



Denton County
Transportation
Authority

Service Plan

Originally Approved June 13, 2002

Revisions Approved July 10, 2003
(Prior to September 13, 2003 election)

Revisions Approved November 18, 2003
(Following September 13, 2003 election)

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TABLE OF CONTENTS

ACKNOWLEDGEMENTS	ii
OVERVIEW	1
Introduction.....	1
Confirmation Election and Sales and Use Tax Election	1
Service Plan Revisions.....	2
Purpose and Need	2
Goals, Guiding Principles, and Concepts	3
SERVICE PLAN	5
Regional Rail Plan	5
Park-and-Rides/Regional Rail Facilities.....	10
Regional Connector Bus Service	10
Local Fixed Route Bus Service	12
Demand Response Service.....	12
Local Assistance/Corridor Preservation	15
Enhanced Local Assistance Program (ELAP)	15
Short-Term Capital and Operating Costs.....	16
Financing Plan	16
Sales and Use Tax Rate	17
Implementation of Service.....	17
NEXT STEPS	18
BACKGROUND TECHNICAL REPORT	18

LIST OF FIGURES

FIGURE 1: REGIONAL RAIL	7
FIGURE 2: REGIONAL RAIL - LONGER-TERM EXPANSION ALTERNATIVES.....	9
FIGURE 3: REGIONAL CONNECTOR BUS SERVICE.....	11
FIGURE 4: LOCAL FIXED ROUTE BUS SERVICE	13
FIGURE 5: DEMAND RESPONSE SERVICE.....	14



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Board of Directors (2002-2003)

Representing Large Cities with Populations Greater than 12,000:

- Charles Emery, Lewisville, Chair
- Van James, Flower Mound
- Bret Collins, Corinth
- Mike Leavitt, Highland Village
- Joe Roy, Denton, Vice Chair
- John Dillard, The Colony*
- Vacant, Frisco**

Representing Small Cities with Populations between 500 and 12,000:

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- Tom Spencer, Shady Shores
- Bill Walker, Roanoke

Representing Unincorporated Areas of Denton County:

- Charles Correll, Argyle, Treasurer
- Rick Salazar, Aubrey

Representing Denton County At-Large:

- Jason Pierce, Aubrey, Secretary

**Upon election of John Dillard as mayor of The Colony in September 2003, a vacancy was created.*

***In 2003, the City of Frisco became eligible to make an appointment.*

Volunteer Local Support Staff

Denton County: Cheryl Davis
City of Denton: Jon Fortune, Mark Nelson, Stan Nixon
City of Lewisville: Greg Anderson
City of Highland Village: Laurie Mullens

DCTA Contract Staff

Scott Neeley, John Bartosiewicz, Robert Babbitt, Desha Creecy



Interim Executive Committee (2001-2002)

Representing Large Cities with Populations Greater than 12,000:

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- Van James, Flower Mound
- Kelvin Knauf, Corinth
- Mike Leavitt, Highland Village
- Joe Roy, Denton, Vice Chair
- Tom Terrall, The Colony

Representing Small Cities with Populations between 500 and 12,000:

- George Purefoy, Frisco
- Tom Spencer, Shady Shores
- Bill Walker, Roanoke

Representing Unincorporated Areas of Denton County:

- Charles Correll, Argyle
- Rick Salazar, Aubrey

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- Jason Pierce, Aubrey

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SPECIAL NOTE

The routes and service levels expressed in this Service Plan are carefully designed and articulated goals, but are specifically subject to and contingent upon environmental review, federal and state funding authorization, and right-of-way acquisition. No specific implementation dates or service levels should be considered final until these project variables are resolved through enforceable, date certain, commitments of the responsible governmental entities.



OVERVIEW

Introduction

House Bill 3323 was approved by the 77th Texas Legislature and signed into law by the Governor in 2001. It is now codified as Chapter 460 of the Texas Transportation Code. The law allows creation of a Coordinated County Transportation Authority in urban “collar” counties adjacent to counties with populations of 1,000,000 or more, which includes Denton County.

The legislation requires that a Service Plan, an outline of the services that would be provided by an authority when confirmed by the voters, be developed by the Transportation Authority. The Denton County Commissioners Court initiated the process to form the Denton County Transportation Authority (DCTA) in October 2001. The result of the process will be a county public transportation authority that provides public transportation services throughout the authority’s service area. The service area is within Denton County.

Initially, in 2001 the Denton County Commissioners Court and large municipalities in the County (those with populations above 12,000) made appointments to the DCTA Interim Executive Committee (IEC); the remaining positions were selected by a vote of municipalities with populations between 500 and 12,000.

Confirmation Election and Sales and Use Tax Election

This document now represents the DCTA’s blueprint for transportation facilities, services, and funding options for the citizens of Denton County under the provisions of Chapter 460 of the Texas Transportation Code.

This Service Plan was initially approved by the DCTA Interim Executive Committee on June 13, 2002, as required by law prior to the election to confirm the Authority. On November 5, 2002, voters confirmed the authority with a 73 percent approval rate. Votes were canvassed separately for each of the five cities of more than 12,000 in population and for the remainder of the county. The ballot initiative passed in each of the five cities: Corinth, Denton, Flower Mound, Highland Village, and Lewisville. It also passed in the remainder of the county.

Subsequently the plan was revised to be submitted to the voters again on September 13, 2003, for consideration and approval of a one-half percent sales and use tax. Those plan revisions were approved by the DCTA Board of Directors (then known as the Executive Committee) on July 10, 2003. The Board called for the sales and use tax referendum in the cities of Copper Canyon, Corinth, Denton, Double Oak, Flower Mound, Highland Village, Lewisville, and Shady Shores. The election was successful in the cities of Denton, Highland Village, and Lewisville. Imposition of the sale and use tax dedicated to the authority will begin on January 1, 2004.



