

Collin County Designation of Rural Transit District

The rural population of Collin County needs access to better transportation. There are federal and state grant funds available to provide that service. The commissioners court may designate the Rural Transit District (RTD) provider for the county, and that designee has the authority to apply for grant funds and provide rural transportation services.

In December 2012, the commissioners court signed an interlocal agreement with Collin County Area Regional Transit (CCART), approving the separation of CCART from the Collin County Committee on Aging (CCCOA). Included in that ILA was a provision designating CCART as the Rural Transit District (RTD) for Collin County. The ILA was flawed in that it failed to recognize the distinction between the present CCART/CCCOA and the new CCART, currently in the process of being separated from CCCOA.

Commissioners Court Action

Reconsider designation of CCART as the Rural Transit District (RTD) for Collin County, in light of additional information now available, including the release of the NCTCOG Collin County Transit Needs Study [DRAFT].

CCART is one of three transportation providers currently operating in Collin County, along with DART and TAPS. DART bylaws dictate a unique member-city operating model that is beyond the scope of our RTD decision, and therefore should not be considered. TAPS has demonstrated a superior approach to rural transportation, and should be seriously considered for the designation of Collin County's Rural Transit District.

There are three primary criteria for deciding upon the most appropriate Rural Transit District (RTD):

1. **Federal Grant Funding:** The RTD will have the authority to apply for federal & state transportation grants, and will be accountable for fulfilling the following duties associated with those grants: financial, legal, technical, maintenance, satisfactory continuing control, procurement, safety and security, debarment and suspension, lobbying, planning/program of projects, drug-free workplace, drug and alcohol program, ADA, EEO, half fare, charter bus, school bus, ITS architectures, American Recovery and Reinvestment Act, National Transit Database, Disadvantaged Business Enterprise, Buy America, and Title VI.
2. **Local Match Funding:** The RTD must demonstrate initiative, leadership, and resourcefulness in raising the local funds required to match the federal grant dollars. This is particularly challenging in the current political and economic climate, with scant local tax dollars available to be used as local match funding.
3. **Transportation Services:** The RTD must ultimately excel in providing excellent, efficient, and reliable transportation services to the citizens of Collin County.

Criteria	CCART vs. TAPS
<p>Federal Grant Funding Which organization has demonstrated a better record of federal transportation grant administration & utilization?</p>	<p>Since 2009, over \$622,000 in state & federal grant funds were awarded to CCART but never received due to non-utilization and lack of local matching funds.</p> <p>The reduction in fixed-route services in the McKinney area (by CCART) has resulted in a significant reduction in ridership. Simultaneously, the fixed-route service offered by TAPS just to the north of Collin County has expanded dramatically during the same period.</p>
<p>Local Match Funding Which organization has demonstrated a better record of raising local matching funds?</p>	<p>Since 2008, CCART annual ridership has decreased by more than 107,500 persons, at a time when the county population was increasing dramatically.</p> <p>TAPS is in an “overmatch” fiscal situation (the agency exceeds the local match required for federal funds).</p>
<p>Transportation Services Which organization has demonstrated a better record of providing excellent, efficient, and reliable services?</p>	<p>CCART ratios for operating costs per total miles and per total hours are both three times higher than TAPS. TAPS averages 20 times more passengers daily than CCART (521 to 22), while serving a population area one third the size of CCART.</p> <p>CCART operates at an average of 1 passenger per day per vehicle, at a per passenger cost of \$84.29.</p> <p>TAPS operates at an average of 15 passengers per day per vehicle, at a per passenger cost of \$15.01.</p> <p>CCART’s failure rate is every 308 miles, while TAPS’ failure rate is every 28,857 miles.</p> <p>source: TxDOT PTN-128 Quarterly Summary</p>

Texoma Area Paratransit System/TAPS Public Transit

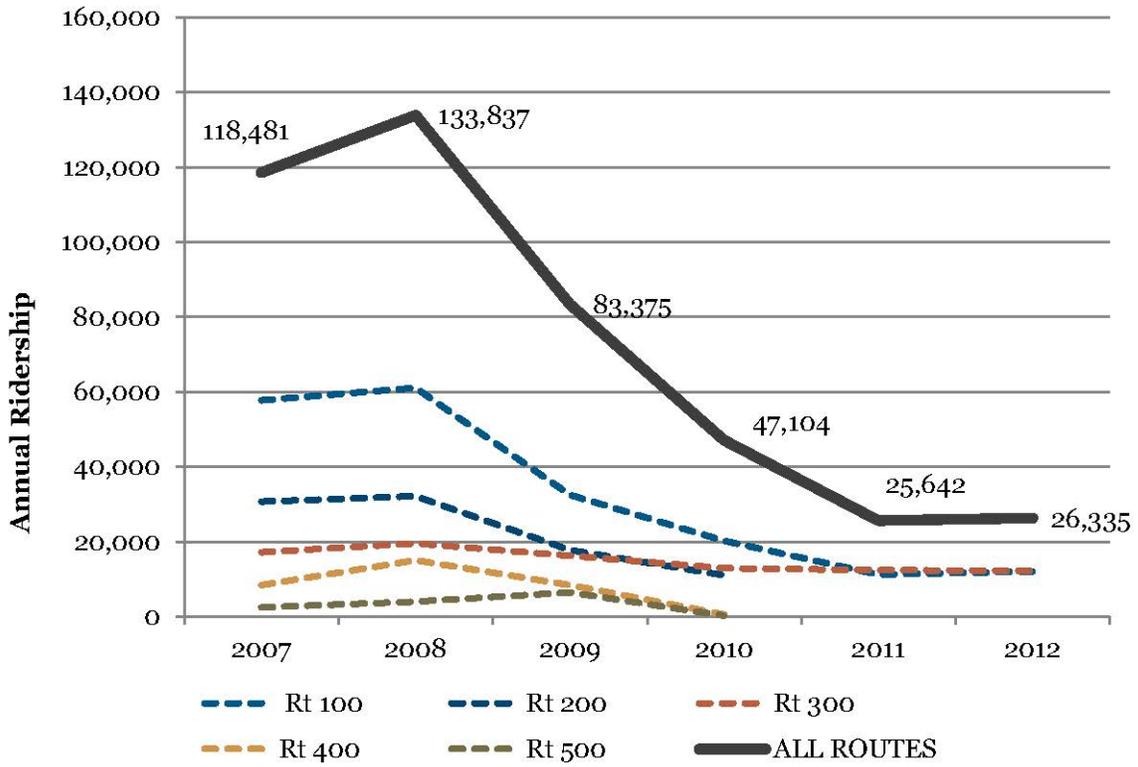
Excerpt: NCTCOG, Collin County Transit Needs Study, Existing Conditions Assessment [DRAFT]
(Attachment E)

TAPS is a political subdivision of the State of Texas which provides a variety of transportation options to residents of six counties in north central Texas. The agency, which currently has a budget of \$11.9 million and almost 100 vehicles in its fleet, has implemented extremely successful transit service in this area. Fixed-route ridership has increased from less than 100,000 trips in 2009 to over 400,000 anticipated in 2012. According to TAPS management, all services have been designed with significant local input to reflect the specific needs in each area. TAPS operates through Collin County, but does not serve Collin County's population.

TAPS also operates a demand-response transportation service in Grayson, Fannin, Cooke, Montague, Clay, and Wise Counties. It is important to note that TAPS is in an "overmatch" fiscal situation (the agency exceeds the local match required for federal funds), whereas Collin County's transit operation has been faced with a situation in which it has not been able to use already appropriated federal funds due to a lack of local matching dollars. **In this context, a potential may exist for some form of integration of CCART services into TAPS' operations – something that may be further explored in the study phase for developing alternatives.**

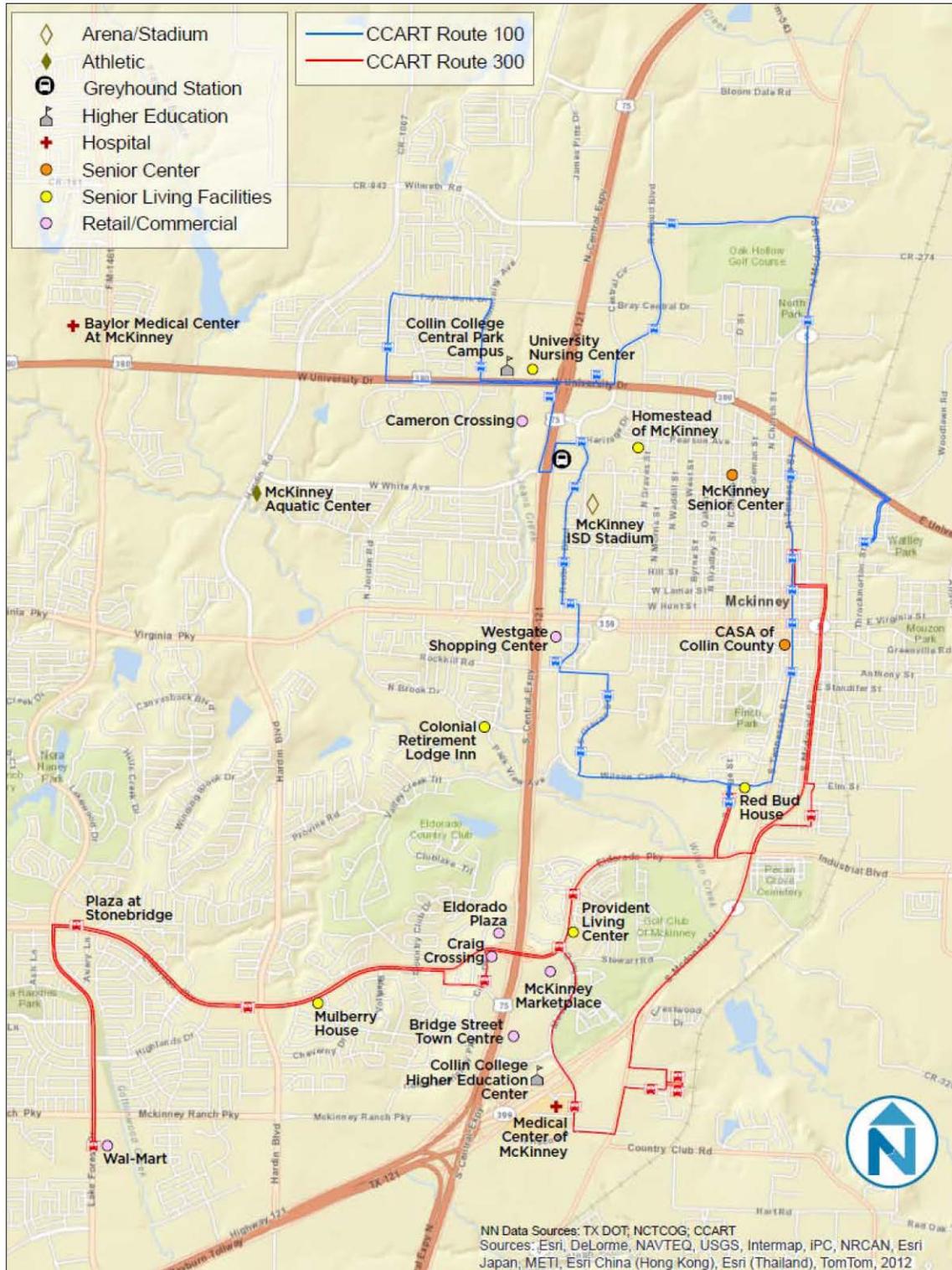
Collin County Area Regional Transit (CCART)

Figure 3-2 CCART Fixed Route Ridership, FYs 2007-2012



Source: CCART

Figure 3-1 McKinney CCART Fixed Routes



Conclusion

Excerpt: NCTCOG, Collin County Transit Needs Study, Existing Conditions Assessment [DRAFT]
(Attachment E)

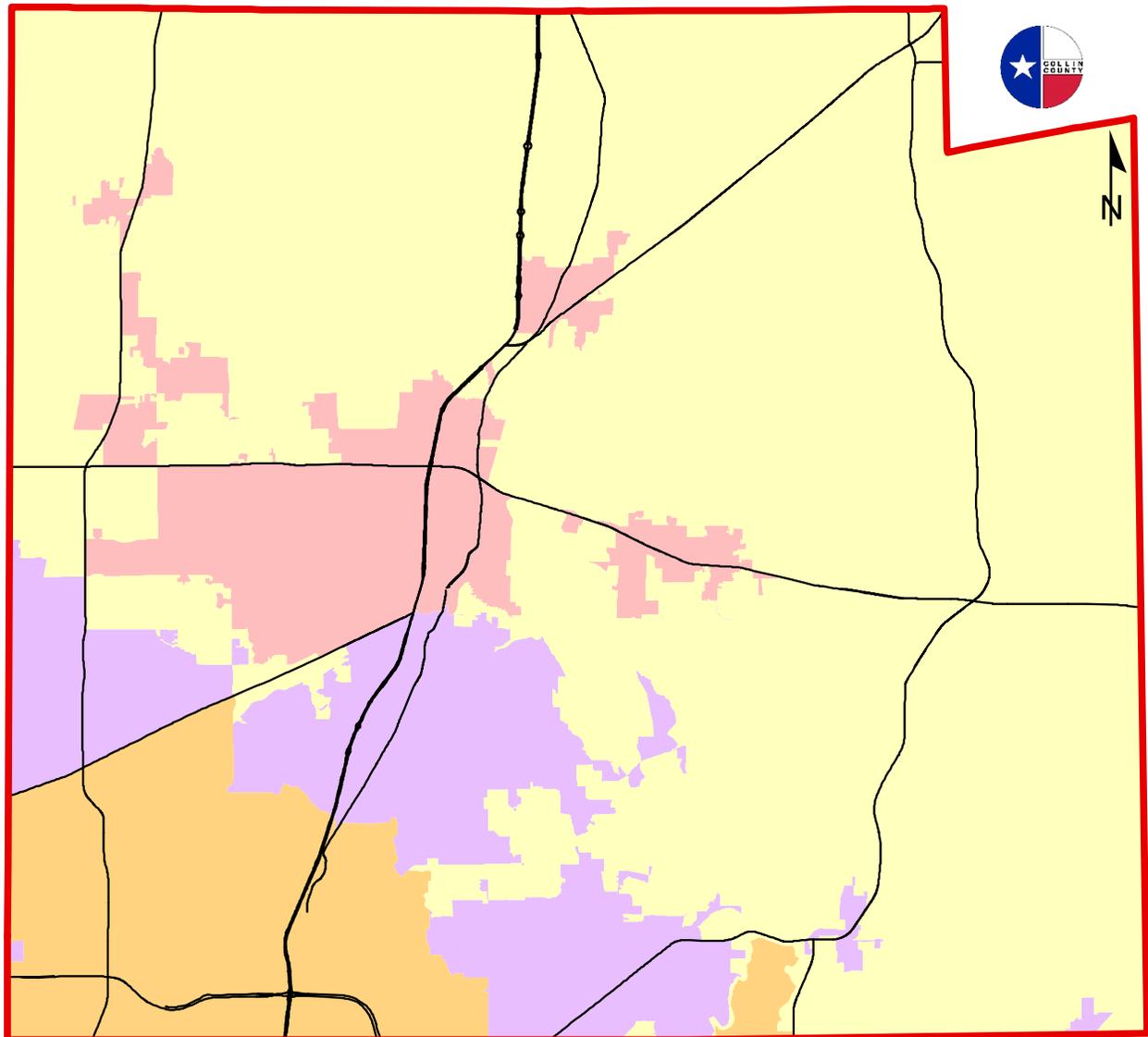
For a county with a 2012 population exceeding 800,000, Collin County has very few public transportation options, particularly outside of the Plano area which is relatively well served by DART services. Public transportation is complemented by a limited number of private and nonprofit services, but these are generally not available to the general public, and are very limited in scope. While land use development in the county reflects the fact that the vast majority of the population has access to a car, for those who do not, the lack of transportation represents significant mobility challenges. **In particular, seniors, people with disabilities, and low-income residents who do not have access to a car for all their trips are most impacted by the lack of comprehensive transportation.**

