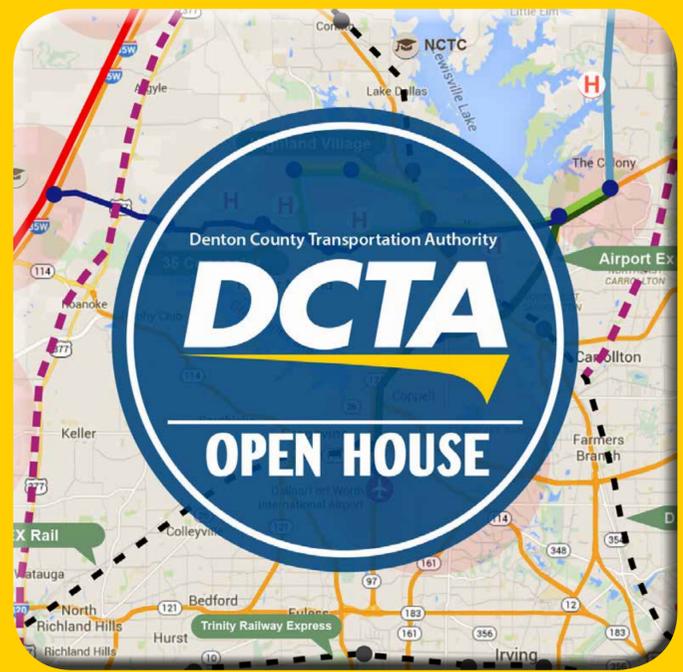


A-train Rail Trail



Segment One: Lewisville

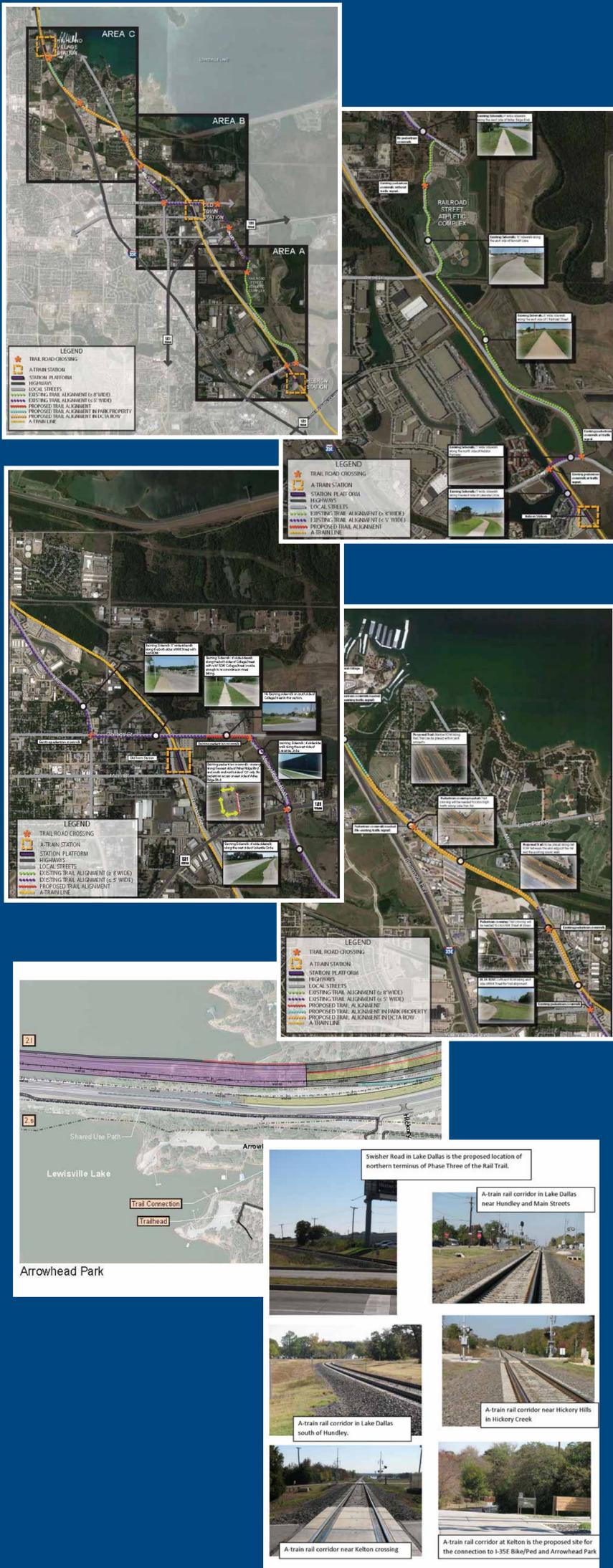
- ▣ Hebron Station to HV/LL Station
 - Area A: Hebron to Business 121
 - Under construction
 - Due to be complete by June 2015
 - Area B: Business 121 to Mill St.
 - Under construction
 - Area C: Mill St. to HV/LL Station
 - Pursuing funding

