

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.

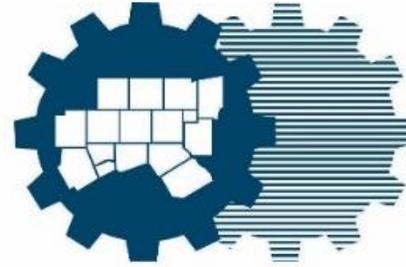


Thank you.



North Central Texas  
Council of Governments





## North Central Texas Council of Governments



FARMERS  
BRANCH



Hebron



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## IRVING TO FRISCO PASSENGER RAIL CORRIDOR STUDY

### Project Advisory Committee 10th Meeting

June 17, 2021

# 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



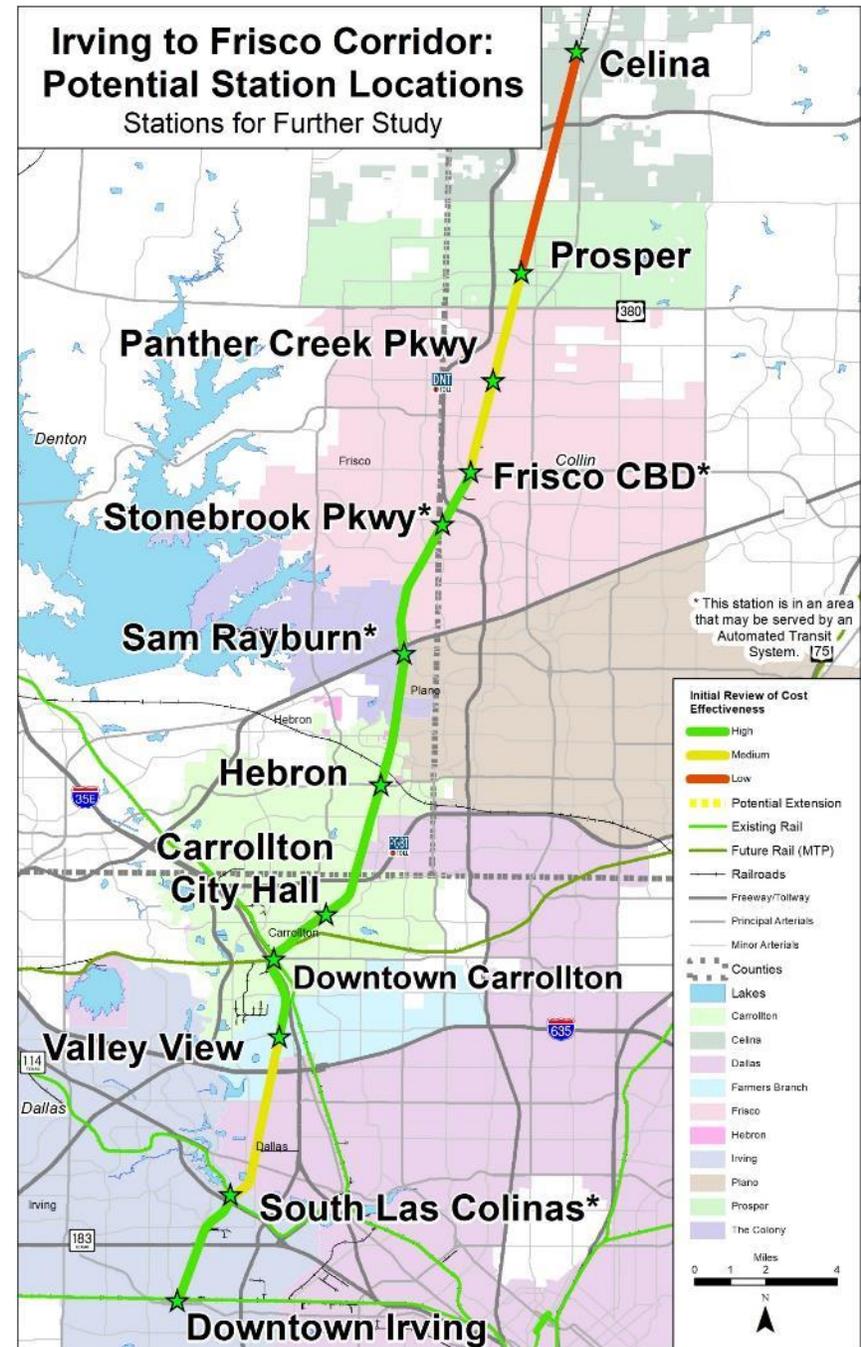
- If joining by phone, please hold your questions and comments until feedback is requested at specified times during presentation

