

The combined Collin County Transit Study and Irving to Frisco Corridor Project Advisory Committees meeting will begin shortly.

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



Thank you.





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**COLLIN COUNTY TRANSIT PLANNING STUDY**  
**And**  
**IRVING TO FRISCO PASSENGER RAIL CORRIDOR STUDY**

**Project Advisory Committees**  
**11th Meeting**

August 17, 2021

# Agenda

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- Meeting Protocols
- Meeting Context/Survey Responses
- Existing Services in Collin County
- Cost of Not Implementing Transit
- Mobility 2045 – Transit Planned for Collin County
- Collin County Next Steps
  - Study Recommendations
  - Mobility Plan Update
- Irving to Frisco Corridor Next Steps
  - Origins/Destinations Analysis Results
  - Study Recommendations
  - Mobility Plan Update
- Open Discussion on Next Steps

# Meeting Protocols

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## Meeting Protocols

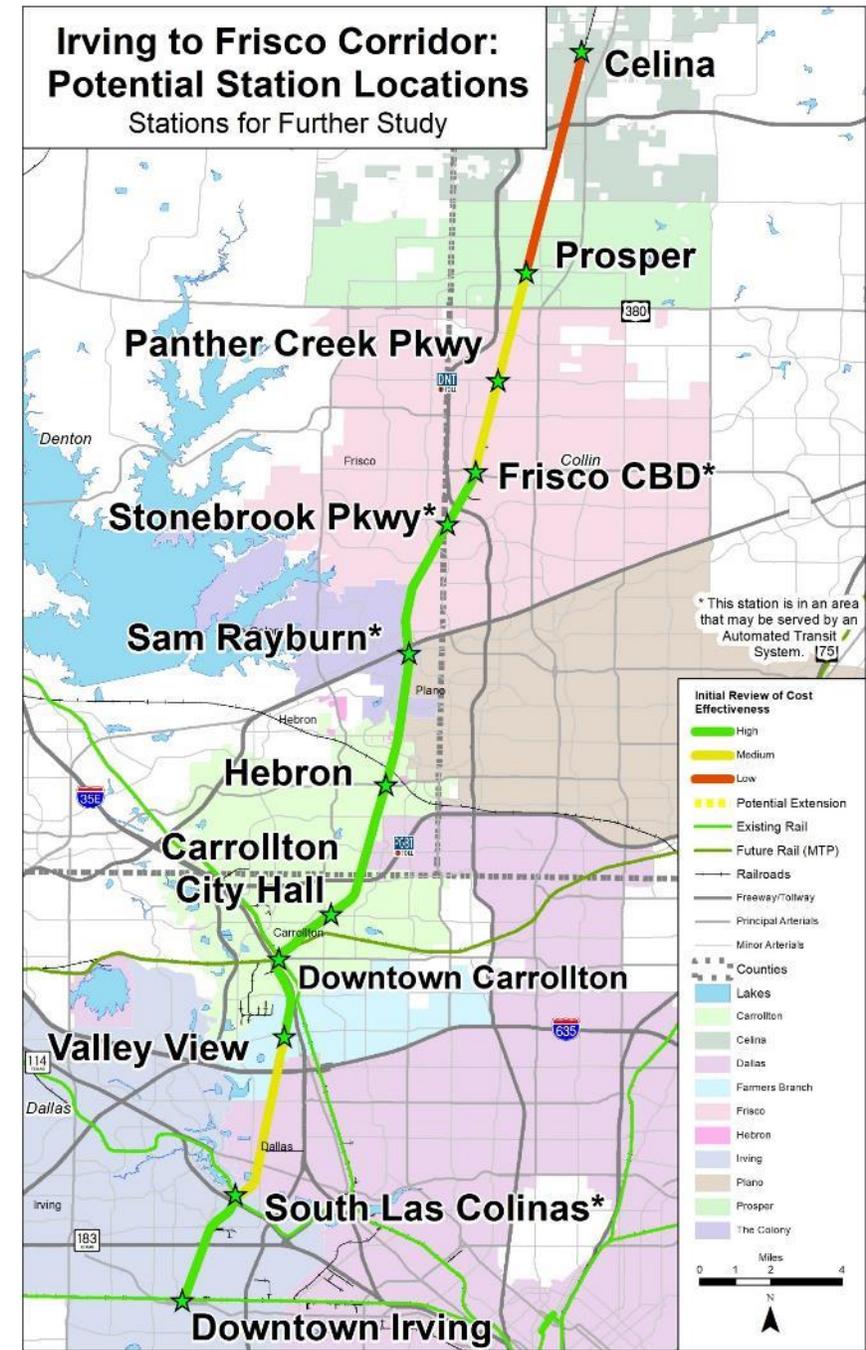
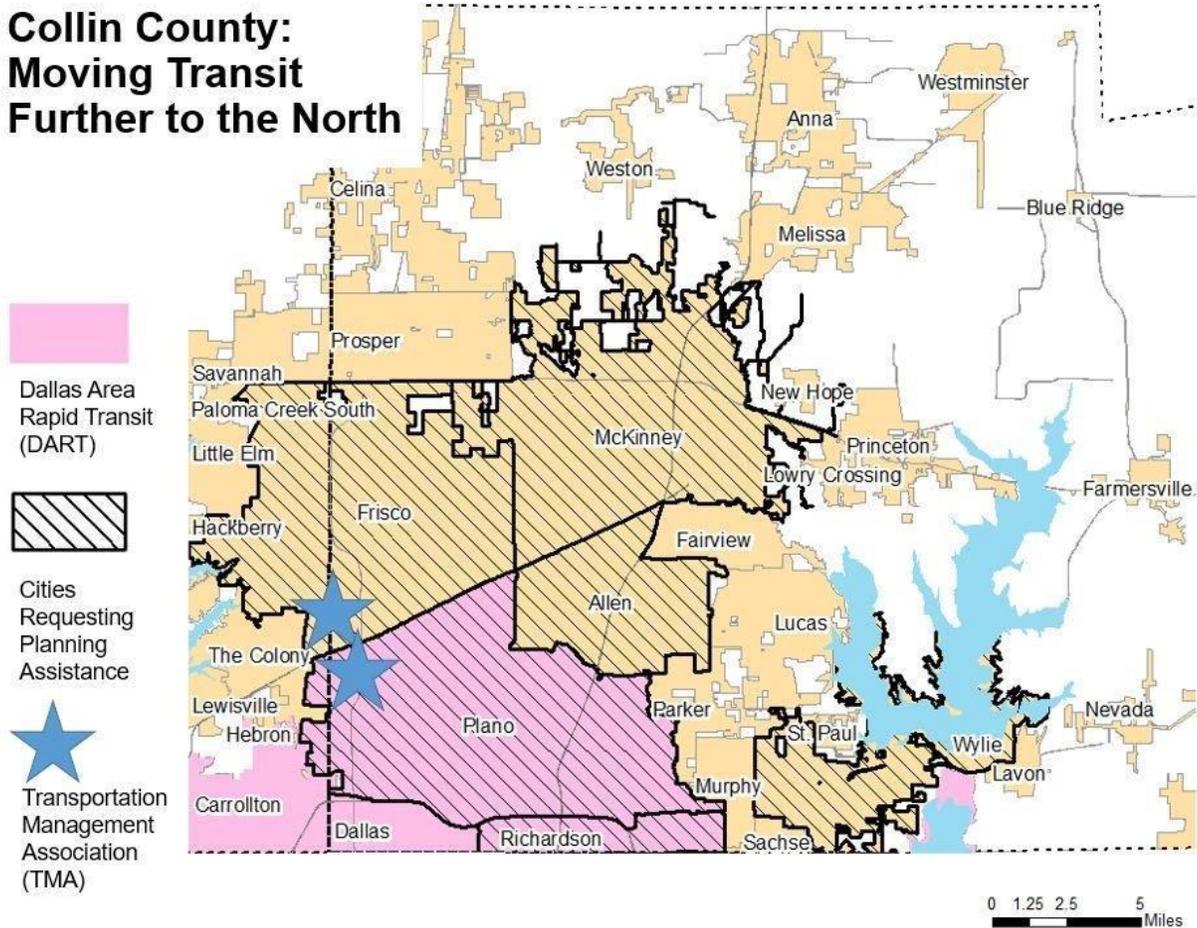
- Please keep your microphone muted unless speaking
- Please enter your name and organization into the [Chat Box](#)
- Please utilize the **Raise your hand** feature to ask a question or make a comment; you may also use the [Chat Box](#) for questions and comments