Segment Two: Texas Department of Transportation

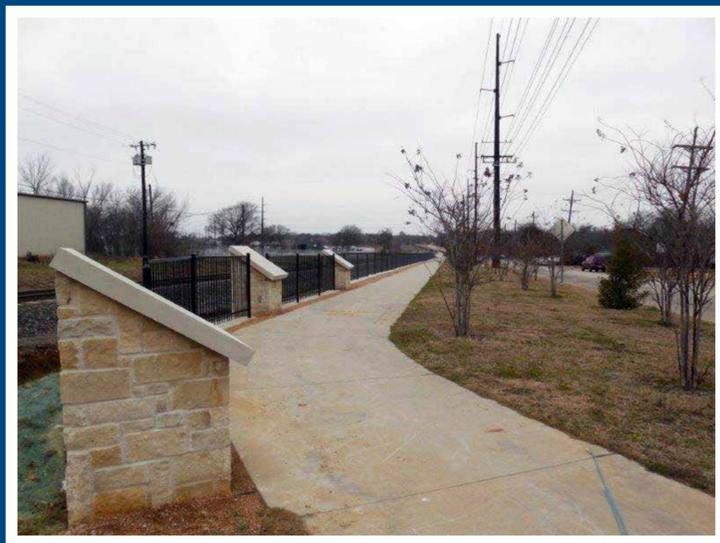
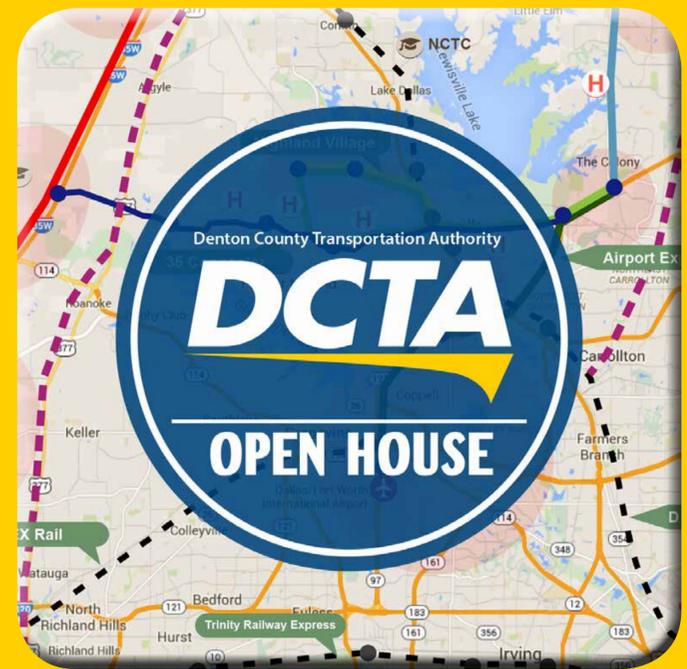
- ▣ Lewisville Lake Bridge
 - To be completed during I-35E construction

Segment Three: Lake Cities

- ▣ North of Lake to Swisher
 - Contract awarded by June 2016



Community Enhancements



Timeline

- ▣ Substantially complete as of February 2015
- ▣ Historical markers slated to be installed April 2015