# Agenda

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- Meeting Context
- Transit-Oriented Development Guidelines Report
- Governance/ Implementation Options
  - Characteristics of Governance and Funding
  - Governance Options
  - Roles and Responsibilities
- Questions for Committee
- Collin County Transit Study Update
- Next Steps

# Meeting Context



# Five Keys to Preparing for Transit



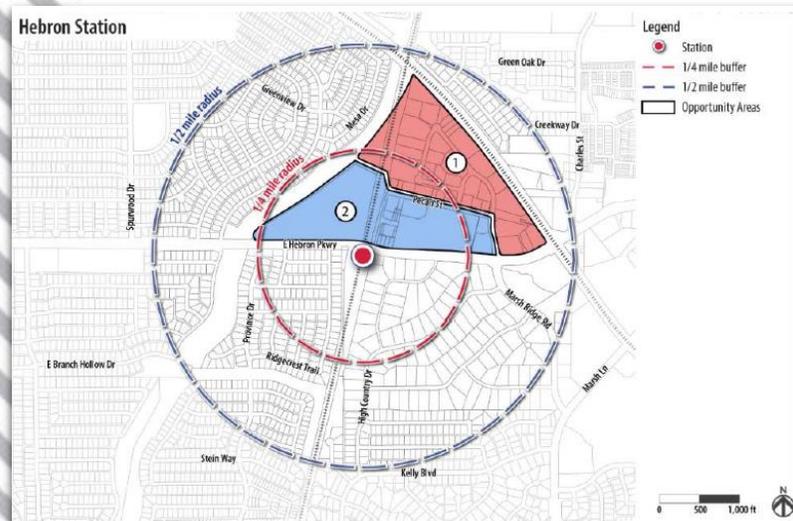
# Collin County Transit Study

## Irving to Frisco/Celina Regional Rail Corridor Land Use Analysis

2021

# Irving to Frisco Rail Corridor Transit-Oriented Development

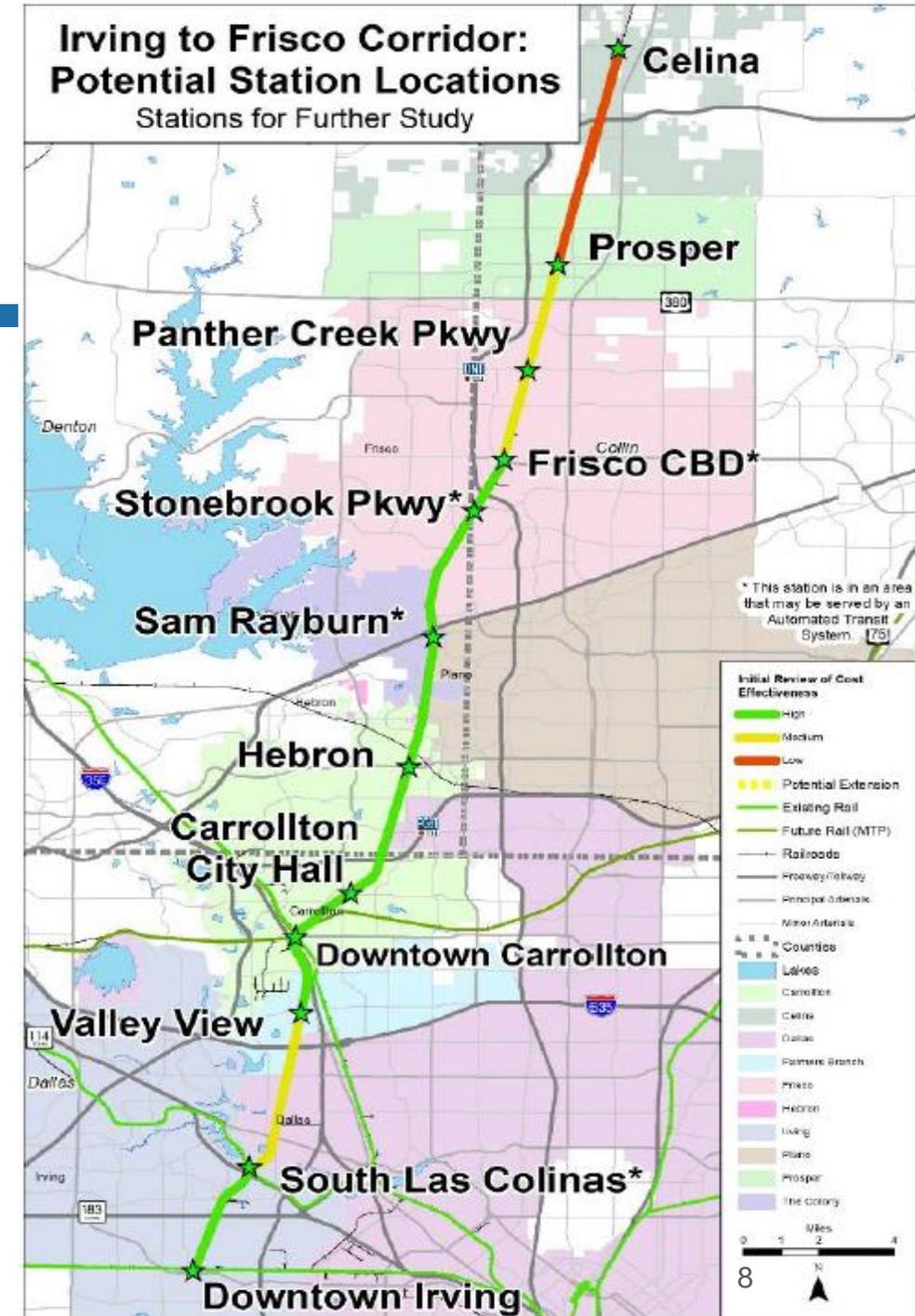
- Updated version
- Specific TOD-related suggestions and recommendations for each station area
- Draft version provided soon to PAC for review and comment



# Irving to Frisco/Celina Funding and Governance

- Service To/From:
  - 3+ counties
  - Multiple cities
- Corridor Ownership:
  - BNSF
  - DART
- Key Regional Connections:
  - DART LRT
  - TRE
  - DART Silver Line
- Key Local Connections at Each Station Area:
  - Local Bus Routes
  - First/Last Mile Connections (bike, walk, shuttle)
  - Microtransit
  - And more...
- Potential Timeframe:
  - TBD