Service Plan Revisions

Following the successful confirmation election, the Interim Executive Committee became the Executive Committee. Officers were elected and the Executive Committee committed to re-examining the Service Plan to make any needed enhancements. Primary among the refinements was the need to update the financial elements of the plan to reflect the potential cities participating in the authority and confirm sales and use tax projections.

The Service Plan approved July 10, 2003, represented an initial focus on implementation of the regional rail system and services in the rail corridor that included five of the largest cities in the County. A revised Service Plan was approved prior to a sales and use tax election conducted on September 13, 2003.

Upon the favorable vote approving the establishment of a sales and use tax in the three communities, the Service Plan, as reflected in this document, was further refined to respond to the vote. DCTA will begin to phase in implementation of services outlined in the plan. Only those municipalities approving the sales and use tax are considered as part of the authority's initial Service Area. Communities outside the initial Service Area, but in Denton County, may choose to contract with DCTA for services and/or to participate in a future sales and use tax election with a capital recovery component.

Purpose and Need

The concept for a Denton County Transportation Authority was developed with several basic purposes in mind.

The idea for the Authority arose primarily as a result of several issues that, while not unique to Denton County, are problems of major concern:

- Denton County is forecast to experience unprecedented growth in the coming decades. According to the North Central Texas Council of Governments (NCTCOG) 2030 demographic forecasts adopted April 24, 2003, the County's population is anticipated to increase by 154 percent between 2000 and 2030, compared to the 10 urban counties in the North Central Texas region's projected combined growth rate of 80 percent. The Denton County population is projected to be 545,987 in 2005, up from 428,080 in 2000. In addition, employment in the County is forecast to increase by 171 percent, compared to the 72 percent growth rate forecast for the 10 urban counties in the region. Denton and Collin Counties combined account for 25 percent of all of the new job growth in the 2030 NCTCOG forecasts. The actual growth rate experienced by Denton County from 2002 to 2003 was 6.28 percent as estimated by NCTCOG. That compares to Collin County at 4.91 percent, Dallas County at 0.93 percent, and Tarrant County at 3.07 percent. The only county with a higher percentage growth from 2002 to 2003 was Rockwall County with a 6.69 percent population growth.
- Highway congestion is also forecast to increase dramatically in Denton County. According to NCTCOG, 41 percent of all lane miles in Denton County will experience "severe peak period congestion" by 2010. Denton County drivers will spend 40 percent of their travel time in congested traffic by 2010.



- Finally, highway funding in Denton County is forecast to be unable to keep up with demand for construction needed to help reduce anticipated congestion. Regionwide, NCTCOG's Mobility 2025 report noted that the region will experience a \$3.4 billion shortfall (the difference between what is needed and what is available in funding) in freeway and toll road funding between now and 2025.

The Authority can provide Denton County with a method of addressing many of those short-term and long-range mobility and growth problems by:

- Providing administrative mechanisms for implementing transportation improvements throughout the County; and
- Creating a dependable funding base for transportation improvements.

With a sales and use tax as a dedicated means of funding, the authority may now plan, design, and construct transportation improvements.

Goals, Guiding Principles, and Concepts

Service Plan Goals

Four goals have been developed to help focus the development of the Service Plan:

1. Improve transportation for the County and region;
2. Maintain and improve Denton County's quality of life;
3. Contribute to air quality improvement; and
4. Promote economic development.

Guiding Principles

Seven guiding principles were used throughout the creation of the Denton County Transportation Authority Service Plan.

1. Provide maximum coverage;
2. Provide a moderate level of service depending on demand;
3. Promote maximum cost-effectiveness and opportunities for federal funding;
4. Focus on linkages between local service and regional bus and rail;
5. Promote the system's seamless connections with the other regional transportation systems;
6. Focus on activity centers; and
7. Focus on future expansion of the transportation system as population and demand warrant.

Service Plan Development Concepts and Trade-Offs

A number of concepts were kept in mind as the Service Plan was developed:

1. There should be a **mix of service concepts**;
2. The Service Plan **must be affordable**;
3. The Service Plan should be **flexible and able to adapt** to changing conditions in the short-term and long-term;
4. The Service Plan should **benefit the entire County**;
5. The Plan should be a component in a **seamless regional transportation system**; and
6. The Plan should **maximize ridership**.



As the Service Plan was developed, the Interim Executive Committee discussed a number of trade-offs. These trade-offs help ensure that the Service Plan is balanced demographically and fiscally. They include:

1. Providing maximum coverage while maximizing cost-effectiveness (cost per rider);
2. Considering the extent of the use of passenger rail service and bus service;
3. Balancing service between transit-dependent riders and service to choice (new) transit riders; and
4. Balancing local service and regional service.



SERVICE PLAN

The Service Plan includes a rail component and three layers of bus service, including Regional Connector Bus Service, Local Routes, and Demand Response Service, as well as a network of Park-and-Rides/Regional Rail and Bus Facilities to serve citizens in Denton County. These elements will provide services to help mitigate and improve many mobility issues in the near term, as well as link the County's larger cities to rail when that service is implemented.

The DCTA plan recognizes that Denton County is part of the greater Dallas-Fort Worth region and respects its importance as a component in the regional transportation system. In implementing the plan, DCTA will seek to work closely with Dallas Area Rapid Transit, the Fort Worth Transportation Authority, and the North Central Texas Council of Governments to make connections to regional services.

Regional Rail Plan

Overview

Regional rail is the central element of the Denton County Transportation Authority's Service Plan. The Service Plan's concept is to implement initial rail service in Denton County to connect with Dallas Area Rapid Transit light rail transit (LRT) facilities. At a minimum, it is DCTA's intent to work as a partner with DART to develop as seamless a service as possible for DCTA and DART riders. There may also be an opportunity to work with DART, through regional funding support by the metropolitan planning organization (NCTCOG and the Regional Transportation Council) to develop regional rail service to the planned Belt Line Road Intermodal Transportation Center. That would allow not only north-south service between Denton and Dallas County destinations, but also eventual east-west services along the Cotton Belt rail corridor, and the possibility of service directly to Dallas-Fort Worth International Airport.