- 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



August 17, 2021

# Survey to Collin County Transit PAC

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## 8 Responses

- Collin County
  - Focused on Elderly/Disabled
  - Cities and county work together on next steps
- McKinney
  - Interest in phased approach (on-demand, limited fixed-route in future)
  - Prefers interlocal agreements so can “opt-out” at any time
  - Believes NCTCOG should lead the way in future transit efforts in county
  - Would like to schedule future presentation to McKinney Urban Transit District Board
- Plano
  - Interest in helping surrounding communities catch transit vision
  - Interest in transit planning for Legacy Area, Collin Creek Mall, Red Line Ext., etc.

# Survey to Collin County Transit PAC Continued...

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- Richardson
  - Would like to remain engaged in future efforts
- Allen
  - Explore BRT on McKinney Line ROW
  - Prefers “Local Government Annual Operating Budget, Independent” approach
  - Phased approach
- Wylie
  - On-demand service, possible fixed-route bus
  - Similar to Allen on “Local Government Annual Operating Budget” approach
- Prosper
  - Not interested in public transit (outside of possible fixed route on US 380 for job access and BNSF corridor)

# Survey to Collin County Transit PAC Continued...

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- Farmersville
  - Phased approach, on-demand service
  - LGC preferred approach – next steps
  - Highly intent on moving transit forward

## Overall Take-aways

- Major barrier – funding
- On-demand/phased service seems to be generally accepted by most

# Survey to Irving to Frisco Corridor PAC

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## 7 Responses

- Celina
  - NCTCOG can support cities' station planning efforts, providing road map of stages and strategies
  - Celina invested in being a leader in transit
- Prosper
  - Interested in Trip Origin evaluation between Celina and Prosper's populations
  - Interested in phased approach
  - Next Steps – grant funding for further planning
- Frisco
  - Interested in more analysis of capital and operating cost-sharing breakdowns (BNSF Contribution?)
  - Phased approach
  - Suggest identifying project champion for further development of the corridor; interested in maintaining momentum. Suggests working group of stakeholders continue the effort

# Survey to Irving to Frisco Corridor PAC Continued...

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- The Colony
  - Not a priority for the city right now (no interest in funding at this level)
  - Willing to have a seat at the table for coordination
  - Interested in phased approach that may develop more manageable costs
- Plano
  - Connectivity to Legacy Area
  - Interested in enhanced service to promote transit-reliable area
  - Supports this corridor but sees more impact to Plano from other transit efforts like Legacy circulator, Collin Creek development connectivity, and Red Line extension
- Irving
  - Supports the project; interested in phased approach with service to DART cities first
  - Next steps – meeting with DART member cities along corridor

# Survey to Irving to Frisco Corridor PAC Continued...

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- DART
  - Not interested in phased service due to impacts of low ridership/difficulty in building ridership with this model
  - Build out service between Irving and downtown Carrollton first
  - Then add north segment of project to DART's long-range plan

## Overall Take-aways:

- Barriers include funding and coordination/planning of limited phase approach
- Different versions of phased approach dependent on DART membership status
- Coordination on next steps varies from:
  - Committed to seeing phased service and making decisions, to...
  - We'd like a seat at the table, but no funding