The reduction in fixed-route services in the McKinney area has also resulted in a significant reduction in ridership. **Simultaneously, the fixed-route service offered by TAPS just to the north of Collin County has expanded dramatically during the same period. This suggests that the provision of comprehensive, well-planned public transportation does have the potential for attracting ridership, even in largely low-density portions of Collin County.**

Attachment A

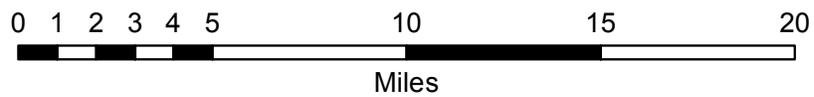
Map, Collin County Transit Areas

Collin County Transit Areas



Legend

-  Rural Areas
-  McKinney UZA
-  Dallas UZA – DART Cities
-  Dallas UZA – Non-DART Cities

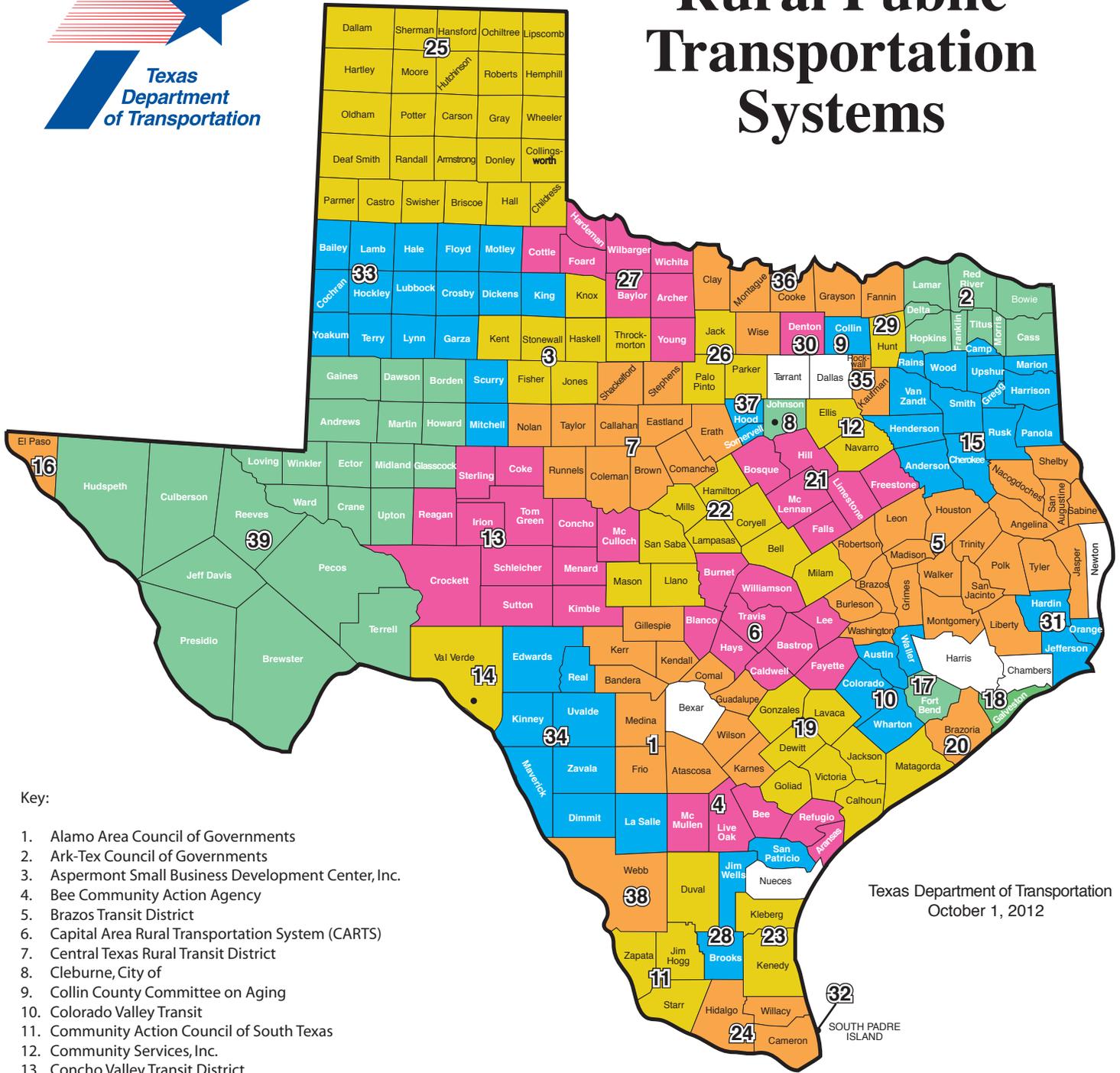


Attachment B

Map, TxDOT Rural Public Transportation Systems



Rural Public Transportation Systems



Key:

1. Alamo Area Council of Governments
2. Ark-Tex Council of Governments
3. Aspermont Small Business Development Center, Inc.
4. Bee Community Action Agency
5. Brazos Transit District
6. Capital Area Rural Transportation System (CARTS)
7. Central Texas Rural Transit District
8. Cleburne, City of
9. Collin County Committee on Aging
10. Colorado Valley Transit
11. Community Action Council of South Texas
12. Community Services, Inc.
13. Concho Valley Transit District
14. Del Rio, City of
15. East Texas Council of Governments
16. El Paso, County of
17. Fort Bend County Rural Transit District
18. Galveston County Transit District
19. Golden Crescent Regional Planning Commission
20. Gulf Coast Center
21. Heart of Texas Council of Governments
22. Hill Country Transit District
23. Kleberg County Human Services
24. Lower Rio Grande Valley Development Council
25. Panhandle Community Services, Inc.
26. Public Transit Services
27. Rolling Plains Management Corporation
28. Rural Economic Assistance League, Inc. (REAL)
29. Senior Center Resources & Public Transit, Inc.
30. Services Program for Aging Needs (SPAN)
31. South East Texas Regional Planning Commission
32. South Padre Island (The WAVE)
33. South Plains Community Action Association, Inc.
34. Southwest Area Regional Transit District
35. STAR Transit
36. Texoma Area Paratransit System, Inc.
37. The Transit System, Inc.
38. Webb County Community Action Agency
39. West Texas Opportunities, Inc.

Texas Department of Transportation
October 1, 2012

Attachment C

TAPS Agency Overview

Agency Overview

Serving Fannin, Grayson, Cooke, Wise, Clay & Montague counties, it was created to provide safe, dependable and affordable transportation for persons who depend on public transportation, or who desire to avoid the ever rising cost of fuel and the increasing stress of driving in extreme traffic conditions. TAPS is open to the entire public and serves individuals of all ages and income groups, and is equipped to fully service the elderly and disabled.

TAPS originated in 1986. It was created through an effort led by the Area Agency on Aging to better consolidate funds and other resources in order to upgrade its services and become more efficient as an organization. TAPS is a political subdivision of the state. In its many decades of operation, TAPS has grown into a regional system of more than 90 transport vehicles, providing in excess of 360,000 trips per year in its six-county service area.

360,000+

Trips per Year



TAPS continues to grow and innovate, and is considered a state leader in small urban and rural transportation. TAPS is the first transportation provider in the state of Texas to successfully partner with a transportation provider across state borders, having done so in a regional partnership with the state of Oklahoma and the Choctaw Nation. This endeavor currently provides job and education access to residents of both northern Texas and southern Oklahoma, and serves as a model for future projects of this kind at the national level. Moreover, TAPS currently administers the Regional Transportation Coordination grant, representing a cohesive, regionalized effort to address many of the unmet transportation needs faced by non-profit organizations. It has developed mutually beneficial partnerships with Meals on Wheels, Goodwill, the Vietnam Veterans Administration and other organizations in the area with similar challenges.

► The Stats

- 122 FT/PT Employees
- Annual Budget of \$10.4 million
- Annual Growth Rate of 28% (4 yr increase of 103%)
- 98 Units for Operations
- 36 Open Grant Applications

Attachment D

TxDOT Rural Provider Performance Data
PTN-128 Quarterly Summary
Comparison of TAPS & CCART

Highlights from Attachment:

	TAPS	CCART
Expense per passenger	\$15.01	\$84.29
Average passengers per day per vehicle	15	1
Expense per revenue hour	\$44.56	\$146.29
Expense per revenue mile	\$2.26	\$9.21
Miles between bus failure	28,857	308

PTN-128 Quarterly Summary
Rural Provider Performance Data

FOURTH (4TH) Quarter Data	Texoma Area Paratransit System/TAPS (Sherman)	Collin County Committee on Aging	NonUrbanized Average	NonUrbanized Median
	^Select an Agency ^	^Select an Agency ^		
Total Passenger Trips	39,052	1,614	41,204	25,731
Expense per Passenger	\$15.01	\$84.29	\$11.53	\$12.72
Passengers per Revenue Mile	0.15	0.11	0.13	0.00
Avg Passengers per Day	521	22	549	343
Avg Passengers per Vehicle (Day)	15	1	16	11
Passengers per Revenue Hour	2.97	1.74	4.45	3.87
Passengers per Total Hours	Not Available	Not Available	Not Available	Not Available
Revenue Hours	13,151	930	9,249	6,650
Expense per Total Hours	Not Available	Not Available	Not Available	Not Available
Expense per Revenue Hour*	\$44.56	\$146.29	\$51.38	\$49.21
Revenue Miles	259,715	14,766	175,052	115,486
Expense per Total Miles	Not Available	Not Available	Not Available	Not Available
Expense per Revenue Mile	\$2.26	\$9.21	\$2.71	\$2.83
Avg Total Miles per Vehicle (Day)	Not Available	Not Available	Not Available	Not Available
Avg Rev Miles per Passenger	6.65	9.15	4.25	4.49
System Speed (Revenue)*	19.75	15.88	18.93	17.37
Number of Vehicles	34	29	35	32
Total Expenses	\$586,043	\$136,048	\$475,201	\$327,274
Total Revenue	\$251,080	\$13,544	\$186,785	\$85,906
Total Revenue Percentage*	42.8%	10.0%	39.3%	26.2%
Fares Collected	\$30,401	\$5,883	\$22,447	\$16,714
Farebox Recovery per Passenger*	\$0.78	\$3.64	\$0.54	\$0.65
⁽¹⁾ Total Revenue/\$	\$0.38	\$0.06	\$0.24	\$0.23
⁽²⁾ Miles/\$	\$0.44	\$0.11	\$0.31	\$0.34
\$/HOUR	\$44.56	\$146.29	\$48.79	\$47.87
Miles Between Failures	28,857	308	18,931	12,476
Total Reported Failures	9	48	22.26	4.00

Attachment E

North Central Texas Council of Governments
Collin County Transit Needs Study
Transit Needs Surveys

DRAFT



PREPARED FOR NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

COLLIN COUNTY TRANSIT NEEDS ASSESSMENT AND PLANNING STUDY TECHNICAL REPORT 2: TRANSIT NEEDS SURVEYS

Draft

January 2013



1 TRANSIT NEEDS SURVEY

The effort to assess the transit needs of Collin County residents consisted of two types of surveys: an online (or Web-based) survey designed to solicit information from the general population of Collin County residents and a printed/paper survey distributed to CCART transit riders and individuals affiliated with selected human service agencies in Collin County. The distinction between the two survey types is important, because the paper survey included additional questions specific to transportation challenges faced by persons who were more likely to have fewer transportation options. The online survey is included in Appendix A. The paper survey is included in Appendix B.

The purpose of the survey was not necessarily to provide statistically significant results, but to offer additional supportive information when considered along with public input, stakeholder input, and the analysis of demographic and land use data. This chapter summarizes the outcome of the survey efforts.

METHODOLOGY

Surveys were developed by Nelson\Nygaard based on NCTCOG surveys used for the Access North Texas transportation studies. Questions were added based on findings from stakeholder interviews and issues uncovered in the analysis of travel and demographic data.

The online surveys were formatted by NCTCOG staff and placed on the NCTCOG website at collinsurvey.org. The survey was promoted via several channels. To inform McKinney residents about the online survey, Dikita Enterprises (Dikita) produced and delivered 46,000 water bill inserts to the City of McKinney, printed in English and Spanish, alerting the recipients to the online survey and asking for their participation. Surveys were also promoted via press releases; emails to individuals and organizations in the project database; slips of paper distributed at public meetings; and postings on Craigslist and community internet message boards in Frisco, Celina, Anna, McKinney, Plano, Wylie and Farmersville.

Dikita formatted the printed surveys and then produced, printed, and delivered them. Surveys were mailed to more than 2,200 registrants in the CCART database, handed out on McKinney local CCART routes, and were delivered to an array of human service agencies including the McKinney Senior Recreation Center, Aging and Disability Resource Center, Veterans Services, Department of Assistive and Rehabilitative Services (DARS), LifePath Systems, the Maurice Barnett Geriatric Wellness Center, the Plano Senior Recreation Center, and Workforce Solutions for North Central Texas.

The total number of surveys distributed by Dikita was 2,400. Beyond this, some agencies also requested PDFs so they could print more as needed. It is unknown how many were reprinted and distributed.

COLLIN COUNTY TRANSIT NEEDS ASSESSMENT AND PLANNING STUDY
DRAFT TECHNICAL REPORT 2: TRANSIT NEEDS SURVEYS
 North Central Texas Council of Governments

A total of 1,423 surveys were completed online and 274 paper surveys were returned, for a total of 1,697 completed surveys. Upon completion of the surveys, three names were randomly drawn using a Web-based random number generator and each winner was contacted and awarded a \$50 VISA gift card.