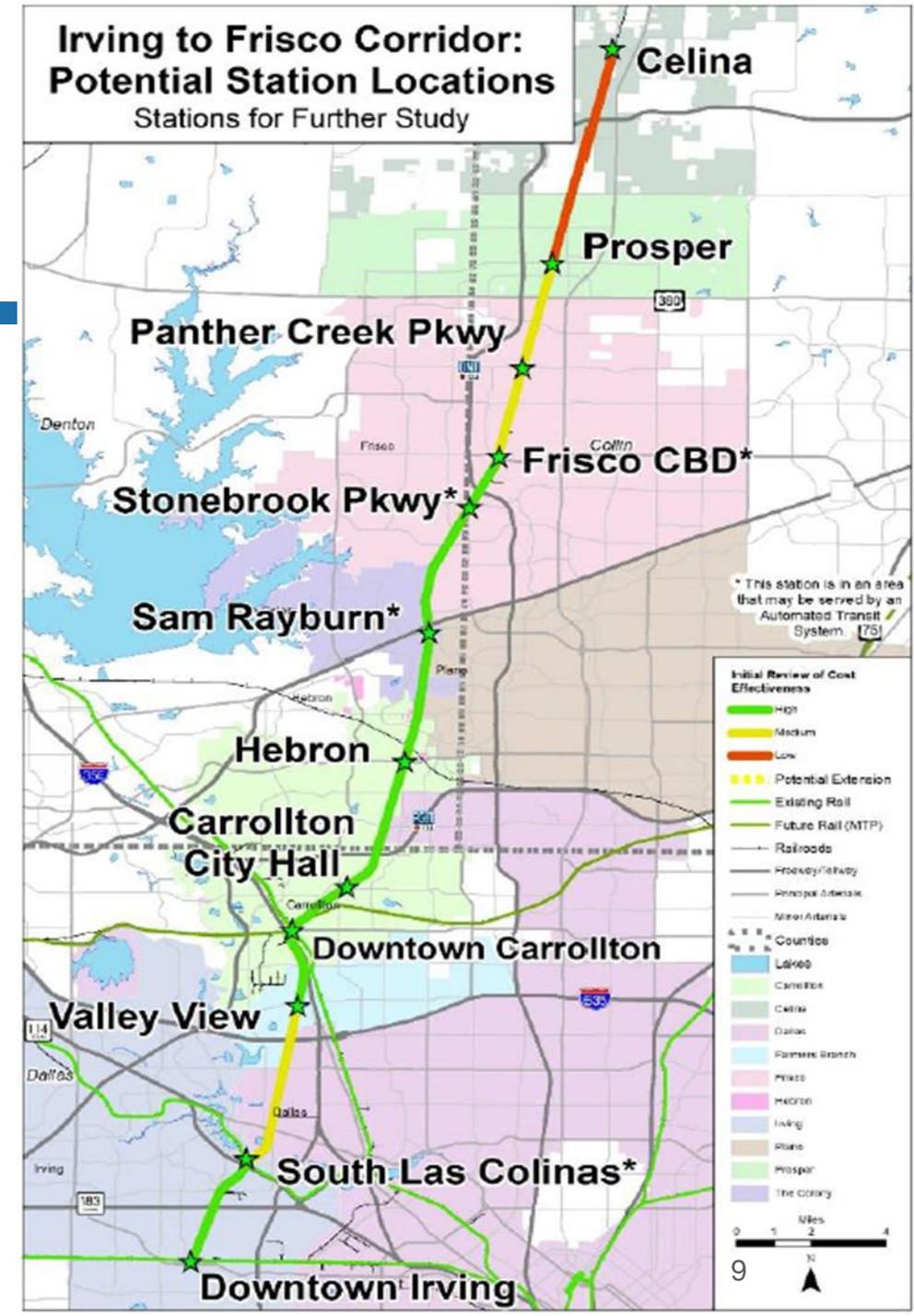
June 17, 2021



# Governance

- Route is inherently multi-jurisdictional
- Transit service is ongoing – monitoring, adjustments over time are typical
- Find balance between service needs between jurisdictions, including phasing
- Multimodal connectivity to/from is critical – jurisdictional decisions in one area effect the entire line (land use, sidewalk infrastructure, related transit services, etc.)
- Conclusion: Ongoing coordination for governance structure is **essential**