Future regional rail extensions to Denton and other key areas of the county will be implemented as additional sales and use tax and other funding permits. Rail service is initially conceived as operating at 30-minute headways during peak periods and 60-minute headways during off-peak times and weekends.

Vehicles

The vehicle being considered for "regional rail" service is a type of Diesel-Multiple Unit (DMU) vehicle, as depicted in this rendering. DMU's are self-propelled diesel-powered trains that operate in trainsets of one to three passenger cars. Newer generations of DMU's, called "regional rail" vehicles, are approaching light rail vehicles in service characteristics and appearance. For purposes of this Service Plan, the estimated capital cost used for regional rail is \$12 million per mile, similar to NCTCOG's regionwide per-mile unit cost for commuter rail.





Proposed Short Term Service

It is the policy objective of DCTA to provide rail service that meets the Dallas Area Rapid Transit LRT services in Carrollton when that service begins. DCTA intends to phase in services as soon as possible, possibly beginning services from Lewisville by 2010-2011, with continuation of service from Denton by 2012-2013. The planned commuter rail service is approximately 20 miles long. The schedule for implementing services anticipates that service to Lewisville could begin two to three years prior to service to Denton.

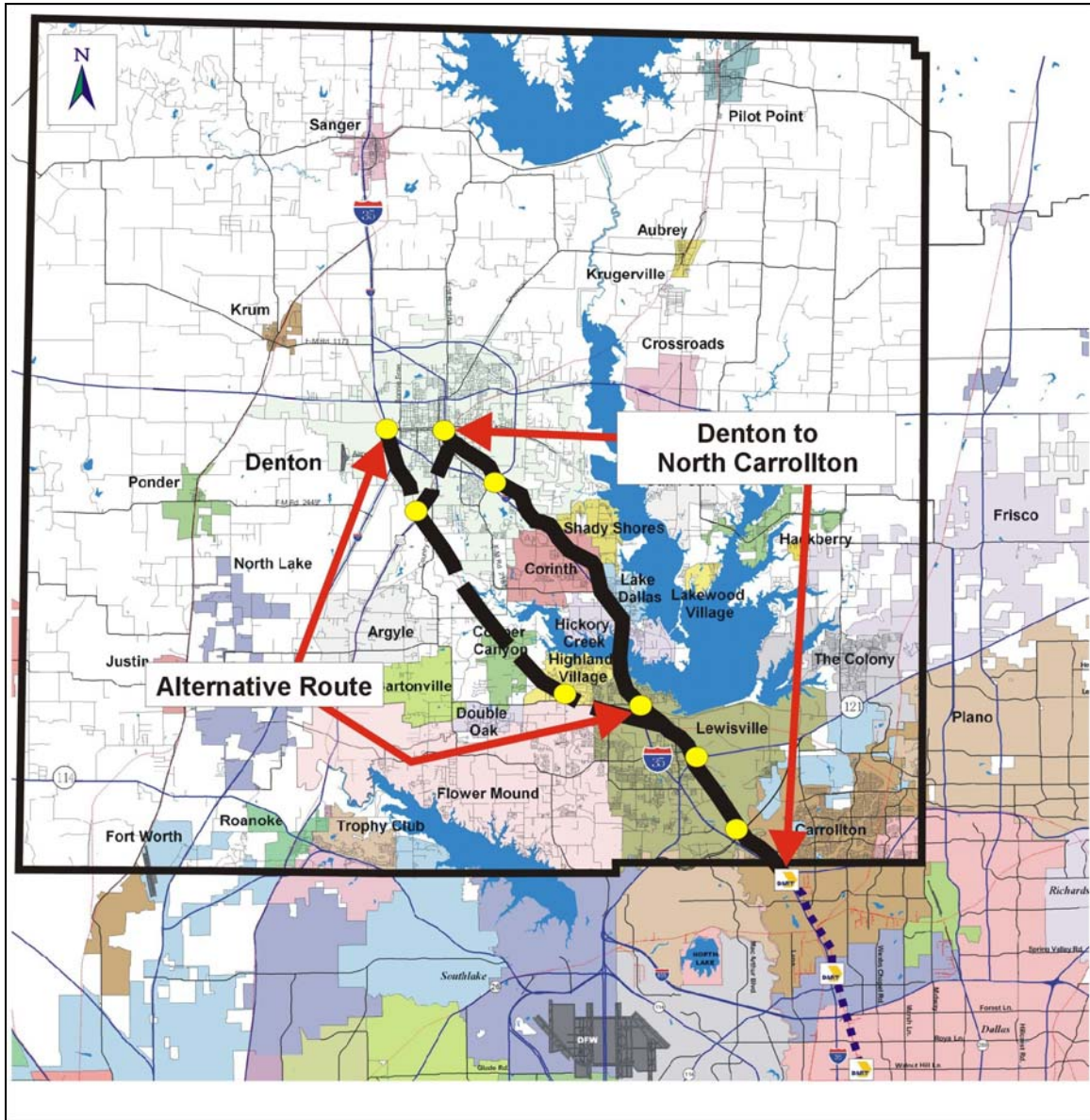
This proposed service would use the former Union Pacific (UP) right-of-way that runs generally parallel to I-35E from North Carrollton to Denton. A part of the right-of-way is now in use as a trail in the “Rails to Trails” program. That property is owned by the City of Denton and includes a pedestrian and bike trail in the rail right-of-way. DART owns the passenger rail operating rights in the entire former railroad right-of-way from Denton to Carrollton. DART owns the property from the area of FM 2181 south to Carrollton and beyond.

Proposed stations to serve the Lewisville and Highland Village area would be at the railroad’s intersection with the SH-121 bypass on the south side of Lewisville, in downtown Lewisville east of I-35E near the City’s Old Town revitalization area, and in North Lewisville in the vicinity of FM 407 near I-35E. Proposed stations to serve Denton would be in south Denton and in downtown Denton. The estimated capital cost of the service from Carrollton to Lewisville is \$132 million. An estimate of the capital cost of service between Lewisville and Denton is \$108 million.