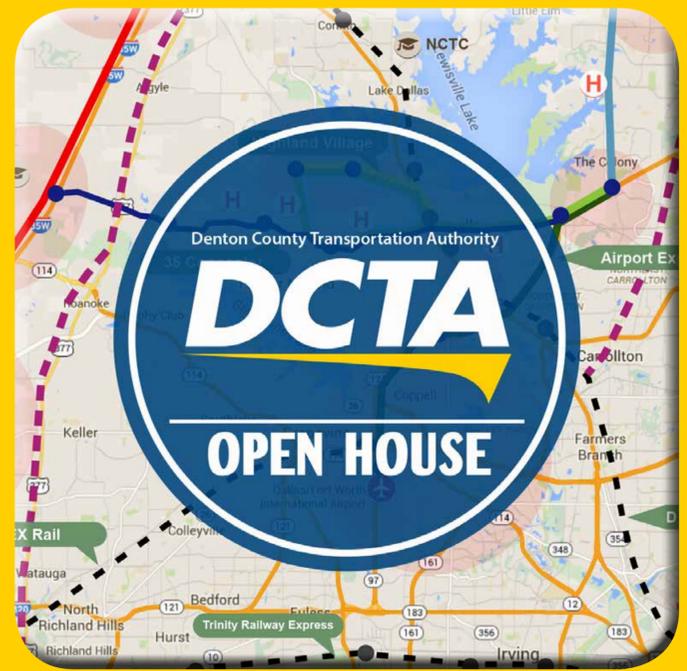


Project Goals & Intentions

- ▣ Improve aesthetic environment
- ▣ Provide additional landscaping
- ▣ Enhance safety
- ▣ Community collaboration



Regional Express Corridor System



Corridor Qualifications

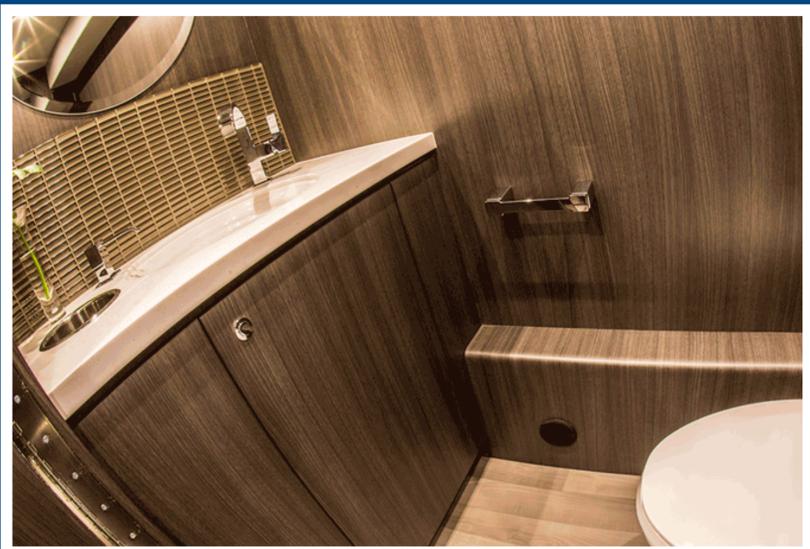
- ▣ Population density
- ▣ High employment centers
- ▣ Retail development
- ▣ Medical facilities
- ▣ Higher education institutions

Connections between DCTA, DART and The T



Preferred Operating Assumptions

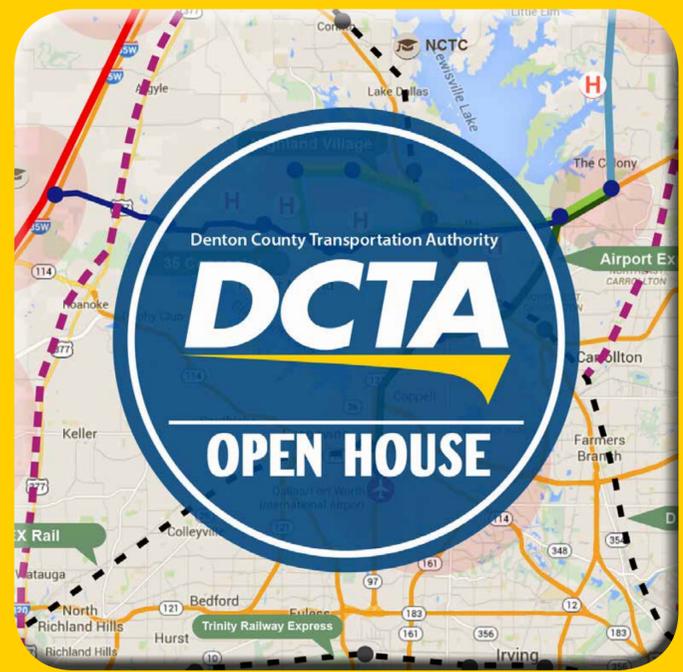
- ▣ Service hours 5 AM - 9 PM
- ▣ 15 - 20-minute frequency during peak periods
- ▣ 60-minute frequency during off-peak periods



