

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.

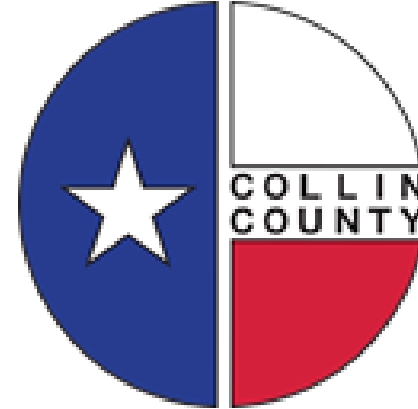


Thank you.





**North Central Texas
Council of Governments**



COLLIN COUNTY TRANSIT PLANNING STUDY

**Project Advisory Committee
9th Meeting**

May 13, 2021

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

Meeting Protocols

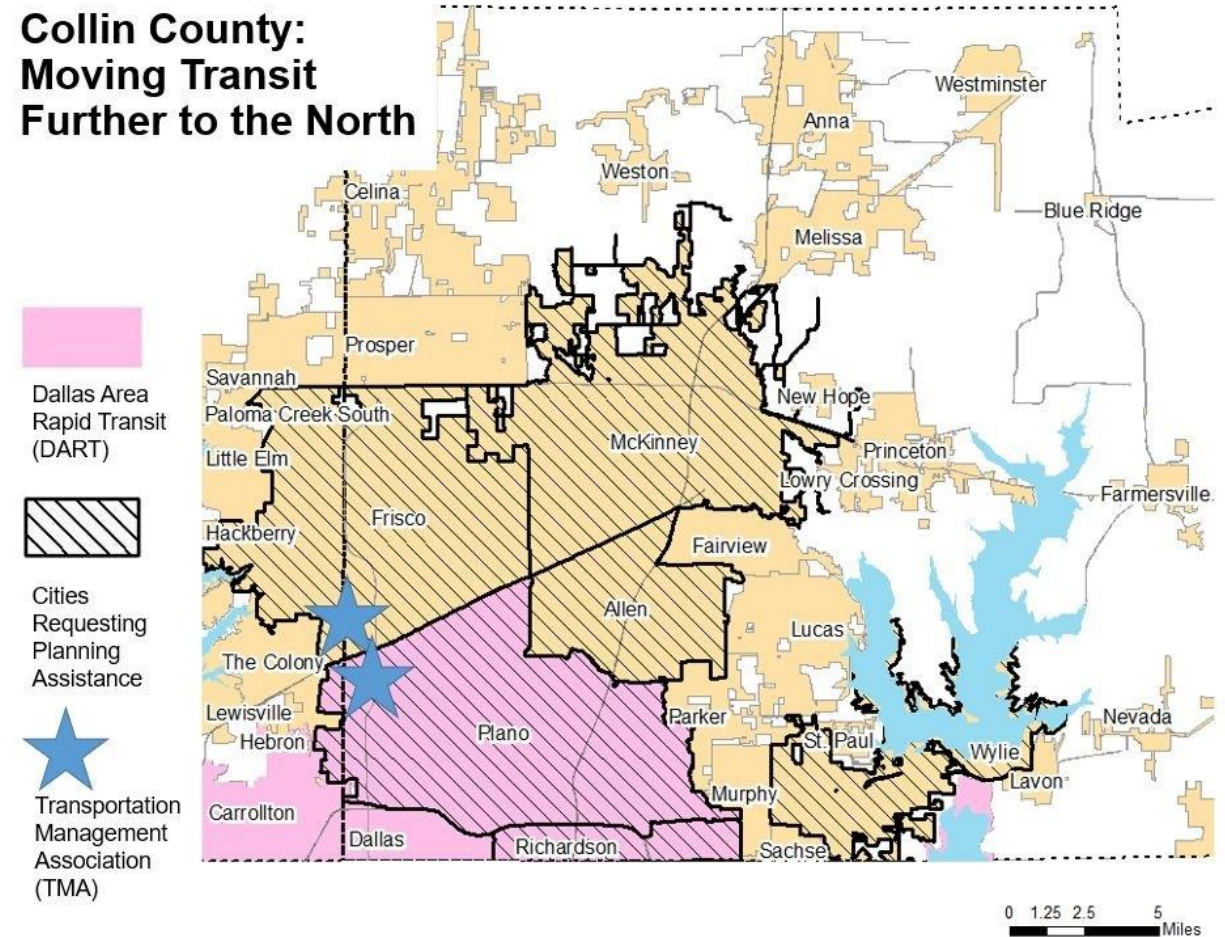
- Please keep your microphone muted unless speaking
- Please enter your name and organization into the [Chat Box](#)
- Please utilize the **Raise your hand** feature to ask a question or make a comment; you may also use the [Chat Box](#) for questions and comments