FINDINGS

The survey results are discussed in the following sections. Whenever the questions of both online and paper surveys are the same, the results are presented together. Because of the differences between the two surveys, some results are presented only for either the paper survey or the online survey.

Demographics

Residence of Respondents

Because the residents of the City of McKinney received information about the survey in their water bills, most of the respondents to the online survey (approximately 72%) are from the City of McKinney. McKinney residents also represent about 47% of the respondents to the paper survey. On the whole, they represent about 68% of all respondents. About 10% of the respondents were from Plano.

Based on the response rates, the surveys are not proportionally representative of Collin County's population based on city of residence. Greater numbers of residents from communities with local transit service – McKinney and Plano – responded to the survey, but almost all cities in the county have some representation among survey respondents (see Figure 1-1).

Figure 1-1 Where Do You Live?

Response	Paper Survey		Online Survey		Total	
	Human Service/ Transit Users		General Public			
	Count	Percent	Count	Percent	Count	Percent
(No response)	9	3.3%	28	2.0%	37	2.2%
Allen	19	6.9%	35	2.5%	54	3.2%
Anna	2	0.7%	22	1.5%	24	1.4%
Blue Ridge	1	0.4%	2	0.1%	3	0.2%
Carrollton			1	0.1%	1	0.1%
Celina			2	0.1%	2	0.1%
Dallas	9	3.3%	14	1.0%	23	1.4%
Fairview	4	1.5%	6	0.4%	10	0.6%
Farmersville	6	2.2%	4	0.3%	10	0.6%
Frisco	10	3.6%	72	5.1%	82	4.8%
Garland			3	0.2%	3	0.2%
Lavon			3	0.2%	3	0.2%
Lowry Crossing			4	0.3%	4	0.2%
Lucas			3	0.2%	3	0.2%

COLLIN COUNTY TRANSIT NEEDS ASSESSMENT AND PLANNING STUDY
DRAFT TECHNICAL REPORT 2: TRANSIT NEEDS SURVEYS
 North Central Texas Council of Governments

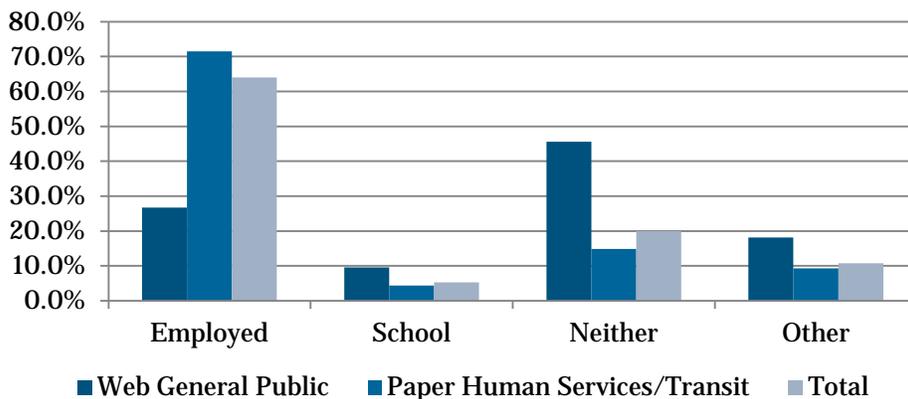
Response	Paper Survey		Online Survey		Total	
	Human Service/ Transit Users		General Public			
	Count	Percent	Count	Percent	Count	Percent
McKinney	128	46.7%	1,029	72.3%	1157	68.2%
Melissa			5	0.4%	5	0.3%
Murphy	5	1.8%	12	0.8%	17	1.0%
New Hope			1	0.1%	1	0.1%
Parker	1	0.4%	3	0.2%	4	0.2%
Plano	53	19.3%	111	7.8%	164	9.7%
Princeton	10	3.6%	6	0.4%	16	0.9%
Prosper	3	1.1%	11	0.8%	14	0.8%
Richardson	3	1.1%	9	0.6%	12	0.7%
Sachse			6	0.4%	6	0.4%
Van Alstyne			2	0.1%	2	0.1%
Wylie	7	2.6%	23	1.6%	30	1.8%
Other	3	1.1%	5	0.4%	8	0.5%
Total	274	100.0%	1,423	100.0%	1,697	100.0%

Employment Status

Individuals were asked whether they work or are in school, and if so where.

Nearly 72% of the online survey respondents are employed, while only 27% of paper survey respondents are employed (Figure 1-2). Almost 46% of the paper survey respondents are neither employed nor attending school, reflecting the dependency of this market segment on human service agencies or transit in Collin County. The vast majority (more than 90%) of individuals who listed “other” marked that they were, in fact, retired.

Figure 1-2 Are You Currently Employed or in School?



Among respondents who are employed and provided their employment location, the primary work destinations include McKinney (27%), Dallas and Plano (19% for each), Richardson (6%), and Frisco and Allen (both 5%) reflecting the similar findings from the analysis of NCTCOG travel demand model data. Thirteen percent of respondents indicated multiple work destinations or

COLLIN COUNTY TRANSIT NEEDS ASSESSMENT AND PLANNING STUDY
DRAFT TECHNICAL REPORT 2: TRANSIT NEEDS SURVEYS
 North Central Texas Council of Governments

other locations, primarily in the Dallas-Fort Worth region. McKinney (28%) and Plano (22%) are the primary commute destinations identified by survey respondents who attend school. Work and school locations are shown in Figure 1-3 and Figure 1-4.

Figure 1-3 Primary Work Locations (Both Survey Types)

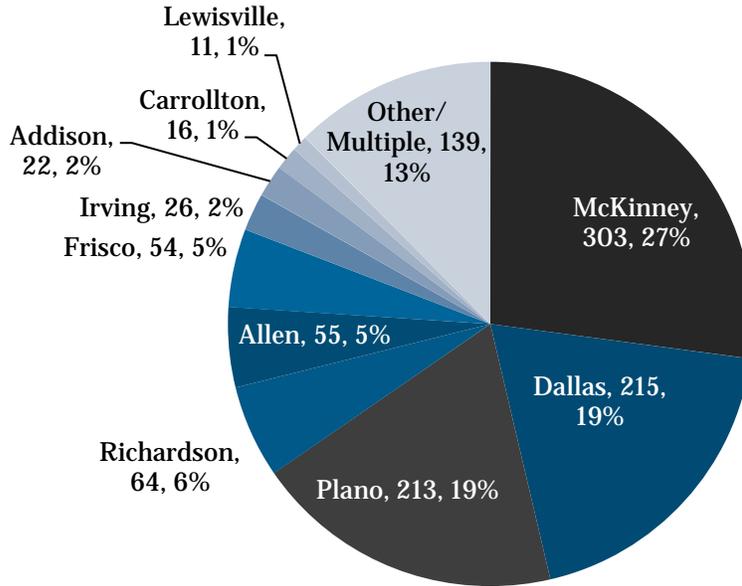
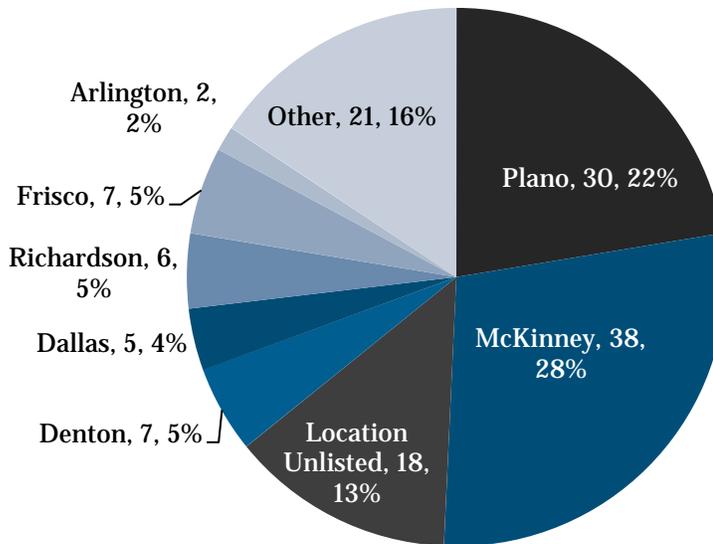


Figure 1-4 Primary School Locations (Both Survey Types)



Gender

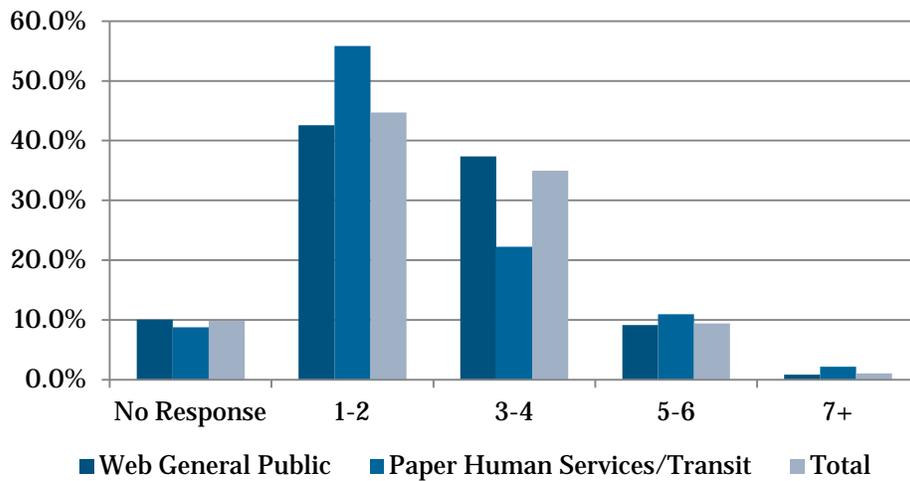
More women than men completed the survey. Of persons indicating their gender, 55% of surveys were completed by women; 45% were completed by men. Women comprised 67% of the respondents who completed the human services/transit paper survey, and about 53% of the general public online survey. Men comprised 33% of the respondents who completed the human services/transit paper survey, and 48% of the general public online survey.

Household Composition

Individuals were asked about the size of their household, how many seniors reside in the household, and how many persons age 18 and under are in the household.

A greater proportion of people who completed the paper human services/transit survey live alone or with one other person than individuals who completed the online general public survey. About 56% of the human services/transit respondents have household sizes of one or two, compared to about 43% of the general public respondents, a significant proportion of whom (37%) live in households with three or four residents, reflecting the high number of children living in households in Collin County (see below).

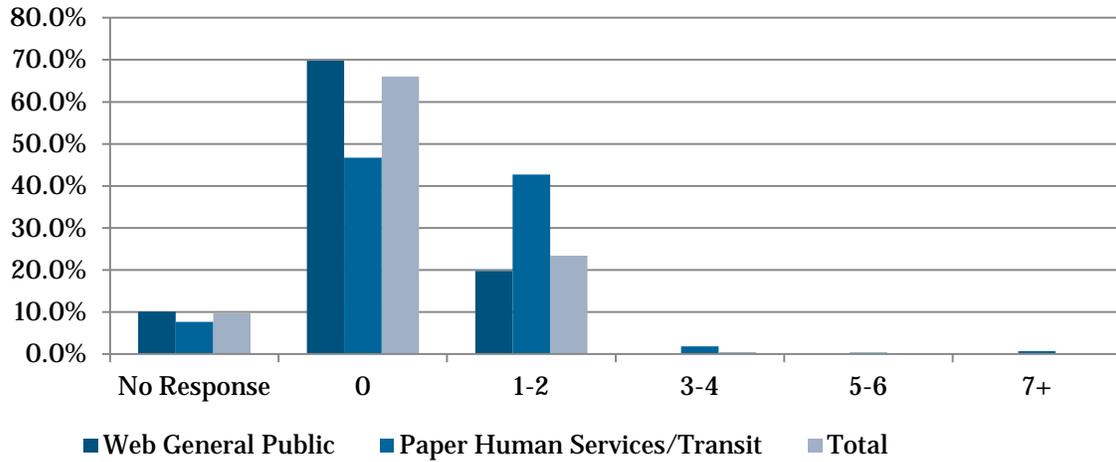
Figure 1-5 Including You, How Many People Currently Live in Your Household?



Seniors

Approximately 46% of respondents for the paper human services/transit survey live in households with at least one senior age 65 or older; in contrast, only about 20% of respondents completing the general public survey have at least one senior in their household. 2010 Census Data for Collin County shows 15% of households have a resident 65 or older. Figure 1-6 illustrates the number of seniors in respondents' households.

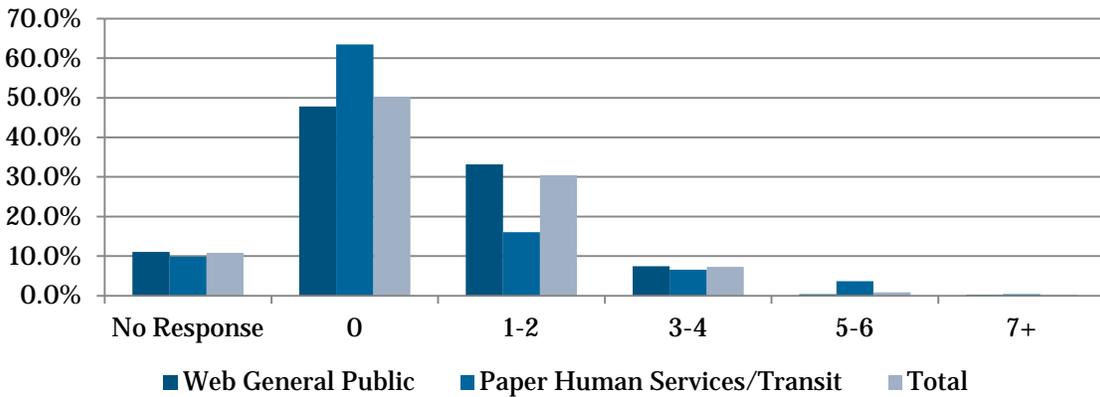
Figure 1-6 How Many [People in Your Household] Are Age 65 or Older?



Young People

The majority of paper human services/transit survey respondents are neither young themselves nor do they have young people living in their home: 64% have no household member 18 years old or younger, while 16% have one or two household members 18 years old or younger. The online general public survey responses closely match Census data with 42% of respondents reporting at least one household resident age 18 or under. US Census data shows 42.5% of households in Collin County have residents under age 18.

Figure 1-7 How Many [People in Your Household] Are Age 18 or Younger?