Premier Fleet

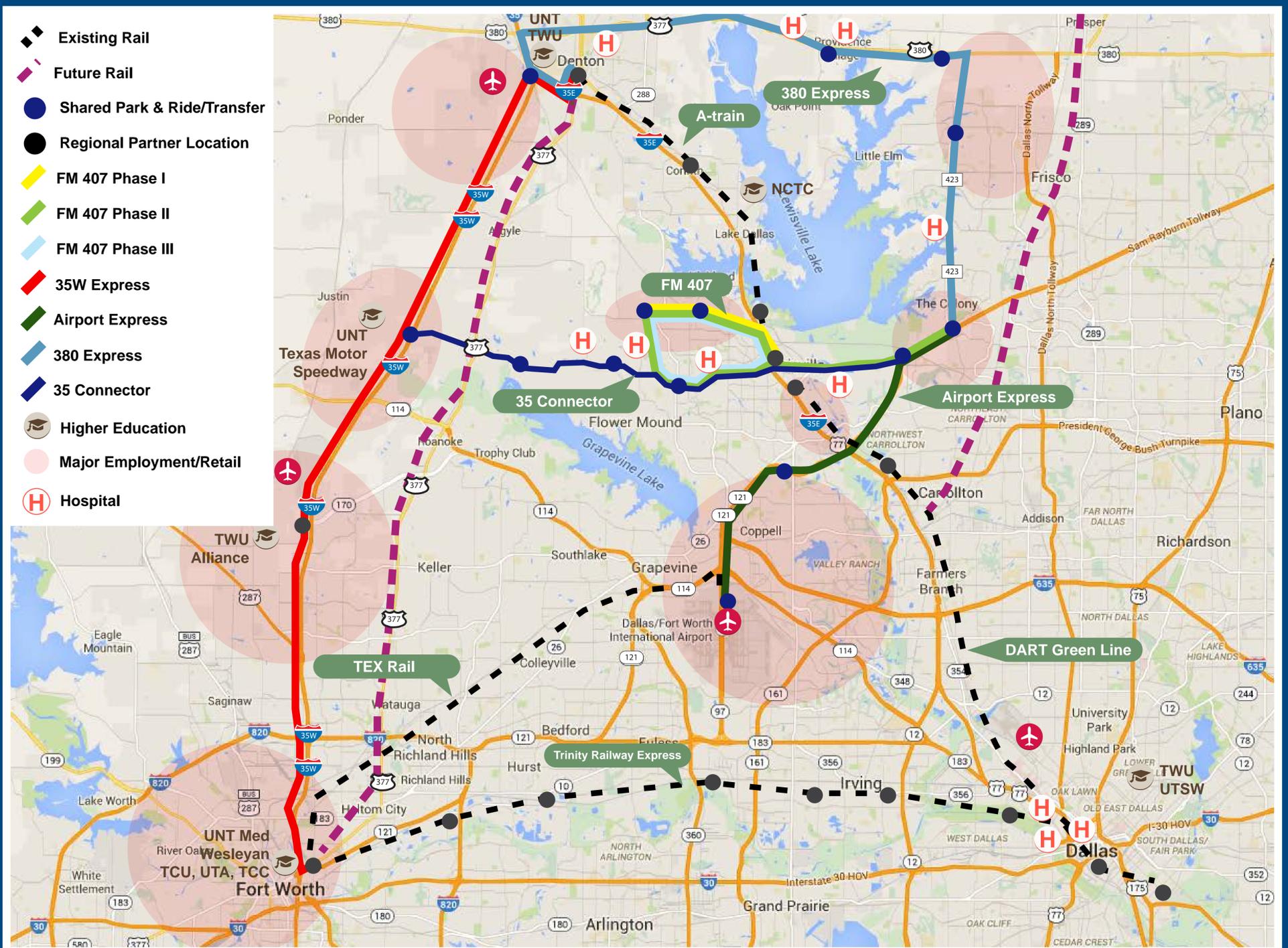
- ▣ Charging stations
- ▣ Wi-Fi
- ▣ On-board restrooms
- ▣ Comfortable seating