- If joining by phone, please hold your questions and comments until specified times during presentation

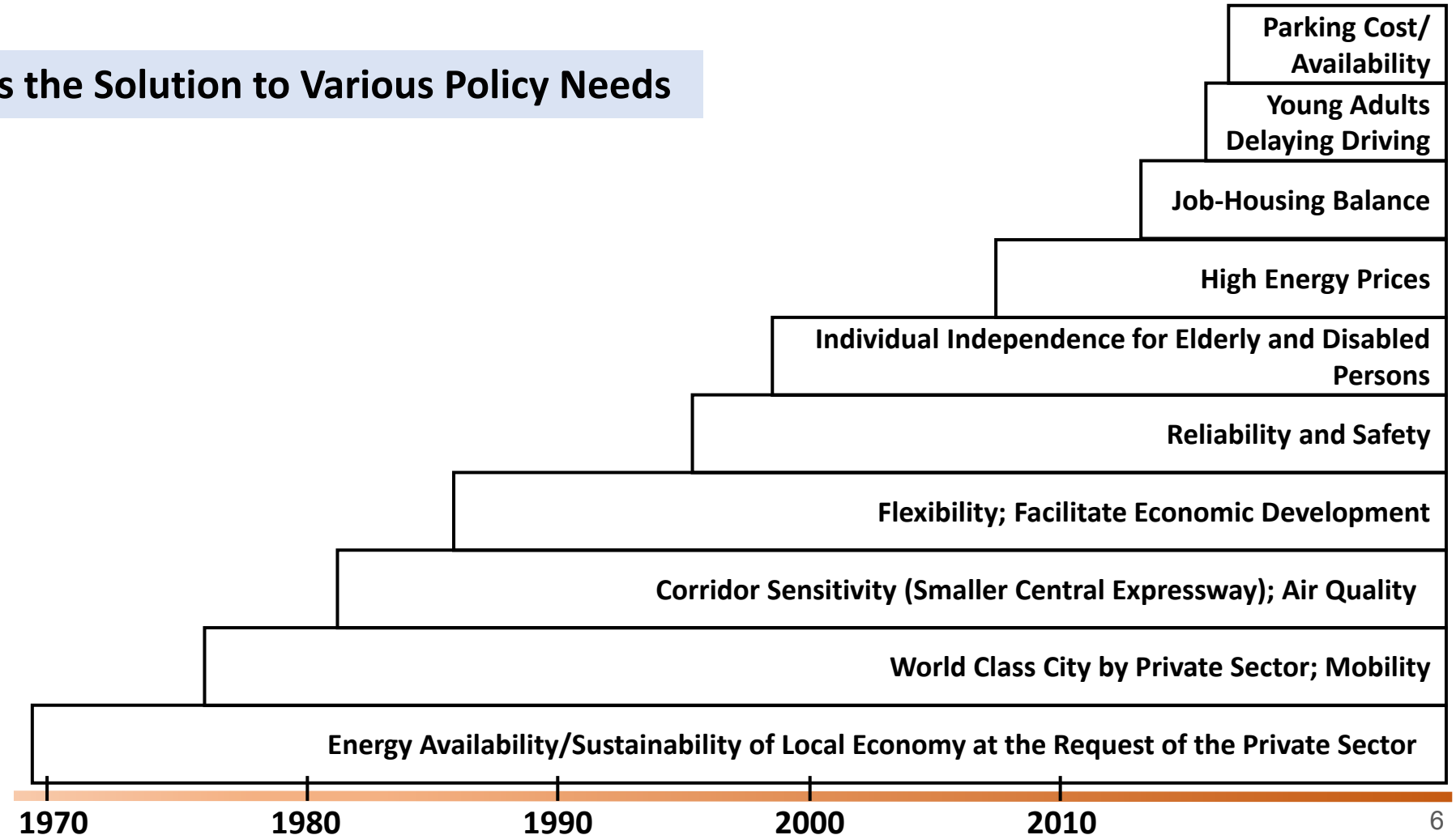
Meeting Context

Collin County: Moving Transit Further to the North



Passenger Rail: 50-Year Policy Development Within the Dallas-Fort Worth Region

Transit is the Solution to Various Policy Needs



Source: NCTCOG

Transit Work Plan



Five Keys to Preparing for Transit



COLLIN COUNTY TRANSIT ORIENTED DEVELOPMENT GUIDELINES



- 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

City Type	Basic Mobility	Emerging & High Growth	Developed & Mature
City Names	Blue Ridge Lowry Crossing New Hope St. Paul Weston*	Anna Celina Farmersville* Josephine* Lavon* McKinney Melissa Nevada* Princeton Prosper Royse City	Allen Fairview* Frisco Lucas* Murphy Parker* Sachse Wylie

Approximate Annual Operating Costs

City Type	Demand Response Tier 1	<i>Demand Response Tier 2</i>	Fixed Route Tier 1	<i>Fixed Route Tier 2</i>	Premium Bus Tier 1	<i>Premium Bus Tier 2</i>	TOTAL COST (EST) TIER 1	<i>Total Cost (Est) Tier 2</i>
Basic Mobility	\$ 1,882,200	<i>\$ 941,100</i>	-	-	-	-	\$ 1,882,200	<i>\$ 941,100</i>
Emerging & High Growth	\$ 1,882,200	-	\$ 1,994,000	<i>\$ 997,000</i>	-	-	\$ 3,876,200	<i>\$ 2,879,200</i>
Developed & Mature	\$ 1,882,200	-	\$ 1,994,000	<i>\$ 997,000</i>	\$ 1,329,800	<i>\$ 664,900</i>	\$ 5,206,000	<i>\$3,544,100</i>

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

