

Chapter VI

Public Transportation Services

SERVICE PROVIDERS

Within North Central Texas, public transportation services are provided by private for-profit, private non-profit, and public entities. These entities coordinate the provision of transportation services in the Dallas-Fort Worth-Arlington Urbanized Area, Denton-Lewisville Urbanized Area, and McKinney Urbanized Area, as well as to residents of the region’s nonurbanized areas. Entities that provide public transportation services in the region include:

- City and Rural Rides (CARR)
- City/County Transportation – City of Cleburne
- City of Arlington – Handitran and Via
- City of Grand Prairie – Grand Connection
- Community Transit Service (CTS)
- Dallas Area Rapid Transit (DART)
- Denton County Transportation Authority (DCTA)
- Trinity Metro (formerly known as Fort Worth Transportation Authority)
- McKinney Urban Transit District (MUTD) – Collin County Transit
- Northeast Transportation Services (NETS)
- Public Transit Services (PTS)
- Senior Center Resources and Public Transit (The Connection)
- Span, Inc. (SPAN)
- STAR Transit
- Texoma Area Paratransit Service (TAPS)
- The Transit System (TTS)

In addition to these providers, many other private for-profit and private non-profit entities provide important public transportation services.

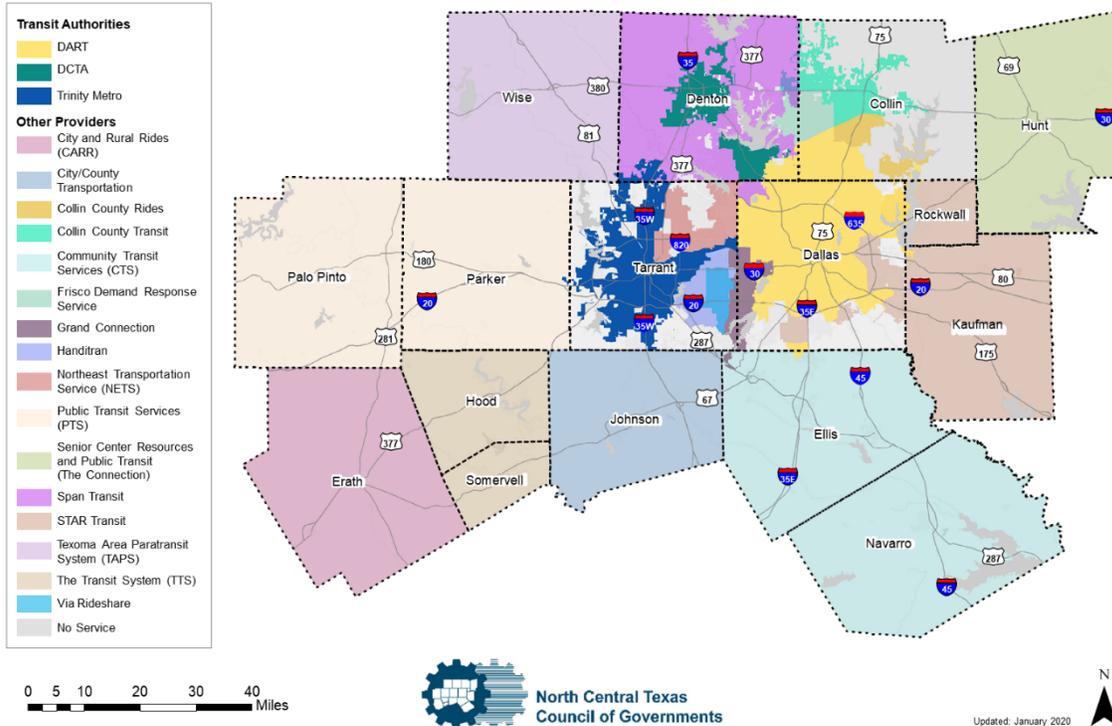
INTERCITY RAIL AND BUS CARRIERS

Regional and national rail and bus carriers link the region to outside destinations with services operated by Amtrak, Greyhound, Megabus, Tornado Bus Company, and El Expreso Bus Company. Amtrak is the nationwide passenger rail system that provides medium- and long-distance intercity service. Two Amtrak routes travel through North Central Texas. The Texas Eagle Amtrak route connects the region to major cities, including Chicago, St. Louis, San Antonio, and Los Angeles. The Texas Eagle provides daily connections between Chicago and San Antonio and connects San Antonio to Los Angeles through North Central Texas three times a week. The Heartland Flyer is a daily Amtrak route between Oklahoma City and Fort Worth. The three Amtrak stations serving North Central Texas are Dallas Union Station in downtown Dallas, the Fort Worth Central Station in downtown Fort Worth, and the Intermodal Transportation Depot in Cleburne.

