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.
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

• Study Milestones Schedule

• Advanced Station Screening Results

• Alternative Demographics/Land Uses near Station Locations

• Interlining Analysis Results

• RTC Funding Options Workshop Debrief

• Collin County Transit Study Update

• Questions & Discussion

• Next Steps

October 15, 2020
Study Milestones Schedule

- **September**
  - Initial Station Screening
  - Initial Interlining Analysis
  - Funding Report for Legislative Agenda

- **October**
  - Advanced Station Screening Results
  - Interlining Analysis Results

- **December**
  - People Mover Locations – Feasibility Analysis
  - Alternatives Analysis Progress
Advanced Station Screening

Multiple Step, Multiple Input Process
- Stakeholder Engagement
- Technical Analysis

Not Definitive Action - “Final” Station List to Inform Modeling Efforts and Future Work
- Future Environmental and Engineering Work will be Needed
- Further Opportunities for Stakeholder Engagement
Station Screening Process Overview

Initial List of Stations (21)

June/July

Expanded List after Stakeholder Input (24)

August

Refined List after Stakeholder Input/Technical Review (15)

September

Final List to Include in Modeling Effort (+/- 12)

October

Note: Station locations shown are for study purposes only. Not all locations will be recommended for service.
### Initial Station Evaluations

**With Numeric Scoring**

<table>
<thead>
<tr>
<th>Objective</th>
<th>Community / Stakeholder Preference</th>
<th>Access and Connectivity</th>
<th>Physical Impacts</th>
<th>Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Local government support; planning/zoning; future land use plans</td>
<td>Adjacent roadway volumes; first/last mile connections; transit connections; land use patterns; roadway network density; ridership catchment area</td>
<td>(Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)</td>
<td>Station spacing; tangent (straight) track section</td>
</tr>
</tbody>
</table>

| Station Alternatives* | Celina Frontier Parkway | Prosper Rockhill (N. Frisco) | Prosper Partner Creek Parkway | Prosper Elmeran Parkway | Prosper Frisco CBD | Prosper Stonebriar North | Prosper Frisco Center | Prosper Walnut Park | Prosper Legacy Central | Prosper Hebron Parkway | Prosper Keller Springs (Alt. Location) | Prosper Dallas North | Prosper Valley View Lane | Prosper Royal Lane (Alt. Location) | Prosper South Las Colinas | Prosper Downtown Irving |
|-----------------------|------------------------|-----------------------------|-------------------------------|------------------------|-------------------|-------------------------|---------------------|---------------------|----------------------|--------------------------|------------------------|---------------------|--------------------------|------------------------|----------------------|
| Overall Score         | 7                      | 4                           | 7                             | 3                      | 6                 | 4                       | 7                   | 3                   | 5                    | 4                       | 6                      | 8                    | 1                       | 4                      | 2                    |
| Numeric Score (where red=0; yellow=1; and green=2) | 7 4 3 6 4 7 3 5 4 6 8 1 4 2 5 5 5 8 7 3 5 8 6 |

- **Station Alternatives scoring at 4 or below proposed for removal from advancement into modeling effort.**
## Station Screening Progression

