Composite Needs Assessment

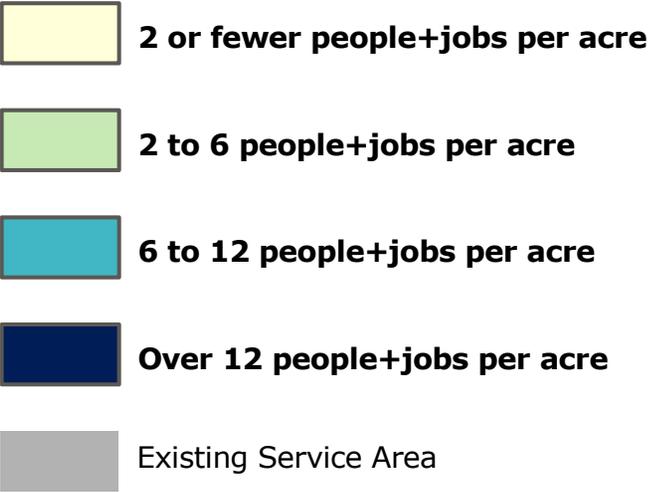


Existing Service Area

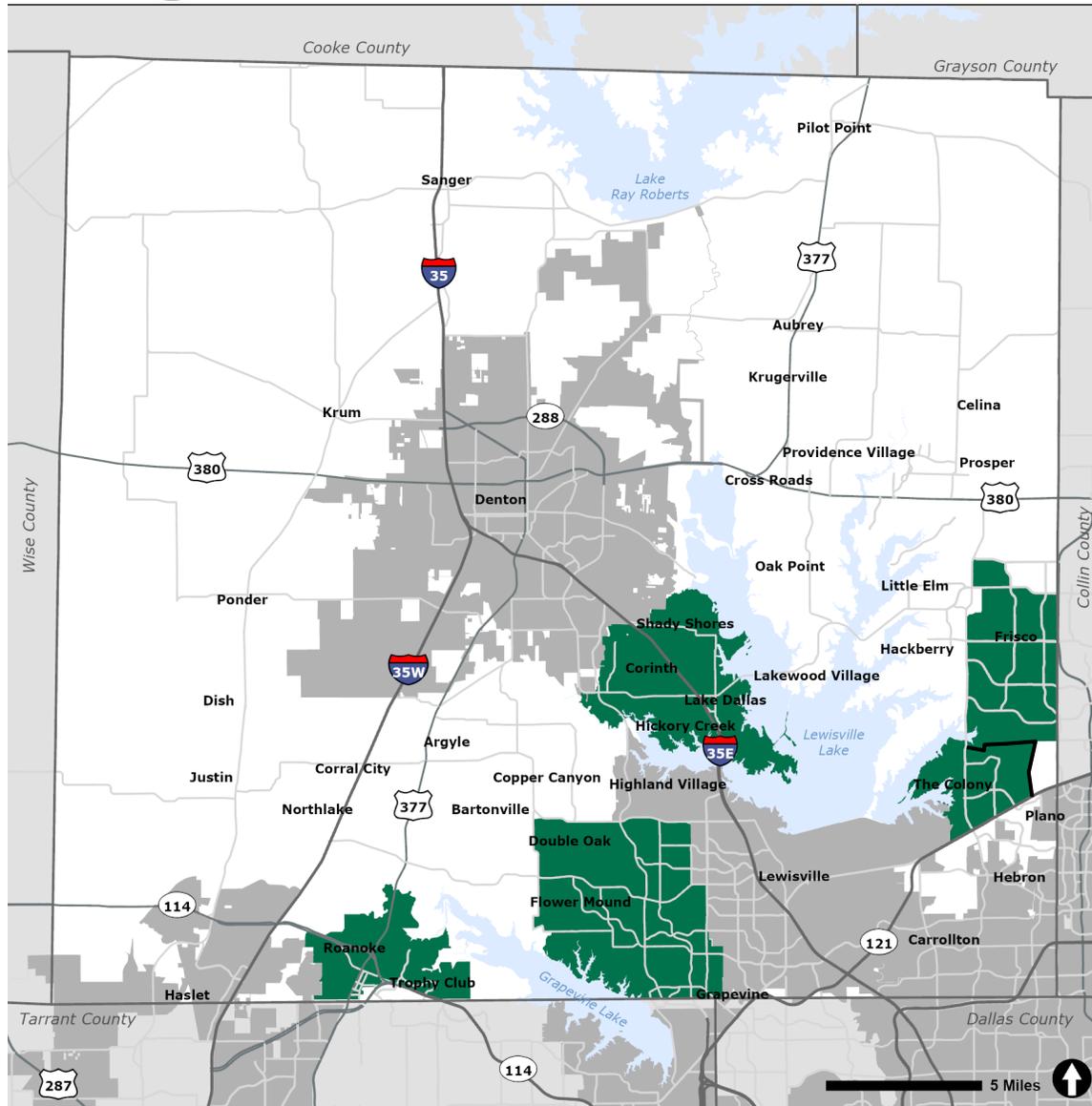
# Local Travel Needs



## Transit Demand by Municipality



# High Local Needs



## High Service Needs

### High Needs

Flower Mound (East)  
Double Oak

Corinth  
Hickory Creek  
Lake Dallas  
Shady Shores

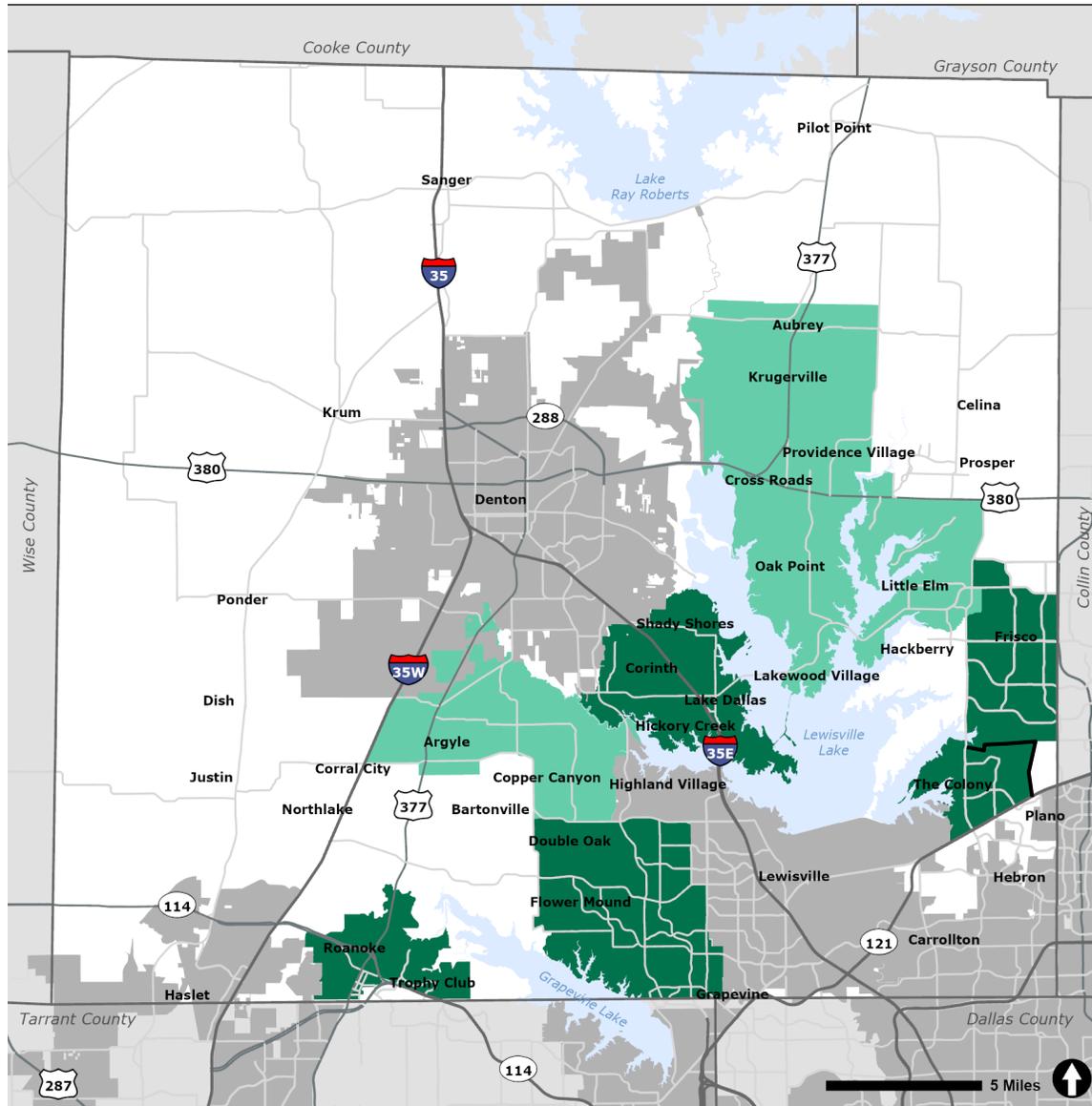
The Colony

Roanoke  
Trophy Club

West Frisco

Existing Service Area

# Medium Local Needs



## High + Medium Service Needs

### High Needs

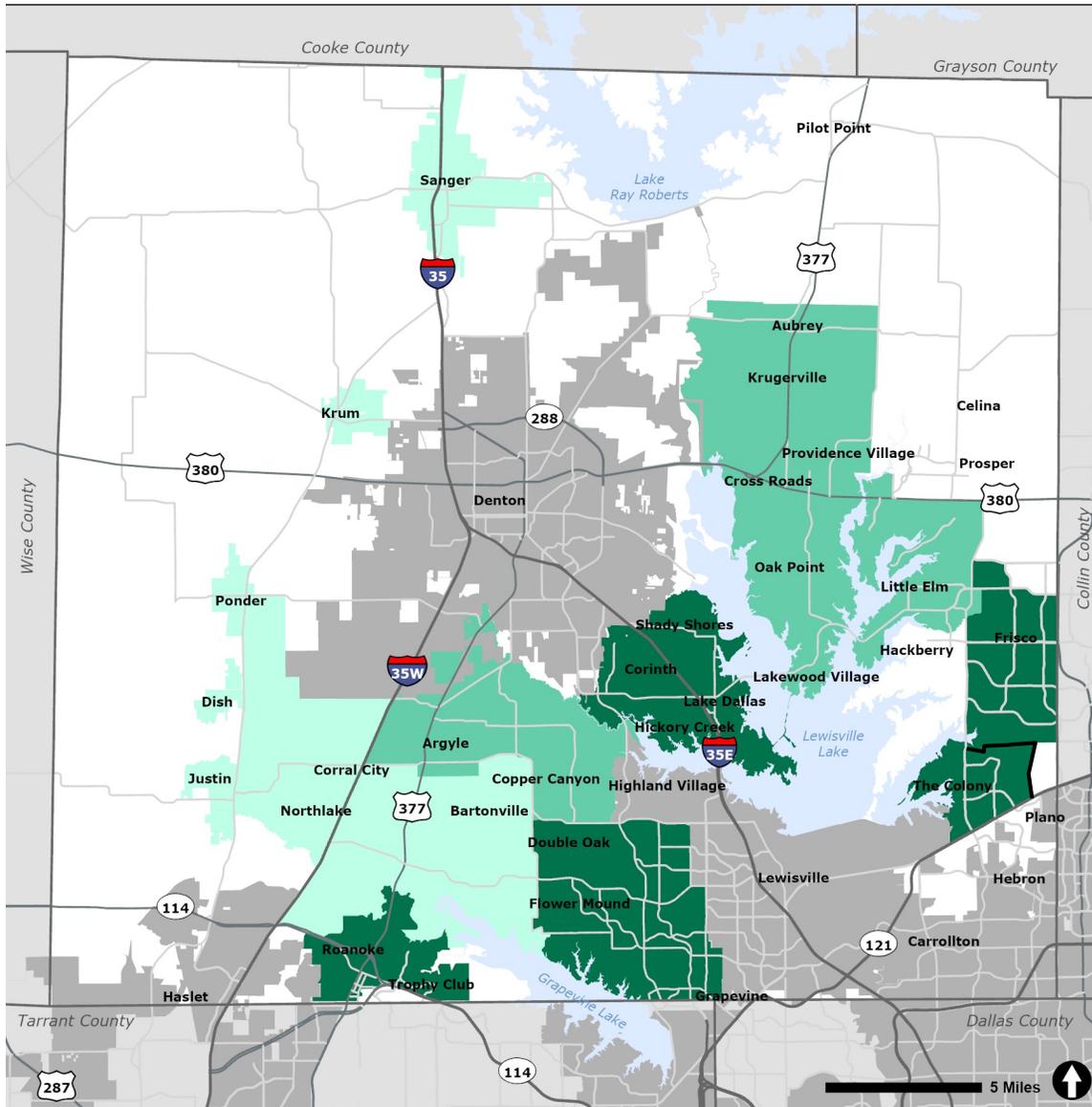
- Flower Mound (East)
- Double Oak
- Corinth
- Hickory Creek
- Lake Dallas
- Shady Shores
- The Colony
- Roanoke
- Trophy Club
- West Frisco

### Medium Needs

- Cross Roads
- Oak Point
- Little Elm
- Lakewood Village
- Providence Village
- Aubrey
- Krugerville
- Argyle
- Copper Canyon
- Lantana

Existing Service Area

# Low Local Needs



## High + Medium + Low Service Needs

### High Needs

- Flower Mound (East)  
Double Oak
- Corinth  
Hickory Creek  
Lake Dallas  
Shady Shores