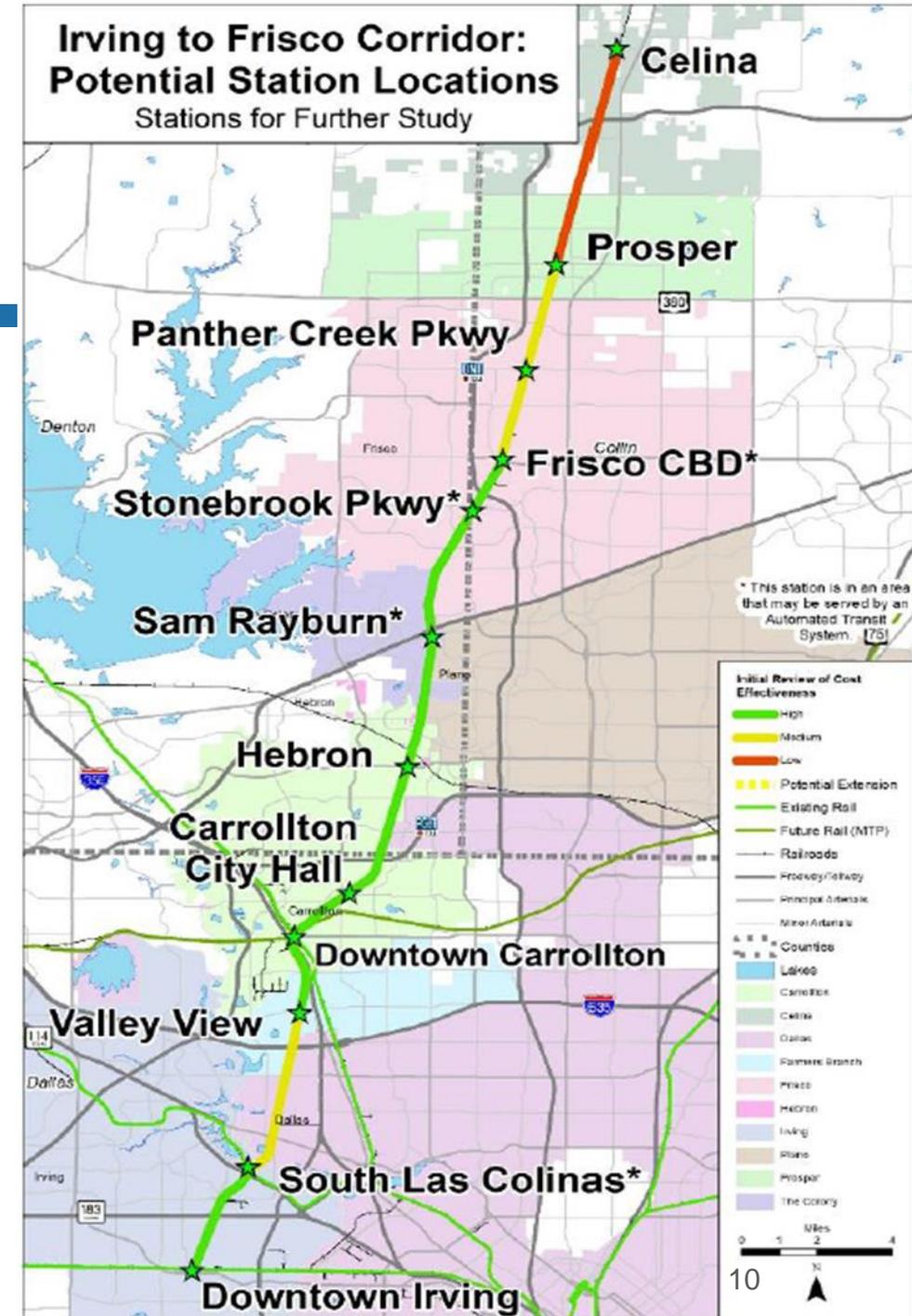
June 17, 2021



# Funding

- Capital and operating may be phased in over time
- Shared commitment to multi-year funding from all parties
- Funding allocation methodology requires early, thoughtful approach
- Like a roadway, regional rail is essentially a permanent commitment
- Conclusion: Ongoing cooperative funding approach is **essential**

June 17, 2021



# Capital Cost Allocation by City

## Reminders!

- Costs shown are for full-scale operations at maturity
- Federal matching funds may be available to support up to 50% of capital costs shown here