The alternatives analysis process, required prior to application for federal funding to support the project, must include an evaluation of all viable alternative alignments, including the railroad right-of-way, the highway right-of-way, and any other available right-of-way in the corridor, as well as the potential for alternative modes of service such as Bus Rapid Transit (BRT). Another alternative option is to use the Kansas City Southern (KCS) railroad line just north of FM-407 to Denton. This would terminate west of downtown Denton near the University of North Texas (UNT) campus. There is also an opportunity to exit the KCS railroad corridor just south of Denton, and use the Union Pacific (UP) railroad right-of-way into downtown Denton. The locally preferred alignment will be determined in the alternatives analysis process. Any alternatives for this segment will consider impacts on adjacent properties before a final alignment decision is made.



FIGURE 1: REGIONAL RAIL





Proposed Longer-Term Expansion Alternatives

Several corridors are proposed for potential implementation after the Denton to Carrollton regional rail service begins (see **Figure 2**). It is estimated that the agency will have no additional funding capacity to construct additional rail segments until the Denton to Carrollton rail infrastructure is completed. As that date approaches, DCTA will be able to evaluate the then existing conditions and prioritize any additional service implementation. The proposed potential future expansion corridors are:

Lewisville to DFW International Airport

This future line would follow the SH-121 alignment from South Lewisville to DFW Airport. Service on the line would interconnect to Denton and North Carrollton. This new segment would be approximately seven miles long and would be coordinated with DFW Airport's rail access plans on the northwest side of the Airport. If DART develops the Cotton Belt Railroad alignment from Downtown Carrollton to DFW Airport, and DCTA rail serves the Carrollton Intermodal Transportation Center, this alternative would likely be unnecessary.

Lewisville to Richardson (KCS railroad right-of-way) and Carrollton to The Colony/Frisco (BNSF railroad right-of-way)

Future rail service to the east side of Denton County will depend in part on the development of these two corridors. This will be one of the better opportunities to partner with neighboring counties or authorities to accelerate funding and development of services.

Carrollton to Dallas (same seat service)

This future segment will be explored at a time when technology is available to provide same-seat service from Denton to downtown Dallas.

Denton to Fort Worth

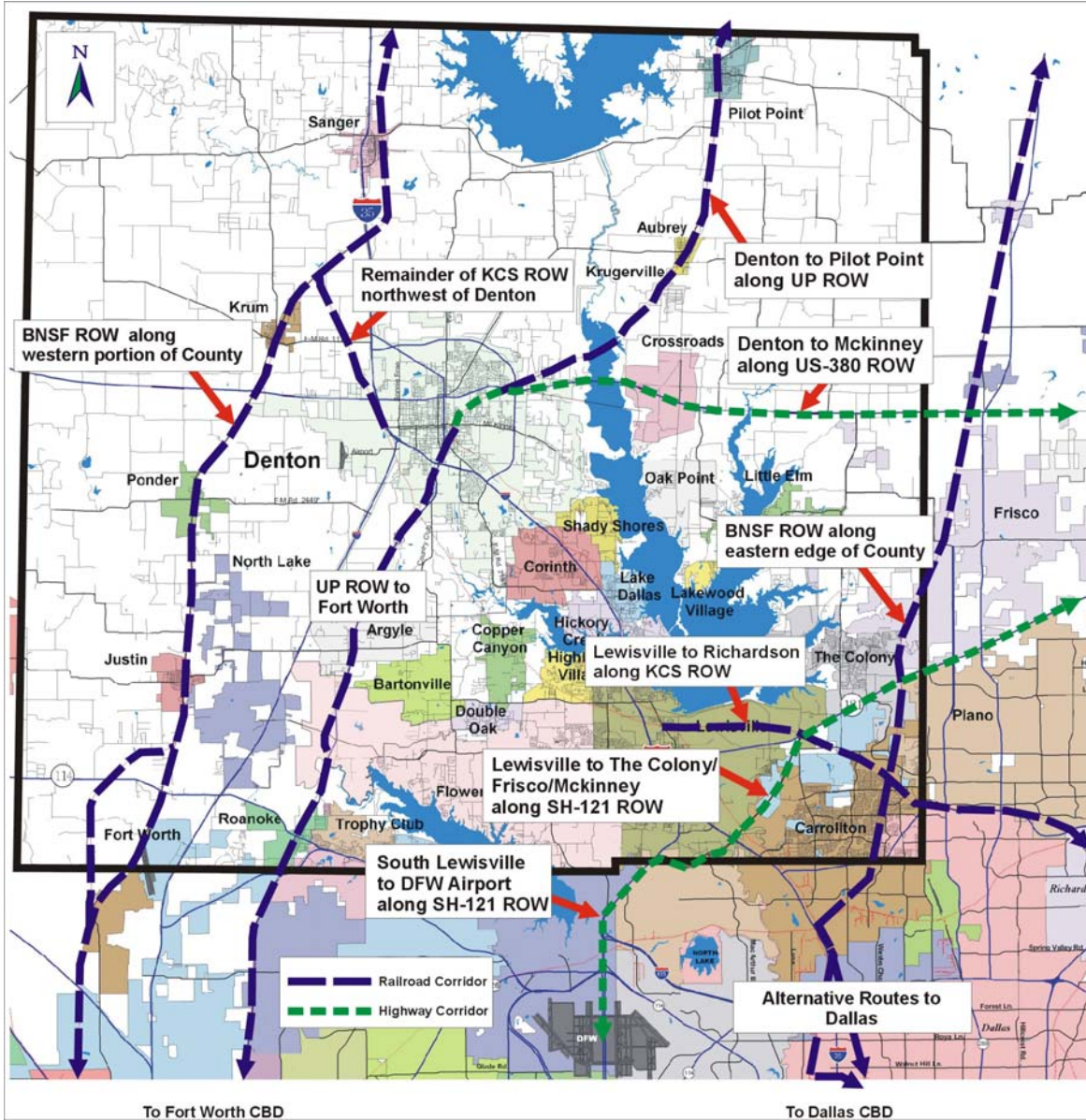
There are two possible alignments to serve this corridor between Denton and Fort Worth. The primary option is to use the UP railroad right-of-way that runs parallel to US-377. However, an alternative could use the I-35W right-of-way. The exact alignment would be determined in a future alternatives analysis process.