- The Colony
- Roanoke  
Trophy Club
- West Frisco

### Medium Needs

- Cross Roads  
Oak Point  
Little Elm  
Lakewood Village
- Providence Village  
Aubrey  
Krugerville
- Argyle  
Copper Canyon  
Lantana

### Low Needs

- Northlake  
Justin  
Dish  
Ponder
- Bartonville  
Flower Mound (West)
- Sanger
- Krum

Existing Service Area

# Local Travel Characteristics

Proposed On-Demand Zone	Daily Local Trips	Average Trip Distance	Scenario Category
Flower Mound East – Double Oak	119,544	2.1 miles	High
Corinth - Hickory Creek - Lake Dallas - Shady Shores	42,124	1.8 miles	High
The Colony	41,242	1.6 miles	High
Roanoke - Trophy Club	38,495	1.7 miles	High
Frisco (West)	55,850	1.6 miles	High
Cross Roads - Oak Point - Little Elm - Lakewood Village	50,776	2.1 miles	Medium
Providence Village - Aubrey - Krugerville	18,061	2.4 miles	Medium
Argyle - Copper Canyon - Lantana	19,585	2.2 miles	Medium
Northlake - Justin - Dish - Ponder	8,775	2.2 miles	Low
Bartonville - Flower Mound (West)	4,334	1.6 miles	Low
Sanger	3,289	0.9 miles	Low
Krum	2,262	0.7 miles	Low

