The Collin County Transit Study Project Advisory Committee meeting will begin shortly.

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

Thank you.
Agenda

• Meeting Protocols
• Meeting Context
• Transit Work Plan
• Collin County Transit Oriented Development Guidelines Report
• Transit Scenario Costs Recap

• Transit Scenario Revenue / Funding
• Irving to Frisco Rail Corridor Update
• Questions & Open Discussion
• Next Steps
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

May 13, 2021
Transit is the Solution to Various Policy Needs

- Parking Cost/Availability
- Young Adults Delaying Driving
- Job-Housing Balance
- High Energy Prices
- Individual Independence for Elderly and Disabled Persons
- Reliability and Safety
- Flexibility; Facilitate Economic Development
- Corridor Sensitivity (Smaller Central Expressway); Air Quality
- World Class City by Private Sector; Mobility

Energy Availability/Sustainability of Local Economy at the Request of the Private Sector

Source: NCTCOG
Transit Work Plan

Why is it Important?

What/Where is it?

Who is Benefitting?

When is it Needed?

How Much Does it Cost?

How is it Delivered?

Is There Equity?
Five Keys to Preparing for Transit

Governance

Transit-Supportive Land Use

Transit Service Planning/Development

Funding

Community Support
• Public and Stakeholder oriented guide
• Three parts
  ▪ Understanding TOD
  ▪ Delivering TOD in North Texas
  ▪ TOD Types and Design
• Draft version to be provided to PAC for review and comment
### Cities by Transit Propensity

<table>
<thead>
<tr>
<th>City Type</th>
<th>Basic Mobility</th>
<th>Emerging &amp; High Growth</th>
<th>Developed &amp; Mature</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Names</td>
<td>Blue Ridge Lowry Crossing</td>
<td>Anna</td>
<td>Allen Fairview*</td>
</tr>
<tr>
<td></td>
<td>New Hope St. Paul Weston*</td>
<td>Celina Farmersville*</td>
<td>Frisco Lucas*</td>
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<tr>
<td></td>
<td></td>
<td>Josephine*</td>
<td>Murphy Parker*</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lavon*</td>
<td>Sachse Wylie</td>
</tr>
<tr>
<td></td>
<td></td>
<td>McKinney</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Melissa</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Nevada*</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Princeton</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Prosper</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Royse City</td>
<td></td>
</tr>
</tbody>
</table>

*Tier 2 Cities
## Approximate Annual Operating Costs

<table>
<thead>
<tr>
<th>City Type</th>
<th>Demand Response Tier 1</th>
<th>Demand Response Tier 2</th>
<th>Fixed Route Tier 1</th>
<th>Fixed Route Tier 2</th>
<th>Premium Bus Tier 1</th>
<th>Premium Bus Tier 2</th>
<th>TOTAL COST (EST) TIER 1</th>
<th>Total Cost (Est) Tier 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic Mobility</td>
<td>$1,882,200</td>
<td>$941,100</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>$1,882,200</td>
<td>$941,100</td>
</tr>
<tr>
<td>Emerging &amp; High Growth</td>
<td>$1,882,200</td>
<td>-</td>
<td>$1,994,000</td>
<td>$997,000</td>
<td>-</td>
<td>-</td>
<td>$3,876,200</td>
<td>$2,879,200</td>
</tr>
<tr>
<td>Developed &amp; Mature</td>
<td>$1,882,200</td>
<td>-</td>
<td>$1,994,000</td>
<td>$997,000</td>
<td>$1,329,800</td>
<td>$664,900</td>
<td>$5,206,000</td>
<td>$3,544,100</td>
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</tbody>
</table>
McKinney Line Regional Rail

• Regional rail line connecting McKinney to DART Red Line in downtown Plano
• 18 Miles
• $700M - $900M
Funding for Transit

• Funded out of general revenue
• Contract services
  ▪ DART
  ▪ DCTA
• Dedicated revenue sources for Capital and O&M for high-capacity transit
<table>
<thead>
<tr>
<th>Transit Service Needs</th>
<th>Basic Mobility</th>
<th>Emerging &amp; High Growth</th>
<th>Developed &amp; Mature</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Service</td>
<td>Demand Response</td>
<td>Demand Response, Fixed Route</td>
<td>Demand Response, Fixed Route, Commuter Bus, High-Capacity Transit</td>
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<tr>
<td>Funding Source</td>
<td>General Revenue</td>
<td>General Revenue</td>
<td>General Revenue/ Dedicated Funding Source</td>
</tr>
<tr>
<td>Funding Source</td>
<td>Pro</td>
<td>Con</td>
<td></td>
</tr>
<tr>
<td>-------------------------</td>
<td>------------------------------------------</td>
<td>------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>General Revenue</td>
<td>• Contract - Spend as needed</td>
<td>• Not sustainable</td>
<td>Short term investment</td>
</tr>
<tr>
<td></td>
<td>• Redirect funds as a line-item expense</td>
<td>• Not good for capital investments</td>
<td></td>
</tr>
<tr>
<td>Dedicated Funding Source</td>
<td>• Sustainable funding</td>
<td>Requires a referendum or vote to redirect funds</td>
<td>Long term investment</td>
</tr>
<tr>
<td></td>
<td>• Capital Investments</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Funding Structure

<table>
<thead>
<tr>
<th>Basic Mobility/Emerging &amp; High Growth</th>
<th>Emerging &amp; High Growth/Developed &amp; Mature</th>
</tr>
</thead>
<tbody>
<tr>
<td>• General Funds</td>
<td>• Sales Tax</td>
</tr>
<tr>
<td>• Sales Tax</td>
<td>• Bonding</td>
</tr>
<tr>
<td>• Vehicle Registration Fees</td>
<td>• Tax Rate Election</td>
</tr>
<tr>
<td></td>
<td>• Joint Venture</td>
</tr>
<tr>
<td>Governance Structure</td>
<td>Pro</td>
</tr>
<tr>
<td>---------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>Join an Agency</td>
<td>• Provides for gaps in service</td>
</tr>
<tr>
<td></td>
<td>• Sustainable transit service</td>
</tr>
<tr>
<td>Interlocal Agreement</td>
<td>• Contracted service</td>
</tr>
<tr>
<td></td>
<td>• City can opt out at any time</td>
</tr>
</tbody>
</table>
Irving to Frisco Rail Corridor Update

- Land Use Analysis Report
  Recommendations that facilitate structured and systematic growth of transit supportive land uses at station locations
- Capital Cost and Operations & Maintenance Cost Estimates
  Development of Capital Cost Estimates
  Development of O&M Cost Estimates
  Potential Cost Allocations to Cities
- People Mover Connections Evaluations
  Opportunities for Station Connections
- Revenue & Funding Opportunities
  Identifying & Assessing Accountable Funding Options
- Public Involvement
  Presentations to City Councils
Questions & Open Discussion

• Scenario Costs
  Operating Assumptions
• Scenario Revenue/Funding
• Other
Next Steps

- Presentations to Policy Officials
- Develop Scenario Action Plans connected with Funding & Implementation Strategies
- Final Report

Next scheduled meeting is June 3 at 10:30 am
NCTCOG Team Contacts

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May 13, 2021