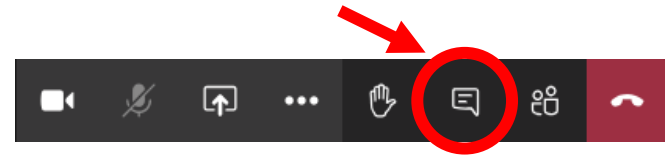


The Collin County Transit Study Project Advisory Committee meeting will begin shortly.

Please mute your microphones and enter your name and organization in the chat box.

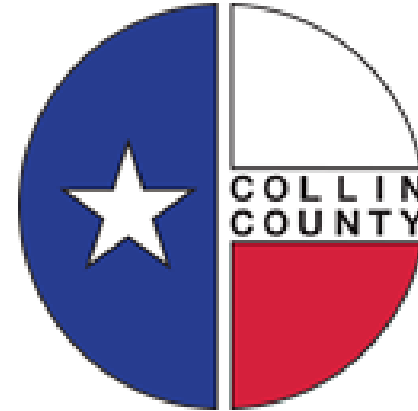


Thank you.





**North Central Texas  
Council of Governments**



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## **COLLIN COUNTY TRANSIT PLANNING STUDY**

**Project Advisory Committee  
10th Meeting**

June 3, 2021

# Agenda

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- Meeting Protocols
- Meeting Context
- Study Focus Related to Implementation Timeline
- Levels of Investment
  - Fixed-Route Example
  - Transit Service Phasing Example
  - Major Transit Investment Example
  - Funding Levels of Investment
- Potential Roles
- Irving to Frisco Rail Corridor Update
- Next Steps

# Meeting Protocols

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## Meeting Protocols

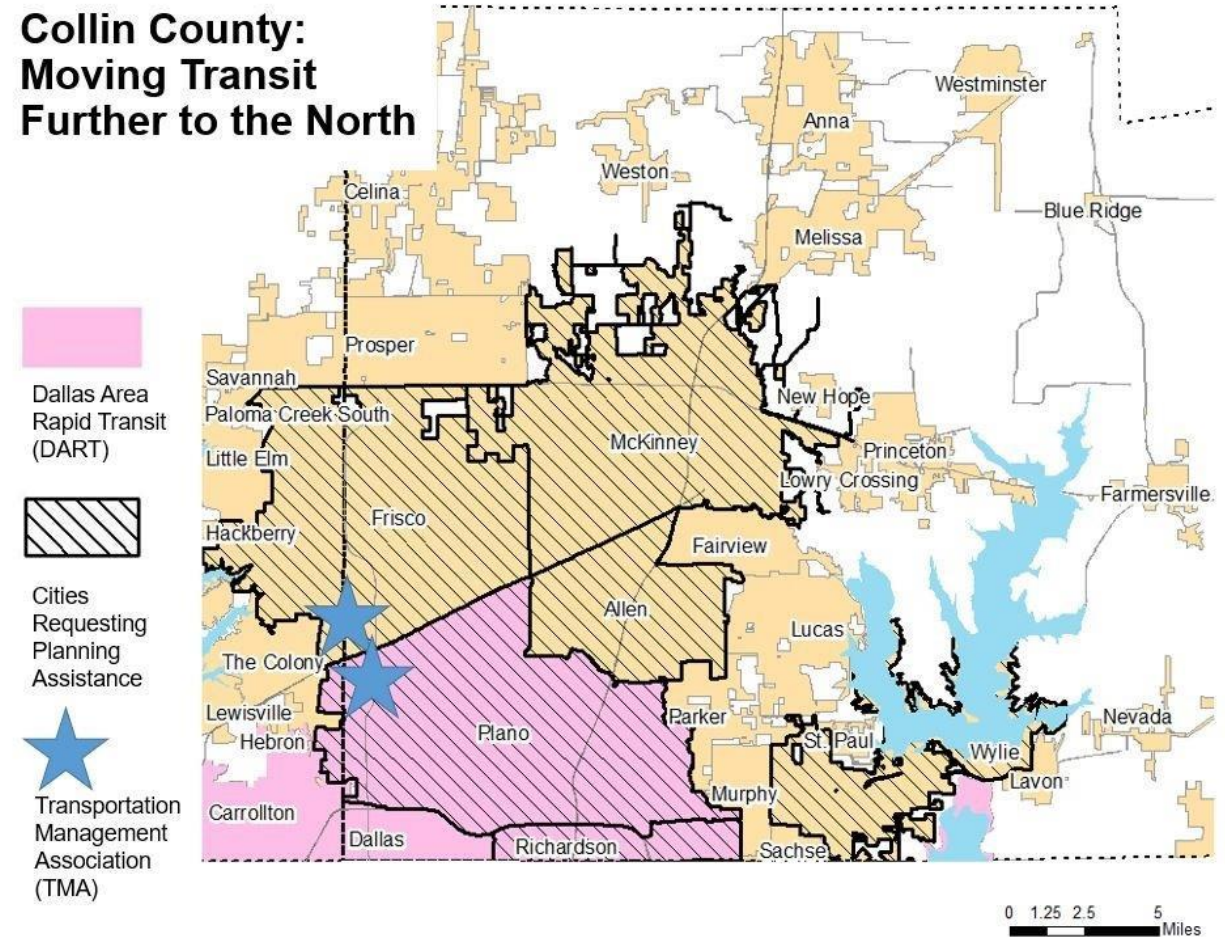
- Please keep your microphone muted unless speaking
- Please enter your name and organization into the [Chat Box](#)
- Please utilize the **Raise your hand** feature to ask a question or make a comment; you may also use the [Chat Box](#) for questions and comments