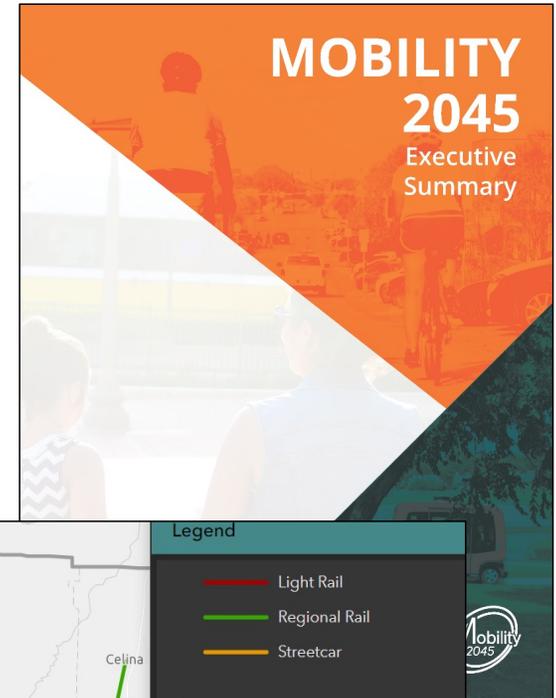
# Regional Travel Needs

## Mobility 2045 Transit Projects

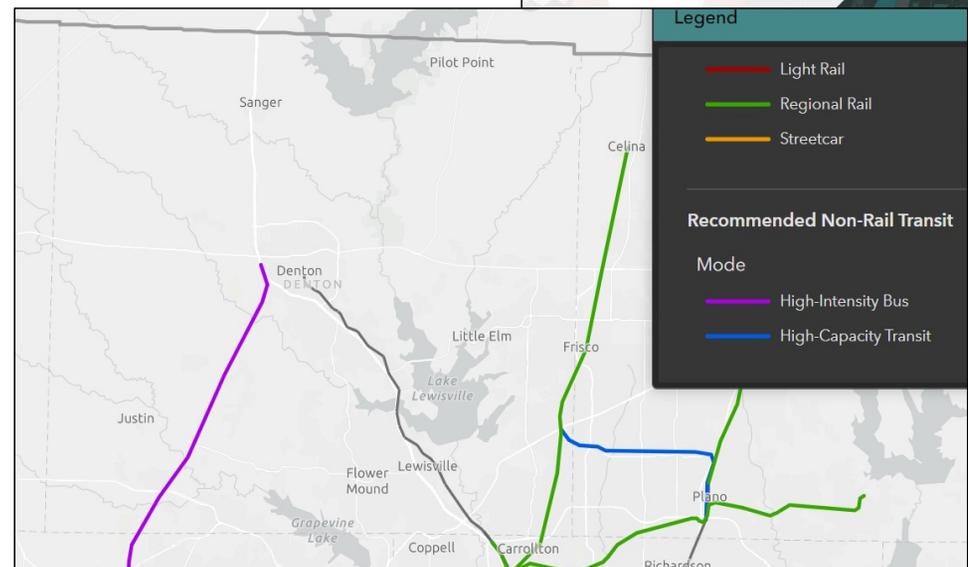
- Irving to Frisco Rail Corridor
- IH35W High Intensity Bus from Denton to Fort Worth

## Denton County Transportation Projects

- Outer Loop (I-35 to Collin/Denton County Line)



*Longer-range (10+) future connection opportunities*



# Regional Connections

Trips to Legacy Town Center  
Frisco and Plano

36,385 Daily Trips  
Average trip length of 9.4 miles



## LOCUS Flows

Summary of trips from/to/within NCTCOG Region



Trips by Residents  
**34,435**  
94.6%

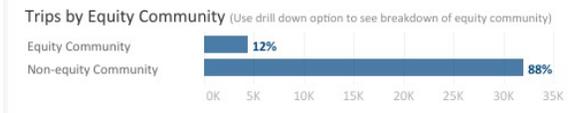
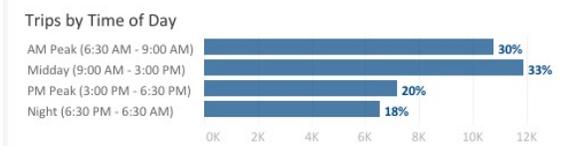
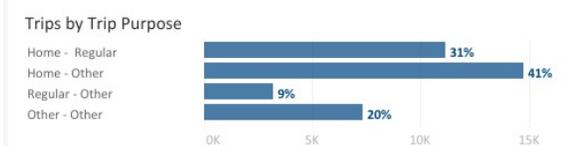
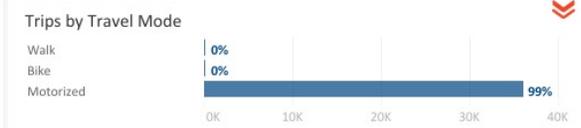
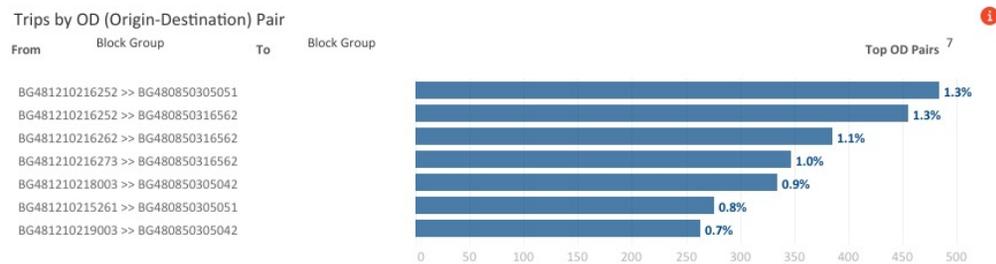
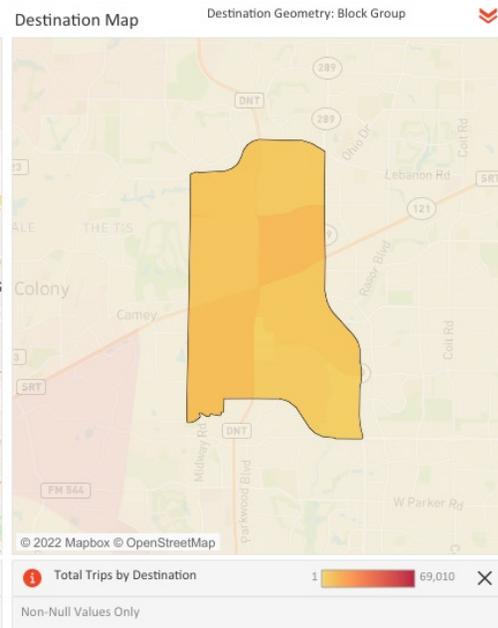
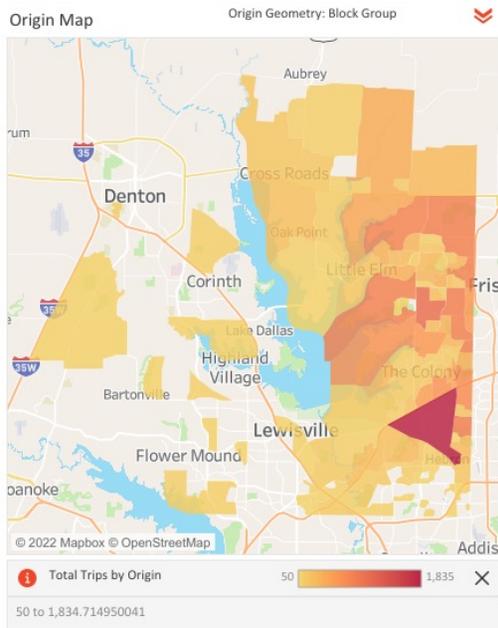
Trips by Non-residents  
**1,951**  
5.4%

Daily Trips  
**36,385**

Person Miles Traveled  
**342,196**

\* Estimated from 562K sample records.

