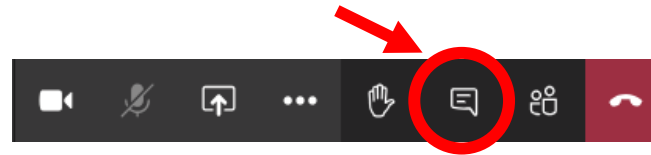
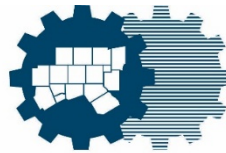


The Irving to Frisco Corridor Project Advisory Committee meeting will begin shortly.

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

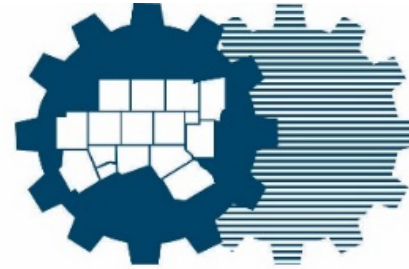


Thank you.



North Central Texas
Council of Governments





North Central Texas Council of Governments



FARMERS
BRANCH



Hebron



IRVING TO FRISCO PASSENGER RAIL CORRIDOR STUDY

Project Advisory Committee
2nd Meeting

June 18, 2020

Agenda

- Welcome/Introductions
- Study Purpose & Scope
- Potential Station Locations
 - City planning/zoning at potential station locations
 - Land use/TIF district considerations
 - Initially identified potential station locations
 - Need for stations north of Mobility Plan terminus?
 - Station location criteria
- Survey to PAC Members
- Questions & Open Discussion
- Future Meetings

Welcome/Introductions

- Meeting Protocols

- 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



- Two Committee Process (eventually integrate into one process?)
 - Irving to Frisco Passenger Rail Corridor: TRE/Irving to Frisco/Celina
 - Collin County Transit Planning/Funding Study

Study Purpose

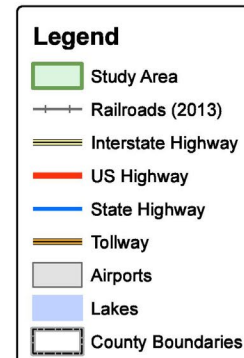
- Prepare alternatives analysis of Irving to Frisco Corridor
 - Updated travel demand/ridership estimates
 - Preferred station locations
- Determine if limits of corridor extend north to Celina
- Coordinate with Collin County Transit Planning Study findings
 - Potential APM connections
 - Other transit connections from locally preferred scenario to stations
- Topics Excluded from Study
 - Alternatives to regional rail
 - Rail infrastructure needs (i.e. double/triple-tracking needs/siding locations) beyond fatal flaw determinations

Study Area

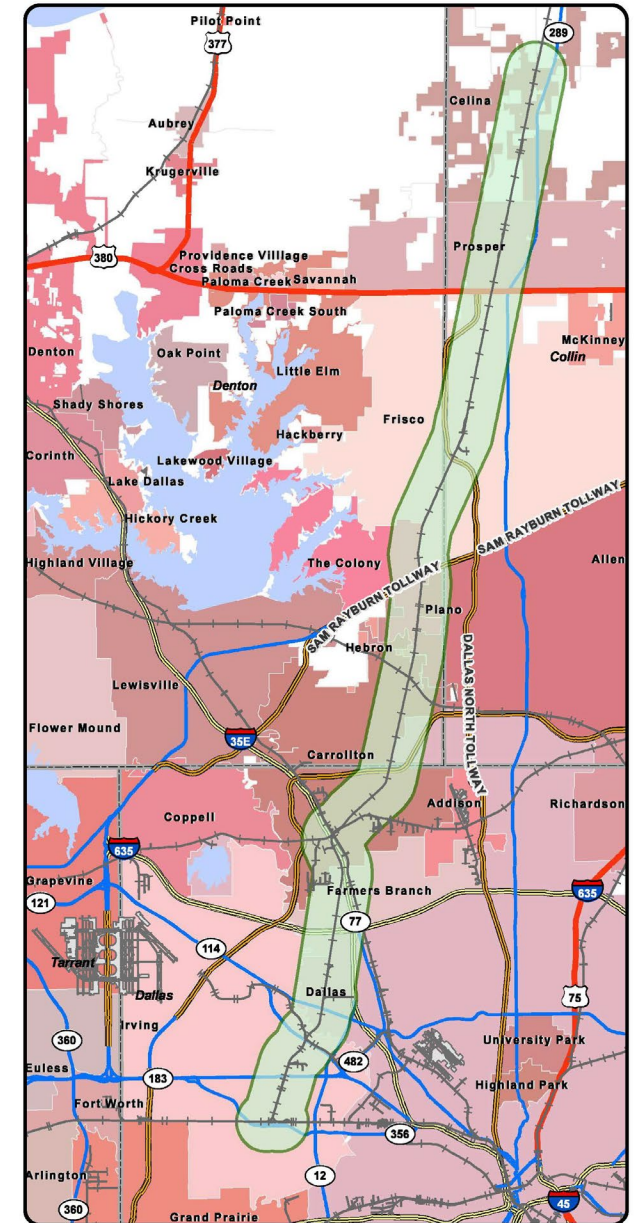
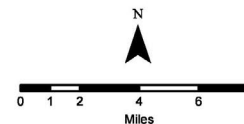
- Counties
 - Collin
 - Denton
 - Dallas
- Cities
 - Carrollton
 - Celina
 - The Colony
 - Dallas
 - Farmers Branch
 - Frisco
 - Hebron
 - Irving
 - Plano
 - Prosper
- Transit Agencies
 - DART
 - DCTA
- Class I Railroad
 - BNSF