- If joining by phone, please hold your questions and comments until specified times during presentation

# Meeting Context

## Collin County: Moving Transit Further to the North



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# Study Focus

Implementation Timeline

# Study Focus – Implementation Timeline Characteristics

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- Near-Term (1 - 5 years); Mid-Term (5 - 10 years); Long-Term (10+ years)
- Phasing of Low, Moderate, and High Investment Scenarios by Level of Investment Required
- Transit Service Type
  - Demand Response
  - Fixed Route
  - Premium Bus
  - Rail/Other High-Capacity Transit

# Study Focus – Implementation Timeline by Transit Service Type

## Near-Term (1 - 5 years)

Level of Investment:

Low

City Type:

Basic Mobility, Emerging & High Growth, Developed & Mature

Transit Service:

Paratransit, Demand Response/  
Microtransit

*Pilot Projects: Fixed Route Bus*

## Mid-Term (5 - 10 years)

Level of Investment:

Moderate

City Type:

Emerging & High Growth,  
Developed & Mature

Additional Transit Service:

Fixed-Route Bus, Premium Bus

*Pilot Projects: Automated  
Shuttles*

## Long-Term (10+ years)

Level of Investment:

High

City Type:

Mostly Corridor-driven; Select  
Emerging & High Growth/  
Developed & Mature cities

Additional Transit Service:

Regional Rail, High-Capacity  
Transit, ATS/People Movers



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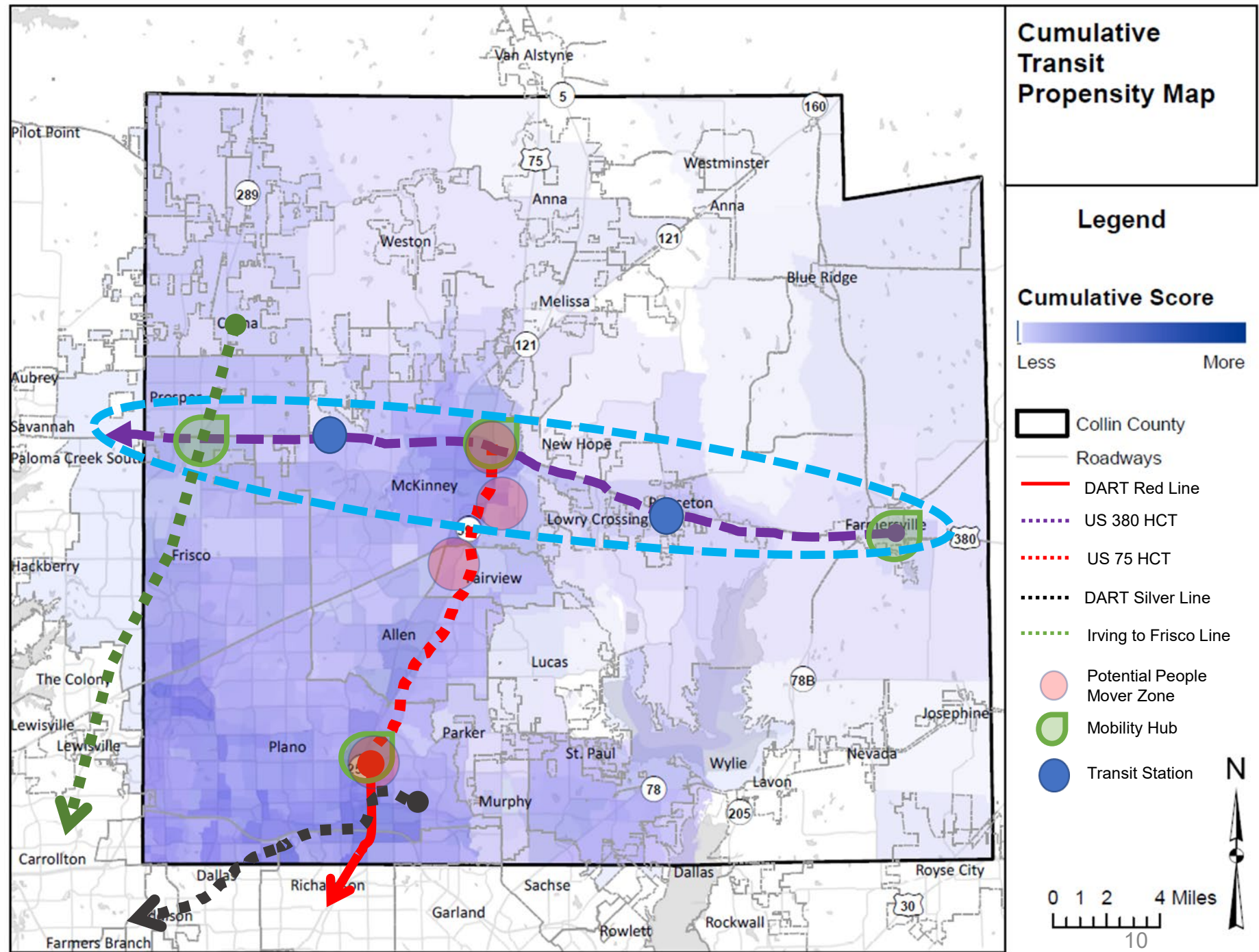
# Levels of Investment

Fixed-Route Bus between Multiple Jurisdictions

# Route Funding and Governance Example

- US 380 Cross-County Regional Connector
- Service To/From:
  - Farmersville
  - Princeton
  - McKinney
  - Prosper
  - Denton(?)
- Key Connections:
  - I2F regional rail
  - Red Line extension
  - MOD and local fixed routes
  - Mobility Hubs
- Potential Timeframe: 2026-2031