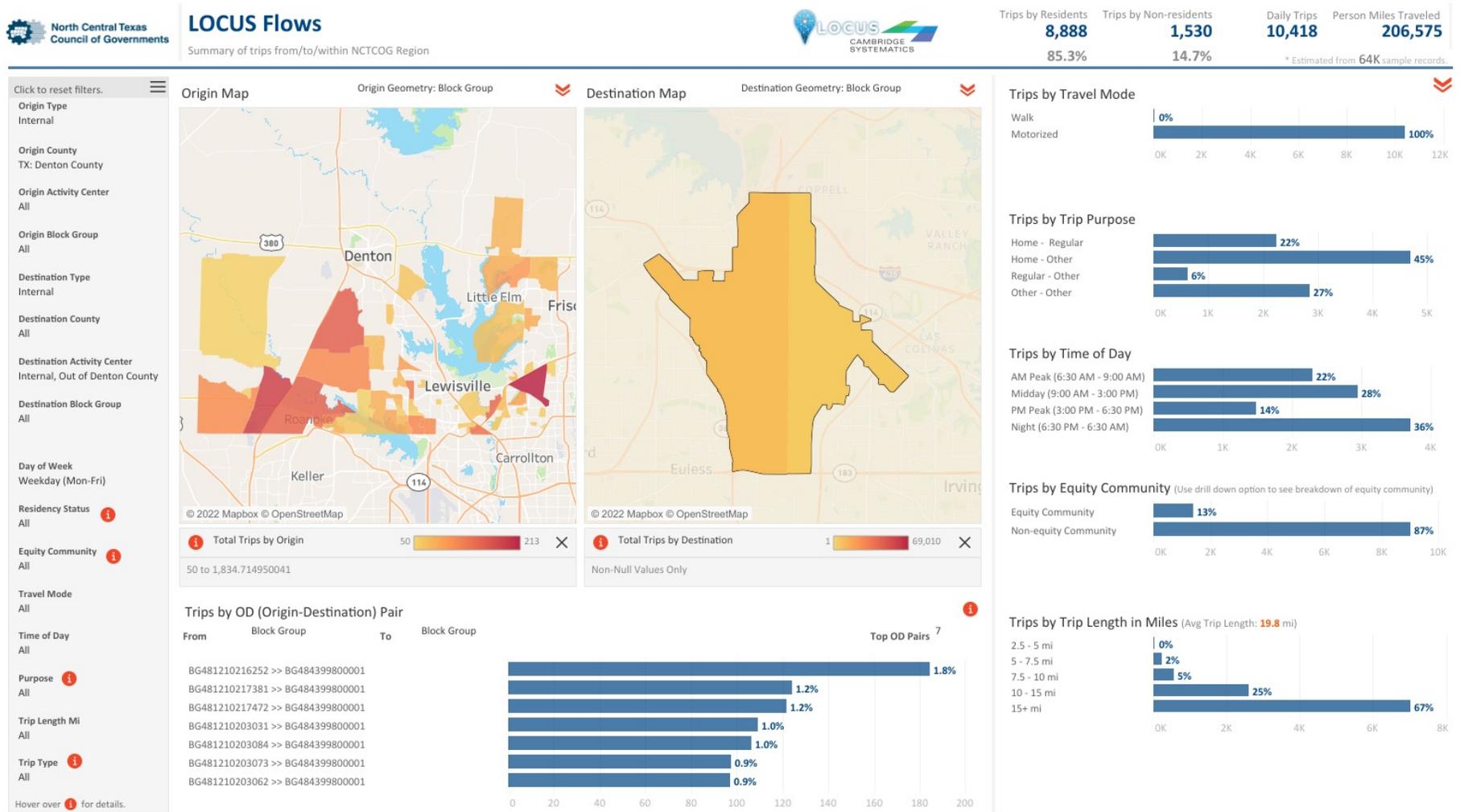
- Click to reset filters.
- Origin Type: Internal
- Origin County: TX: Denton County
- Origin Activity Center: All
- Origin Block Group: All
- Destination Type: Internal
- Destination County: All
- Destination Activity Center: Internal, Out of Denton County
- Destination Block Group: All
- Day of Week: Weekday (Mon-Fri)
- Residency Status: All
- Equity Community: All
- Travel Mode: All
- Time of Day: All
- Purpose: All
- Trip Length Mi: All
- Trip Type: All



# Regional Connections

Trips to DFW

10,418 Daily Trips  
Average trip length of 19.8 miles

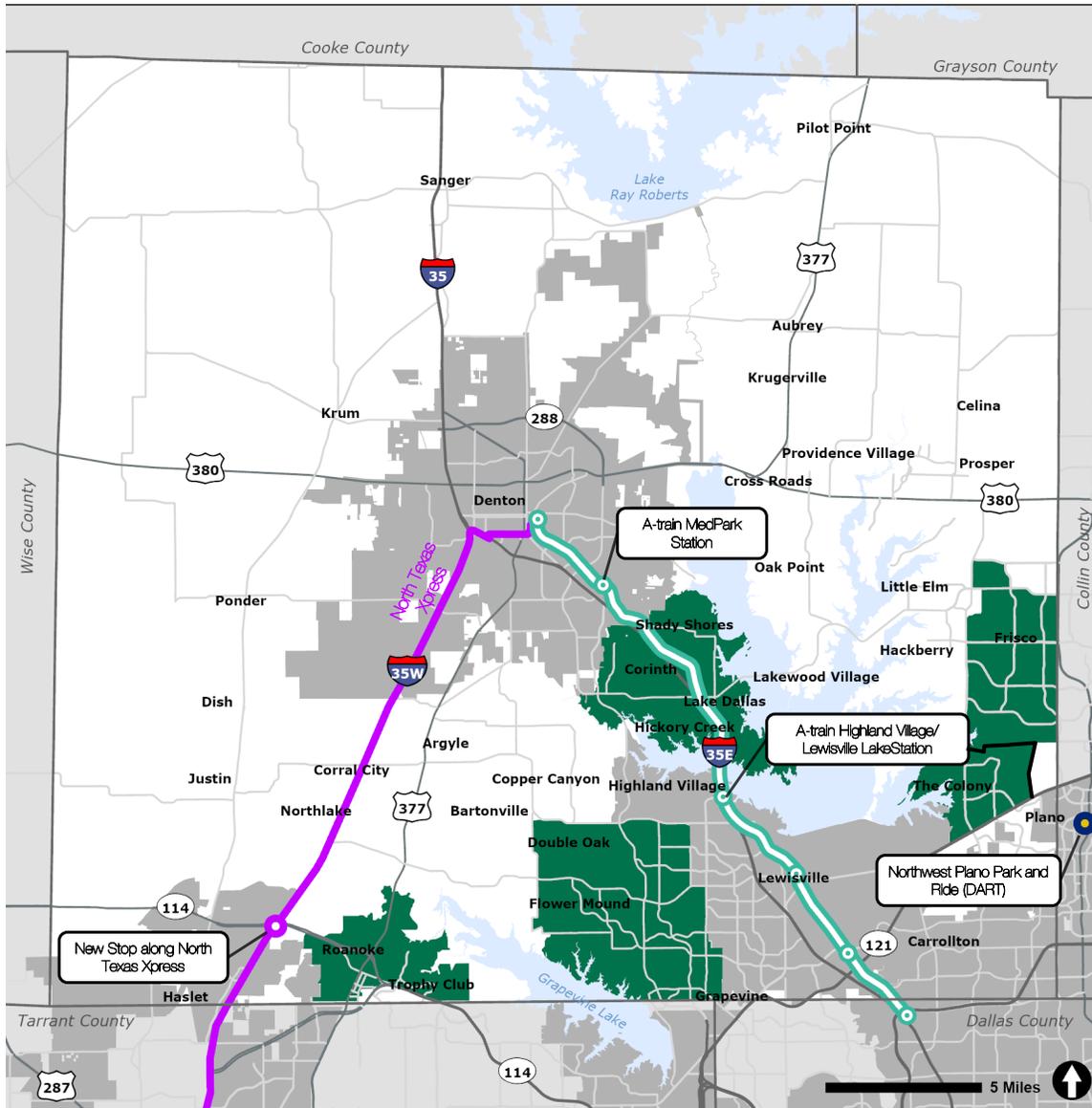




# Proposed Scenarios



# Scenario 1



## High Local Needs with Existing Regional Connections

### Regional Service Connections

#### I-35W N. Texas Xpress

- Roanoke/Trophy Club MOD (with additional route stop)