Irving to Celina Corridor

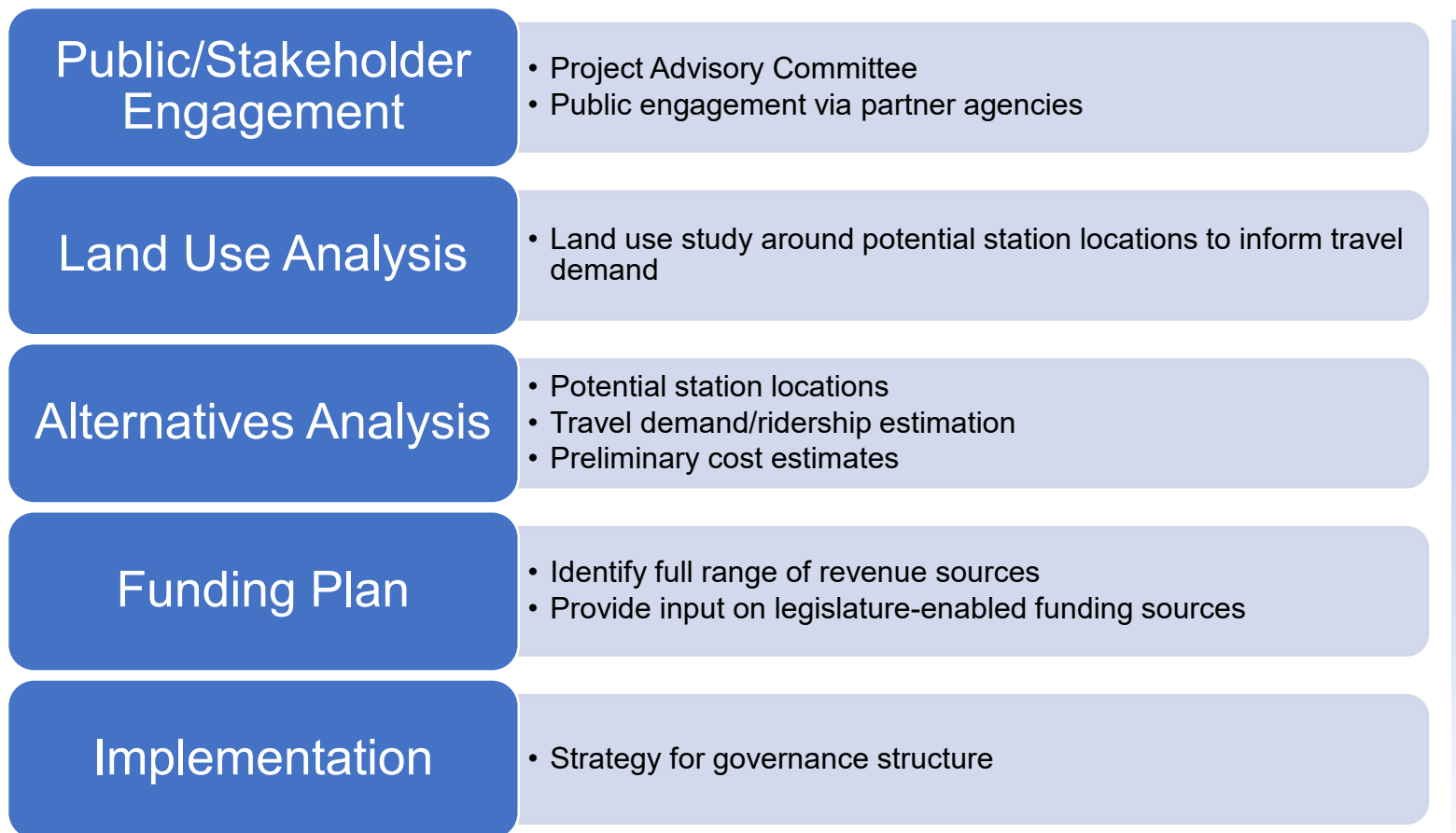
Proposed Study Area



NOTE: Study may consider interlined operations with TRE.



Scope of Work and Schedule



12 Month Schedule

History of Planning Along Corridor

- NCTCOG Frisco Corridor – Conceptual Engineering & Funding Study (May 2010)
- NCTCOG Collin County Transit Needs Assessment and Planning Study (September 2013)
- Collin County Mobility Plan (2014 Update)
- Collin County 2014 Mobility Plan (2016 Addendum)
- DART 2040 Transit System Plan – Frisco Corridor Transit Opportunities (July 2017)
- NCTCOG Mobility 2045 Plan – Frisco Line Regional Rail (June 2018)

Corridor Statistics

- Rail Technology: Modern DMU (TEXRail/Cotton Belt/A-Train)
- 33 miles in length
- \$1.3 billion estimated capital cost (\$40 million per mile)