June 3, 2021



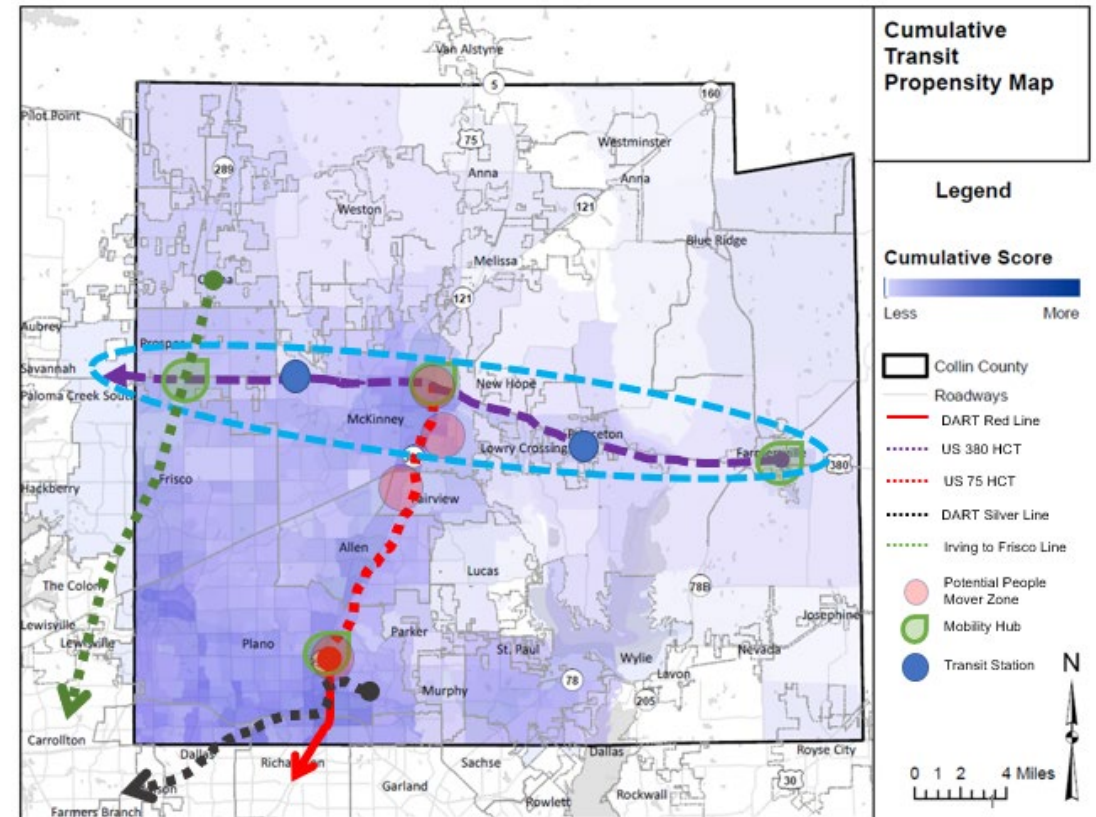
# Route Governance Example

## Governance Considerations:

- Route is inherently multi-jurisdictional
- Transit service is ongoing – monitoring, adjustments over time are typical
- Need and demand for service may vary between jurisdictions
- Multimodal connectivity to/from is essential – jurisdictional decisions in one area effect the entire line (land use, sidewalk infrastructure, related transit services, etc.)