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Phase I</th>
<th>Scoring</th>
<th>Phase II</th>
<th>Phase III</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Celina</td>
<td>+</td>
<td>7</td>
<td>+</td>
<td>+</td>
<td>Good station spacing</td>
</tr>
<tr>
<td>Frontier Parkway</td>
<td>+</td>
<td>4</td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prosper</td>
<td>+</td>
<td>7</td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rockhill (N Frisco)</td>
<td>+</td>
<td>3</td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Panther Creek Pkwy</td>
<td>+</td>
<td>6</td>
<td>+</td>
<td>+</td>
<td>Good station spacing</td>
</tr>
<tr>
<td>Eldorado Pkwy</td>
<td>+</td>
<td>4</td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frisco CBD</td>
<td>+</td>
<td>7</td>
<td>+</td>
<td></td>
<td>Good E/W access – people mover connection</td>
</tr>
<tr>
<td>Grand Park (Alt Location)</td>
<td>+</td>
<td>3</td>
<td></td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Stonebrook Pkwy</td>
<td>+</td>
<td>5</td>
<td>+</td>
<td>+</td>
<td></td>
</tr>
<tr>
<td>Lebanon Road</td>
<td>+</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sam Rayburn North</td>
<td>+</td>
<td>6</td>
<td></td>
<td>+</td>
<td>Poor E/W connectivity (WB one-way frontage road); surrounded by single family residential; fairly small developable site; concrete plant immediately to north</td>
</tr>
<tr>
<td>Sam Rayburn South (Alt Location)</td>
<td>+</td>
<td>8</td>
<td>+</td>
<td>+</td>
<td>Best connection/access to GrandScape &amp; Legacy West developments (Toyota HQ)– good E/W access – people mover connection</td>
</tr>
<tr>
<td>Windhaven Pkwy</td>
<td>+</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hebron/Plano Pkwy</td>
<td>+</td>
<td>4</td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hebron/KCS</td>
<td>+</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hebron/Hebron Pkwy</td>
<td>+</td>
<td>5</td>
<td>+</td>
<td>+</td>
<td>Good redevelopment potential</td>
</tr>
<tr>
<td>Trinity Mills</td>
<td>+</td>
<td>5</td>
<td>+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Keller Springs (Alt Location)</td>
<td>+</td>
<td>5</td>
<td></td>
<td>+</td>
<td>Poor E/W connectivity; surrounded by single family residential; potential 4(f) park issues; potential waterway floodplain/wetland issues</td>
</tr>
<tr>
<td>Downtown Carrollton</td>
<td>+</td>
<td>8</td>
<td>+</td>
<td>+</td>
<td>Interlining connection to Silver Line, Green LRT Line</td>
</tr>
<tr>
<td>Valley View Lane</td>
<td>+</td>
<td>7</td>
<td></td>
<td>+</td>
<td>Good E/W access – redevelopment potential</td>
</tr>
<tr>
<td>Mercer Pkwy</td>
<td>+</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Royal Lane (Alt Location)</td>
<td>+</td>
<td>5</td>
<td></td>
<td>+</td>
<td>Fully developed to non-transit supportive; warehouse &amp; light industrial; very poor community support</td>
</tr>
<tr>
<td>South Las Colinas (SH 114)</td>
<td>+</td>
<td>8</td>
<td></td>
<td>+</td>
<td>Good E/W access</td>
</tr>
<tr>
<td>Downtown Irving</td>
<td>+</td>
<td>6</td>
<td></td>
<td>+</td>
<td>Connection to TRE/Terminus</td>
</tr>
</tbody>
</table>

**Number of Stations**

|          | 24 | 15 | 11 |

October 15, 2020
### Sam Rayburn North

<table>
<thead>
<tr>
<th>Objective</th>
<th>Metrics</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community / Stakeholder Preference</td>
<td>Local government support; planning/zoning; future land use plans</td>
<td>Sam Rayburn North (Alt. Location)</td>
</tr>
<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>Sam Rayburn North</td>
</tr>
<tr>
<td>Physical Impacts</td>
<td>(Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)</td>
<td>Sam Rayburn South</td>
</tr>
<tr>
<td>Operations</td>
<td>Station spacing; tangent (straight) track section</td>
<td></td>
</tr>
<tr>
<td>Overall Score</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Numeric Score (where red=0; yellow=1; and green=2)</td>
<td>6 8</td>
<td></td>
</tr>
</tbody>
</table>

- Limited E-W Access via one-way Frontage Road
- Key Activity Center Access on South of SRT
- Adjacent to Industrial Use

October 15, 2020
## Trinity Mills

<table>
<thead>
<tr>
<th>Objective / Stakeholder Preference</th>
<th>Metrics</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community / Stakeholder Preference</td>
<td>Local government support; planning/zoning; future land use plans</td>
<td>Trinity Mills</td>
</tr>
<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>Trinity Mills</td>
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<tr>
<td>Operations</td>
<td>Station spacing; tangent (straight) track section</td>
<td>Trinity Mills</td>
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### Objective