Proposed Regional Express Corridor System

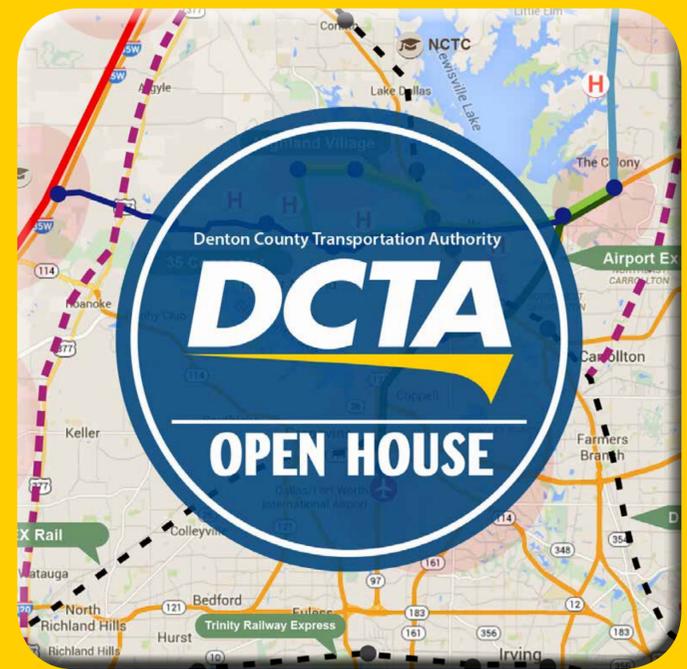


Express Corridors

- FM 407 Phase I
- Airport Express
- FM 407 Phase II
- 35 Connector
- 35W Express
- FM 407 Phase III
- 380 Express



Upcoming System Planning Initiatives



Regional Express Corridor System



- FM 407 Phase I
- FM 407 Phase II
- 35W Express
- 380 Express
- Airport Express
- 35 Connector
- FM 407 Phase III

