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.
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
Scope of Work and Schedule

- Public/Stakeholder Engagement
  - Project Advisory Committee
  - Public engagement via partner agencies

- Land Use Analysis
  - Land use study around potential station locations to inform travel demand

- Alternatives Analysis
  - Potential station locations
  - Travel demand/ridership estimation
  - Preliminary cost estimates

- Funding Plan
  - Identify full range of revenue sources
  - Provide input on legislature-enabled funding sources

- Implementation
  - Strategy for governance structure

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
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

June 18, 2020
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
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

<table>
<thead>
<tr>
<th>Link</th>
<th>From</th>
<th>To</th>
<th>Distance (miles)</th>
<th>Average Link Cost (Distance * Unit Cost, $ millions)</th>
<th>Link Weekday Ridership Volume</th>
<th>Link Cost per Weekday Rider</th>
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POOR MAN’S BENEFIT/COST RATIO TABLE
Irv ing to Frisco Passenger Rail Corridor

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

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<th>Criteria</th>
<th>Palm Bay</th>
<th>Melbourne 1</th>
<th>Melbourne 2</th>
<th>Melbourne 3</th>
<th>Rockledge/Cocoa</th>
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[Source: Space Coast TPO]
## Station Selection Initial Screening Criteria

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