Intercity bus systems including Greyhound, Megabus, Tornado Bus Company, and El Expreso Bus Company make interstate connections and connect to Mexico. Like Amtrak, these intercity bus routes generally run daily and the cost of bus tickets depends on distance and varies between companies. Because intercity buses are for longer trips, vehicles are generally equipped with premium onboard amenities, including personal air conditioning, onboard restrooms, reclining seats, Wi-Fi, and interior storage for luggage.

EXHIBIT VI-1

Public Transportation Provider Service Areas



FUNDING

Federal funding for public transportation services is authorized by the Fixing America’s Surface Transportation (FAST) Act and administered by the Federal Transit Administration (FTA). Depending upon the particular eligibility requirements, public transportation service providers, non-profits, and (in limited situations) private transportation operators may receive funds through the following FTA programs:

Urbanized Area Formula Program

The Urbanized Area Formula Program (49 USC §5307) funds public transportation projects in urbanized areas of over 50,000 in population. Funds are apportioned to the urbanized areas by formula and provide funding for capital, planning, job access and reverse commute projects, and operating

assistance (under specific guidelines) to transportation providers operating in the urbanized area. For areas of 50,000 to 199,999 in population, such as the McKinney Urbanized Area, the formula is based on population and population density, and the number of low-income individuals. For areas with populations of 200,000 or more, including the Dallas-Fort Worth-Arlington Urbanized Area and Denton-Lewisville Urbanized Area, the formula is based on a combination of vehicle revenue miles, passenger miles, fixed guideway route miles and operating expenses, in addition to the same three factors referenced above for areas under 200,000 in population. The Regional Transportation Council (RTC) allocates and awards funds under this program to transit providers in the Dallas-Fort Worth-Arlington Urbanized Area, the Denton-Lewisville Urbanized Area, and the McKinney Urbanized Area

using the federal formula allocation process on a regional level with small transit provider project needs being met first.

Fixed Guideway Capital Investment Grants Program

The Fixed Guideway Capital Investment Grants Program (49 USC §5309) provides capital assistance for new and expanded fixed guideway systems, such as rail and bus rapid transit services. This is a discretionary program whereby applicants must apply directly to the United States Department of Transportation (US DOT) for funding.

Enhanced Mobility of Seniors and Individuals with Disabilities Program

The Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 USC §5310) funds transportation projects that meet the needs of seniors and individuals with disabilities in urbanized and nonurbanized areas. Funds are allocated to both urbanized and nonurbanized areas by formula based upon the number of seniors and individuals with disabilities living in the respective area. Funds apportioned to nonurbanized and small urbanized areas (e.g., McKinney Urbanized Area) are allocated and awarded by the Texas Transportation Commission (TTC). Funds apportioned to the Dallas-Fort Worth-Arlington Urbanized Area and Denton-Lewisville Urbanized Area are allocated and awarded by the RTC based on transit provider needs for the provision of service to seniors and individuals with disabilities.

Nonurbanized Area Formula Program

The Nonurbanized Area Formula Program (49 USC §5311) funds public transportation in areas with populations less than 50,000. The goal of the program is to enhance access to health care, shopping, education, employment, and recreation services in nonurbanized areas. Funds are apportioned to the states by formula, and may be

used for planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. In Texas, the funds are allocated and awarded by the TTC.

State of Good Repair Program

The State of Good Repair Program (49 USC §5337), provides capital assistance for the replacement and rehabilitation of fixed guideway systems. Funds are apportioned to urbanized areas with fixed guideway public transportation facilities operating for at least seven (7) years. Both the Dallas-Fort Worth-Arlington and Denton-Lewisville Urbanized Areas currently receive funding from this program. These funds are allocated and awarded by the RTC based on eligibility and project needs in accordance with this program.

Bus and Bus Facilities Program

The Bus and Bus Facilities Program (49 USC §5339), provides capital assistance to replace, rehabilitate and purchase buses and related equipment, as well as to construct bus-related facilities. Funds are apportioned to urbanized areas by formula based on a combination of population, population density, vehicle revenue miles, passenger miles, and operating costs. Funds apportioned to nonurbanized and small urbanized areas (e.g., McKinney Urbanized Area) are allocated and awarded by the TTC. Funds apportioned to the Dallas-Fort Worth-Arlington Urbanized Area and Denton-Lewisville Urbanized Area are allocated and awarded by the RTC based on project needs in accordance with project eligibility of the program.

PERFORMANCE MEASURES

In recent years, federal transportation funding legislation has begun mandating that performance measures be incorporated into the project planning and implementation process. Transit asset management was identified as one of the performance measures that must be included in

both Metropolitan Transportation Plans (MTP) and Transportation Improvement Programs (TIP). A series of performance targets were established through collaboration between NCTCOG staff and local transit agencies as required by federal law and subsequent rulemakings. These were approved by the RTC in December 2017. In February 2019, the RTC took action to adopt the same targets for fiscal years 2019-2022. More information on these targets can be found in Chapter 9 of this document.