- Level of Service: 20 minute peak/60 minute off peak
- Estimated Ridership: 12,000 riders per weekday
- Total Corridor Travel Time: 46 minutes

Regional Connectivity - Rail

- Trinity Railway Express West to Fort Worth
- DART Orange Line LRT to Las Colinas, Irving, DFW Airport
- Cotton Belt West to DFWorth Airport
- Cotton Belt/Silver Line East to Addison, Plano to DART Red Line
- DART Green Line LRT South to Hospital District, Love Field, and Downtown Dallas
- DCTA A-Train to North to Denton



Regional Connectivity – Highway/Roadway

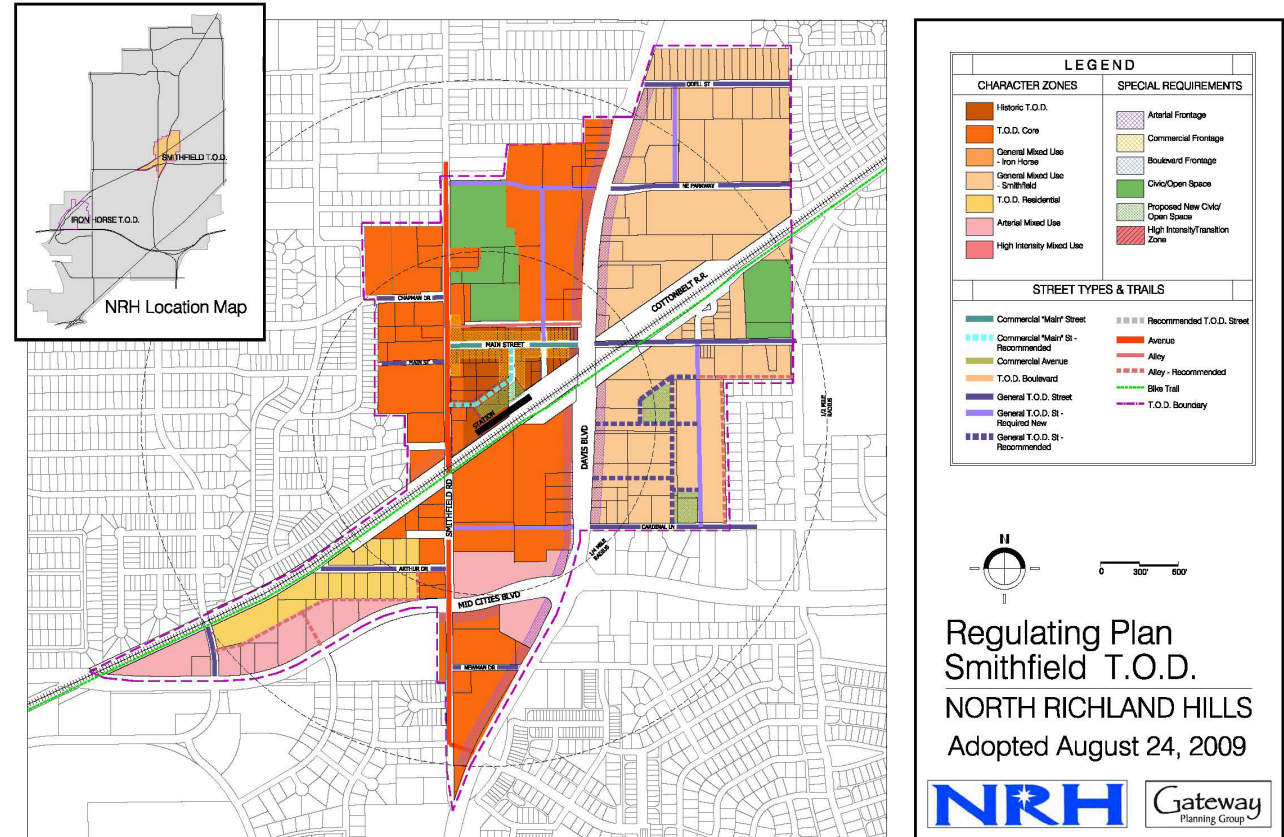
- Sam Rayburn Tollway (SRT)/SH 121 – access to Plano Legacy West Business Area
- President George Bush Turnpike
- IH 35E in Downtown Carrollton Station
- SH 114 John Carpenter Freeway at South Las Colinas Station
- Principle Arterials

