COLLIN COUNTY AREA TRANSIT STUDY

Partner Meeting
May 31, 2019

Michael Morris, P.E.
North Central Texas Council of Governments
Topics

Welcome and Introductions
Project Purpose/Overview
Work Plan
Demographic Forecast – Impacts
Other Studies
Funding
Partner Input
Additional Considerations
Next Steps
Passenger Rail: 50-Year Policy Development Within the Dallas-Fort Worth Region

Transit is the Solution to Various Policy Needs

Source: NCTCOG
Managed Lanes Evolution

- HOV
- Tolled Managed
- Dynamically Priced
- Guaranteed Transit
- Early Deployment Vehicle Technology
- Driverless Trucks
Transit Work Plan

1. Why Is It Important?
2. What / Where Is It?
3. Who is Benefiting?
4. When Is It Needed?
5. How Much Does It Cost?
6. How Is It Delivered?
7. Is There Equity?

Why Is It Important?
Transit Study Elements

What/Where
When

Roadmap / Responsibilities

Capital and Operating

Communication Plan

Institutional Delivery Methods

Funding
## Population by County

<table>
<thead>
<tr>
<th>County</th>
<th>2018</th>
<th>2045</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rockwall</td>
<td>100,000</td>
<td>182,000</td>
<td>82.00%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>124,000</td>
<td>224,000</td>
<td>80.65%</td>
</tr>
<tr>
<td>Ellis</td>
<td>176,000</td>
<td>301,000</td>
<td>71.02%</td>
</tr>
<tr>
<td>Collin</td>
<td>991,000</td>
<td>1,689,000</td>
<td>70.43%</td>
</tr>
<tr>
<td>Wise</td>
<td>66,000</td>
<td>106,000</td>
<td>60.61%</td>
</tr>
<tr>
<td>Denton</td>
<td>848,000</td>
<td>1,346,000</td>
<td>58.73%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>2,066,000</td>
<td>3,264,000</td>
<td>57.99%</td>
</tr>
<tr>
<td>Johnson</td>
<td>167,000</td>
<td>263,000</td>
<td>57.49%</td>
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<tr>
<td>Parker</td>
<td>134,000</td>
<td>207,000</td>
<td>54.48%</td>
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<tr>
<td>Hood</td>
<td>59,000</td>
<td>86,000</td>
<td>45.76%</td>
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<tr>
<td>Hunt</td>
<td>93,000</td>
<td>134,000</td>
<td>44.09%</td>
</tr>
<tr>
<td>Dallas</td>
<td>2,608,000</td>
<td>3,445,000</td>
<td>32.09%</td>
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<tr>
<td><strong>Region</strong></td>
<td><strong>7,432,000</strong></td>
<td><strong>11,247,000</strong></td>
<td><strong>51.33%</strong></td>
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</table>
## Employment by County

<table>
<thead>
<tr>
<th>County</th>
<th>2018</th>
<th>2045</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hunt</td>
<td>48,000</td>
<td>73,000</td>
<td>52.08%</td>
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<tr>
<td>Denton</td>
<td>317,000</td>
<td>480,000</td>
<td>51.42%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>1,237,000</td>
<td>1,827,000</td>
<td>47.70%</td>
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<tr>
<td>Dallas</td>
<td>2,241,000</td>
<td>3,298,000</td>
<td>47.17%</td>
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<tr>
<td>Collin</td>
<td>576,000</td>
<td>835,000</td>
<td>44.97%</td>
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<tr>
<td>Ellis</td>
<td>72,000</td>
<td>103,000</td>
<td>43.06%</td>
</tr>
<tr>
<td>Johnson</td>
<td>79,000</td>
<td>111,000</td>
<td>40.51%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>42,000</td>
<td>59,000</td>
<td>40.48%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>49,000</td>
<td>68,000</td>
<td>38.78%</td>
</tr>
<tr>
<td>Wise</td>
<td>39,000</td>
<td>52,000</td>
<td>33.33%</td>
</tr>
<tr>
<td>Hood</td>
<td>25,000</td>
<td>32,000</td>
<td>28.00%</td>
</tr>
<tr>
<td>Parker</td>
<td>68,000</td>
<td>87,000</td>
<td>27.94%</td>
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<tr>
<td>Region</td>
<td>4,793,000</td>
<td>7,025,000</td>
<td>46.57%</td>
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2018 Levels of Congestion/Delay

Cost of Congestion/Delay: $12.1 billion

Congestion Index is based on a percent increase in travel time.
2045 Levels of Congestion/Delay

Cost of Congestion/Delay: $27.2 billion

Congestion Index is based on a percent increase in travel time.
2045 No-Build Levels of Congestion/Delay

Cost of Congestion/Delay: $47.9 billion

Congestion Index is based on a percent increase in travel time.
Other Collin County Efforts

- Mobility Plan
- Cotton Belt Rail
- TxDOT / RTC Roadway
- Collin County Bond Program
- New Transit Element - $0.7M
- New Trinity Rail Express to Frisco - $1.0M
Major Transit Corridor Recommendations

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
Regional Connections

Connection to Blue Line
Collin County Roadway Action Plan

Corridor 1 (Near Term):
US 75
- Widening in Allen
- PGBT Interchange Ramp Improvement
- Widen Plano Parkway and DART rail bridges
- Technology Lane

Corridor 2 (Near Term):
Collin County Outer Loop
Staged construction of frontage roads

Corridor 3 (Near Term):
US 380
- Countywide Study
- McKinney Bypass

Corridor 4 (Longer Term):
Collin County Strategic Transportation Initiative
Study of non-tolled north/south roadway needs and opportunities
Capital Improvements

Cotton Belt
Cotton Belt Connections
Cotton Belt to Rail Storage Yard
Plano to McKinney
Trinity Railway Express to Frisco
Autonomous People Mover – West Plano
Autonomous People Mover – Frisco
US 75 Technology Lane
Class I Rail Improvements
Innovative Funding Initiative (iFi) Purpose

Enhance Mobility With a More Sustainable Economic Development Pattern

Expedite Implementation Through Innovative Funding Methods

Increase Communication and Create Opportunities for “Silo Busting”
What is Value Capture?

Two Categories
   Incremental Land Value Increase
   Incremental Tax-base Growth

May Expand To Include Other Elements
   Development Rights
   Share of Development Profits

Land Use Planning **CRUCIAL** To Maximize Value
Sustainable Development

Transitions Instead of Buffers
A Transportation Network Encouraging Choice
Broad Market (age, socio-economic, race, marital status)
Designed to Endure

When Original Use is no Longer Viable, Value Holds
TRAVEL DEMAND FORECASTS AND VISUAL REPRESENTATION
Public transit systems

- Dallas DART GTFS
- Fort Worth GTFS

Load per vehicle

Peak hour: from 6:30am to 9am. Headway: 35min.

2200