# Access North Texas Plan

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- Regional Public Transportation Coordination Plan
- Required by Federal Transit Administration (FTA) and TxDOT
- Documents transportation needs of **older adults, individuals with disabilities, individuals with lower incomes**
- Outlines strategies to improve access to work, medical appointments, education, and the community
- Used for planning and funding decisions of transit projects under FTA's Section 5310 and Section 5307 Programs



# *Access North Texas*

## Summarized Collin County Strategies

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**Assess community transit needs**

**Improve partnerships and coordination**

**Identify, recruit, educate, and support champions**

**Identify, evaluate, and implement non-traditional transit service**

**Increase service options**

**Coordinate with 2-1-1 biannually**

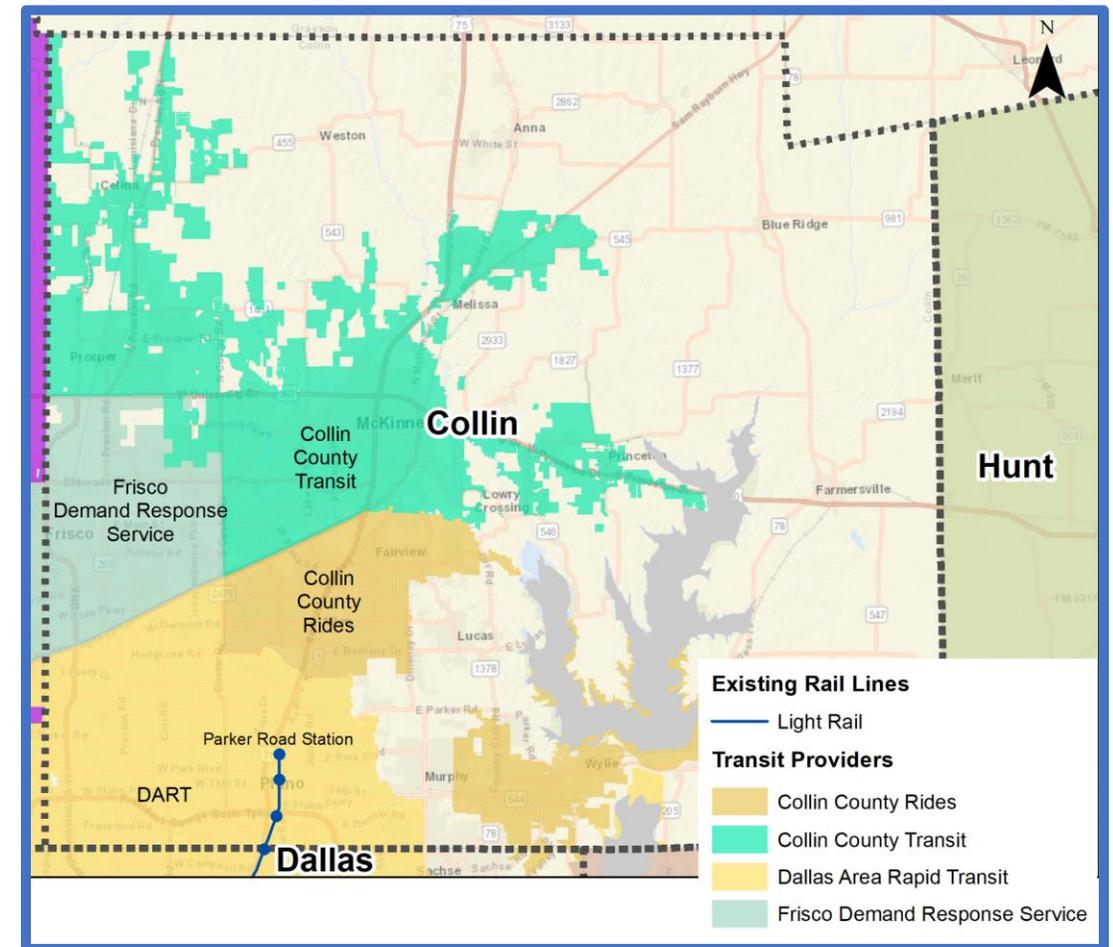
**Increase public awareness**

**Advocate for agencies**

**Explore partnerships**

# Collin County Existing Services

Transit Service	Audience	Service Type
Collin County Rides (operated by DART)	<ul style="list-style-type: none"> <li>Seniors</li> <li>Individuals with Disabilities</li> </ul>	Demand-Response