Transit Service Needs	Basic Mobility	Emerging & High Growth	Developed & Mature
Type of Service	Demand Response	Demand Response, Fixed Route	Demand Response, Fixed Route, Commuter Bus, High-Capacity Transit
Funding Source	General Revenue	General Revenue	General Revenue/ Dedicated Funding Source

Funding Source	Pro	Con	
General Revenue	<ul style="list-style-type: none"> • Contract - Spend as needed • Redirect funds as a line-item expense 	<ul style="list-style-type: none"> • Not sustainable • Not good for capital investments 	Short term investment
Dedicated Funding Source	<ul style="list-style-type: none"> • Sustainable funding • Capital Investments 	Requires a referendum or vote to redirect funds	Long term investment

Funding Structure

Basic Mobility/Emerging & High Growth

- General Funds
- Sales Tax
- Vehicle Registration Fees

Emerging & High Growth/ Developed & Mature

- Sales Tax
- Bonding
- Tax Rate Election
- Joint Venture

Governance Structure	Pro	Con
Join an Agency	<ul style="list-style-type: none"> • Provides for gaps in service • Sustainable transit service 	Requires dedicated funding source
Interlocal Agreement	<ul style="list-style-type: none"> • Contracted service • City can opt out at any time 	<ul style="list-style-type: none"> • Requires strong cooperation between agencies • City can opt out at any time

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**

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