Other Expansion Alternatives

- Denton to McKinney (US 380 right-of-way)
- Lewisville to The Colony/Frisco/McKinney (SH 121 right-of-way)
- South County Line through Justin, Ponder, Krum, and Sanger (BNSF railroad right-of-way)
- Denton to Aubrey/Pilot Point (UP railroad right-of-way)
- Remaining Kansas City Southern line northwest of Denton (KCS railroad right-of-way)



FIGURE 2: REGIONAL RAIL - LONGER-TERM EXPANSION ALTERNATIVES





Park-and-Ride/Regional Rail Facilities

Regional Park-and-Ride/Regional Rail Facilities are recommended along the future regional rail service corridor (see **Figure 3**). The Park-and-Ride transfer network will also provide transfer points for all of the other recommended services. The three photos below demonstrate the range of options for Park-and-Ride—from a shared lot at a regional shopping center, to a regional transit center with a covered waiting area, to a multi-level parking structure. Park-and-Ride facilities along the future rail corridors can be built to initially serve local and regional buses, but could later serve as Regional Rail Stations. If some Park-and-Ride locations can be shared with other commercial uses, those funds can go to help finance other transit related projects in the community.



No specific locations have been identified or recommended at this time for these sites. Each individual community must work with the Authority and with local landowners to find a location that incorporates the Park-and-Ride facility into the adjacent area and provides convenient access for potential patrons. Land availability will be an important element in deciding where these facilities are placed in each community. The location of major Park-and-Rides, especially those that are also designated as potential rail stations, will be subject to an alternatives analysis process. The size assumptions used for the Park-and-Rides are for planning purposes only and will change as future studies are implemented.

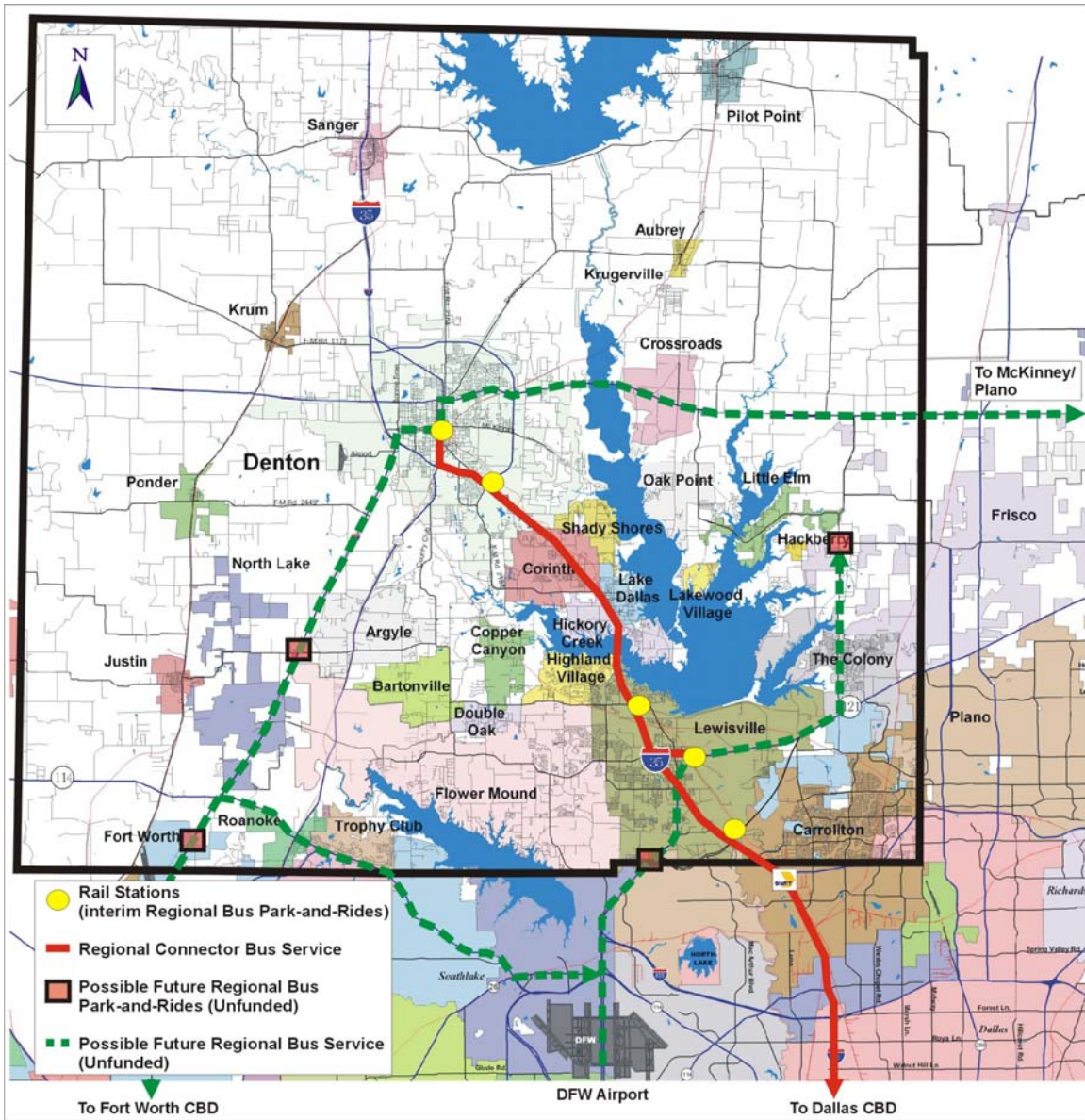
Regional Connector Bus Service

Regional Connector Bus Service (see **Figure 3**) will focus on a cost-effective regional connection to the Carrollton Park-and-Ride and Dallas Central Business District (CBD). The Regional Connector Bus Service will rely heavily on Park-and-Ride lots along I-35E, as well as the transit hub in Denton. Headways for the Regional Connector Bus Service are recommended at 30-minutes during peak and 60-minutes during off-peak. Over-the-road coaches are recommended for the Regional Connector Bus Service component of the plan, and buses will be able to use the HOV/Bus Lanes on I-35E planned from Lewisville to Dallas.