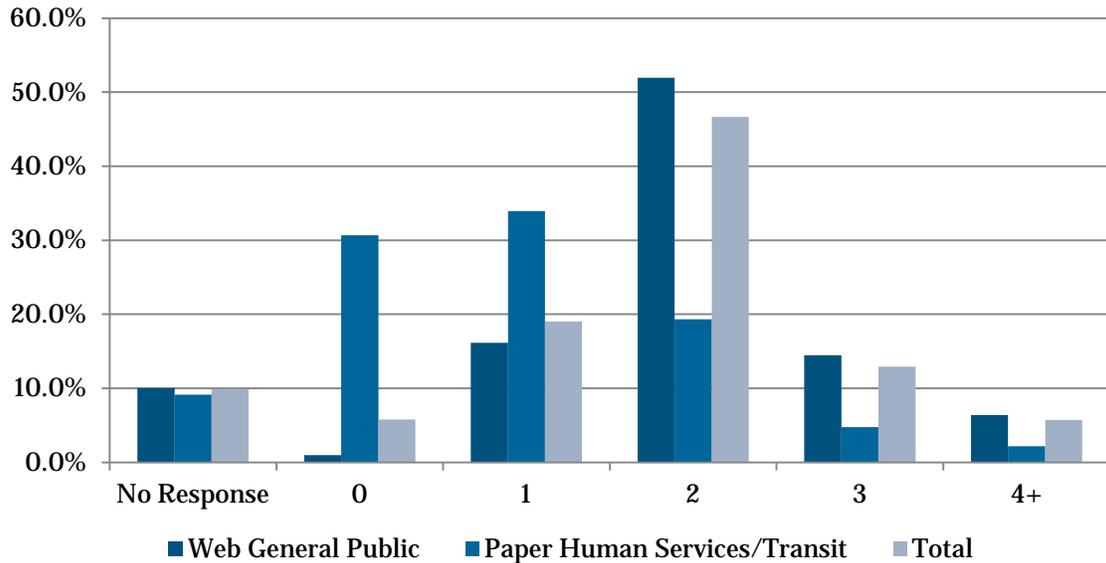


Availability of Vehicles

Survey respondents were asked how many vehicles they have available in their home, including automobiles, motorcycles, scooters, etc. For both survey types, the majority of households have at least one vehicle available to them. Thirty-one percent of the respondents completing the paper human services/transit survey do not have any working vehicles in their household, while 34% have one vehicle and 26% have two or more working vehicles. In contrast, only 1% of the online

general public survey respondents indicated they did not have any working vehicles, while 72% have two or more working vehicles. Availability of vehicles is shown in Figure 1-8.

Figure 1-8 How Many Working Vehicles (including Automobiles, Motorcycles, Scooters, etc.) Does Your Household Have?



Annual Household Income

Figure 1-9 shows the annual household income of the respondents. In general, those who completed the paper human services/transit survey have lower household incomes than those who completed the online general public survey. The majority (60%) of paper survey respondents have an annual household income below \$35,000 compared with 16% of online survey respondents. US Census data finds that 70% of households in Collin County have incomes of \$50,000 or greater, which compares similarly with 68% of the online survey households.

Figure 1-9 What Is Your Annual Household Income?

Response	Paper		Online		Total	
	Human Services/ Transit Users		General Public			
	Count	Percent	Count	Percent	Count	Percent
No Response	44	16.1%	212	14.9%	256	15.1%
Under \$25,000	127	46.4%	50	3.5%	177	10.4%
\$25,000 - 34,999	37	13.5%	65	4.6%	102	6.0%
\$35,000 - 49,999	24	8.8%	127	8.9%	151	8.9%
\$50,000 - 74,999	21	7.7%	254	17.8%	275	16.2%
\$75,000 - 99,999	9	3.3%	235	16.5%	244	14.4%
\$100,000 +	12	4.4%	480	33.7%	492	29.0%
Total	274	100.0%	1,423	100.0%	1,697	100.0%

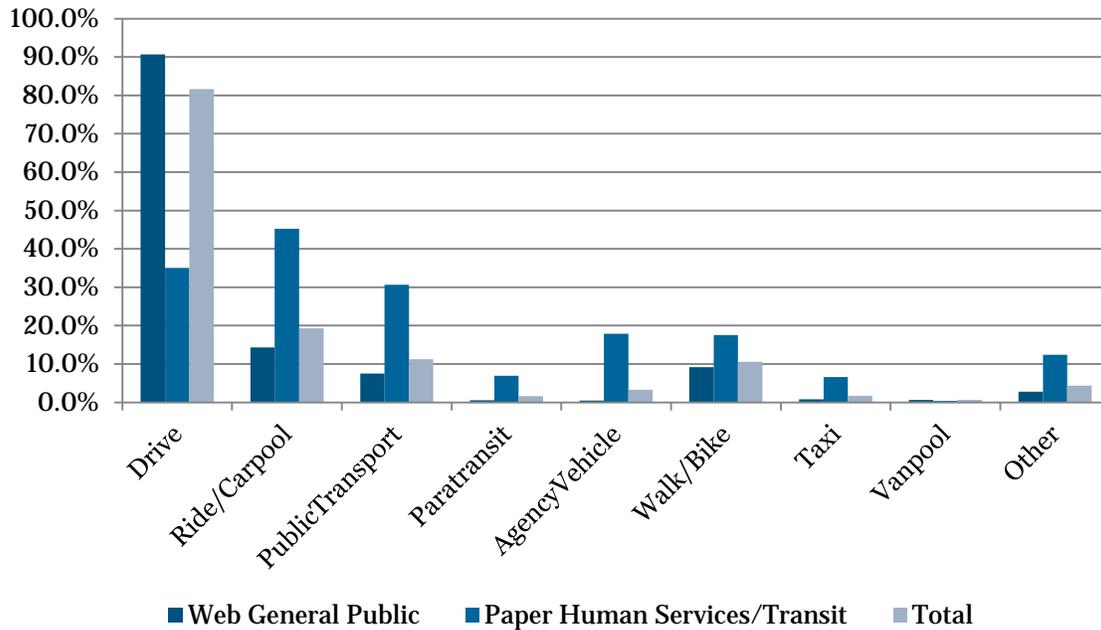
Disability

The paper human services/transit user survey asked about whether individuals have a disability that makes it hard for them to travel. The majority – 54% -- indicated that indeed they have a disability that impacts their ability to travel.

Travel Characteristics

The surveys asked individuals how they typically travel (Figure 1-10), and allowed them to choose more than one response. Because the survey effort focused on people with an interest in transit and specifically sought public transit riders, the percentage of transit users among the population of survey respondents is higher than that of the general population. Looking at all the responses collectively, the private automobile is the travel mode used by nearly all respondents, either as a driver or as a rider. While 90% of the online general public survey respondents indicated they typically drive where they need to go, only 35% of the human services/transit users survey respondents said they drive: 45% of them get a ride (or carpool), 31% use public transit and 7% use paratransit. The respondents to the paper survey typically marked multiple boxes on the survey (they use transit, get a ride and paratransit) while the vast majority of respondents to the general public survey marked only one box: drive. Those who use public transportation account for six percent of the online survey respondents. Walking and biking account for 18% of the paper survey respondents, compared with only nine percent for online survey respondents.

Figure 1-10 How Do You Usually Travel to Get Where You Need to Go?



The data illustrates the significant differences in travel characteristics among members of the general population and individuals who require services provided by human service agencies or use CCART.

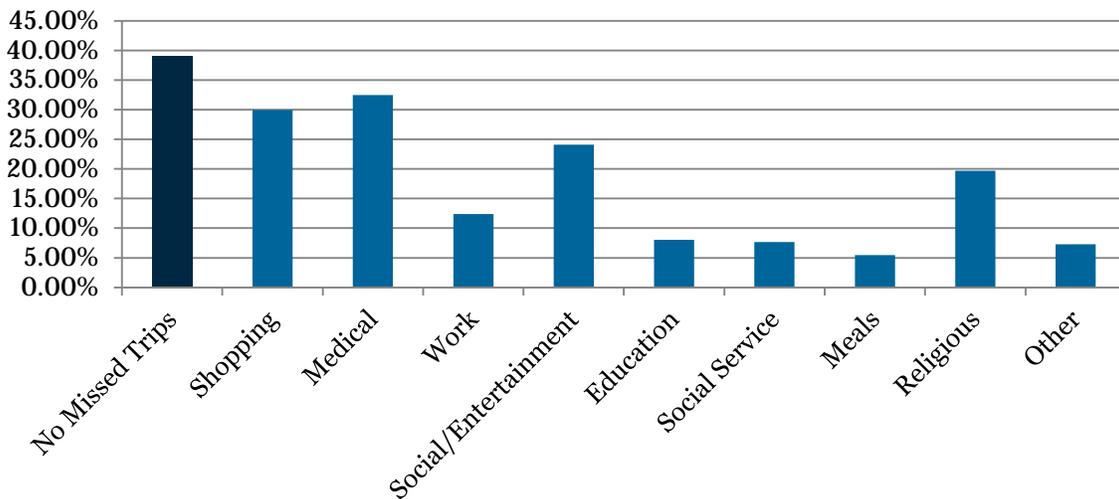
Travel Limitations

A set of specific questions was asked of those individuals who completed the paper human services/public transit surveys to better understand any limitations of existing transit services. They found that significant numbers of individuals could not travel somewhere due to a lack of transportation. When asked, “Is there anywhere you would like to travel but cannot due to lack of transportation?” 57% of the respondents providing an answer indicated “yes” and 43% indicated “no.” Respondents answering affirmatively were asked to list where they would like to travel, and could list multiple destinations. Plano was listed most often (57 respondents), followed by Dallas (45 respondents), McKinney (42 respondents), and Allen (32 respondents). Other top destinations included Frisco (14) and Denton (7), but Arlington, Farmersville, Richardson, Wylie, Sacshe, DFW Airport, Lewisville, and other regional cities were also listed. Trip purposes were also listed and most were discretionary for clothes shopping, movies, sporting events, visiting family, arts centers/museums and church, but also included medical and grocery shopping. It should be noted that even though many of the desired trip types are discretionary, studies have found that social and recreational trips can be critical for good health, well being and helping individuals stay connected to their community and thus can be as important as medical and grocery shopping trips.

Missed Activities

Survey respondents were asked if, at any time in the last six months, they had missed any specific types of activities due to a lack of transportation. Thirty-nine percent of respondents said they had not missed any trips, indicating a majority had missed at least some trips due to a lack of transportation. Medical trips were the trips missed most often (32%), followed by shopping trips (30%), and social/entertainment (24%). Nearly one-fifth of respondents indicated they had missed religious activities (many noting church services) due to a lack of transportation. This information, shown in Figure 1-11, reinforces the data collected from stakeholders and persons attending public meetings that a portion of the population risks being isolated or disenfranchised due to a lack of transportation.

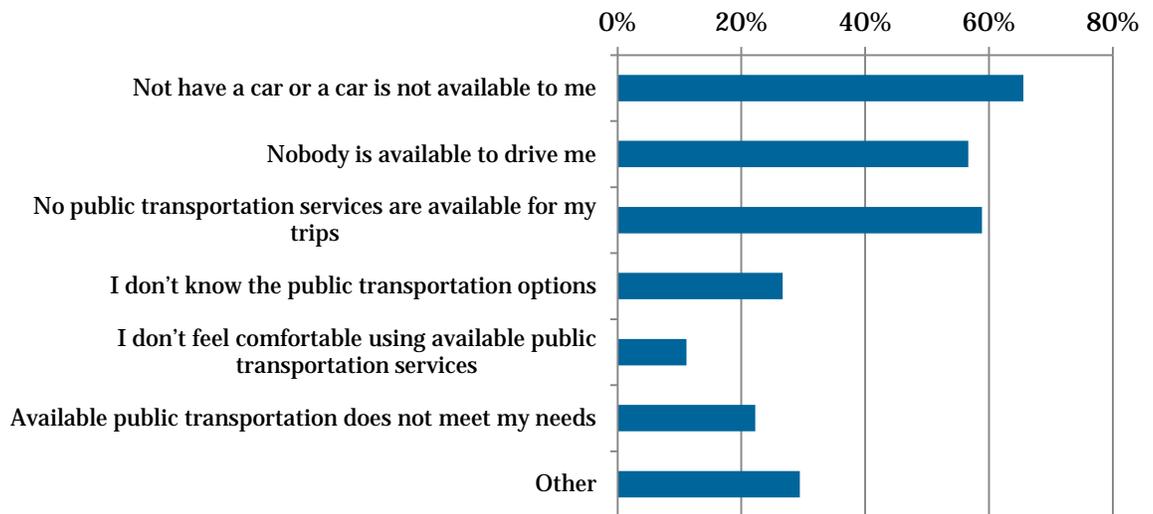
Figure 1-11 In the Last Six Months, Have You Missed Any of the Following Trips Due to a Lack of Transportation? (Paper Human Services/Transit Surveys)



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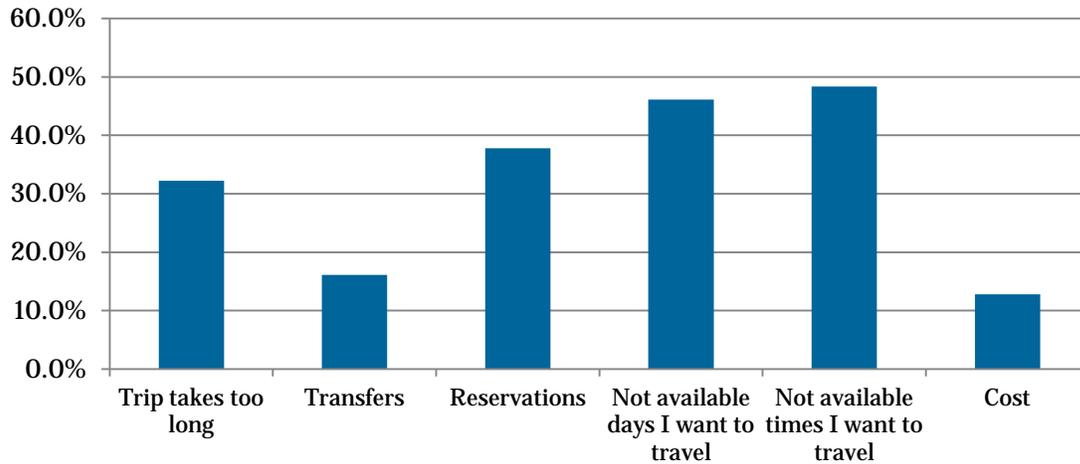
Among those who indicated they had missed trips, they were asked to indicate all of the reasons (multiple answers accepted) they had missed trips. Two-thirds (66%) said they missed trips because they had no car available. Fifty-seven percent said they had no driver available, and 59% said that public transportation was not available. The specific reasons why people missed trips are shown in Figure 1-12. Among those who indicated “other,” one of the most common responses was one of the existing categories: that public transportation was not available or did not meet their needs to the location they wanted to go. Comments included, “No pick up in Murphy,” “No public transport in McKinney,” and “No public transportation in Allen,” suggesting the need for improvements to CCART’s information resources but also possibly some personal experience with limited capacity (comments included “Have to call four days in advance” and “If I miss the CCART I will have to wait another 1hr 20 min for another.”). Other comments included, “No public transportation on weekends,” and several others noted limited DART services in Plano.