<table>
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<tbody>
<tr>
<td>Overall Score</td>
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<td>Trinity Mills</td>
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<tr>
<td>Numeric Score (where red=0; yellow=1; and green=2)</td>
<td>5</td>
<td>Trinity Mills</td>
</tr>
</tbody>
</table>

---

**Adjacent to Extensive Single-Family Area**

**Limited Access via One-Way Frontage Road**

**Tollroad Barrier Effect Constrains Bike/Ped Access**
## Keller Springs (Alt. Location)

<table>
<thead>
<tr>
<th>Objective</th>
<th>Metrics</th>
<th>Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community / Stakeholder Preference</td>
<td>Local government support; planning/zoning; future land use plans</td>
<td>green</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>yellow</td>
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<tr>
<td>Physical Impacts</td>
<td>(Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)</td>
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<tr>
<td>Operations</td>
<td>Station spacing; tangent (straight) track section</td>
<td>yellow</td>
</tr>
<tr>
<td>Overall Score</td>
<td></td>
<td>yellow</td>
</tr>
<tr>
<td>Numeric Score (where red=0; yellow=1; and green=2)</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>
Royal Lane (Alt. Location)

<table>
<thead>
<tr>
<th>Objective</th>
<th>Valley View Lane</th>
<th>Royal Lane (Alt. Location)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community / Stakeholder Preference</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access and Connectivity</td>
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<td></td>
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<tr>
<td>Physical Impacts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operations</td>
<td></td>
<td></td>
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<tr>
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<tr>
<td>Numeric Score (where red=0; yellow=1; and green=2)</td>
<td>7 5</td>
<td>7 5</td>
</tr>
</tbody>
</table>

- Lack of Support of Community & City
- Fully Developed Area with Limited TOD Opportunities

- Local government support; planning/zoning; future land use plans
- Adjacent roadway volumes; first/last mile connections; transit connections; land use patterns; roadway network density; ridership catchment area
- (Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)
- Station spacing; tangent (straight) track section

October 15, 2020
Advanced Station Screening Results

- Celina
- Prosper
- Panther Creek Parkway
- Frisco CBD*
- Stonebrook Parkway
- Sam Rayburn – South*
- Hebron Parkway
- Downtown Carrollton
- Valley View Lane
- South Las Colinas*
- Downtown Irving

*Possible People Mover Connection
Alternative Demographics near Station Locations

• NCTCOG Regional Travel Demand Model to determine ridership potential
  Includes elements such as roadway and transit networks, and population and employment data to calculate the expected demand for transportation facilities.

• In those situations where “alternative scenarios” is of interest at potential station locations, post-processing evaluation can be conducted testing alternative demographics with higher/different growth rates and their effect on ridership
Regional Rail System
Frisco Corridor Study
Interlining Opportunities

Potential Interlining Routes
- Denton to Frisco
- Frisco to Fort Worth via TEXRail
- Frisco to DFW Int’l Airport
- Frisco to Fort Worth via TRE
- Denton to Downtown Irving
- Frisco to Downtown Dallas
- Plano to Downtown Irving
- Plano to Frisco
- Denton to Plano
- Denton to DFW IA
- Existing and Planned Routes
Initial Analysis Technique Comparison

Interlining Route Ridership per Mile

- FRISCO TO FORT WORTH VIA TRE: 350
- FRISCO TO FORT WORTH VIA TEXRAIL: 270
- PLANO TO FRISCO: 260
- PLANO TO DOWNTOWN IRVING: 260
- FRISCO TO DOWNTOWN DALLAS: 240

Travel Demand per Mile

- DENTON TO PLANO: 240
- FRISCO TO DOWNTOWN IRVING: 190
- DENTON TO DOWNTOWN IRVING: 100
- DENTON TO FRISCO: 60

2045 Ridership per Mile

0 50 100 150 200 250 300 350 400

2045 Travel Demand per Mile

0 1,000 2,000 3,000 4,000 5,000 6,000 7,000

October 15, 2020
Five-Line Scenario

Interlining Opportunities

Frisco Corridor Study
5-Line Scenario

Potential Interlining Routes:
- Frisco to Fort Worth via TEXRail
- Frisco to Fort Worth via TRE
- Frisco to Downtown Dallas
- Plano to Downtown Irving
- Plano to Frisco
- Existing/Planned, Interlined
- Existing/Planned, Not Interlined
Five Interlined Routes