City Name	Alternative #1		Alternative #2		Alternative #3	
	Percentage of Trip Origins	Capital Cost Allocation by City	Percentage of Trip Origins*	Capital Cost Allocation by City	Percentage of Trip Origins*	Capital Cost Allocation by City
Carrollton	7.8%	\$121,091,000	7.9%	\$104,266,000	8.2%	\$98,486,000
Celina	5.0%	\$76,977,000	4.0%	\$53,499,000	3.2%	\$38,459,000
Dallas	6.0%	\$92,638,000	6.0%	\$79,767,000	6.2%	\$75,345,000
Farmers Branch	0.7%	\$11,247,000	0.7%	\$9,684,000	0.8%	\$9,147,000
Frisco	36.4%	\$564,890,000	36.7%	\$486,405,000	38.1%	\$459,438,000
Irving	14.3%	\$221,679,000	14.4%	\$190,879,000	14.9%	\$180,297,000
Plano	12.5%	\$194,173,000	12.6%	\$167,195,000	13.1%	\$157,926,000
The Colony	10.8%	\$168,078,000	10.9%	\$144,726,000	11.3%	\$136,702,000
Prosper	6.6%	\$102,197,000	6.6%	\$87,998,000	4.2%	\$51,060,000
<b>Totals</b>	<b>100.0%</b>	<b>\$1,552,970,000</b>	<b>100.0%</b>	<b>\$1,324,419,000</b>	<b>100.0%</b>	<b>\$1,206,860,000</b>

Reminder!

- Costs shown are for full-scale operations at maturity

# O&M Cost Allocation by City

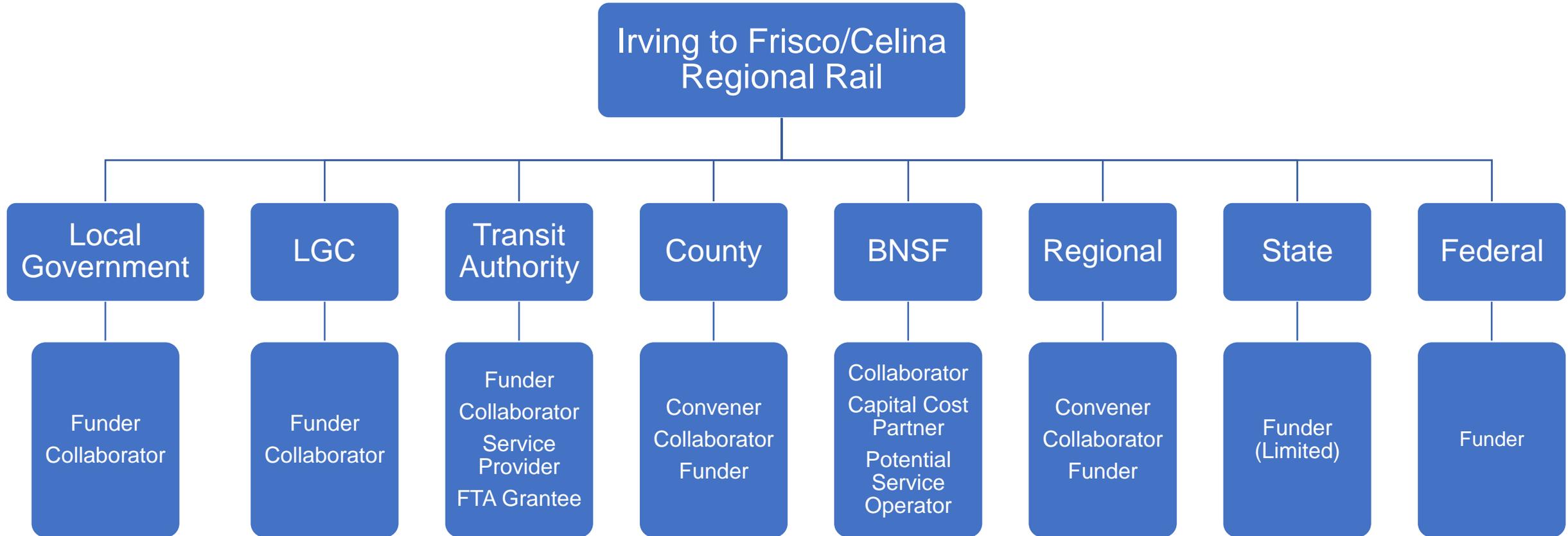
	Alternative #1		Alternative #2		Alternative #3	
	Percentage of Trip Origins	O&M Cost Allocation by City	Percentage of Trip Origins*	O&M Cost Allocation by City	Percentage of Trip Origins*	O&M Cost Allocation by City
Carrollton	7.8%	\$1,890,900	7.9%	\$1,582,500	8.2%	\$1,476,300
Celina	5.0%	\$1,202,100	4.0%	\$812,000	3.2%	\$576,500
Dallas	6.0%	\$1,446,600	6.0%	\$1,210,600	6.2%	\$1,129,400
Farmers Branch	0.7%	\$175,600	0.7%	\$147,000	0.8%	\$137,100
Frisco	36.4%	\$8,821,300	36.7%	\$7,382,300	38.1%	\$6,887,000
Irving	14.3%	\$3,461,700	14.4%	\$2,897,000	14.9%	\$2,702,700
Plano	12.5%	\$3,032,200	12.6%	\$2,537,600	13.1%	\$2,367,300
The Colony	10.8%	\$2,624,700	10.9%	\$2,196,500	11.3%	\$2,049,200
Prosper	6.6%	\$1,595,900	6.6%	\$1,335,600	4.2%	\$765,400
<b>Totals</b>	<b>100.0%</b>	<b>\$24,251,000</b>	<b>100.0%</b>	<b>\$20,101,100</b>	<b>100.0%</b>	<b>\$18,090,900</b>