Figure 1-12 What Keeps You From Getting Where You Need to Go? (Paper Human Services/Transit Surveys)



Respondents who indicated public transportation services are not available or do not meet their needs were asked why. Forty-eight percent indicated transit was not available at the times they wanted to travel, followed by 46% who said that service was not available days of the week they wanted to travel. The inability to make a reservation accounted for 38% of responses, and long travel times for 32%. Responses are shown in Figure 1-13

Figure 1-13 Why Does Public Transportation Not Meet Your Needs?



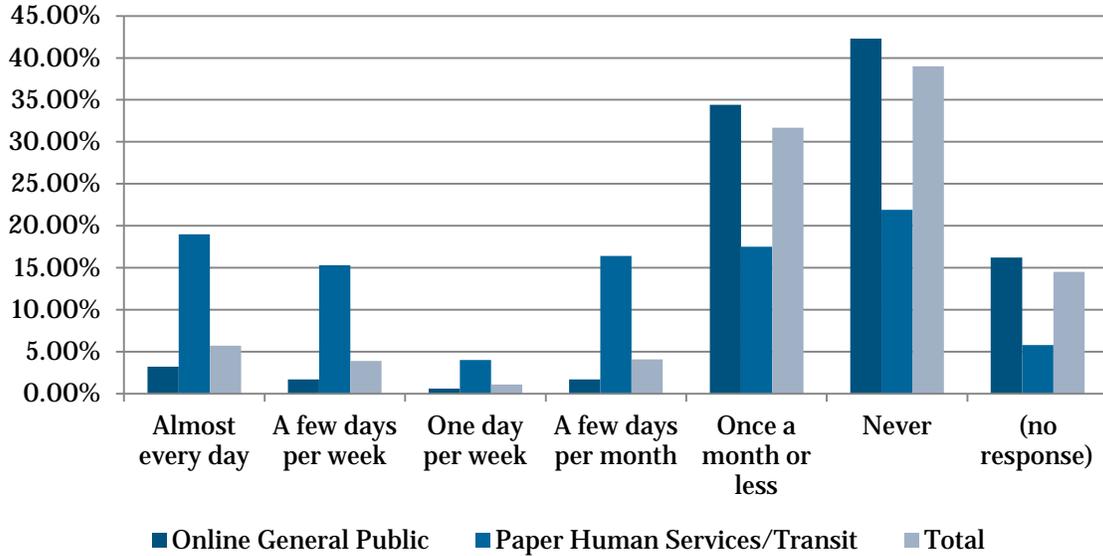
Use of Public Transportation

Frequency of Use

Respondents were asked how often they had used public transportation during the past six months. Most had never used it, and among those who had, the largest group had used it infrequently.

Figure 1-14 illustrates that 32% of online survey respondents took a ride on transit once a month or less. Only three percent rode transit almost every day, showing how limited the experience of using transit is for the vast majority of Collin County's residents. Of respondents to the paper survey, well over one-third whom use transit, 19% indicated riding transit every day, and another 15% ride a few days each week. Sixteen percent ride a few days per month. Only 22% said they had used no public transit at all during the past six months.

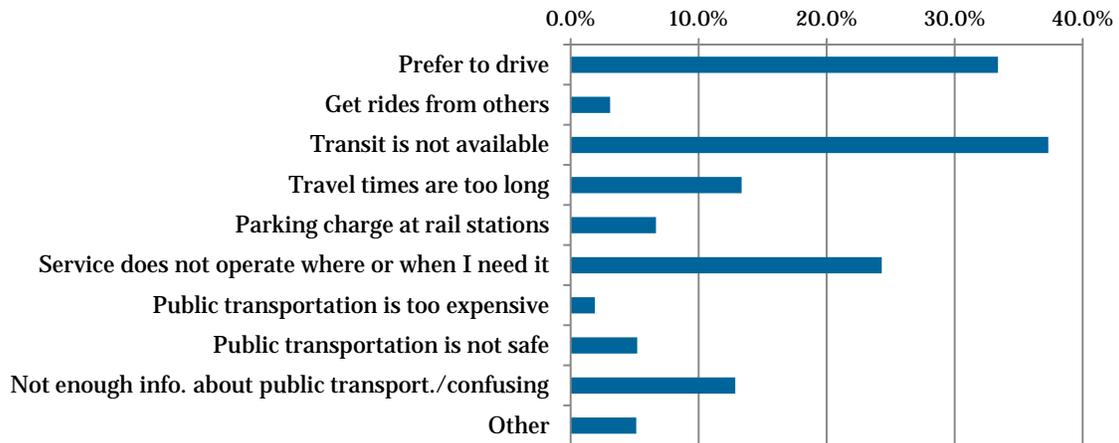
Figure 1-14 How Often Have You Used Public Transit in the Past Six Months?



Reasons for Not Using Transit

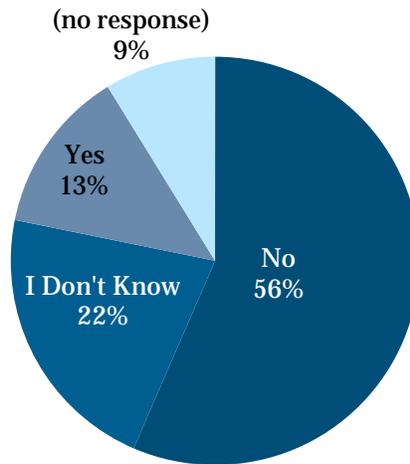
Figure 1-15 shows why respondents had not used public transportation in the past six months. Respondents were able to mark all relevant answers. The largest group of people indicated that transit is not available (37%), and one-third of respondents (33%) indicated they prefer to drive. Nearly one-quarter of respondents (24%) said that public transit service does not operate where or when it is needed. Thirteen percent indicated that they do not have enough information about public transit or that it is too confusing.

Figure 1-15 Why Have You Not Used Any Public Transportation in the Past Six Months? (Online General Public Survey)



Lack of transit service in portions of Collin County and, in some cases, limited information about transit services logically contribute to limited ridership. The survey asked whether public transportation was available in the neighborhood or community where respondents live (Figure 1-16). Only 13% said that public transportation is available where they live. Fifty-six percent definitively said that transit is not available, while 22% said they did not know. Another nine percent of respondents skipped this question.

Figure 1-16 Does Public Transportation Currently Serve the Neighborhood/Community Where You Live? (Online General Public Survey)

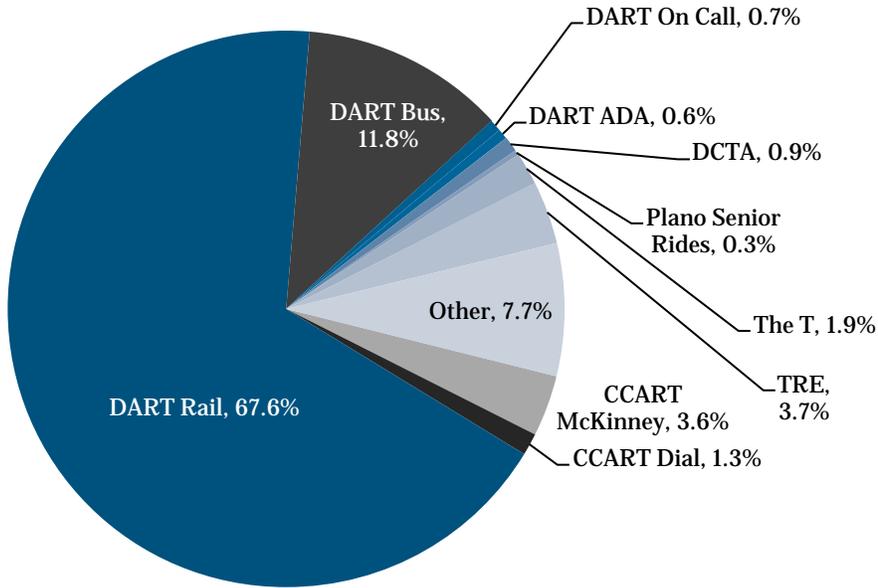


Public Transportation Services Used

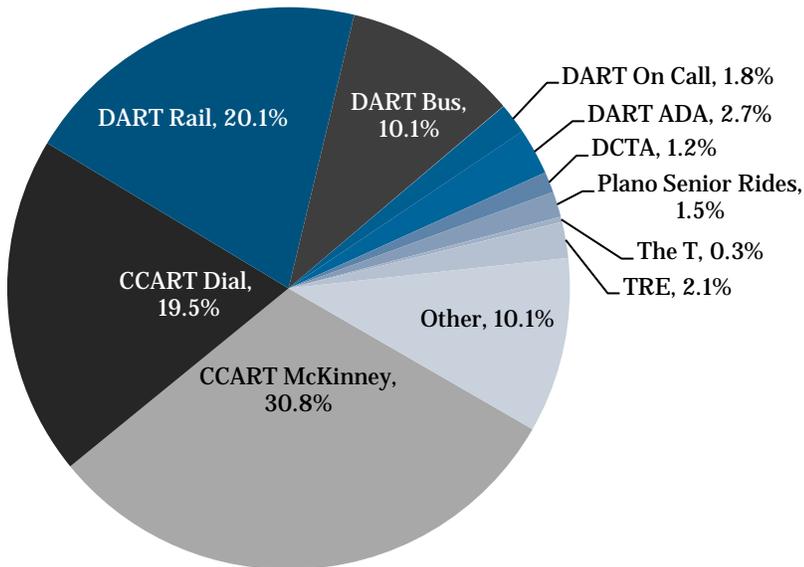
Figure 1-17 shows the various public transportation services used by the respondents to both surveys. Individuals could mark more than public transportation service if they had used more than one. The information shows that DART Rail is used most often by respondents completing the general public survey, while CCART Services in McKinney, DART Rail, and CCART Countywide Dial-a-Ride are the most used transit services for respondents to the paper survey.

Figure 1-17 Which Public Transportation Services Have You Used in The Last Six Months?

Online - General Public Survey



Paper - Human Services/Transit Survey



Opportunities

Factors to Encourage the Use of Public Transportation

Both surveys asked respondents to indicate whether any of a series of conditions would encourage them to use public transportation more often. Overall, those who completed the paper survey were much more likely than those who completed the online survey to indicate that the various conditions would encourage them to ride more often (see Figure 1-18).

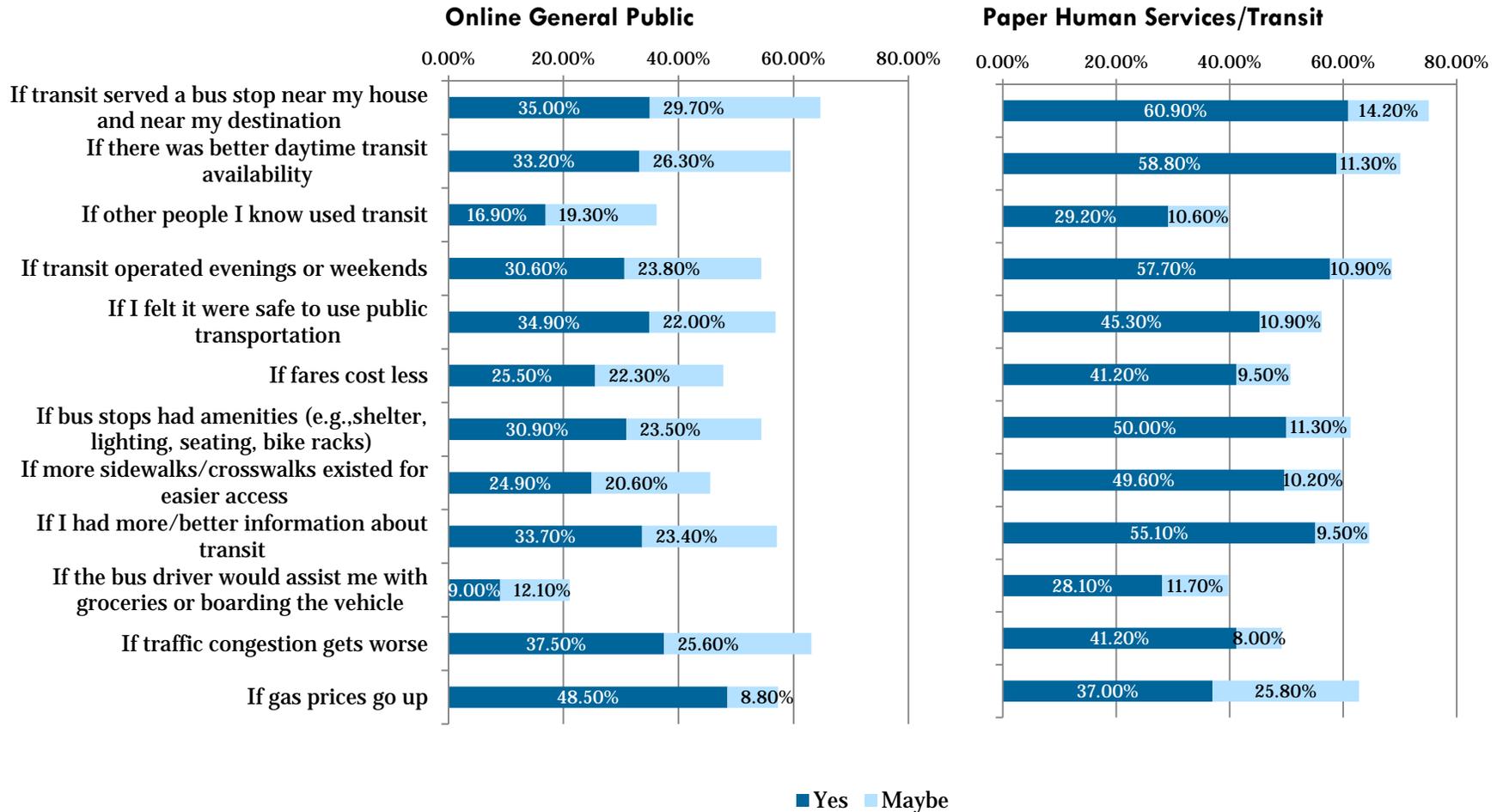
Among the respondents of the online survey, about 65% would possibly consider using public transportation more if bus stops were near their home and destinations, and about 63% might do so if the traffic congestion were to get worse. Nearly one-half of respondents (49%) indicated a definitive “yes” to using public transit more if gas prices were to go up. Least likely to encourage public transit use included driver assistance and if the respondent knew other people who used transit.

Among those responding to the paper human services/transit survey, almost 75% indicated they might use public transportation more if the bus stops were near their home and destinations, and 70% would do so if daytime transit availability were better. More than 60% of users of human services/transit also cited evening/weekend transit service, more/better information about transit, and gas prices going up as factors that would encourage them to use public transportation more.