#### A-Train

- Shady Shores/Corinth/Lake Dallas/Hickory Creek MOD
- Double Oak/Flower Mound East MOD

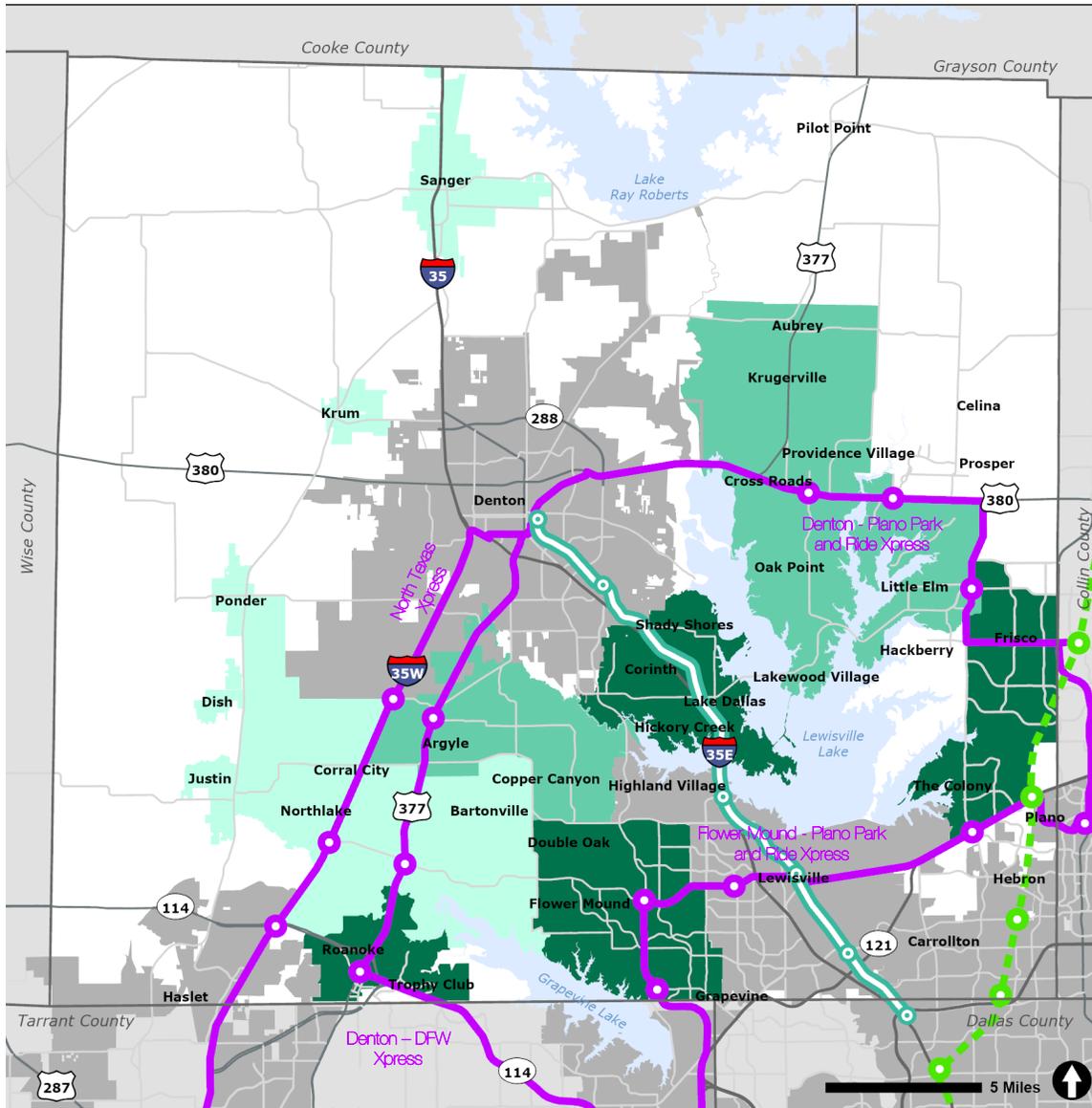
#### NW Plano P&R

- The Colony MOD
- West Frisco

- Regional Connections
- Regional Bus Service
- DCTA A-train
- Existing Service Area



# Scenario 3



## High + Medium + Low Service Needs w/ Existing and New Regional Connections

### Regional Service Connections

#### I-35W N. Texas Xpress

- Roanoke/Trophy Club MOD
- Northlake/Justin/Dish/Ponder MOD
- Argyle/Copper Canyon/Lantana MOD

#### Denton-DFW Xpress

- Roanoke/Trophy Club MOD
- Flower Mound West/Bartonville West MOD
- Argyle/Copper Canyon/Lantana MOD

#### Flower Mound-Plano P&R Xpress

- Double Oak/Flower Mound East MOD
- The Colony MOD
- West Frisco

#### Denton-Plano P&R Xpress

- Aubrey/Krugerville/Providence Village MOD
- Cross Roads/Oak Point/Little Elm/Lakewood Village MOD

#### A-Train

- Shady Shores/Corinth/Lake Dallas/Hickory Creek MOD
- Double Oak/Flower Mound East MOD

- Irving-Frisco Regional Rail (Mobility 2045)
- DCTA A-train
- Regional Connections
- Existing Service Area
- Regional Bus Service

# Scenario Service by City

City	Scenario 1			Scenario 2			Scenario 3		
	MOD	Existing Reg. Serv.	New Reg. Serv.	MOD	Existing Reg. Serv.	New Reg. Serv.	MOD	Existing Reg. Serv.	New Reg. Serv.
Roanoke	X	X*		X	X*		X	X	X
Trophy Club	X	X*		X	X*		X	X	X
Double Oak	X	X		X	X		X	X	X
Flower Mound	X	X		X	X		X	X	X
The Colony	X	X		X	X		X	X	X
Frisco (West)	X	X		X	X		X	X	X
Hickory Creek	X	X		X	X		X	X	
Lake Dallas	X	X		X	X		X	X	
Corinth	X	X		X	X		X	X	
Shady Shores	X	X		X	X		X	X	
Argyle				X			X		X
Copper Canyon				X			X		X
Oak Point				X			X		X
Cross Roads				X			X		X
Providence Village				X			X		X
Krugerville				X			X		X
Aubrey				X			X		X
Little Elm				X			X		X
Lakewood Village				X			X		X
Lantana				X			X		X
Ponder							X		X
Justin							X		X
Northlake							X		X
Bartonville							X		X
Dish							X		X
Sanger							X		
Krum							X		
Celina									
Prosper									
Pilot Point									
Hackberry									

X\* indicates additional mid-route stop on North Texas Xpress route, near Hwy 114 in Scenarios 1 and 2.



# **Scenario Service Assumptions and Requirements**



# On-Demand Service Assumptions

Proposed Service	Span/ Freq.	Scenario 1	Scenario 2	Scenario 3A	Scenario 3B
High Demand Zones	Span	6 am – 8 pm, Mon-Sat	6 am – 8 pm, 7 days	6 am – 8 pm, 7 days	6 am – 8 pm, 7 days
Medium Demand Zones	Span	n/a	6 am – 8 pm, Mon-Sat	6 am – 8 pm, 7 days	6 am – 8 pm, 7 days
Low Demand Zones	Span	n/a	n/a	6 am – 8 pm, Mon-Sat	6 am – 8 pm, Mon-Sat

Note: On-Demand service assumed to remain within defined zone. Travel outside of defined zone would require a transfer.