Interlining Route Ridership

- FRISCO TO FORT WORTH VIA TRE: 16,400
- FRISCO TO FORT WORTH VIA TEXRAIL: 11,700
- FRISCO TO DOWNTOWN DALLAS: 11,000
- PLANO TO DOWNTOWN IRVING: 8,200
- PLANO TO FRISCO: 7,800

Interlining Route Ridership per Mile

- FRISCO TO FORT WORTH VIA TRE: 290
- FRISCO TO FORT WORTH VIA TEXRAIL: 210
- FRISCO TO DOWNTOWN DALLAS: 260
- PLANO TO DOWNTOWN IRVING: 310
- PLANO TO FRISCO: 200
## Interlined Route Selection

<table>
<thead>
<tr>
<th>Route</th>
<th>&quot;Five Interlining Routes&quot; Run</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Line Ridership</td>
</tr>
<tr>
<td>Frisco to Plano</td>
<td>+</td>
</tr>
<tr>
<td>Frisco to Dallas</td>
<td>++</td>
</tr>
<tr>
<td>Frisco to Fort Worth (TEXRail)</td>
<td>++</td>
</tr>
<tr>
<td>Frisco to Fort Worth (TRE)</td>
<td>++</td>
</tr>
<tr>
<td>Irving to Plano</td>
<td>+</td>
</tr>
<tr>
<td>Frisco to South Irving</td>
<td>++</td>
</tr>
<tr>
<td>TEXRail/Cottonbelt</td>
<td>+++</td>
</tr>
<tr>
<td>TRE</td>
<td>+</td>
</tr>
</tbody>
</table>

October 15, 2020

20
Interlining Opportunities
Frisco Corridor Study
Frisco to Fort Worth via TRE
Line Ridership and Through Trips

Interlining Opportunities
Frisco Corridor Study
Two-Line Scenario

Frisco to Fort Worth: 21,000
Frisco to Dallas: 15,000
TRE: 10,600

Frisco/ Irving Corridor: 28,500
TRE Corridor: 28,400

DDTC
Downtown Carrollton
DFW North
DFW IA
T&P

Shiloh
Parker Road
North McKinney

Potential Interlining Routes
- Frisco to Fort Worth via TRE
- Frisco to Downtown Dallas
- Trinity Railway Express
- Existing/Planned but not interlined

Carrollton
Downtown Irving
Implications of Interlining with TRE

• Reduced headways
• DMU vehicles would operate with push-pull TRE vehicles
• Irving “Y” station/Fatal Flaw analysis
Next Steps

• Test the “finalist” stations
  Incorporate alternative demographics at stations
• Evaluate Prosper/Celina extension
• Investigate phasing options
• Irving “Y” station/Fatal Flaw analysis
• Cost analysis
RTC Workshop Overview

Transit operational needs and funding initiative

Population growth & history of transit in the region

Five approaches

• Reducing cost through shared resources
• Creating state interest in regional rail
• Enticing first approach with second approach
• Local option component
• Funding recommendations from the transit studies
Collin County Transit Study Update

• Existing Conditions Report
• Transit Propensity

• Similar Efforts
  ▪ Public Engagement Tools
  ▪ LBS Data
  ▪ People Mover Locations
  ▪ Funding Options for Legislative Request
Questions & Open Discussion

• Study Milestones Schedule
• Advanced Station Screening Results
• Alternative Demographics Request
• Interlining Analysis Results
Next Steps

- Advance preferred stations into ridership modeling
- Model various alternatives around preferred stations
- Coordinate with cities on alternative demographics for stations
- Incorporate alternative demographics and interlining scenarios into ridership modeling
- Requested city input on land use/demographics for people mover locations analysis; anticipate providing feasibility analysis results by next PAC meeting

Next scheduled meeting is **December 17**
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