Prior to the initiation of the Regional Connector Bus route, DCTA will conduct surveys and research to confirm interest in establishing the service. Only those services that meet the needs of the customers and perform within the minimum productivity levels established by the DCTA Board will be implemented. Once implemented, service will be monitored, evaluated, and refined if necessary. The Regional Connector Bus Service is recommended as an interim measure in the I-35E corridor where rail service will eventually be implemented. It will be a service that can be quickly initiated to serve regional mobility needs. As rail service is introduced and expanded in the County, these routes may be discontinued or changed to provide additional feeder service into the rail lines. Opportunities for future Regional Connector Bus Service in other corridors was explored and routes for possible consideration by the DCTA Board are included in Figure 3.



FIGURE 3: REGIONAL CONNECTOR BUS SERVICE





High Occupancy Vehicle (HOV) Lanes

DCTA also plans to work in partnership with the other regional transportation providers and the Texas Department of Transportation to promote development of high occupancy vehicle (HOV) facilities wherever possible. HOV lanes will allow regional connector buses to operate at increased reliability and at a time savings that should attract and maintain riders. The Regional Connector route into Dallas along I-35E may initially utilize the HOV lane from Carrollton to Dallas. Future TxDOT plans call for extension of the special lanes to FM 407.

Local Fixed Route Bus Service

Local fixed route bus service is to be provided within the cities of Denton and Lewisville (see **Figure 4**). The local routes will connect with the Regional Connector Bus Service.



The City of Denton's LINK service will continue to operate, with possible additional routes to better serve the University of North Texas (UNT) and Texas Women's University (TWU). Local bus service is also recommended for Lewisville. The local routes were developed using 30-minute headways, consistent with the current LINK service. Small buses (20-30 passengers) are recommended for the Local Service. There will be a focus on new vehicle technology and alternative

fuels. As with the Regional Connector Bus Service, DCTA will implement local services based on meeting the needs of the consumer and established productivity measures identified through surveys and research to determine demand and interest. The routes will be monitored, evaluated, and refined as necessary.

Demand Response Service

Demand response service is currently available for elderly and disabled residents of Denton County. The demand response service provided by DCTA in Denton and Lewisville will fulfill the requirements of the Americans with Disabilities Act complementary service for the fixed route services. DCTA will also provide demand response services throughout its Service Area to the elderly and disabled.

The demand response service is made up of two zones (see **Figure 5**). Each zone will be served by up to three vans and will operate within the corporate limits of the cities in the Service Area. The Demand Response zones will provide on-call service to those individuals who are elderly or disabled.