In general, there were very few differences among factors that would encourage transit use for high-income respondents versus low-income respondents, with only a few exceptions. Low-income respondents were more likely than higher earners to list “if the bus driver would assist me with groceries or boarding the vehicle” as a factor to encourage ridership, but higher-income respondents showed greater sensitivity to gas prices, indicating a greater willingness to use transit more often if gas prices were to increase. Lower-income respondents, perhaps more attuned to the experience of using local transit, were also more likely to indicate “if bus stops had amenities (such as shelters, lighting, seating, or bike-racks)” and “if more sidewalks/crosswalks existed for easier access” as factors encouraging transit use.

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Figure 1-18 Would Any of the Following Encourage You to Use Public Transportation More Often?



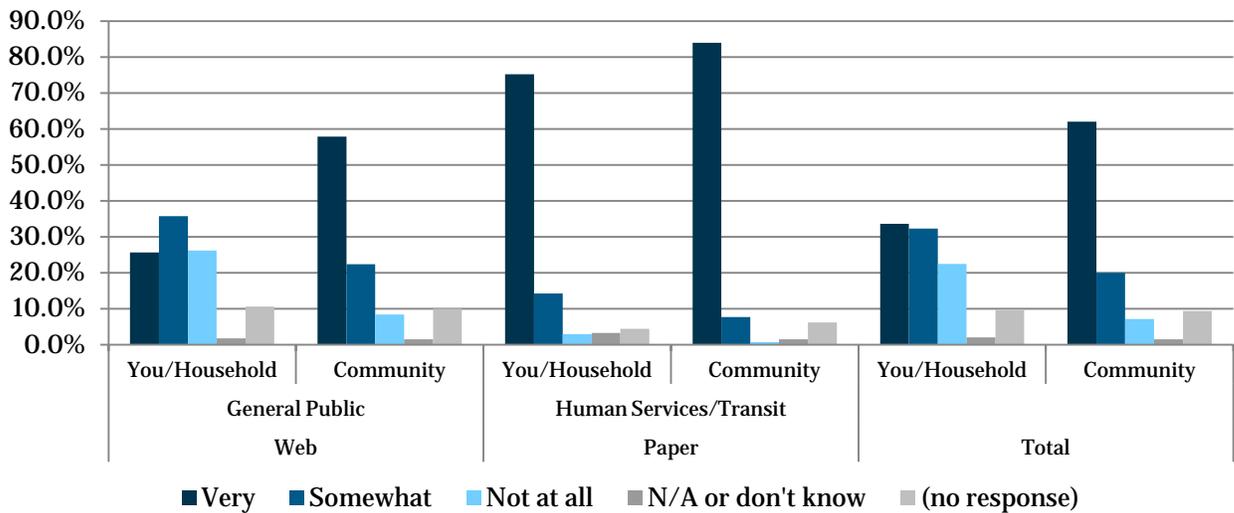
Importance of Transit

Figure 1-19 shows the importance of local transit to the individual respondent and his/her household, as well as the perceived value to the community. Overall, respondents indicated that even if transit is not necessarily important to them personally (for themselves and their household), most indicated that it is important to have transit available in the community.

Three-quarters (75%) of the respondents to the human services/transit survey consider it to be very important for themselves and their households to have local transit available, and even more, 84%, marked transit for the community is very important. Another 14% said it is somewhat important for themselves.

Of those who completed the online general public survey, only 26% consider local transit to be very important for themselves and their households, but more than twice as many, 58%, said it is important to have transit service available in the community. Another 36% said transit was somewhat important for themselves and their households. More than one-quarter of respondents (26%) indicated transit was not at all important for themselves or their household, but only eight percent said it is not important for the community to have transit available. This suggests that even people who may not use transit now, nor have much likelihood of using it in the future, generally support some level of transit service as a value to the community.

Figure 1-19 How Important is it to Have Local Transit Available for (1) You and Your Household and (2) in the Community?



Potential New Public Transportation Services

Looking ahead to solutions, surveys asked which of a list of potential new services would be most appealing to respondents and their household members. They could indicate more than one service, if necessary.

The following table illustrates respondents' preferences to potential new public transportation services. Fifty-eight percent of respondents to the online survey indicated that a service connecting Collin County cities to DART rail would be their preference. Thirty-two percent said bus routes linking Collin County cities would be preferred and 28% indicated local bus service

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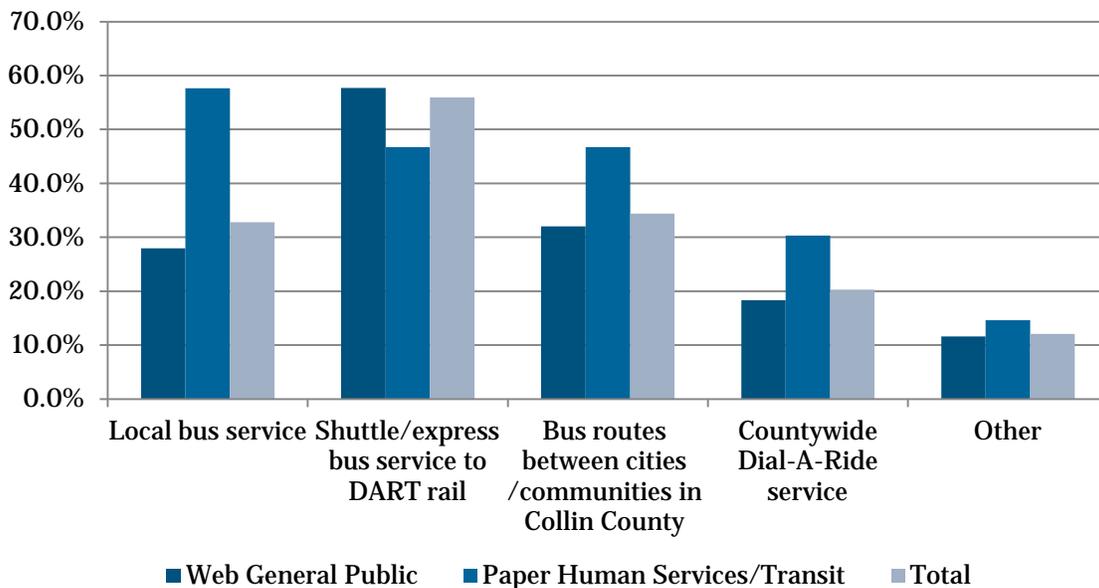
would be most appealing. These preferences generally reflect the comments from individuals at public meetings and input from project stakeholders.

The preferences were quite different for those who completed the paper human services/transit survey, where a significant number of respondents marked multiple service options and a majority (58%) listed local bus service as most appealing, followed by both service to DART rail and bus routes between Collin County cities (both 47%). Thirty percent of these respondents listed countywide dial-a-ride service as most appealing. Those who ride transit every day listed service to DART as most appealing, as did those who ride very infrequently or not at all. Those who currently ride transit a few days a week – and therefore likely not using transit to commute – marked local bus service as most appealing.

By far, the most common preference among those who listed “other” was an extension of rail service north of Plano. Rail service was left off the list of options due to the short-term nature of this particular study, but it is an issue of great importance to a number of Collin County residents. Among the non-rail “other” services listed were commuter bus service directly to Dallas (not a link to DART), better/new bicycle paths and pedestrian paths, taxi services, and enhanced paratransit services.

A number of people listed specific neighborhoods in Plano and McKinney for local service, and others listed cities without local transit service: Allen, Princeton, Murphy, Frisco and Farmersville. The most common requests for intercity service were between McKinney and Plano, and McKinney and Frisco, but services were listed between almost every possible pair of Collin County cities, as well as from Collin County cities to Dallas, DFW Airport, Richardson, Denton/Denton County, Rockwall County, and other locations.

Figure 1-20 Which of the Following Potential New Services Would Be Most Appealing to You or Members of Your Household?



Comments/Feedback

Respondents were asked if they had any comments they wished to provide. They provided a diverse set of comments which, for summary purposes, were assigned to different categories or themes as shown in Figure 1-21.

A majority of the respondents had no comments to offer. Among those who commented, the largest group of online survey comments (about 14%) involved adding more cities to existing transit systems like DART. Eight percent of the paper survey respondents commented on the same issue.

Respondents talked about the need for service improvements for seniors and people with disabilities, with many individuals noting that they hope transit service will be available to them as they age. Others commented on safety, the concern about non-residents taking transit into their community, and the observation that planning in Collin County has not addressed transportation needs: that future growth will negatively impact the community if there is no investment in transit.

The full set of comments is included in Appendix C.

Figure 1-21 Comments by Theme

Response	Paper Survey		Online Survey		Total	
	Human Services/ Transit User		General Public			
	Count	Percent	Count	Percent	Count	Percent
(No response)	144	52.6%	911	64.0%	1,055	62.2%
Add Cities to Transit System	22	8.0%	208	14.6%	230	13.6%
Connection to DART	8	2.9%	50	3.5%	58	3.4%
Cost	5	1.8%	8	0.6%	13	0.8%
Safety	9	3.3%	19	1.3%	28	1.6%
Service Duration	8	2.9%	2	0.1%	10	0.6%
Service for Disabled/Senior Citizens	20	7.3%	27	1.9%	47	2.8%
Service Frequency	14	5.1%	14	1.0%	28	1.6%
Other	44	16.1%	184	12.9%	228	13.4%
Total	274	100.0%	1,423	100.0%	1,697	100.0%

CONCLUSION

As a whole, survey demographic characteristics generally represent the demographic characteristics of Collin County's population, although there were more females than males among the respondents. Geographic distribution of survey responses does not wholly match actual population concentrations and responses are skewed toward McKinney, where the city made an extraordinary effort to reach its citizens and encourage them to participate in the survey. DART's decision to opt out of the survey, and poor participation by some human service agencies

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meant that some of the key issues raised by stakeholders and community members in public meetings were not as prevalent among the survey responses. Nevertheless, the surveys represent another important element of a picture of Collin County's transit needs and preferences.

Persons who use transit or are affiliated with a human service agency from which they received a paper survey generally indicate greater need for transit service, have lower incomes, and a higher proportion of senior citizens in their households. Only 27% are employed. Many of them indicated they have a disability which limits mobility. Online survey respondents are more affluent and have more vehicles available. The data suggests there are very few "choice transit riders" (people who have a car but opt to use transit instead of driving) in portions of McKinney and Plano: that transit is designed to serve people with few mobility options. In Plano, some of the routes that serve as feeders to DART rail (or distributors to major employment sites) likely attract more choice riders.

Transit users appear to value their existing services and want more of them. Only 20% of the paper survey respondents drive. Many note concerns about limitations of DART service in Plano and limited service hours, coverage and frequencies of fixed routes in McKinney. Existing transit users are most interested in links between Collin County cities and local service. Non-transit users are predominately interested in commuter services to Dallas or connections to DART.

On the whole, transit, as a proposed service in the community, is valued even if individuals are not likely users. Many comments note that some level of service should be made available. Nevertheless, some of the comments include strong opinions opposed to transit service, with concerns raised about impacts to quality of life or concerns about non-residents traveling to Collin County. Those who support transit indicate they would use public transportation more if the transit stop were near their home and destination, and if services operated at preferred hours and frequencies. Connections to DART rail and service to localities within Collin County were oft-cited potential new services that appealed to the respondents.

Overall, the survey findings are unlikely to surprise most stakeholders, policymakers, or Collin County residents. They suggest that if transportation solutions for people with fewer mobility options are addressed (a focus on local services, links between Collin County cities or dial-a-ride services), the general public is unlikely to take much note of them, but there would be support from likely users, which represents a relatively small proportion of Collin County's general population. Potential new services that appeal most to the general population, namely a link to DART and possibly other commuter services, may be less likely to be used by the people who support them most (although the comments suggest that an extension of DART rail service to the north remains a high priority for many).

The survey findings, in combination with other findings from Technical Report 1, suggest that identifying a mix of services to address those with the greatest need should be balanced with some pilot efforts to provide intercity links to DART services (or all the way to Dallas-area destinations). The next phase of this effort enumerates and evaluates potential service scenarios to respond to the preferences and demands highlighted by this survey.

Attachment F

North Central Texas Council of Governments
Collin County Transit Needs Study
Existing Conditions Assessment

DRAFT

3 EXISTING TRANSIT SERVICES

Transit services in Collin County are available through a limited number of public agencies, namely Collin County Area Regional Transit (CCART) for fixed-route services in McKinney and paratransit services throughout the county, and DART fixed-route and paratransit services in the Plano area. CCART used to operate a free circulator within the city of Frisco, but this was discontinued.

Fixed-route public transportation services in Collin County are illustrated in Figure 2-14. More detailed maps on the McKinney fixed-route services are shown in Figure 3-1.

There are also small transportation services offered by churches, human service agencies, and medical facilities in the county, but these are largely not available to the general public. Taxis and Greyhound bus lines provide some limited local and regional service options for people traveling within, to or from Collin County.

Aside from DART, CCART is the only provider of public transportation in the county, and most of the information in this section focuses on services provided by that agency.

In FY2009 and FY2010, funding for CCART operations was largely based on Federal dollars - primarily 5307 (Urban Area Formula grants) and 5307 (ARRA Urban Area) and 5311 (Non-Urban Area Formula grants), in addition to match from local and "other" funds. The Federal share during those years was 50% (FY2009) and 86% (FY2010). The State reportedly contributed zero dollars to the system during those two years. However, in FY2011, the Federal share was 57%, and the State replaced local sources as the key match for funding, providing 29% of the total operating funds.