Collin County Transit (operated by Irving Holdings, DCTA contractor)	<ul style="list-style-type: none"> <li>Seniors</li> <li>Individuals with Disabilities</li> <li>Low-income</li> </ul>	Demand-Response
DART	<ul style="list-style-type: none"> <li>General Public</li> </ul>	All Services
Frisco Demand Response (operated by DCTA)	<ul style="list-style-type: none"> <li>Seniors</li> <li>Individuals with Disabilities</li> <li>Individuals needing medical care</li> </ul>	Demand-Response
City of Richardson Van Service	<ul style="list-style-type: none"> <li>Seniors</li> </ul>	Demand-Response
City of Sachse Senior Transportation Program	<ul style="list-style-type: none"> <li>Seniors</li> </ul>	Demand-Response



# Short-term Opportunities

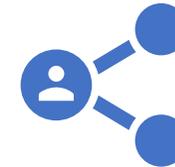
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Update Access North Texas to document transit needs of seniors and individuals with disabilities



Provide training and technical assistance to potential FTA recipients and subrecipients on federal requirements



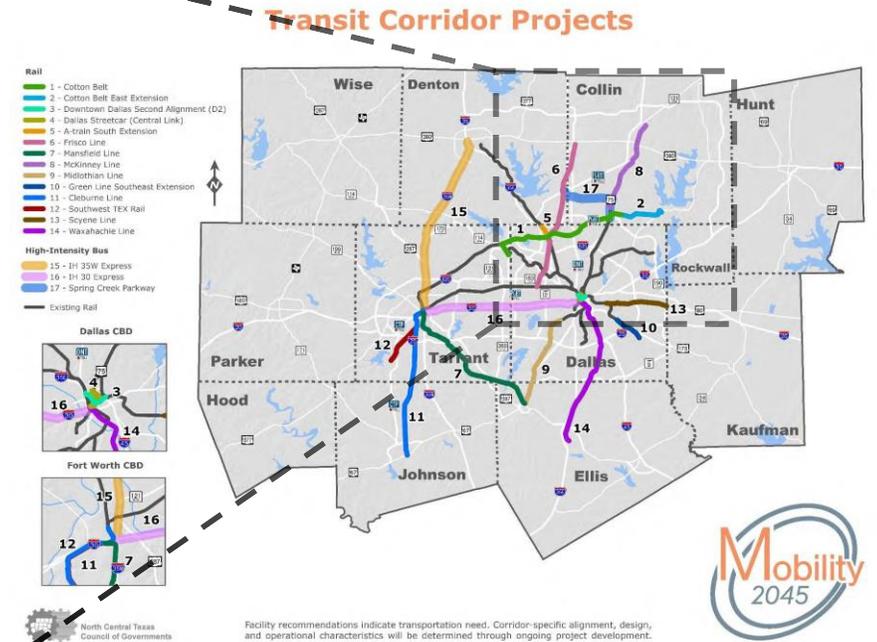
Coordinate with existing providers to expand on-demand services and develop options for regional microtransit