Bus Service Analysis and Review



- Denton Connect
- Lewisville Connect
- Campus Shuttles

Innovative First/Last Mile Connection Opportunities



- Bike share
- Trails

Fare Structure

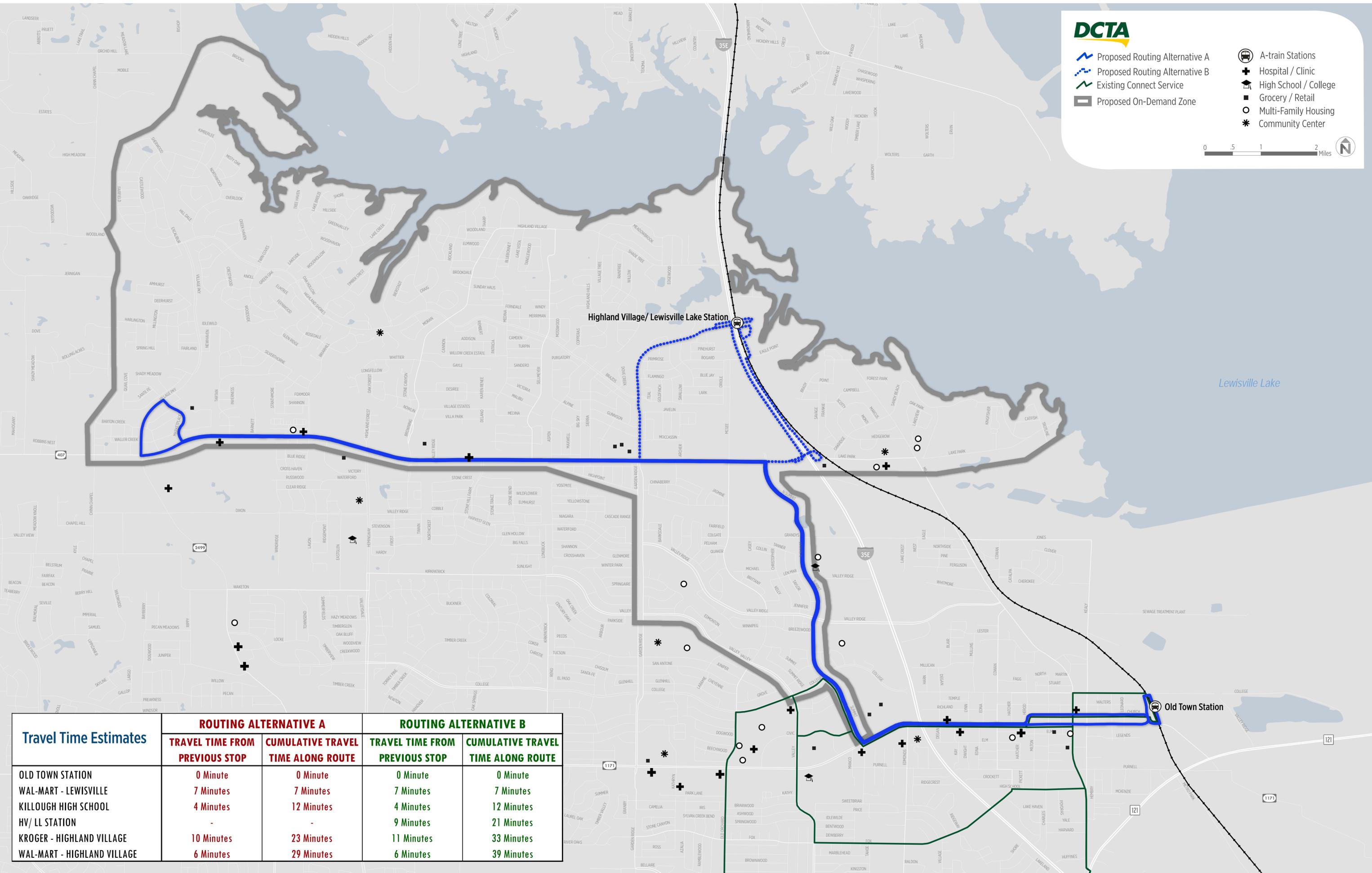
- Analysis and review

Proposed FM407 (Highland Village/North Lewisville) Service

This fixed-route bus service is proposed to serve the FM407 corridor between The Shops at Highland Village and Old Town Station.

- This service would provide a connection to the A-train and Connect fixed-route bus service in Lewisville.
- Serving the FM407 corridor would provide assist in employee recruitment and retention at Highland Village retailers along the corridor.
- Highland Village community members would be provided the option to take transit to connect to the A-train.
- DCTA expects to implement this service in January after acquiring fleet to operate along the corridor.