Feedback Needed

- Plans for transit-oriented development (i.e. comprehensive plans, zoning maps, etc.)?
- Plans for east-west connectivity (roadway plans, planned transit corridors, etc.)?

Land Use/TIF District Considerations

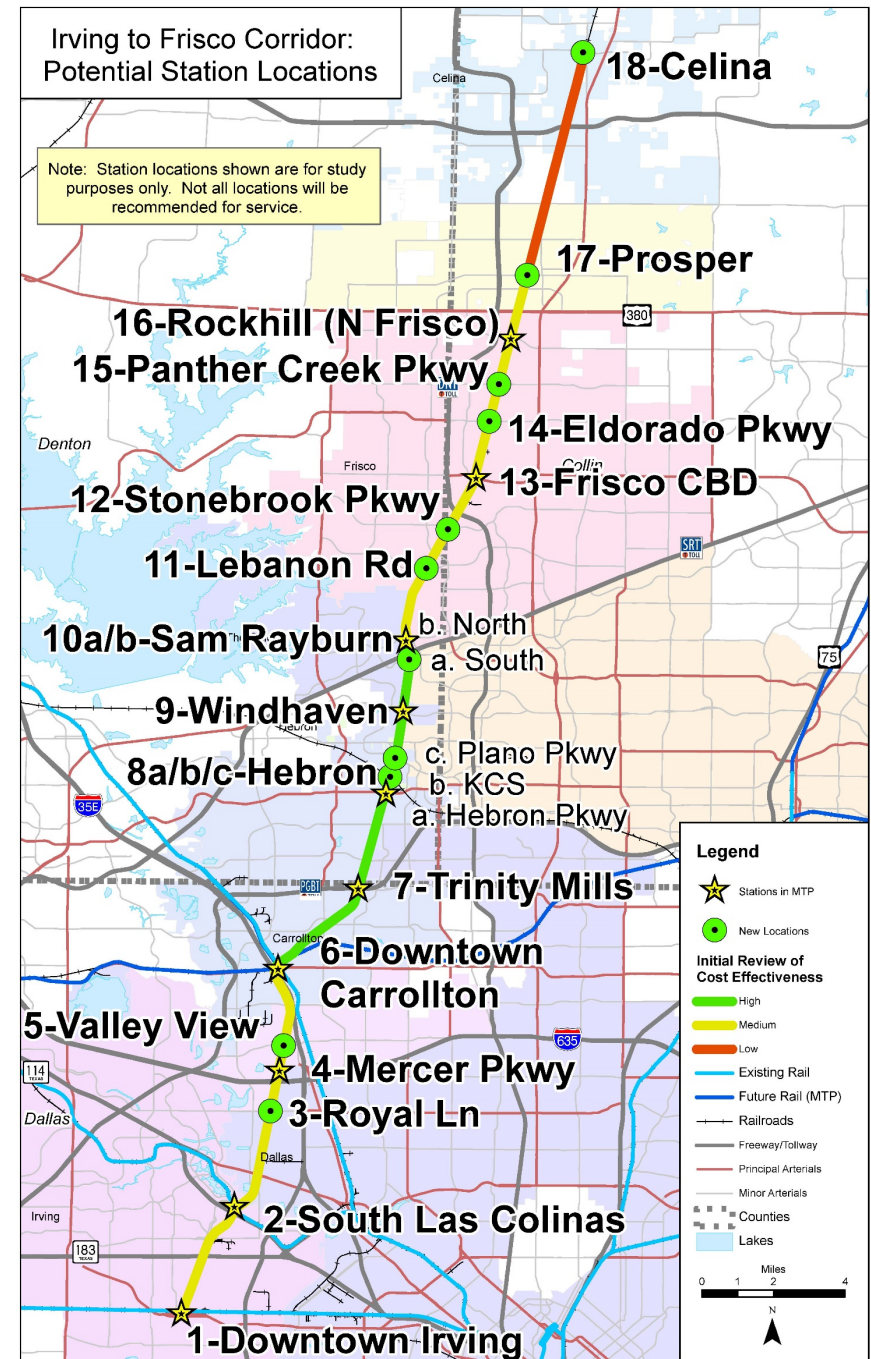
- Ridership Generation
- Station Support/Accessibility
- Innovative Funding Mechanisms
- Land Use Study by HDR
 - Limited to preferred station locations
 - Results input into fund-generating formulas
 - By acreage/density
 - By development type
- Close the Funding Gap