# Regional Service Assumptions

Proposed Service	Scenario 1	Scenario 2	Scenario 3A	Scenario 3B
A Train	Add stop at Corinth			
North Texas Xpress	60-min. freq. with add'l. stop	60-min. freq. with add'l. stop	60-min. freq. with add'l. stop	30-min. freq. with add'l. stop
Denton-DFW Xpress	n/a	n/a	60-min. freq.	30-min. freq.
Denton-Plano P&R Xpress	n/a	n/a	60-min. freq.	30-min. freq.
Flower Mount-Plano P&R Xpress	n/a	n/a	60-min. freq.	30-min. freq.
Xpress Route Service Span	6 am – 8 pm, Mon-Sat	6 am – 8 pm, Mon-Sat	6 am – 8 pm, 7 days	6 am – 8 pm, 7 days

# On-Demand Requirements: Scenario 1

Proposed Zone	Minimum Estimated Req't.			Maximum Potential Req't.		
	Peak Veh.	Daily Hrs.	Annual O&M	Peak Veh.	Daily Hrs.	Annual O&M
Flower Mound East – Double Oak	4	56	\$881,000	6	84	\$1,322,000
Corinth - Hickory Creek - Lake Dallas - Shady Shores	2	28	\$441,000	3	42	\$661,000
The Colony	2	28	\$441,000	3	42	\$661,000
Roanoke - Trophy Club	2	28	\$441,000	2	28	\$441,000
Frisco (West)	3	42	\$661,000	4	56	\$881,000
<b>TOTAL</b>	<b>13</b>	<b>182</b>	<b>\$2,864,000</b>	<b>18</b>	<b>252</b>	<b>\$3,965,000</b>

Note: Maximum range defined to reflect potential costs should there be high demand and service is structured to meet that demand

# On-Demand Requirements: Scenario 2

Proposed Zone	Minimum Estimated Req't.			Maximum Potential Req't.		
	Peak Veh.	Daily Hrs.	Annual O&M	Peak Veh.	Daily Hrs.	Annual O&M
Flower Mound East – Double Oak	4	56	\$1,048,000	6	84	\$1,571,000
Corinth - Hickory Creek - Lake Dallas - Shady Shores	2	28	\$524,000	3	42	\$786,000
The Colony	2	28	\$524,000	3	42	\$786,000
Roanoke - Trophy Club	2	28	\$524,000	2	28	\$524,000
Frisco (West)	3	42	\$786,000	4	56	\$1,048,000
Cross Roads - Oak Point - Little Elm - Lakewood Village	3	42	\$661,000	5	70	\$1,101,000
Providence Village - Aubrey - Krugerville	2	28	\$441,000	2	28	\$441,000
Argyle - Copper Canyon - Lantana	2	28	\$441,000	2	28	\$441,000
<b>TOTAL</b>	<b>20</b>	<b>280</b>	<b>\$4,946,000</b>	<b>27</b>	<b>378</b>	<b>\$6,696,000</b>

Note: Maximum range defined to reflect potential costs should there be high demand and service is structured to meet that demand

# Regional Service Requirements

Proposed Service	Service Req't.	Scenario 1	Scenario 2	Scenario 3A	Scenario 3B
North Texas Xpress	Peak Veh.	2	2	3	5
	Annual O&M	\$963,900	\$963,900	\$2,069,600	\$3,449,300
Denton-DFW Xpress	Peak Veh.	-	-	3	6
	Annual O&M	-	-	\$2,069,600	\$4,139,100
Denton-Plano P&R Xpress	Peak Veh.	-	-	4	7
	Annual O&M	-	-	\$2,759,400	\$4,829,000
Flower Mount-Plano P&R Xpress	Peak Veh.	-	-	3	6
	Annual O&M	-	-	\$2,069,600	\$4,139,100
<b>Scenario Totals</b>	<b>Peak Veh.</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>24</b>
	<b>Annual O&amp;M</b>	<b>\$963,900</b>	<b>\$963,900</b>	<b>\$8,968,200</b>	<b>\$16,556,500</b>

# Summary of Service Req'ts.: Minimum Estimate

Proposed Service	Service Req't.	Scenario 1	Scenario 2	Scenario 3A	Scenario 3B
GoZone Service	Peak Veh.	13	20	28	28
	Annual Hrs.	55,874	96,516	136,584	136,584
	Annual O&M	\$2,864,000	\$4,946,000	\$7,000,000	\$7,000,000
Regional Service	Peak Veh.	2	2	13	24
	Annual Hrs.	7,140	7,140	66,430	122,640
	Annual O&M	\$963,900	\$963,900	\$8,968,200	\$16,556,500
<b>Scenario Totals</b>	<b>Peak Veh.</b>	<b>15</b>	<b>22</b>	<b>41</b>	<b>52</b>
	<b>Annual Hrs.</b>	<b>63,014</b>	<b>103,656</b>	<b>203,014</b>	<b>259,224</b>
	<b>Annual O&amp;M</b>	<b>\$3,827,900</b>	<b>\$5,909,900</b>	<b>\$15,968,200</b>	<b>\$23,556,500</b>

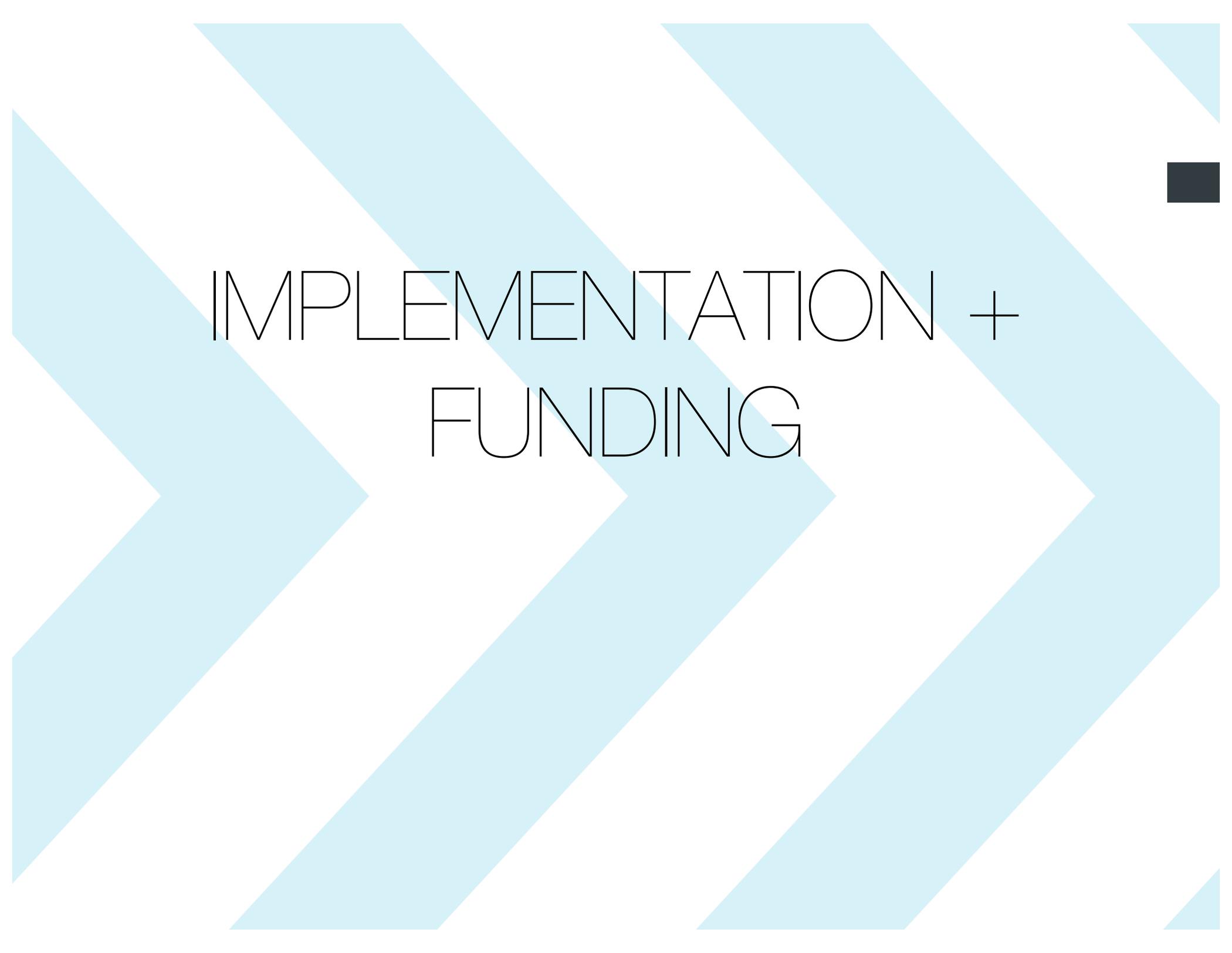
# Summary of Service Req'ts.: Maximum Estimate