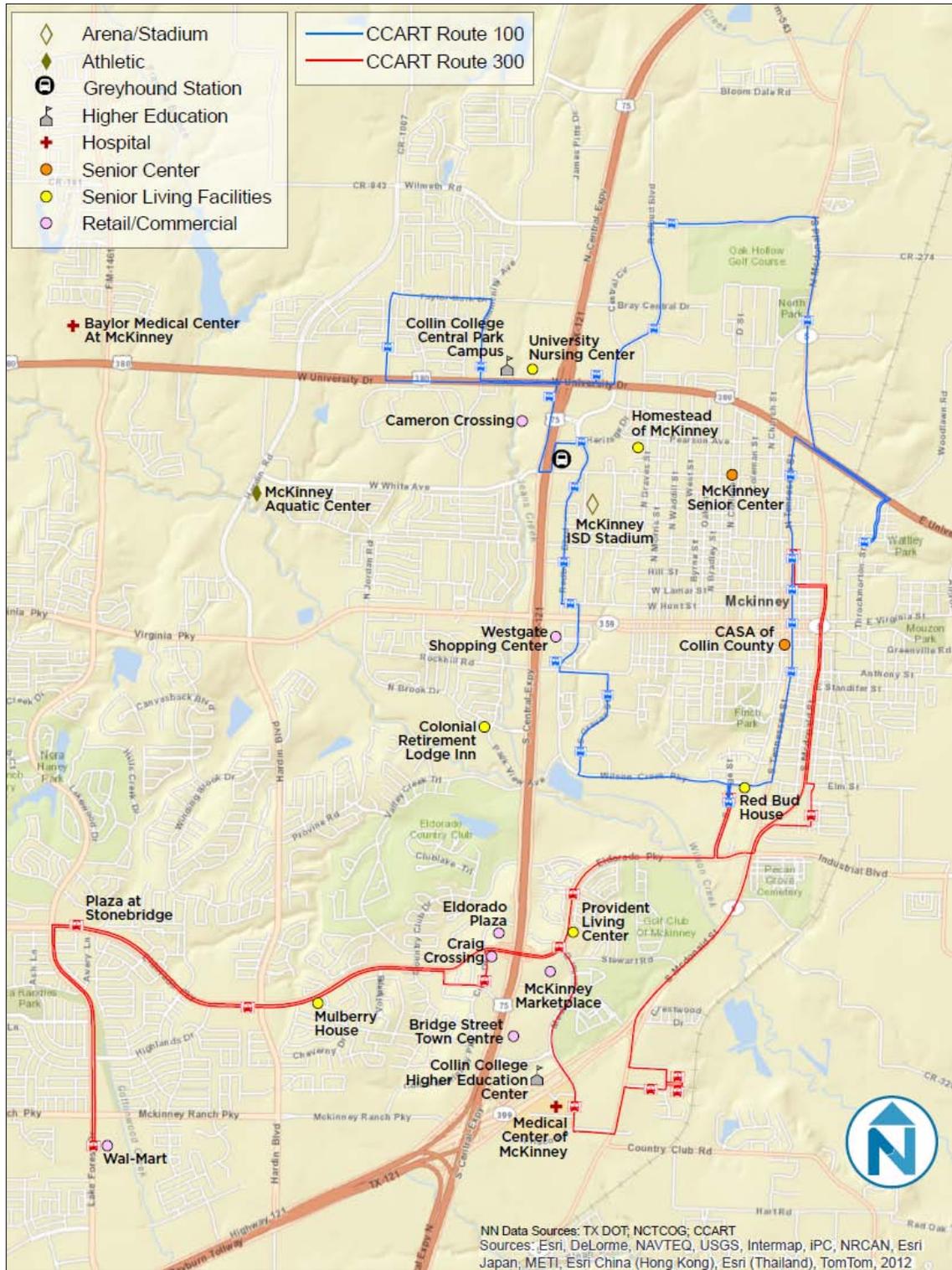
CCART FIXED-ROUTE SERVICES

CCART services are administered by the Collin County Area Agency on Aging. Fixed-route service is provided between approximately 6am and 6pm Monday through Friday. CCART currently provides service on two loop routes, Route 100 and Route 300, which operate on 120-minute headways. The bus routes and urbanized areas around McKinney that are served by these routes are illustrated in Figure 3-1.

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Figure 3-1 McKinney CCART Fixed Routes

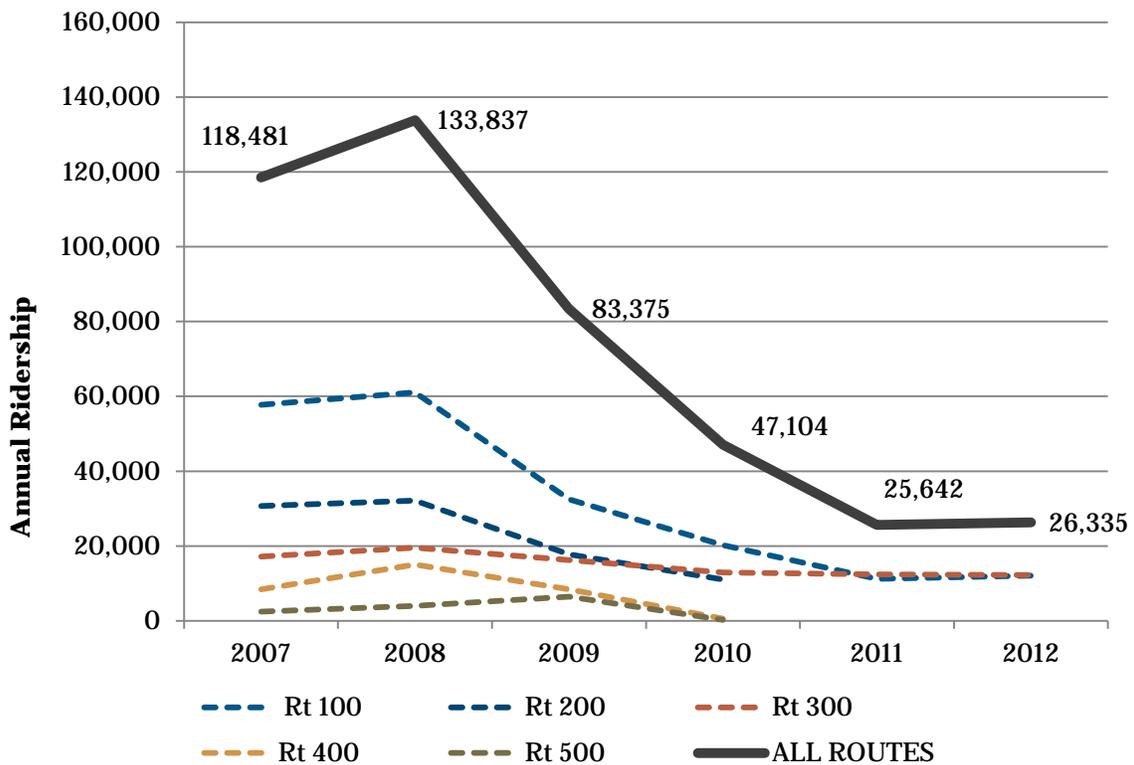


Annual Ridership and Service Levels

As indicated in the tables below, service levels and ridership in the past five years have both declined significantly due to budget constraints and the resultant service cuts. While there have been reductions in available funding, this is reportedly largely due to the lack of local matching funding, as CCART has received a number of federal grants that have not been drawn down for this reason.

After operating as a limited senior oriented service through the early 2000's, CCART fixed-route services expanded to five routes by FY2007, known as Routes 100 through 500. Ridership peaked at 133,800 annual trips in FY2008, but then steadily declined, particularly after November 2009 when routes 400 and 500 were eliminated, and the following year when the remaining routes were consolidated to two routes, numbers 100 and 300. Ridership trends are illustrated in Figure 3-2.

Figure 3-2 CCART Fixed Route Ridership, FYs 2007-2012



Source: CCART

Ridership in the fiscal year that ended in September 2012 was approximately 26,000, which was slightly higher than the previous year, and equally divided between Routes 100 and 300.

Performance

Figure 3-3 provides an overview of the financial and operating performance of fixed-route services provided by CCART from FY2009 to FY2011 (data was reportedly not submitted to NTD prior to FY2009).

As indicated in the table, fixed-route operating costs have declined dramatically during the three-year period, reflecting the dramatic decline in service hours provided. However, even though ridership also declined significantly, operating costs per passenger declined by an even greater margin, from \$16.30 per passenger to \$9.93. These are still relatively high costs for a fixed-route service. The operating cost per hour indicated for FY2009 is so high that it may possibly be explained by a data error, but the figure for the subsequent years is quite reasonable, around the \$40 per hour level.

Figure 3-3 CCART Fixed Route Performance

Measure	FY 2009	FY 2010	FY 2011
Operating Costs	\$1,249,787	\$371,449	\$278,518
Capital Costs	\$0	\$21,785	\$0
Farebox Revenues	\$7,843	\$19,832	\$12,940
Operating Cost/Passenger	\$16.30	\$12.92	\$9.93
Operating Cost/Revenue Hour	\$80.11	\$40.16	\$43.06
Operating Cost/Revenue Mile	\$3.95	\$3.09	\$3.93

CCART PARATRANSIT

CCART Paratransit provides both Americans with Disabilities Act-(ADA) required service, and service that exceeds the minimum requirements of the ADA. Service is provided throughout Collin County, and is available to individuals who are ADA-paratransit certified, or those who are over 60. CCART currently has very loose eligibility screening, based entirely on a doctor's willingness to sign the application form. As a result, CCART's ADA certification is not recognized by DART for that agency's paratransit program. Trips are reportedly primarily for medical and work purposes, but additional information about trips will be available in the forthcoming survey.

Individuals may reserve a trip from 6:00 AM to 3:00 PM on weekdays the day before service, and the program experiences very heavy call volumes during the first hour of the service day. Fares for this service are shown in Figure 3-4.

Figure 3-4 CCART Paratransit Fares

Fare Type	Fare
General Public Demand-Response	\$3.00
People with disabilities and seniors 60+	\$1.50
Students	\$2.00
Trips to Dialysis Clinics and Senior Centers	Free

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CCART currently denies a relatively high number of trip requests. For example, during a three-week period in August 2012, between 140 and 190 trip requests were denied each week. Almost all trip denials are for those trips that are requested by individuals who are not ADA-eligible. The service is usually fully booked a week in advance, but some trip slots become available as individuals cancel their rides. As a result, the system experiences very high no-show and cancellation rates that often exceed one-third of the total trip requests.

Figure 3-5 provides an overview of the financial and operating performance of the paratransit and fixed-route services provided by CCART from FY2009 to FY2011 (data was reportedly not submitted to NTD prior to FY2009).

Many of the trends appear to be the exact converse of the fixed-route trends (Figure 3-3). Overall operating costs increased very significantly during this period, with costs per passenger increasing from \$17.67 to \$41.81. The latter figure is relatively high for a largely rural/semi-urban paratransit program. However, the operating costs per hour have remained fairly stable during this period.

Figure 3-5 CCART Paratransit Performance

Measure	FY 2009	FY 2010	FY 2011
Operating Costs	\$869,005	\$1,194,302	\$1,402,724
Capital Costs	\$503,686	\$65,354	\$761,480
Farebox Revenues	\$60,857	\$40,266	\$62,787
Operating Cost/Passenger	\$17.67	\$30.61	\$41.89
Operating Cost/Revenue Hour	\$26.72	\$37.40	\$36.04
Operating Cost/Revenue Mile	\$1.97	\$3.18	\$3.83

Performance Measures

Figure 3-6 describes the trends in terms of ridership, no-shows and cancellations, productivity and trip distance and length. The numbers indicate that ridership has fluctuated in the past three years, increasing to a high of approximately 50,000 annual trips in 2011, which is twice the number of fixed-route riders. While no-shows and cancellations remain high at a combined rate of 24%, this is a significant reduction from the 33% in 2010. Productivity was approximately 1.55 trips per hour during this period, which is consistent with a demand-response service that extends over such a large geographic area, with average trip lengths over 10 miles in 2012 and travel times at an average of almost 40 minutes.

Figure 3-6 CCART Paratransit Performance Measures

Measure	FY 2010	FY 2011	FY 2012
Total Trips	39,054	50,616	38,636
% No Show	1.71%	1.46%	2.12%
% Cancellations	31.54%	24.48%	21.57%
Trip/RH	1.51	1.63	1.52
Average Trip Distance (miles)	8.67	8.50	10.21
Average Trip Length (minutes)	39.62	36.40	38.91

Common Origins and Destinations on CCART Paratransit

CCART Paratransit service is largely concentrated in the McKinney urbanized area. However, as indicated in the matrix below, there is considerable service from McKinney to other parts of the county, other places in the county to McKinney and Plano, and within other large jurisdictions in the county. The top generators of paratransit trips in the county are McKinney, Allen, and Plano, as shown in Figure 3-7.

Figure 3-7 CCART Paratransit Trip Ends by City, 2011

Jurisdiction	Ridership (trips starting and ending)
McKinney	30,375
Allen	7,173
Plano	6,957
Frisco	2,692
Princeton	1,233
Wylie	860
Farmersville	738
Prosper	738

Note: Analysis based on data provided by CCART for FY2011

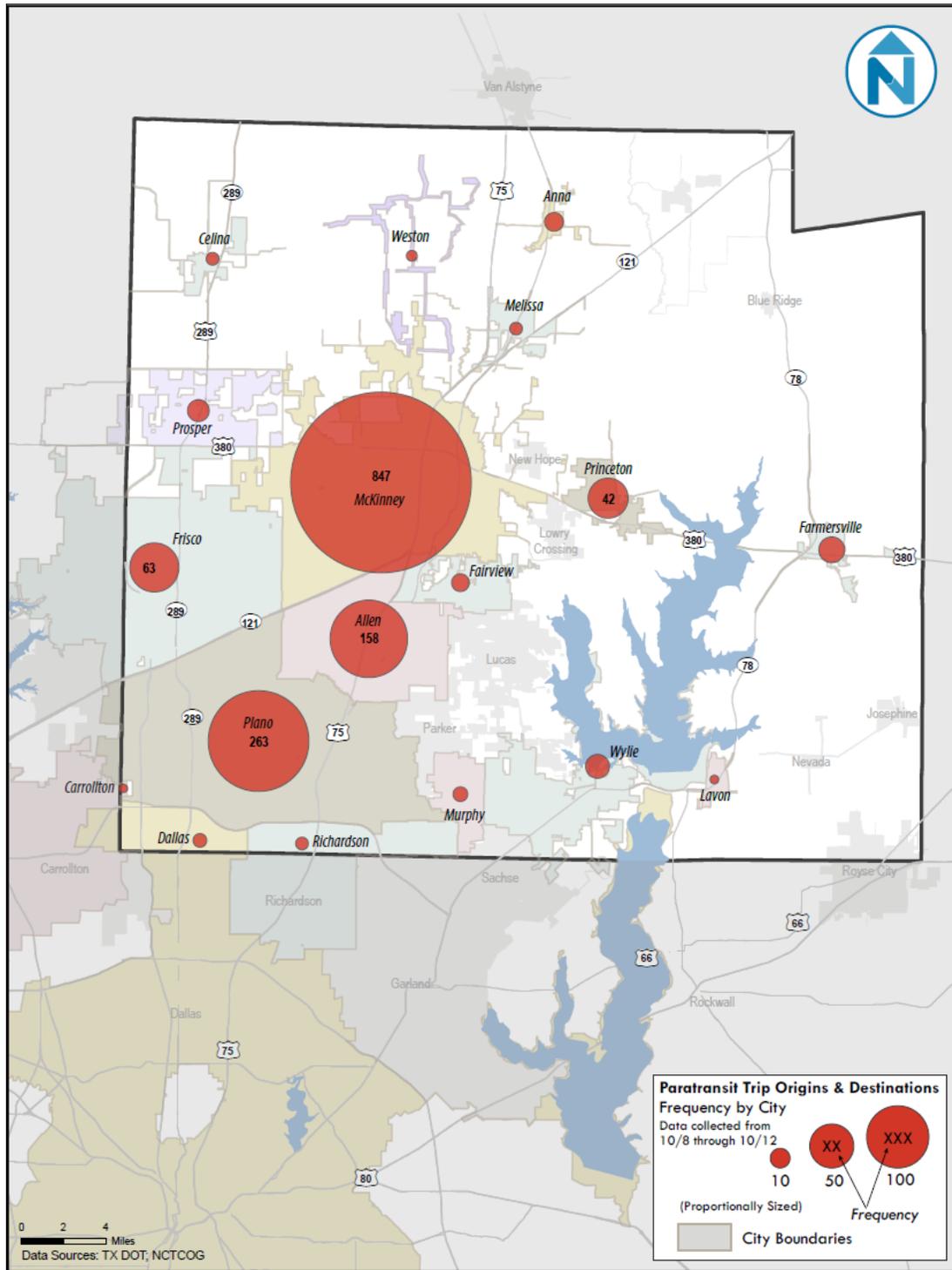
Paratransit trip origins and destinations by city for one sample week in October 2012 are shown in Figure 3-8. The proportions of trip ends by city are similar to the annual numbers, but the map provides a representation of how these trips are distributed geographically in Collin County.