Map 4 Smithfield Station TOD, City of North Richland Hills
Credit: Gateway Planning Group

Potential Station Locations Map

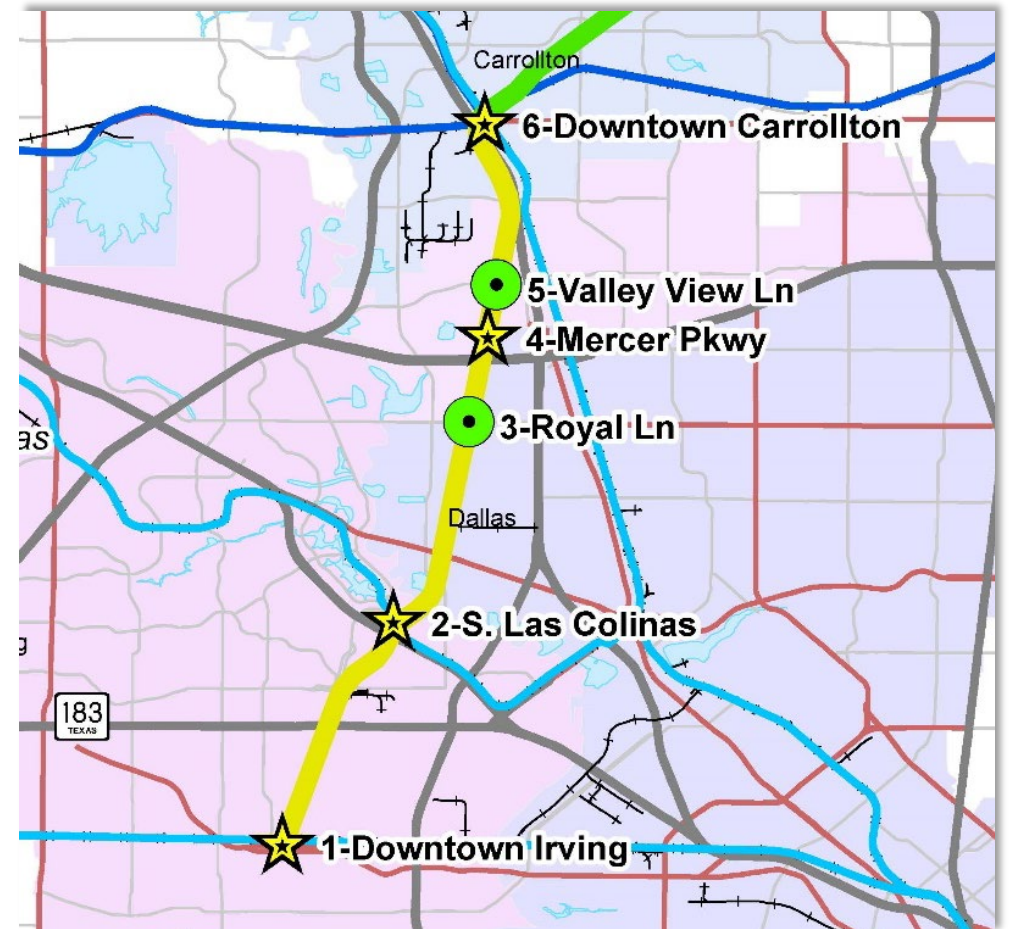
- 10 Potential Stations in the MTP
- 2 New Potential Station Locations
- 9 Alternate Potential Station Locations
- Received feedback from:
 - Celina
 - Prosper
 - Frisco
 - The Colony
 - Plano
 - Farmers Branch