# Funding and Governance – Achieving Desired Outcomes?

	Local Government Annual Operating Budget (Independent Action)	Local Government Corporation (In Coordination with Existing Transit Agency)	Existing Transit Authority Membership – <i>DART or DCTA</i>
Coordinated Approach	☹️	😊	😊
Consistency with RTC Policy	☹️	😐	😊
Rail Network Integration	☹️	😐	😊
Compatible with BNSF Requirements	☹️	😊	😊
Ease of Initial Implementation	☹️	😊	☹️
Flexible Funding Sources	😐	😊	😐
Long-Term Stability	☹️	☹️	😊

# Potential Roles and Responsibilities

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# Questions for Committee

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Should corridor capital and operating costs be broken out differently than suggested by the project team?

What do you see as an equitable approach?

# Questions for Committee

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Given the big lift of funding and operating a full-service passenger line in this corridor, is your city/organization interested in phasing service?

*For example, by operating limited peak-period only service on weekdays, operating special event-focused service on select weekends, or some other less costly approach.*

# Questions for Committee

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Is your city/community already actively engaged or interested in initiating station area planning activities?

Are there specific areas where NCTCOG could provide additional support to help make progress in these efforts?

# Questions for Committee

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All things considered (service, cost/funding, governance), what do you see as the preferred path forward for your community?

What are the biggest barriers that you believe would need to be overcome?

# Collin County Transit Study Update

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- Study Focus – Implementation Timeline Characteristics
- Fixed-Route Bus between Multiple Jurisdictions
  - Route Funding
  - Governance Model Options
- Transit Service Phasing
  - Grow Service Over Time with Funding
- McKinney Line Extension – Regional Rail
  - Funding Options
- Potential Roles & Responsibilities of Each Entity (City, County, Region, Transit Authority, State, Federal)

# Next Steps

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- Presentations to Policy Officials as requested
- One on one meetings as requested
- Prepare Draft Final Report

Final meeting is in August; date and time TBD.

# NCTCOG Team Contacts

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