## Conclusion:

Ongoing coordination for governance structure is **highly desirable**



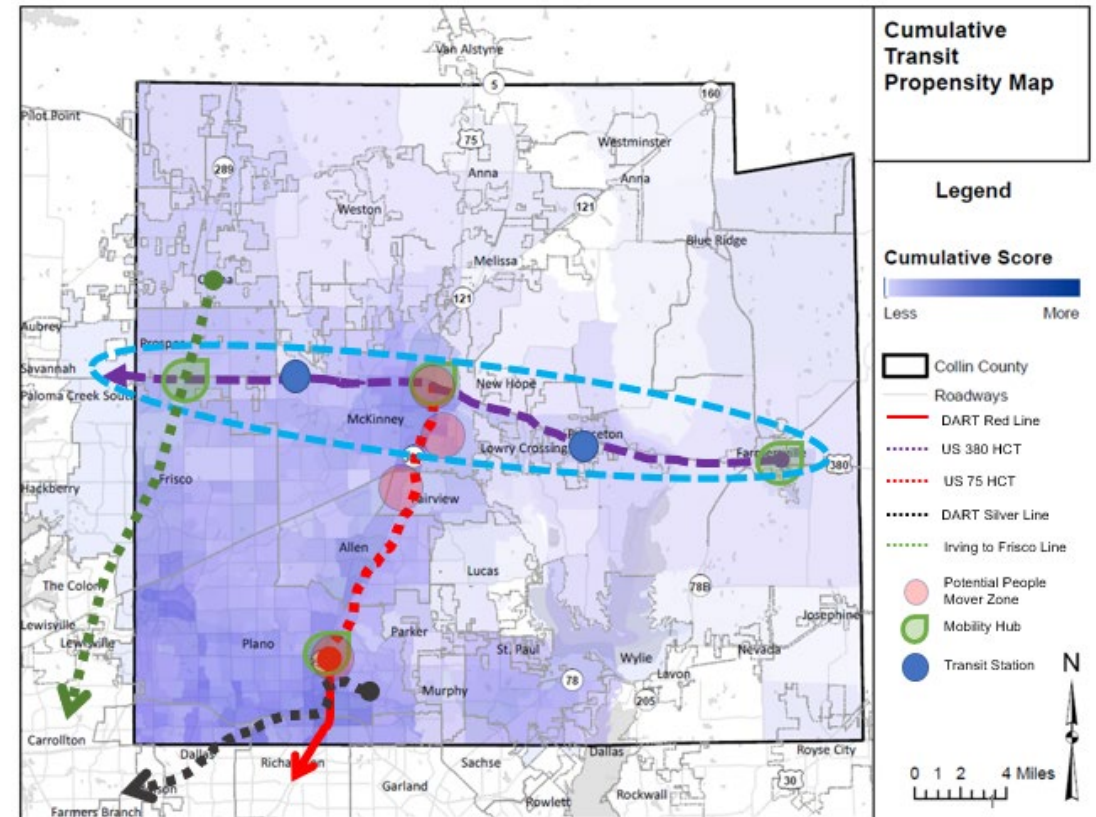
# Route Funding Example

## Funding Considerations:

























- Same considerations as Governance
- Both operating costs and capital costs must be accounted for
- Cost-sharing:
  - % of route miles or hours
  - % of route stops/stations
  - % of ridership
  - Some combination of above
- Multi-year funding commitment from all parties is ideal

## Conclusion:

Ongoing cooperative funding approach is **highly desirable**



# Funding and Governance – Achieving Desired Outcomes?

	Local Government Annual Operating Budget (Independent Action)	Local Government Annual Operating Budget (Consortium) – <i>Example- Collin County Transit</i>	Local Government Corporation* <i>w/ DART or DCTA</i>	Existing Transit Authority Membership – <i>DART or DCTA</i>
Coordinated Approach				
Stable Funding				
Meets Local Trip Needs				
Meets Countywide / Regional Trip Needs				
Ease of Implementation				
Consistency with RTC Policy				

*\*May require legal terminology within LGC agreement with Transit Authority to ensure seamless transit service connections with DART and DCTA services*

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# Levels of Investment

Transit Service Phasing

# Potential Transit Service Phasing

## City of Frisco Example

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- Due to funding and acceptance challenges, a city may elect to improve transit service over time in phases
- Phase 1 – Continue with On-Demand Response Service via contract for next 2 - 3 years to test public acceptance and ridership levels
- Phase 2 – Improve to Fixed-Route Bus Service for following 3 - 5 years as city continues to grow and public acceptance matures
- Phase 3 – Become member city of existing transit authority and join partnership in implementation of Irving to Frisco Regional Passenger Rail Project within next 8 - 10 years

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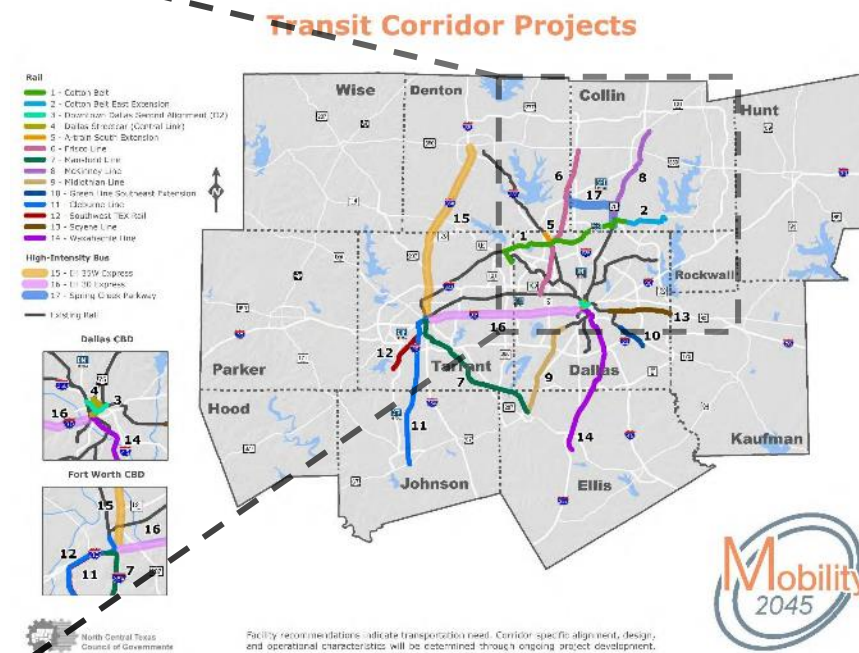
# Levels of Investment