Current Project Efforts and Status

SOUTH SECTION

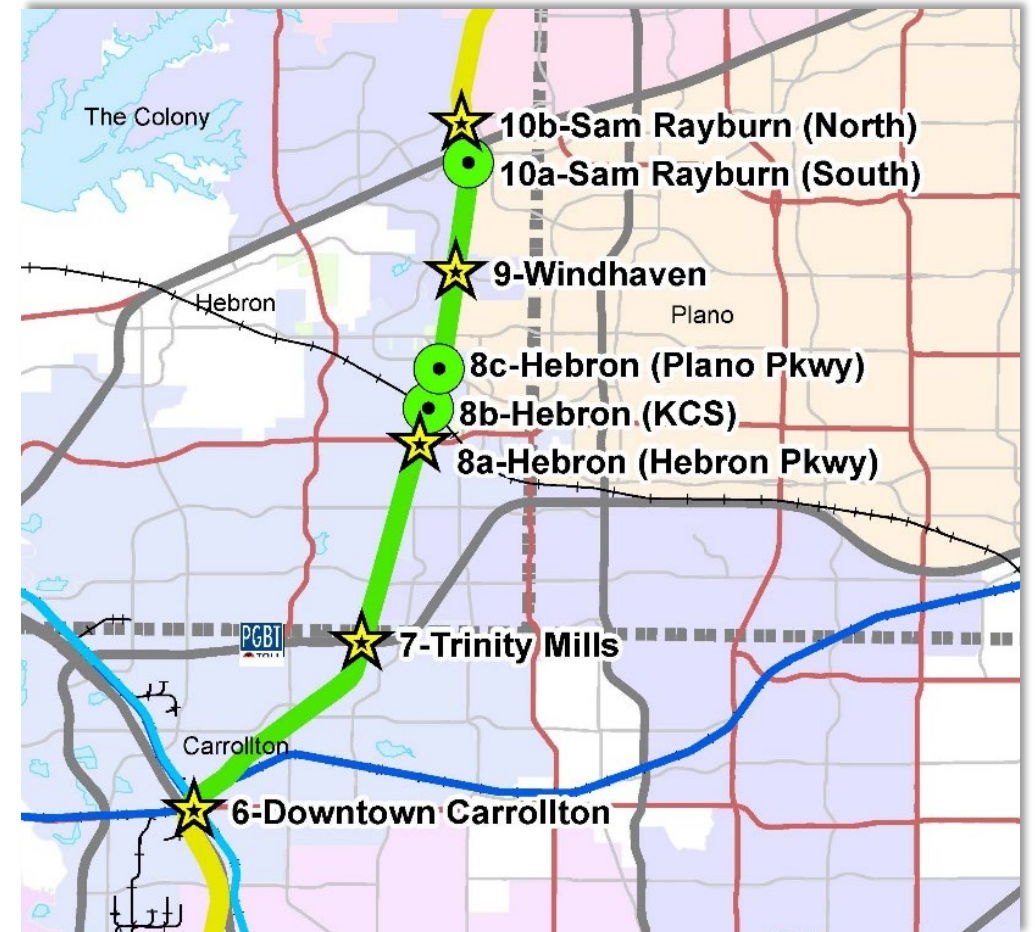
- Right-of-way owned by DART
- South Las Colinas station assumes a new Orange Line station for transfers
- 2 Alternate Potential Locations in Farmers Branch to Replace Mercer Crossing