FIGURE 4: LOCAL FIXED ROUTE BUS SERVICE

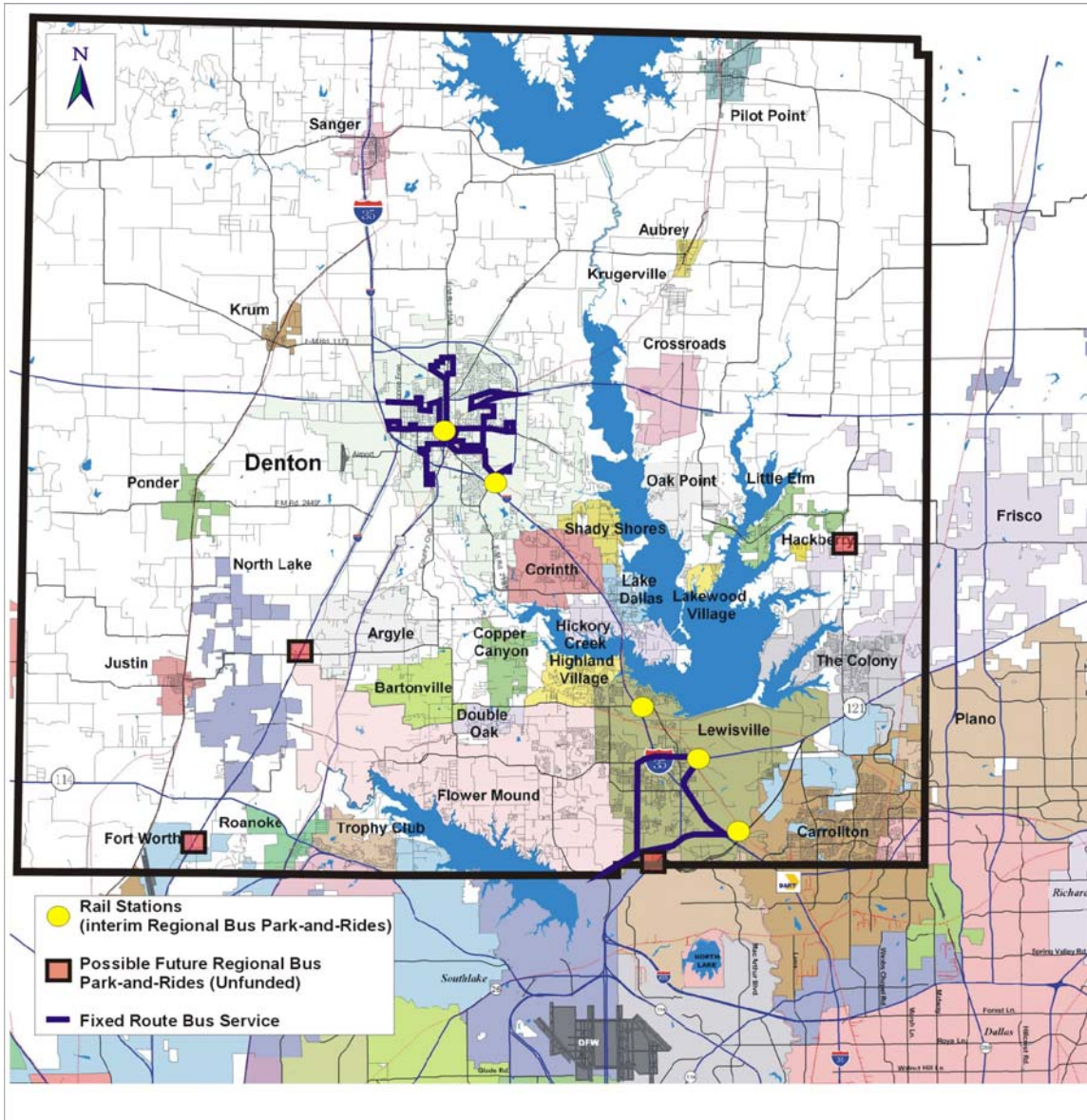
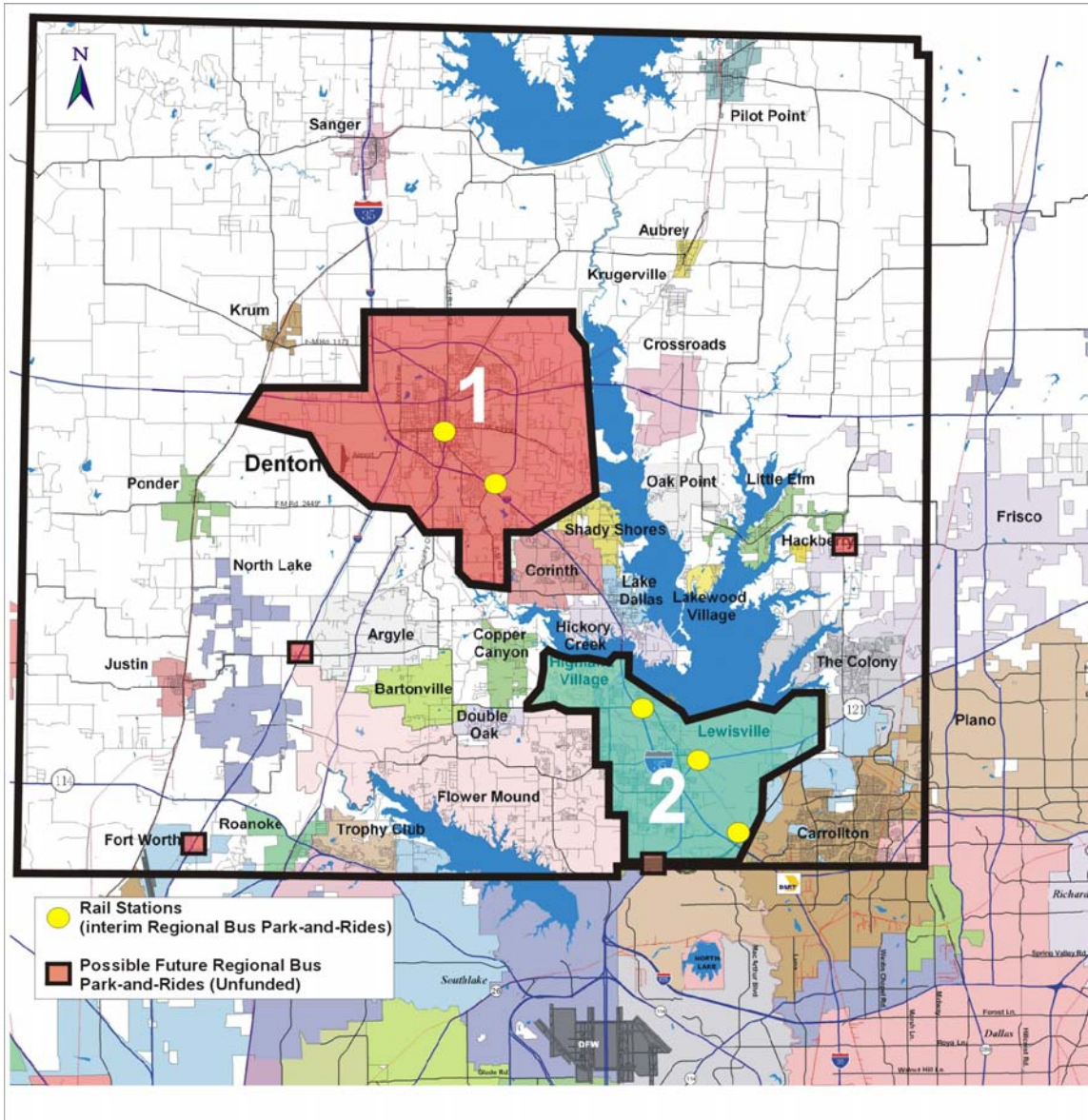




FIGURE 5: DEMAND RESPONSE SERVICE



Coverage in the zones reflects the corporate boundaries of the cities and towns approving the sales and use tax in the election September 13, 2003.



Local Assistance/Corridor Preservation

The plan recommends a level of Local Assistance funding for communities to help facilitate the public transportation system, in addition to funding for corridor preservation for the travel corridors. The funding level for the local assistance program is estimated to be \$1 million to \$1.5 million annually. The Local Assistance program will allow communities to enhance the public transportation system through:

- Roadway, intersection, and interchange improvements;
- Ramp metering;
- Intelligent Transportation System (ITS) improvements;
- Ridesharing;
- HOV lanes on arterials and freeways in selected areas;
- Vanpools;
- Environmental mitigation; and
- Signalization upgrades.