Long-Range Transit/McKinney Line



# Mobility 2045 Transit Recommendations

- Rail**
- 1 - Cotton Belt
  - 2 - Cotton Belt East Extension
  - 3 - Downtown Dallas Second Alignment (D2)
  - 4 - Dallas Streetcar (Central Link)
  - 5 - A-train South Extension
  - 6 - Frisco Line
  - 7 - Mansfield Line
  - 8 - McKinney Line
  - 9 - Midlothian Line
  - 10 - Green Line Southeast Extension
  - 11 - Cleburne Line
  - 12 - Southwest TEX Rail
  - 13 - Scyene Line
  - 14 - Waxahachie Line
- High-Intensity Bus**
- 15 - IH 35W Express
  - 16 - IH 30 Express
  - 17 - Spring Creek Parkway
- Existing Rail



# Long-Range Transit Planning

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- Not an Imminent Focus, but needs Incorporating in Short-Term Planning Efforts
- Mobility 2045 Future Rail Corridors in Collin County
  - Irving to Frisco Line
  - McKinney Line
  - Cotton Belt East Extension
- City of Lavon Inquiry
  - Previous analysis shows little demand
  - Review regional demand with Plan Update (next update 2022)
  - TOD Guidelines Report

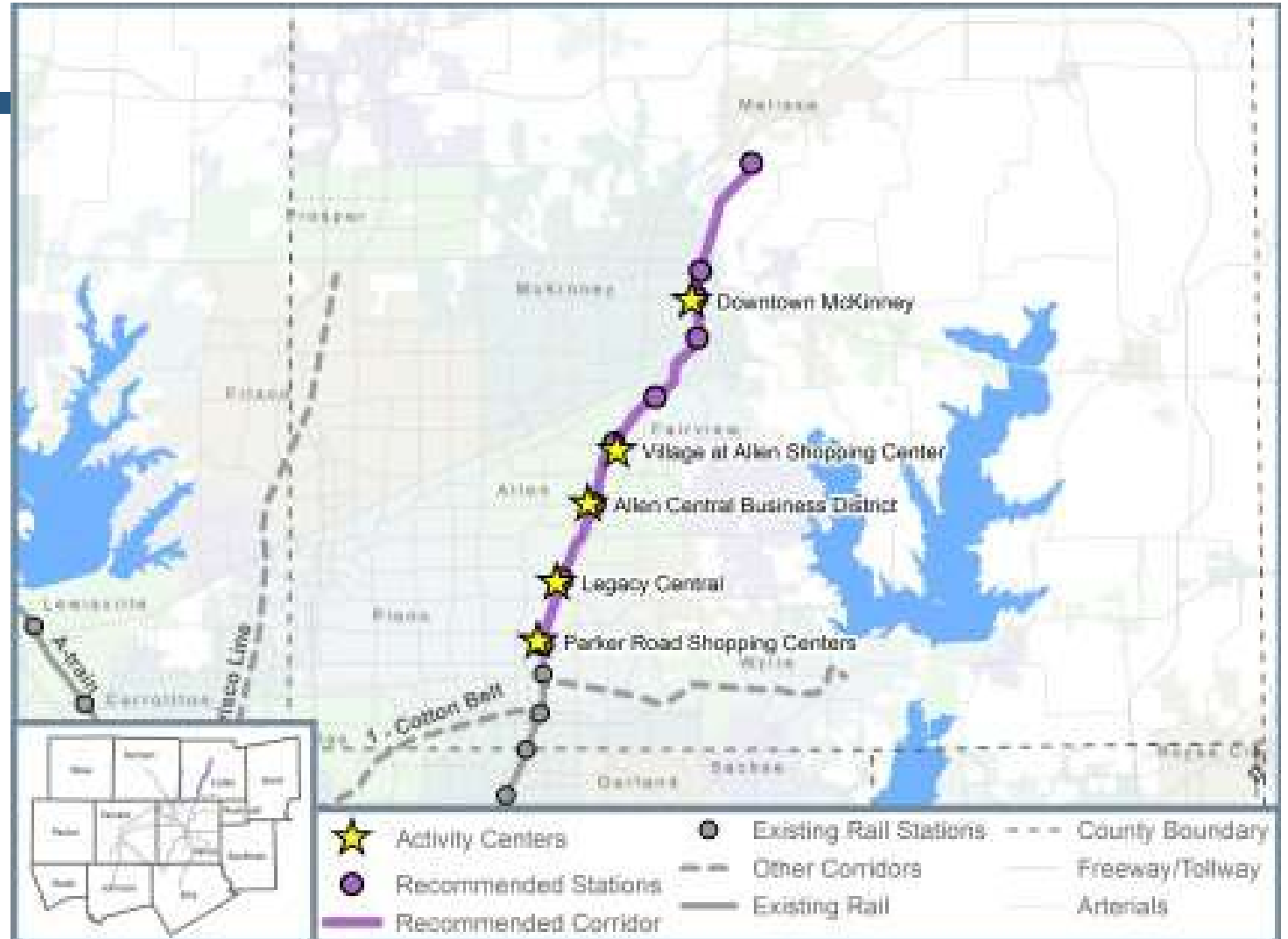
# McKinney Line – Mode Comparison

	<b>High-Intensity/ Premium Bus</b>	<b>Regional Rail</b>	<b>Light Rail</b>
Unit Cost per Mile*	\$30M - \$40M	\$40M - \$50M	\$75M - \$100M
Total Cost*	\$600M - \$700M	\$700M - \$900M	\$1,350M - \$1,800M
Pros	<ul style="list-style-type: none"> <li>• Can leave exclusive ROW</li> <li>• Slightly lower cost than rail</li> </ul>	Offers economic operations of rail at lower cost than LRT	No transfer at Parker Road
Cons	<ul style="list-style-type: none"> <li>• Requires transfer at Parker Road</li> <li>• Expected demand by 2045 may make bus less economical than rail</li> </ul>	May require transfer at Parker Road	<ul style="list-style-type: none"> <li>• High cost</li> <li>• Extension of current system not economical</li> </ul>

\*Capital costs based on high-level comparative analysis