Current Project Efforts and Status

MIDDLE SECTION

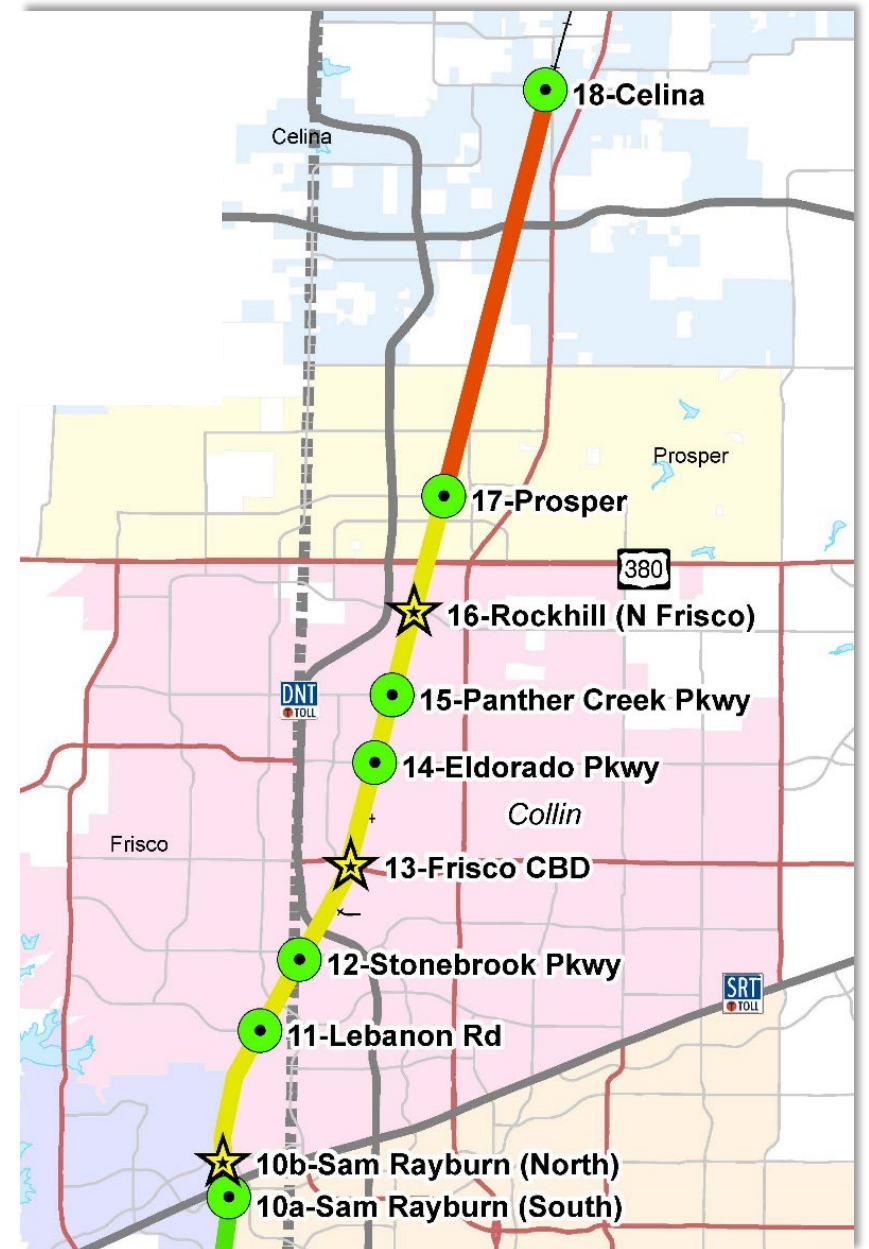
- Right-of-way owned by BNSF
- Only one Hebron station will be recommended
- Feedback from Plano, The Colony, and Frisco on stations 8 through 10



Current Project Efforts and Status

NORTH SECTION

- Right-of-way owned by BNSF
- Current MTP projects service to North Frisco (Rockhill Parkway)
- Feedback from Frisco, Prosper, and Celina on stations 11 through 18



Need for Northern Extension?