PROPOSED FM407 (HIGHLAND VILLAGE / NORTH LEWISVILLE) SERVICE



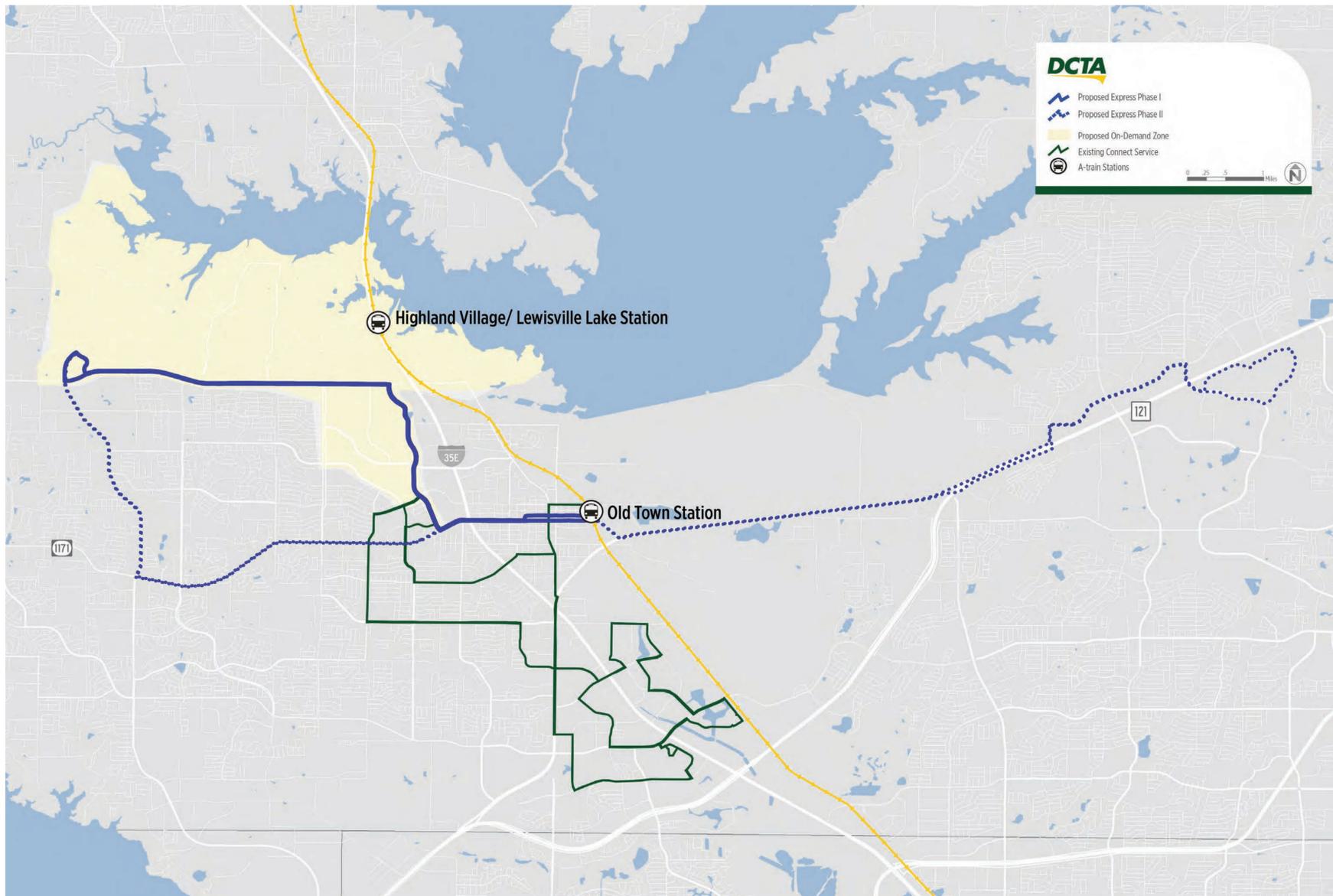
Travel Time Estimates	ROUTING ALTERNATIVE A		ROUTING ALTERNATIVE B	
	TRAVEL TIME FROM PREVIOUS STOP	CUMULATIVE TRAVEL TIME ALONG ROUTE	TRAVEL TIME FROM PREVIOUS STOP	CUMULATIVE TRAVEL TIME ALONG ROUTE
OLD TOWN STATION	0 Minute	0 Minute	0 Minute	0 Minute
WAL-MART - LEWISVILLE	7 Minutes	7 Minutes	7 Minutes	7 Minutes
KILLOUGH HIGH SCHOOL	4 Minutes	12 Minutes	4 Minutes	12 Minutes
HV/ LL STATION	-	-	9 Minutes	21 Minutes
KROGER - HIGHLAND VILLAGE	10 Minutes	23 Minutes	11 Minutes	33 Minutes
WAL-MART - HIGHLAND VILLAGE	6 Minutes	29 Minutes	6 Minutes	39 Minutes

Proposed On-Demand Service

This flexible service is an innovative idea to help address the first/last mile connections. Below are some of the goals and amenities envisioned for this proposed service.

- Dynamic Demand-Response Service would take you where you need to go in your community. The service would also provide a “last mile” connection to or from the A-train or other DCTA bus stops.
- This service would be ideal for communities that are difficult to serve with fixed-route bus service and also for high density areas.
- Comfortable, modern vehicles would be wheelchair accessible and feature a low floor design for easy boarding. Vehicles would also be smaller and more neighborhood-friendly than traditional transit buses.
- Dynamic Demand-Response Service would utilize innovative technology including GPS-equipped vehicles, mobile-ready ride request app, dynamic scheduling software, and e-payment capability.
- You could request a trip from anywhere: submit a request from your mobile device, or use an interactive request kiosk at major transit stops and activity centers. A vehicle would pick you up within 15 minutes of your request.
- A successful demonstration of Dynamic Demand-Response Service in Highland Village / North Lewisville may lead to additional applications in Denton County and throughout the region.