# McKinney Line Regional Rail

- Regional rail line connecting McKinney to DART Red Line in downtown Plano
- 18 miles
- Ridership forecasts are 7k - 8k riders per weekday by 2045



# McKinney Line Regional Rail – Funding Options

	<b>COST</b>
Total Project Est. Cost	\$700M - \$900M
Federal Funds (CIG)	\$350M - \$450M
Local Match	\$350M - \$450M

## Local Match Funding Options

### Capital:

- Sales Tax
- Bonding
- Joint Venture
- General Funds

### Operating & Maintenance

### Cost Funding:

- Sales Tax
- Dedicated Funding Source

# McKinney Line – Next Steps

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## Governance

- Join DART?
- Pay to contract service?
- Corridor-wide partnership between cities

## Needs Detailed Corridor Analysis

- Modes
- Detailed ridership/operations
- Corridor improvements
- Funding
- Phasing

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# Levels of Investment

Funding Layering

# Cities by Transit Propensity

City Type	Basic Mobility	Emerging & High Growth	Developed & Mature	DART Members
City Names	Blue Ridge Lowry Crossing New Hope St. Paul Weston*	Anna Celina Farmersville* Josephine* Lavon* McKinney Melissa Nevada* Princeton Prosper Royse City	Allen Fairview* Frisco Lucas* Murphy Parker* Sachse Wylie	Dallas Plano Richardson



# Approximate Annual Operating Costs

City Type	Demand Response Tier 1	<i>Demand Response Tier 2</i>	Fixed Route Tier 1	<i>Fixed Route Tier 2</i>	Premium Bus Tier 1	<i>Premium Bus Tier 2</i>	TOTAL COST (EST) TIER 1	<i>Total Cost (Est) Tier 2</i>
Basic Mobility	\$ 1,882,200	<i>\$ 941,100</i>	-	-	-	-	\$ 1,882,200	<i>\$ 941,100</i>
Emerging & High Growth	\$ 1,882,200	-	\$ 1,994,000	<i>\$ 997,000</i>	-	-	\$ 3,876,200	<i>\$ 2,879,200</i>
Developed & Mature	\$ 1,882,200	-	\$ 1,994,000	<i>\$ 997,000</i>	\$ 1,329,800	<i>\$ 664,900</i>	\$ 5,206,000	<i>\$3,544,100</i>

