

## **VI. PUBLIC TRANSPORTATION SERVICES**

Within North Central Texas, transportation services are provided by private for profit, private nonprofit, and public entities such as regional transportation authorities, small urban providers, and rural providers. These entities coordinate the provision of transportation services to the general public 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.

As regional transportation authorities, Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (FWTA) provide services within the Dallas-Fort Worth-Arlington Urbanized Area. The Denton County Transportation Authority (DCTA) provides services within the Denton-Lewisville Urbanized Area. The Collin County Area Rural Transportation (CCART), under contract with the City of McKinney, provides services within the McKinney Urbanized Area.

DART operates a multimodal system that includes bus, light rail, high occupancy vehicle (HOV) lanes, and vanpool services for its 13 member cities: Addison, Carrollton, Cockrell Hill, Dallas, Farmers Branch, Garland, Glenn Heights, Highland Park, Irving, Plano, Richardson, Rowlett, and University Park. Fixed route, express bus, and rider request services are provided to the cities of Fort Worth, Blue Mound, and Richland Hills by FWTA. Together, DART and FWTA operate the Trinity Railway Express, a 34-mile commuter rail service linking downtown Dallas and downtown Fort Worth. The DCTA service plan indicates an initial focus on implementation of a regional rail system in its service area, which currently includes the cities of Denton, Lewisville, and Highland Village. DCTA also provides fixed-route, commuter, demand-responsive, and mobility-impaired services.

In accordance with the Americans with Disabilities Act (ADA) of 1990, DART, FWTA, and DCTA provide ADA complementary service. DART Paratransit Services provides demand-responsive service to persons with disabilities and disabled who are unable to use DART buses or trains. In addition, DART offers a Travel Training Program that provides one-on-one specialized training to persons with disabilities in the use of public transportation. Mobility-Impaired Transportation Services (MITS), a demand-responsive service, is operated by FWTA for persons with disabilities and disabled unable to use their bus system. Both providers require potential paratransit passengers to complete an application and be certified as ADA eligible. The demand-response service provided by DCTA in Denton and Lewisville will fulfill the requirements of the Americans with Disabilities Act complementary service for the fixed-route services. DCTA will also provide demand-response services throughout its service area to the elderly and disabled.

In addition to regional transportation authorities, a number of small urban transit providers operate within the Dallas-Fort Worth-Arlington Urbanized Area. The cities of Arlington (Handitran), Grand Prairie (The Grand Connection), and Mesquite (MTED) operate demand-responsive services to meet the transportation needs of their elderly and persons with disabilities. Northeast Transportation Services (NETS) also provides demand-responsive service to the elderly and persons with disabilities in Bedford, Euless, Grapevine, Haltom City, Hurst, Keller, and North Richland Hills.

Within the newly designated McKinney Urbanized Area, transportation services will continue to be provided by CCART, the rural transit provider. The City of McKinney has contracted with

CCART to continue operating demand-responsive and fixed-route service to meet the transportation needs of McKinney's residents, especially the elderly and persons with disabilities.

## **FUNDING**

Federal funding for specialized transportation services is provided through the Federal Transit Administration (FTA) Urbanized Area Formula Program, the Nonurbanized Area Formula Program, and the Elderly and Persons with Disabilities Program.

### **Urbanized Area Formula Program**

The Urbanized Area Formula Program funds public transportation projects in urbanized areas of over 50,000 in population. Funds are apportioned to the urbanized area by formula and provide capital assistance and operating assistance (under specific guidelines) to transit 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. 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 population, population density, revenue vehicle miles, and passenger miles. The RTC selects the projects under this program.

### **Nonurbanized Area Formula Program**

The Nonurbanized Area Formula Program funds public transportation in nonurbanized areas (i.e., areas with less than 50,000 population). The goal of the Program is to enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation. In Texas, the Program is administered by the Texas Department of Transportation (TxDOT). Funds are apportioned to the State by formula, and may be used for capital, operating, and administrative purposes.

North Central Texas providers receiving nonurbanized area formula funds include: Collin County Area Regional Transit (Collin County), Cletrans (Johnson County), Community Transit Service (Ellis and Navarro Counties), Texoma Area Paratransit System (TAPS) (Wise County), Hunt County Senior Center Resources and Public Transit, Kaufman Area Rural Transit (Kaufman and Rockwall Counties), Public Transit Services (Parker and Palo Pinto Counties), Services Program for Aging Needs (Denton County), and The Transit System (Erath, Hood, and Somervell Counties).

### **Elderly and Persons with Disabilities**

The Elderly and Persons with Disabilities Program funds transportation projects for the elderly and persons with disabilities in all areas: metropolitan, urbanized, and nonurbanized areas. To administer the program, FTA allocates capital funds to TxDOT based on the State's population of elderly and persons with disabilities. Funds are distributed to the TxDOT Districts for capital projects, including the purchase of replacement vehicles, new vehicles for service expansion, and auxiliary equipment such as radios, vehicle shelters, wheelchair lifts and restraints, microcomputer hardware and software, etc. Existing metropolitan, urban, and nonurban transit providers serve as the primary recipients of funds for their service areas.