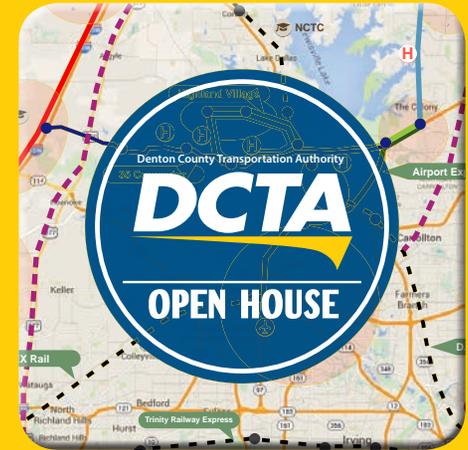
Proposed On-Demand Service (Highland Village/North Lewisville)



- ▶ Ideal for lower-density communities
- ▶ Provides local circulation and “last mile” connections
- ▶ Comfortable, modern vehicles suited for neighborhood streets
- ▶ Low-floor design for easy boarding and wheelchair accessibility
- ▶ Innovative technology including mobile ride-request apps, real-time vehicle information, and electronic payment options
- ▶ Dynamic and responsive (pick-up within 15 minutes of request)
- ▶ Will serve as a demonstration project for the entire region



Denton County Transportation Authority Program of Projects



The Program of Projects identifies how DCTA will use federal funds which have been appropriated to DCTA as the designated recipient of Federal Transit Administration (FTA) Section 5307-Urbanized Area Formula Program (UZA) and Section 5339 – Bus and Bus Facilities funds. The proposed projects listed below for Fiscal Year 2015 Program of Projects (POP) is based on a funding estimate provided by North Central Texas Council of Government.

Urbanized Area Formula Program (49 USC 5307)

Urbanized area formula grants remain the largest source of federal transit funding under MAP-21, with \$4.455 and \$5.599 million authorized to for the Denton-Lewisville Urbanized area in FY 2013 and FY 2014. MAP-21 preserves the existing formula program and its distribution factors, including separate factors based on population growth and density, but it does include additions to the formulas and permits the use of urbanized area formula funds for operating expenses under certain circumstances. Under MAP-21, the basic structure of the urbanized area formula is maintained with funding apportioned based on bus vehicle revenue miles, bus passenger miles, fixed guideway vehicle revenue miles, and fixed guideway directional route miles, as well as population and population density. However, a new factor reflecting the number of low-income individuals is also included, in order to reflect the consolidation of the Job Access and Reverse Commute (JARC) program into the core program, with JARC activities being included in the list of eligible activities under Section 5307.

Bus & Bus Facilities Formula Grants (49 USC 5339)

Under MAP-21, the formerly discretionary bus and bus facilities program is now a smaller formula grant program, precluding both congressional earmarks and discretionary grant-making. These formulary funds may be used to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, in accordance with the grant requirements in section 5339.

Description of Projects: The total amount of these capital projects is \$7,009,000 of which \$5,330,000 is federal assistance and \$1,679,000 is local match funds provided from available cash after reserves, local sales tax, and other operating revenue. These projects will provide funding for preventive maintenance, operating assistance, fleet replacement, and transit enhancements. The transit enhancement allocation is based upon the calculation of a minimum of 1% of the total estimated federal apportionment (\$4,900,000), as mandated by federal regulation. The term preventive maintenance is defined “as all the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost effective manner, up to and including the current state of the art of maintaining such asset.” The term “transit enhancement” means projects that are designed to enhance public transportation service or use, and that are physically or functionally related to transit facilities. FTA requires that 1% of the annual apportionment be spent on transit enhancements. Examples of eligible projects include bus shelters, signage, and ADA enhancements.

The primary impact of these projects will be within the Denton-Lewisville urbanized Area.

Urbanized Area Apportionment over the 200,000 in population (Denton-Lewisville)

Total Funds Estimated for FY 2015 Program Projects Section 5307 and 5339: \$5,330,000

FUNDING PROGRAM	FP CODE	Activity	FEDERAL SHARE	LOCAL SHARE	TOTAL COST
5339	Capital	Fleet Replacement	\$430,000	\$107,500	\$537,500
Total			\$430,000	\$107,500	\$537,500

FUNDING PROGRAM	FP CODE	Activity	FEDERAL SHARE	LOCAL SHARE / TDC Requests	TOTAL COST
5307	Capital	Rail System Preventive Maintenance	\$2,750,000	\$687,500	\$3,437,500
5307	Capital	Bus: Other Capital Program Items	\$1,100,000	\$275,000.00	\$1,375,000
5307	Operating	Operating Assistance	\$462,000	\$462,000.00	\$924,000
5307	Operating	ADA Paratransit Service	\$490,000	\$122,500	\$612,500
5307	Capital	Acquire - Security equipment	\$49,000	\$12,250	\$61,250
5307	Capital	Bus: Transit Enhancements	\$49,000	\$12,250	\$61,250
Total			\$4,900,000	\$1,571,500	\$6,471,500