- Celina/Prosper Overview
- Draft Ridership/Cost Results
 - Preliminary Forecast based on Mobility 2045
 - Does not include economic financing assumptions at stations

POOR MAN'S BENEFIT/COST RATIO TABLE
Irving to Frisco Passenger Rail Corridor

| Link | Station | | Distance (miles) | Average Link Cost | Link Weekday | Link Cost per Weekday Rider |
|------|---------------------|---------------------|------------------|-------------------------------------|------------------|-----------------------------|
| | From | To | | (Distance * Unit Cost, \$ millions) | Ridership Volume | |
| 1 | Celina | Prosper | 6.4 | \$245 | 700 | \$350,000 |
| 2 | Prosper | North Frisco | 1.8 | \$68 | 1,700 | \$40,000 |
| 3 | North Frisco | Downtown Frisco | 4.0 | \$153 | 3,400 | \$45,000 |
| 4 | Downtown Frisco | Sam Rayburn | 4.8 | \$184 | 7,000 | \$26,300 |
| 5 | Sam Rayburn | Windhaven | 2.1 | \$79 | 8,100 | \$9,800 |
| 6 | Windhaven | Hebron | 2.3 | \$90 | 9,100 | \$9,900 |
| 7 | Hebron | Trinity Mills | 2.7 | \$105 | 9,500 | \$11,100 |
| 8 | Trinity Mills | Downtown Carrollton | 3.1 | \$120 | 9,800 | \$12,200 |
| 9 | Downtown Carrollton | Mercer Parkway | 3.0 | \$116 | 3,600 | \$32,200 |
| 10 | Mercer Parkway | South Las Colinas | 4.0 | \$156 | 3,400 | \$45,900 |
| 11 | South Las Colinas | Downtown Irving | 3.3 | \$127 | 3,400 | \$37,400 |

| |
|-------------------------------------|
| Lowest Cost Per Weekday Rider |
| Intermediate Cost Per Weekday Rider |
| Highest Cost Per Weekday Rider |

Notes: Stations (minus Prosper and Celina) and Demographics based on Mobility 2045 (full commuter service). Unit Cost determined from TEXRail capital cost divided by its length; approx. \$39 million/mile.

Station Selection Initial Screening Example






Station Location Evaluation

| Criteria | Palm Bay | Melbourne 1 | Melbourne 2 | Melbourne 3 | Rockledge/ Cocoa | Cocoa 1 | Cocoa 2 | Cocoa 3 | Cocoa 4 |
|--------------------------|----------|-------------|-------------|-------------|---------------------|---------|---------|---------|---------|
| Parcel Size | Low | Low | Low | Low | High | Medium | High | High | High |
| Adjacent Parcels | High | Low | High | Low | Medium | Low | High | High | Low |
| Parcels within ¼-mile | High | Medium | Medium | Medium | Low | Low | Low | Medium | Low |
| Interchanges | Low | Low | Low | Low | Low | Medium | High | High | High |
| Port Canaveral | Low | Low | Low | Low | High | High | High | High | High |
| Melb Airport | High | High | High | High | Low | Low | Low | Low | Low |
| KSC Visitor Center | Low | Low | Low | Low | Medium | Medium | Medium | Medium | Medium |
| Traffic Volume | High | High | High | High | Medium | Medium | Medium | Low | Medium |
| Street Front | Medium | Medium | Low | Medium | Low | High | Low | Low | High |
| Overall | Medium | Low | Low | Low | Medium | Low | High | High | Medium |

● High
 ● Medium
 ● Low

Source: Space Coast TPO

Station Selection Initial Screening Criteria

| Objective | Suggested Criteria | Station Alternatives | | | | | | | |
|------------------------------------|--|---|---|---|---|---|---|---|----|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8+ |
| Community / Stakeholder Preference | Local government support; planning/zoning; future land use plans |  | | | | | | | |
| Access and Connectivity | Adjacent roadway volumes; first/last mile connections; transit connections; land use patterns; roadway network density; ridership catchment area |  | | | | | | | |
| Physical Impacts | (Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening) |  | | | | | | | |
| Operations | Station spacing; tangent (straight) track section |  | | | | | | | |
| Overall Score | |  | | | | | | | |

Additional Station Criteria and Other Considerations

- Station Alternatives
- Stations with or without Parking
- Interlining with TRE or Cotton Belt/Silver Line
- Connectivity with A-Train
- Operating Characteristic Options

Survey to PAC Members

Survey sent to both PAC groups on June 10; additional responses needed

Survey Questions:

- Contact Information
- Should we combine both PAC meetings?
- Collin County specific questions – the role of transit in Collin County, specific transit needs, transit priorities?
- Irving to Frisco Passenger Rail specific question – have you planned for stations along the route?
- Public Engagement – which resources will assist your outreach efforts?

The survey is still open: [Click Here for Survey](#)

Questions & Open Discussion