Proposed Service	Service Req't.	Scenario 1	Scenario 2	Scenario 3A	Scenario 3B
GoZone Service	Peak Veh.	18	27	35	35
	Annual Hrs.	77,386	96,516	172,354	172,354
	Annual O&M	\$3,965,000	\$6,696,000	\$8,833,000	\$8,833,000
Regional Service	Peak Veh.	2	2	13	24
	Annual Hrs.	7,140	7,140	66,430	122,640
	Annual O&M	\$963,900	\$963,900	\$8,968,200	\$16,556,500
<b>Scenario Totals</b>	<b>Peak Veh.</b>	<b>20</b>	<b>29</b>	<b>48</b>	<b>59</b>
	<b>Annual Hrs.</b>	<b>84,526</b>	<b>103,656</b>	<b>238,784</b>	<b>294,994</b>
	<b>Annual O&amp;M</b>	<b>\$4,928,900</b>	<b>\$7,659,900</b>	<b>\$17,801,200</b>	<b>\$25,389,500</b>



# Scenario Questions

- Any thoughts on how GoZones were stratified between high, medium, low demand?
  - Any thoughts on regional service assumptions in each scenario?
    - Scenarios 1 and 2 not including new regional services
    - Scenario 3 including new regional service
  - Any thoughts on providing two options for Scenario 3?
    - Option A: 60-minute regional service
    - Option B: 30-minute regional service
- 



# IMPLEMENTATION + FUNDING

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# Implementation + Funding

## Local Funding Options

- **Local option taxes** up to 1.0% sales tax for transit (2.0% overall local, of 8.25% total)
    - Public referendum may be used to raise or reassign local option sales taxes
    - Most cities have already allocated full 2% to other purposes
  - San Antonio (sales tax) and Austin (property tax) successfully funded transit expansions via public referenda in 2022
  - Interlocal operating agreements with regional transit providers
  - General budget
-

# Implementation + Funding

## State Funding Options

Mechanism	Description	Local Match Needed	Eligible Expenditure Categories	
			Operations and Maintenance	Capital
<b>State Infrastructure Bank Loans</b>	Revolving loan fund that allows borrowers to access capital funds	■		■
<b>Gas Tax Surcharge</b>			■	■
<b>Transportation Development Credits</b>	Federal financing tool that allows states to use federal funding without the requirement of a cash match, accounting for toll road and managed lanes that benefit the federal system			■
<b>Regional Mobility Authority</b>	Political subdivision formed by one or more counties to finance, acquire, design, construct, operate, and maintain transportation projects		■	■

# Implementation + Funding

## Federal Funding Options: Standard Competitive Grant Programs

FTA Competitive Grant programs	Total Program Funds	Eligible Activities	Eligible applicants	Annual Cycles	Local match required?
<b>Low and No Emission Bus Grants</b>	\$1.1 B	Rehabilitate and purchase buses with low and no emission technology	states, designated recipients, and local governmental entities that operate fixed route bus service	Annually through 2026	20%
<b>Bus and Bus Facilities</b>	\$400 M	Rehabilitate and purchase buses and bus facilities	states, designated recipients, and local governmental entities that operate fixed route bus service	Annually through 2026	20%
<b>Innovative Coordinated Access and Mobility (ICAM)</b>	\$4 M	Improve access to public transportation by building partnerships among health, transportation, and other service providers.	designated recipients, states and local governmental authorities, private nonprofit organizations, operators of public transportation	Annually through 2026	20%

# Implementation + Funding

## Federal Funding Options: New Competitive Grant Programs

FTA Competitive Grant programs	Total Program Funds	Eligible Activities	Eligible applicants	Annual Cycles	Local match required?
Mobility, Access, & Transportation Insecurity (MATI)	\$6M	Set up a program to explore demonstrations and pilots to address transportation insecurity and evaluate outcomes and impacts	Departments, agencies, and entities of the Government, including Federal laboratories; Colleges and universities	Competitive annual pilots and demonstration projects initiating in 2023	20%
Rebuilding American Infrastructure Sustainably and Equitably	\$2.2 B	Modernize roads, bridges, transit, rail, ports, and intermodal transportation to make transportation more accessible, affordable, and sustainable	States, a unit of local government; a special purpose district or public authority with a transportation function, including a transit agency	Annually through 2026	20%
Enhancing Mobility Innovation	\$4 M	Safe, reliable, equitable, and accessible services that support complete trips for all travelers, with an emphasis on technology projects that focus on the passenger experience	Providers of public transportation, Private for-profit and not-for-profit organizations, State, city or local government entities, Institutions of higher education	Annually through 2026	20%