# Funding Level of Investment – Tier 1 City Example

## Near-Term (1 - 5 years)

### Level of Investment:

**\$1.9M** for all Tier 1 city types (Basic Mobility, Emerging & High Growth, Developed & Mature)

### Transit Service:

Paratransit, Demand Response/Microtransit

\*Costs shown are annual operating costs

## Mid-Term (5 - 10 years)

### Level of Investment:

$\$1.9M + \$2.0M = \mathbf{\$3.9M}$  for Emerging & High Growth

$\$1.9M + \$2.0M + \$1.3M = \mathbf{\$5.2M}$  for Developed & Mature

### Additional Transit Service:

Fixed-Route Bus, Premium Bus

## Long-Term (10+ years)

### Level of Investment:

High

### City Type:

Mostly Corridor-Driven; Select Emerging & High Growth/ Developed & Mature Cities

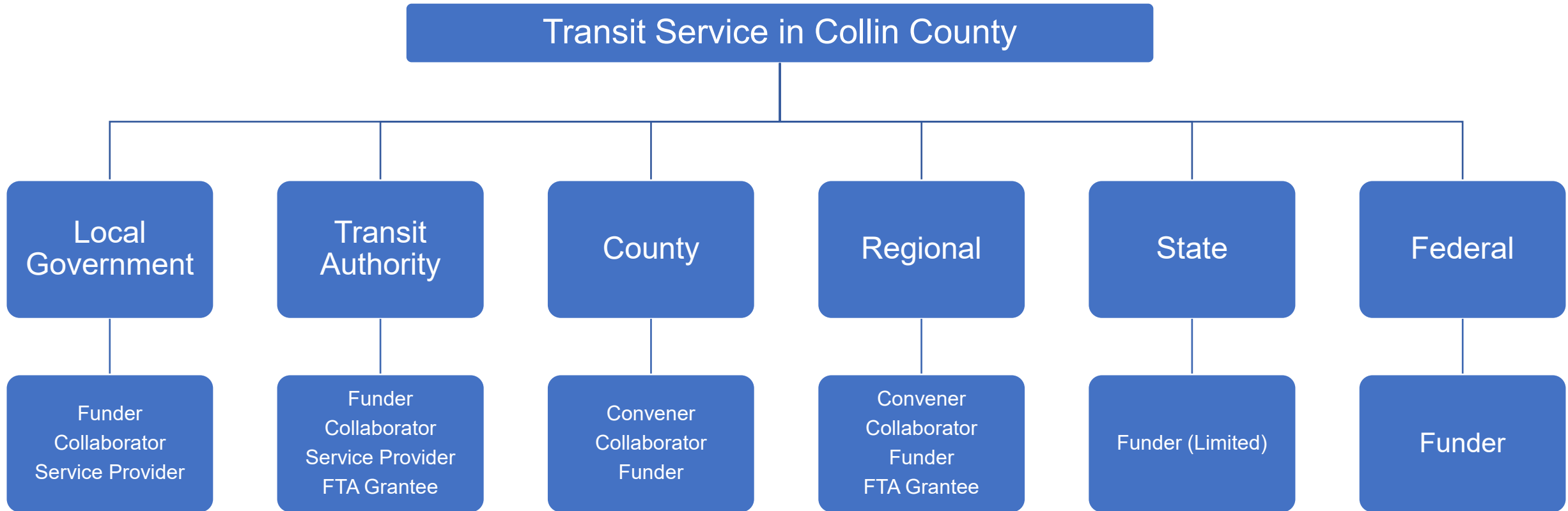
### Additional Transit Service:

Regional Rail, High-Capacity Transit, ATS/People Movers

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# Potential Roles

# Potential Roles and Responsibilities



Note: A local government corporation or multi-jurisdictional consortium could also play a role

# Irving to Frisco Rail Corridor Update

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- Transit-Oriented Development Guidelines
  - Specific TOD-related suggestions and recommendations for each station area
- Review of Capital Cost and Operations & Maintenance Cost Estimates
  - Review of Capital Cost Estimates
  - Review of O&M Cost Estimates
  - Potential Cost Allocations to Cities
  - Recognition of DART Member Cities vs. Non-Member Cities
- Funding for Rail Investments
  - Options for Dedicated Revenue Sources for Capital and O&M

# Next Steps

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- Continue Development of Draft Final Report for PAC Review and Comment
- Distribute Collin County Transit-Oriented Development Guidelines for PAC Review and Comment
- Develop Transit Implementation Action Plan and Recommendations
- Complete Final Report by August

# NCTCOG Team Contacts

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