Enhanced Local Assistance Program (ELAP)

Since it will be several years before rail service begins, opportunities exist to improve mobility in the short term. The plan recommends implementation of an Enhanced Local Assistance Program (ELAP). The ELAP is for eligible cities that approved a transit sales and use tax to facilitate their public transportation systems. It is intended to provide financial assistance for projects approved by DCTA for up to a maximum of four years, with specified limits.

Funding for ELAP will be available to eligible cities in an amount generally equal to 25 percent of the DCTA sales and use tax collections from the respective city for the first four years of the authority's operation. The ELAP funds may become available in the quarter following the quarter in which the initial sales and use tax revenue is received by DCTA. Payments may be disbursed quarterly on a trailing basis. Payments will be made following compliance with project eligibility requirements. The eligible cities will submit project requests for DCTA approval. The ELAP program will be based on a similar model used by Dallas Area Rapid Transit with the specifics detailed in an Interlocal Cooperation Agreement.



Short-Term Capital and Operating Costs

Capital and operating costs have been developed for each of the recommended services for the first 10 years of services. Capital and annual transit operating costs are shown below. Note: This table does not include the costs of financing, which are addressed in the Financing Plan below.

Proposed Element	Capital Costs (1st 10 years)	Annual Operating and Maintenance Costs
Regional Rail	\$240.0 million	\$4.3 million
Park-and-Ride	\$7.25 million	*
Maintenance base/passenger amenities	\$10.0 million	*
Regional Connector Bus Service	\$2.1 million	\$0.6 million
Local Bus	\$3.0 million	\$2.5 million
Demand Response	\$1.0 million	\$1.3 million
Local Assistance/Corridor Preservation	\$13.5 million	N/A
Enhanced LAP (4 years only)	\$ 15.4 million	N/A
Total	\$ 292.3 million	\$ 8.7 million

* Included in annual operating costs for each transit element

Financing Plan

In the planning effort, three alternative 25-year plans with varying sales and use tax rates were developed for consideration. The DCTA Board, wishing to implement rail services as quickly as possible, chose to request a minimum uniform sales and use tax of ½ percent. The ½ percent minimum uniform sales and use tax, in the three cities where the sales and use tax election was approved (Denton, Highland Village, and Lewisville) generates in the first-year approximately \$14.6 million.

Economic growth is also important in developing the financing plan for Denton County. Denton County has seen significant sales and use tax growth over the past few years (an increase of 5-8 percent annually from 1998-2000). With the slowing of the economy in 2001 and 2002, it is assumed that this high growth rate in sales and use tax cannot be sustained. Therefore, the project team has used an annual sales and use tax growth rate of 2.5 percent, which only accounts for population growth and does not account for inflation.

Several other factors may be important to the financial analysis and may contribute to the financial plan:

- Debt financing is projected to allow DCTA to accelerate the implementation of the rail project. Debt financing of \$155 million is predicted using 30-year bonding, with a series of eight debt issuances in years one through eight of the overall plan. If 20-year bonding is used, there would be debt financing of \$150 million, with a series of nine debt issuances in years one through nine.
- Federal funds are included in the financial plan in two ways. Formula funds (available to transit agencies based on population and ridership) are included at a growth rate of approximately 2.5 percent (below the inflation rate) over 25 years. In addition, federal “New Starts” funding for major transportation projects is included at approximately one-third the



cost of all rail components and bus vehicle acquisitions and major bus-related capital projects in the plan.

The financial scenario developed for this Service Plan is conceptual and preliminary in nature using a range of assumptions that may vary once the overall plan is implemented.

Sales and Use Tax Rate

Chapter 460 of the Texas Transportation Code required that the Service Plan recommend a proposed sales and use tax rate. The statute states, “The imposition of an authority’s sales and use tax must be approved at an election and may not be imposed in an area that has not confirmed the authority.” Wishing to implement rail services as expeditiously as possible, the DCTA Executive Committee on June 26, 2003, approved a minimum uniform sales and use tax rate of one-half percent and called an election on September 13, 2003. The transit sales and use tax election was approved by the cities of Denton, Highland Village, and Lewisville on September 13, 2003.

Implementation of Service

It is DCTA’s objective to provide regional rail service connecting to the DART rail system as quickly as possible, opening some DCTA rail service concurrent with DART’s LRT service in Carrollton. While the objective of the authority is to implement rail service as expeditiously as possible, a phased implementation schedule will be required. Services to Lewisville may begin two to three years before service to Denton.

Implementation of fixed route bus service in Denton and Lewisville is planned to occur in 2004-2005. Regional connector bus services are also anticipated to be initiated in 2004-2005, as well as demand response services for individuals who are elderly or disabled in Denton, Highland Village, and Lewisville. It is anticipated that the Local Assistance Program and Enhanced Local Assistance Program will be initiated in 2004.

Cities approving a DCTA sales tax election subsequent to September 13, 2003, will receive service contingent upon future amendments to the Service Plan following any such election(s). DCTA may consider providing service through contractual arrangements to areas outside Denton, Highland Village, and Lewisville.



NEXT STEPS

This document reflects the authority's Service Plan, refined to incorporate the results of the transit sales tax election of September 13, 2003. Efforts are now under way to implement the Plan using sales tax revenue and funding available from federal and state sources. The sales and use tax has an effective date of January 1, 2004, in each of the three cities approving the tax. Initial receipts are expected in March-April 2004.

Detailed planning and implementation of the system has been initiated for both the rail and bus elements of the Plan.

BACKGROUND TECHNICAL REPORT

More detailed information on all aspects of the Service Plan is included in a separate document, *Denton County Transportation Authority Service Plan Technical Report, Revised*