# Costs of Not Implementing Transit

	Individualized Costs	Social Costs
<b>Low-Density Development</b>	Greater distance between land uses	<ul style="list-style-type: none"> <li>• Lower taxable value</li> <li>• Less economic activity in a given area</li> </ul>
<b>Community Access</b>	Must have access to car to reach employment, medical, shopping opportunities	<ul style="list-style-type: none"> <li>• Lack of available employees in some locations, especially retail and food service jobs</li> <li>• Deferred medical care, greater costs in long run</li> <li>• Enhanced tendency for online, non-local retail purchasing</li> </ul>
<b>Additional Roadway</b>	Tax burden to support additional lane-miles	Property for additional lanes; additional maintenance; noise, other effects
<b>Car Ownership</b>	Purchase price, maintenance, insurance, registration, fuel	Environmental effects of production and consumption of fuel, lubricants, other materials
<b>Congestion</b>	Stress, time lost	Impact to air quality, delays to commercial deliveries
<b>Parking</b>	Increased cost of housing to accommodate garage	Increased cost of business to provide and maintain parking for employees and customers

# 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



# *Collin County Transit Study*

## Next Steps

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Recommend continued coordination among all stakeholders (cities, county, transit agencies)

### Phased approach

- Start with on-demand microtransit service county-wide (including elderly and disabled)
- Solve the patchwork of transit providers to implement cohesive network
- Future service can build on success of microtransit and future coordination efforts

### Reflect county's interest in Mobility Plan Update

- Include any updates from Access North Texas efforts

# Irving to Frisco Rail Corridor Trip Origin Breakdown

Corridor Cities	Percentage of Total Trips Originating in this City
Celina	3.7%
Prosper	4.9%
Frisco	27.2%
The Colony	8.1%
Plano	9.3%
Carrollton	5.8%
Farmers Branch	0.5%
Dallas	4.5%
Irving	10.7%
<b>Total</b>	<b>75%</b>

Non-Member:  
43.9%

DART Member:  
30.9%

Other Cities	Percentage of Total Trips Originations* (by City)
McKinney	4.1%
Lewisville	3.6%
Fort Worth	2.0%
Little Elm	1.7%
Arlington	1.3%
Unincorporated Denton County	2.7%
Unincorporated Collin County	1.0%
Other Cities	8.7%
<b>Total</b>	<b>25%</b>

County	Percentage of Total Trips Originations* (by County)
Denton County	12.1%
Collin County	5.9%
Dallas County	1.4%
Tarrant County	5.6%
<b>Total</b>	<b>25%</b>

\*Excluding trips from Corridor Cities

# Irving to Frisco Rail Corridor

## Trip Destination Breakdown

Corridor Cities	Percentage of Total Trips Destined to this City
Celina	0.2%
Prosper	0.3%
Frisco	2.0%
The Colony	0.2%
Plano	22.4%
Carrollton	16.4%
Farmers Branch	15.7%
Dallas	15.4%
Irving	10.6%
<b>Total</b>	<b>83%</b>

Non-Member:  
2.7%

DART Member:  
80.6%

Other Cities	Percentage of Total Trips Destinations* (by City)
Addison	8.0%
Richardson	3.4%
Grapevine	1.8%
Other Cities	3.5%
<b>Total</b>	<b>17%</b>

County	Percentage of Total Trips Destinations* (by County)
Denton County	1.4%
Collin County	3.4%
Dallas County	9.3%
Tarrant County	2.6%
<b>Total</b>	<b>17%</b>

# *Irving to Frisco Rail Corridor*

## Next Steps

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Recommend continued coordination among all stakeholders (cities, counties, transit agencies, and BNSF)

### Phased approach

- Coordinate with BNSF on supply-side approach to determine phasing options (operations, improvements, costs)
- Advance planning with TxDOT and BNSF for “Poor Man’s Rail”

### Considerations for Mobility Plan Update

- Interlining with west leg of TRE
- Northern limits of Irving to Frisco/Celina corridor

A group of people are clapping in a meeting room. The background is slightly blurred, showing several individuals in business attire. The lighting is bright, suggesting a well-lit indoor space. The overall mood is positive and celebratory.

# Open Discussion

Final Reports for both studies  
will be disbursed to committee  
members by early September.

*Thank you!!*

# NCTCOG Team Contacts

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