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# Implementation + Funding

## Implementation Planning

- **Implementation efforts to establish or expand transit service** will be led by municipalities working individually or cooperatively, depending on recommended services
  - **Implementation guidance** relies on the identification and evaluation of Service Profile Elements and Service Model Options to determine what choices most effectively meet community transit needs and deliver the recommended services
  - **Overall implementation guidance** is standardized via a nine-step Implementation Process
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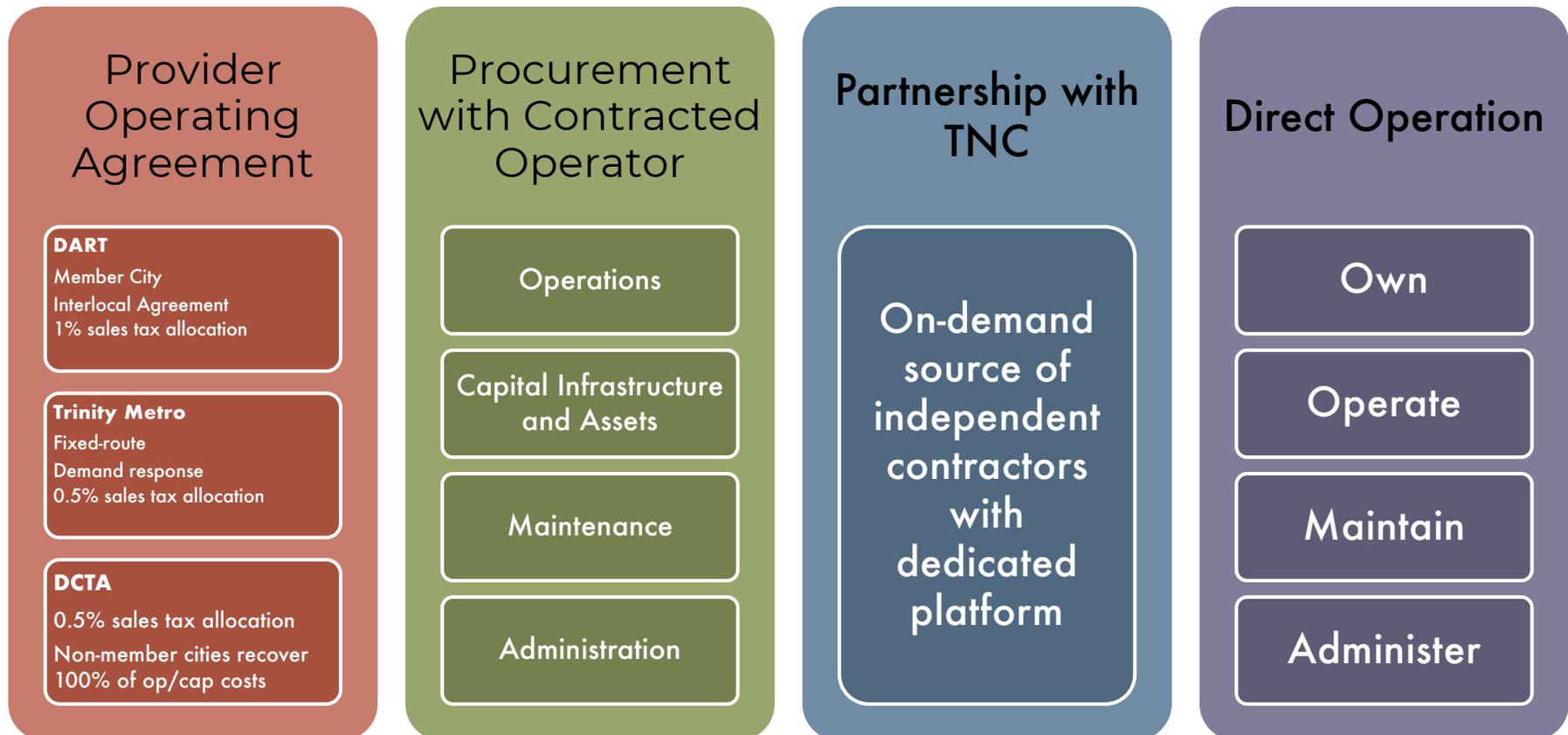
# Implementation + Funding

## Service Profile Elements

- **Operating profile:** Span of service, Service schedule, Service type, Travel pattern
  - **Geography:** Zone-based vs. Universal
  - **Trip purpose mix:** Commuter, Health/human services, Interregional travel, Student transportation, Non-standard trips, Late-night trips
  - **Rider type:** Conditional eligibility vs. Universal
  - **Key Performance Indicators:** *Customer-Facing* (Avg. wait time, Avg. travel time) and *Operational Effectiveness* (Operating Cost per VRM/VRH, Passenger Trips per VRM/VRH)
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# Implementation + Funding

## Service Model Options



# Implementation + Funding

## Service Model Tradeoffs

	PROVIDER OPERATING AGREEMENT	PROCUREMENT WITH CONTRACTED OPERATOR	PARTNERSHIP WITH TNC	DIRECT OPERATION BY MUNICIPALITY
Benefits	<ul style="list-style-type: none"> <li>• Low administrative costs</li> <li>• Existing platform / brand</li> <li>• Integration into service network</li> <li>• Experience with Federal regulations</li> </ul>	<ul style="list-style-type: none"> <li>• Low administrative costs</li> <li>• Low operating costs</li> <li>• Service can scale with demand*</li> <li>• Experience with Federal regulations</li> </ul>	<ul style="list-style-type: none"> <li>• Existing platform / brand</li> <li>• Service can scale with demand*</li> <li>• Low operating costs</li> <li>• Technical assistance for implementation</li> <li>• Customer data generation</li> </ul>	<ul style="list-style-type: none"> <li>• Direct control over service design and operations</li> <li>• Clear accountability to public</li> </ul>
Risks	<ul style="list-style-type: none"> <li>• Dedication of sales tax to join service area</li> <li>• 100% Cost Recovery standard</li> </ul>	<ul style="list-style-type: none"> <li>• Procurement process can be complex</li> <li>• Bidding process may not yield sufficient or competitive bids</li> <li>• Contract oversight challenges</li> </ul>	<ul style="list-style-type: none"> <li>• Accountability and data sharing issues</li> <li>• Demand can surpass budgeted amount</li> <li>• Wheelchair availability</li> <li>• Vehicle access issues</li> <li>• Contract oversight challenges</li> </ul>	<ul style="list-style-type: none"> <li>• High program cost</li> <li>• Procurement process challenges</li> <li>• High and ongoing administrative responsibilities</li> </ul>

\*Assuming available funding

# Implementation + Funding

## Service Model Metrics

	PROVIDER OPERATING AGREEMENT	PROCUREMENT WITH CONTRACTED OPERATOR	PARTNERSHIP WITH TNC	DIRECT OPERATION BY MUNICIPALITY
<b>Performance Metrics</b>	<ul style="list-style-type: none"> <li>• Ridership</li> <li>• Total cost</li> <li>• Passengers per trip</li> <li>• Cost per trip</li> <li>• Subsidy per trip</li> <li>• Total service miles</li> <li>• Total vehicle miles</li> <li>• Average wait time</li> </ul>	<ul style="list-style-type: none"> <li>• Ridership</li> <li>• Total cost</li> <li>• Cost per trip</li> <li>• Subsidy per trip</li> <li>• Average fare</li> <li>• On-time performance</li> <li>• Average wait time</li> <li>• Wheelchair Accessible Vehicle (WAV) request %</li> <li>• Average WAV wait time</li> <li>• Net promoter score / average customer rating</li> </ul>	<ul style="list-style-type: none"> <li>• Ridership</li> <li>• Wait time</li> <li>• Cost per trip</li> <li>• Subsidy per trip</li> <li>• Total service miles</li> <li>• Total vehicle miles</li> <li>• Average wait time</li> <li>• WAV request %</li> <li>• Average WAV wait time</li> <li>• Net promoter score / average customer rating</li> </ul>	<ul style="list-style-type: none"> <li>• Ridership</li> <li>• Total cost</li> <li>• Cost per trip</li> <li>• Subsidy per trip</li> <li>• Average fare</li> <li>• On-time performance</li> <li>• Vehicle capacity</li> <li>• Average wait time</li> </ul>



# Implementation + Funding

## Implementation Process for Municipalities

- **Step 1:** Leverage Denton County Transit Study to define Service Profile and Plan
    - **Supporting partners:** Regional/Local, Private sector
  - **Step 2:** Review proposed Service Profile and plan with municipality stakeholders
    - **Supporting partners:** Regional/Local, Private sector
  - **Step 3:** Identify funding sources, determine fare structure, and secure local funding for transit service
    - **Supporting partners:** Federal, State, Regional/Local, Private sector
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# Implementation + Funding

## Implementation Process for Municipalities

- **Step 4:** Select Service Model and procure necessary components
  - **Supporting partners:** Regional/Local, Private sector
- **Step 5:** Improve infrastructure to align with Service Profile and Model
  - **Supporting partners:** State, Regional/Local
- **Step 6:** Establish marketing and promotion campaign
  - **Supporting partners:** Regional/Local, Private sector

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# Implementation + Funding

## Implementation Process for Municipalities

- **Step 7:** Establish performance evaluation and monitoring framework
  - **Supporting partners:** Federal, Regional/Local, Private sector
- **Step 8:** Operate service
  - **Supporting partners:** Regional/Local, Private sector
- **Step 9:** Monitor performance and adjust as necessary
  - **Supporting partners:** Federal, Regional/Local, Private sector



NEXT STEPS



# Next Steps

- Round 2 Public Meeting (proposed 2/23)
  - Scenario Performance Measures & Report
  - Funding Report
  - Implementation Report
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QUESTIONS +  
ANSWERS



# Thank you!

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