

April 2006

The North Central Texas Council of Governments recently released the latest population estimates for Collin County and its cities with over 1,000 in population. Listed below are the estimates as of January 1, 2006:

	1/1/1990	1/1/2000	1/1/2005	1/1/2006	05-06 %
Collin County	264,036	491,675	653,000	690,500	23.23
Allen	19,315	43,554	66,900	70,750	5.75
Anna	904	1,225	4,950	6,100	23.23
Celina	1,737	1,861	3,550	4,150	16.90
Fairview	1,554	2,644	5,050	6,300	25.75
Farmersville	2,640	3,118	3,250	3,300	1.54
Frisco	6,138	33,714	74,150	84,500	14.09
Lowry Crossing	865	1,229	1,350	1,350	0.00
Lucas	2,205	2,890	3,700	4,400	18.92
McKinney	21,283	54,369	93,750	103,800	10.72
Melissa	557	1,350	2,300	2,900	26.09
Murphy	1,547	3,099	9,750	11,300	15.90
Parker	1,213	1,379	2,300	2,450	6.52
Plano	127,885	222,030	248,700	252,950	1.71
Princeton	2,448	3,477	4,000	4,500	12.50
Prosper	2,448	3,477	4,000	4,500	12.50
Wylie	8,716	15,132	29,850	33,000	10.55

Overall, Collin County grew by 37,500 people in 2005. On average, 102 people a day moved into Collin County last year. In addition, Collin County registered 605,806 vehicles in 2005 compared to 568,684 vehicles in 2004. These figures average out to 102 vehicles per day being added to our existing roadways. (It would appear that everyone moving here is bringing a vehicle.) With these numbers in mind, it is important to remember that Collin County is

still over

50 percent undeveloped. This is why current projects such as expanding US 75, SH 121,

the further extension of the Dallas North Tollway and longer term projects, such as the Outer Loop, are so important.

Current and future growth is another reason why we need to develop mass transit throughout

Collin County. Frisco Mayor Mike Simpson and I represent Collin County on a newly

created nine county regional rail committee. We will work closely with this group in

looking for solutions that could bring rail throughout Collin County.

One of the major hurdles of rail is cost. For light rail, which stops every mile, the average cost is \$50 million per mile. For commuter rail, which stops every five miles,

the average cost is \$10 million per mile. These figures do not include maintenance and operation expenses.

However, our population is projected to double by 2025. There is no way we can double our roads.

Even if we could, we would still face the major congestion problems we have today. While mass

transit is not a silver bullet, it would go a long way toward relieving congestion and

improving mobility.

I will work to keep you informed of this committee's progress.