Figure 3-9 illustrates the extent of inter-jurisdictional travel between various locations in Collin County in FY2011. As expected, there is significant activity between the larger jurisdictions and within McKinney, but there are also many trips *within* jurisdictions such as Allen (1,383), Plano (706), and Frisco (614). These are significant because they are time-consuming for a McKinney-based service and have an impact on overall productivity.

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Figure 3-8 CCART Paratransit Origins and Destinations by City, 2011



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Figure 3-9 CCART Paratransit Origins and Destinations by City, 2011

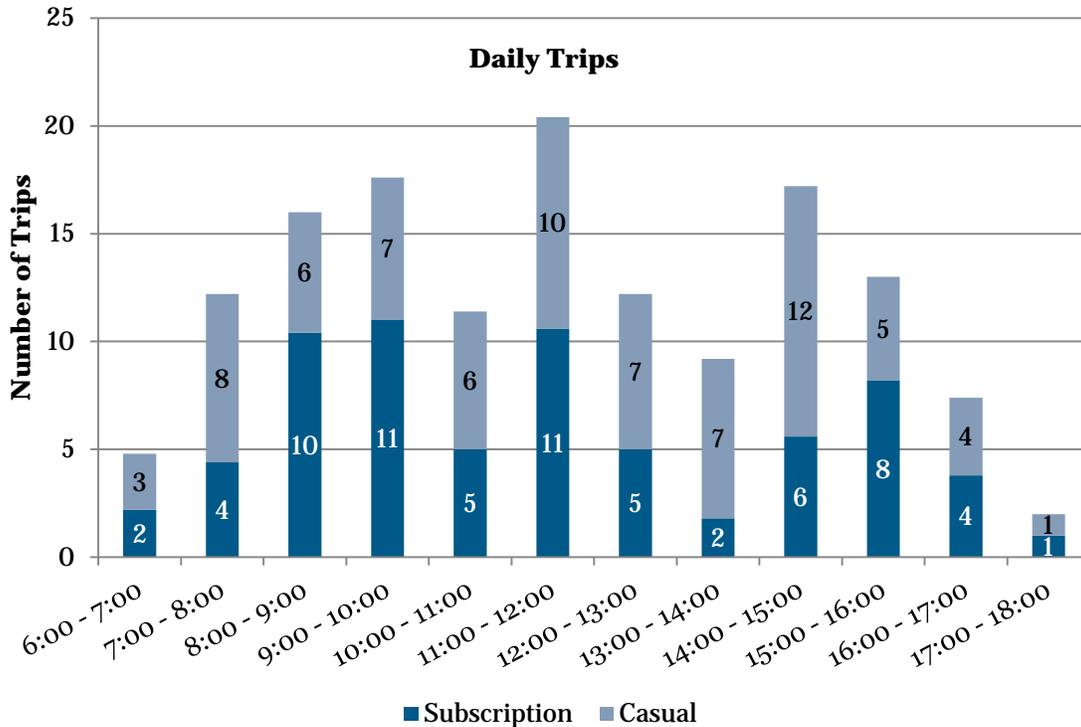
Pick up City	Drop off City																	Total Pick Up by City
	Allen	Anna	Celina	Dallas	Fairview	Farmersville	Frisco	Lucas	McKinney	Melissa	Murphy	Parker	Plano	Princeton	Prosper	Richardson	Wylie	
Allen	1,383			3	116	2	168	24	1,140	7	1	62	1,201	91	200	39	99	4,536
Anna		70							112	2			2					186
Celina			128						4									132
Dallas	2			19	1				8				53				2	85
Fairview	116			2					10				66					194
Farmersville	2					56	2		304				11	205		1	2	583
Frisco	113					2	614	10	467	2		1	240	3	24			1,476
Lucas	32						13		1				50					96
McKinney	1,076	63	30	11	10	226	733		22,021	258	1		1,569	289	177	5	5	26,474
Melissa	7	5		1			3		250				3					269
Murphy	2								2				100					132
Parker	63						1											64
Plano	780			74	28	9	238	33	1,096	4	28		706	7	5	11	215	3,234
Princeton	99					111	4		404				17	3				638
Prosper	210						51		57				11		3			332
Richardson	34					1	1		8				13				1	58
Wylie	101					2					47		338			1	13	502
Total Drop Off by City	4,020	138	158	110	155	409	1,828	67	25,884	273	77	63	4,380	598	409	57	365	38,991

Source: CCART; Note: Trips that originate and terminate within the same city are highlighted.

Paratransit Ridership throughout the Service Day

The temporal trends indicated in Figure 3-10 are fairly typical of paratransit programs throughout the country, with peaks in the morning (9:00 to 10:00 AM), midday (which tend to be for nutritional trips), and afternoons (2:00 to 3:00 PM). Rides are nearly evenly split between subscription trips and casual (non-subscription, call to schedule) trips.

Figure 3-10 CCART Paratransit Ridership Trends by Time of Day, Average Weekday



Dialysis Trips

Many paratransit programs in the U.S. are challenged by an increasing number of trips to dialysis clinics, which require more accurate scheduling to fit in with the clinics' schedules for when dialysis machines will be available, and often require greater care for riders who are weak after treatment. While some jurisdictions are attempting to recoup a portion of the actual cost of providing these services, most do not receive more than the prevailing fares. In contrast to most paratransit systems in the country, trips provided by CCART to dialysis clinics are generally provided with no charge to the rider or the clinic, so virtually none of the costs are recouped.

An estimated 2,000 annual trips are provided to dialysis clinics, which is about 5% of the total ridership. Most of these originate in McKinney, but approximately 200 originate in Allen and over 350 in Frisco. The average trip distance for these trips is just over 7 miles.

DALLAS AREA RAPID TRANSIT

Dallas Area Rapid Transit (DART) was created in 1983 when voters in 14 cities and Dallas County approved a one-cent local sales tax. Today, there are 13 member cities, including Plano in Collin

County and portions of Dallas and Richardson also in Collin County. The DART service area covers 700 square miles, with an operating budget of more than \$430 million, a bus fleet of 612 vehicles and a rail fleet of 163 vehicles. Systemwide, DART carried 111.8 million passengers during FY 2011.

This section provides an overview of DART's services in Collin County. Because the focus on this study is not on planning for DART services, only general performance information relevant for Collin County is discussed.

DART Facilities

DART owns and operates five primary transit facilities for passengers in Collin County.

Parker Road Station

DART's Parker Road Station is located at Park Blvd. and Archerwood in Plano, and serves as the terminus for the DART Rail Red Line. Several DART bus routes operate to the station, including Routes 350, 410, 452, the DART On-Call North Central Plano service and the Texas Instruments Shuttle. In addition, the station is served by the Texoma Area Paratransit System/TAPS Public Transit (TAPS) Texoma Express service from Sherman and the Raytheon Shuttle. DART ridership data from October 2011 shows that the Parker Road DART Station represents a significant transfer point for riders on DART fixed route buses. More than 700 daily weekday (average) bus boardings were tallied at the station.

Average weekday rail ridership at the Parker Road station was nearly 3,000 passengers in FY 2011 and dropped only slightly (by about 60 passengers) in 2012.

The Parker Road DART station has about 2,100 parking spaces. DART implemented paid parking at the station for people who live outside of DART member cities (nonresidents) in April 2012. Prior to the paid parking program, the average peak occupancy was nearly 1,900 vehicles; the month after the program was implemented, use of the station by nonresidents parking in the lots dropped by nearly 300 daily cars and continued to decline in subsequent months to more than 400 cars. With the drop in ridership at Parker Road once parking fees were implemented, DART staff saw an increase in ridership at its Bush Turnpike Station, where parking remained free of charge. In September 2012, the average parking occupancy was 1,300, representing only 62% of the lot's existing capacity.

Parking fees for persons who live in non-DART member cities are \$2.00 for up to 12 hours or \$5 for 24 hours. Monthly parking is available for \$40 or \$60 for a reserved parking space. Parking for special events is \$4.00. Nonresidents without a paid parking sticker may be ticketed and fined up to \$50 per incident.

Northwest Plano Park & Ride

DART's Northwest Plano Park & Ride opened in July 2012 and serves commuters from West Plano, as well as points north, with a direct link to downtown Dallas. The facility also is designed to meet the needs of commuters who live in Dallas and have jobs in Plano. The facility offers services on several routes including a new Express Route (Route 208) that was introduced to provide service to downtown Dallas. Other routes at the facility include 347 from Addison, 452 to the Parker Road Station, 183 from the Addison Transit Center midday, 451 from the Jack Hatchell Transit Center and Forest Lane Station, and two new shuttle services (Routes 346 and 348).

Like Parker Road Station, the Northwest Plano Park & Ride requires persons who live in non-DART member cities to pay a daily fee for parking in any of its 564 spaces, while DART service area residents may park for free (See Parker Road Station above for information about parking fees).

Jack Hatchell Transit Center

The Jack Hatchell Transit Center is located west of I-35E at Gateway Boulevard and 15th Street. The facility has 822 parking spaces, and parking fees are not assessed at this facility. Services at this location include DART routes 451 to Forest Lane Station, 350 to the Addison Transit Center and serving Collin College, and crosstown Routes 451 and 452, as well as the Telecom Corridor FLEX Service. Express Route 210 to downtown Dallas also serves the facility.

DART ridership data from October 2011 shows that the Jack Hatchell Transit Center is a significant transfer point for riders on DART fixed route buses. An average of 545 daily weekday (average) bus boardings were tallied at the facility.

Downtown Plano Station

The Downtown Plano Station is served by the DART Red Rail Line. Unlike the other DART transit facilities in Collin County, the Downtown Plano Station does not have any parking facilities. The facility is served by the East Plano FLEX Service. This station serves about 650 passenger boardings on an average weekday.

Bush Turnpike Station

The Bush Turnpike Station is located within Richardson and is served by the DART Red Rail Line. The facility has 1,193 parking spaces and does not assess a parking fee for persons who live in non-DART member cities. DART saw a jump in parking occupancy at this station when the parking fee program was implemented at the Parker Road Station, from 755 average daily parking spaces occupied in March 2012 to numbers just shy of capacity (1,031) the following month. Average weekday rail boardings at this station are about 1,100.

The station is served by two of DART's FLEX services: the South Plano FLEX Service (Route 843) and the Telecom Corridor FLEX Service (Route 841). It also is a key stop for Route 883, the University of Texas Dallas Shuttle.

DART Services in Collin County

Light Rail

As noted above, DART provides service at three facilities in Collin County. The Red/Orange rail line serves the Parker Road Station, Downtown Plano Station, and Bush Turnpike Station from approximately 4:20 AM to 1:00 AM on weekdays. Total systemwide ridership on light rail was more than 22.3 million in FY 2011, at an average cost per rider of \$5.31. Average weekday ridership systemwide was more than 71,600 in FY 2011.

Fixed Bus Routes

Systemwide, DART operates 114 regular fixed-route bus lines, with more than 11 fixed routes in Collin County, which include a mix of local, crosstown and express routes.

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Ridership

While average weekday ridership systemwide is about 126,000, Collin County fixed route-bus ridership is less than 10,000. DART's FY 2012 cost per passenger was \$6.00 systemwide.

Because the only city exclusively within Collin County in which DART operates is Plano, the consulting team evaluated ridership within Plano. Figure 3-11 illustrates the fixed routes that operate within Plano, as well as those that operate between Plano and another city, arranged by route number. The figure shows the actual number and percentage of total route boardings within Plano, and also illustrates the percent of total passengers who have at least one of their trip ends in Plano.

The data illustrates that Plano is not just the origin for passengers who reside within Plano, but is also an important destination for persons who live elsewhere but travel to Plano for jobs, school, shopping, medical and other purposes.

Figure 3-11 DART Bus Routes in Plano, September 2012 Ridership

ROUTE		Total Route Boardings	Weekday Average Boardings in Plano	Percent of Total Passengers with a Trip End (Boarding and/or Alighting) in Plano
208	Express Route: Northwest Plano Park & Ride to Downtown Dallas	361	142	78.9%
210	Express Route: Jack Hatchell Transit Ctr (Norman F Whitsitt Pkwy & Commerce Dr) & Ride to Downtown Dallas	303	144	95.2%
346	Suburban Route: Northwest Plano Park & Ride-Tennyson Pkwy-Parkwood-Granite Park	18	18	100.0%
347	Suburban Route: Northwest Plano Park & Ride-Addison Transit Ctr via arterials parallel to North Dallas Tollway	644	124	38.6%
348	Suburban Route: Northwest Plano Park & Ride-JC Penney HQs	121	121	100.0%
350	Suburban Route: Collin College-Parker Rd Stn- Jack Hatchell Transit Ctr -Preston - Addison Transit Ctr	1,025	608	100.0%
360	Suburban Route: Plano Rd-Campbell-Greenville - Arapaho Center St Spring Valley Stn- Forest Lane Stn	1,112	0	0.0%
410	Crosstown Route: Parker Road Stn-South Garland Transit Ctr via Jupiter	1,203	305	50.8%
451	Crosstown Route: Northwest Plano Park & Ride-Forest Lane Stn-Jack Hatchell Transit Ctr via Coit	1,114	480	86.2%
452	Crosstown Route: Parker Road Station-Northwest Plano Park & Ride-Jack Hatchell Transit Ctr	873	403	100.0%

Source: DART Farebox Data.

Shuttles

Shuttles are also operated within Collin County, including the UT Dallas Shuttle (Route 883) that links Bush Turnpike Station with UT Dallas, and the TI Shuttle between Parker Road Station and

Wagner/Chase Oaks. These services are supported by UT Dallas and Texas Instruments, which cover the hourly operating costs by paying DART directly to operate these services for them.

FLEX Routes

DART operates three FLEX routes within Collin County. All of them operate weekdays, and the East Plano service also operates Saturdays.

The East Plano FLEX route serves an area bounded by Westwood Drive to the west, Park Blvd. and Royal Oaks Drive to the north, Valencia Drive to the east, and Capital Ave. and Summit Ave. to the south. Service operates along Shiloh Road between 18th Street and Park Blvd., along Park between Shiloh and Rigsbee Drive, and Rigsbee between Park and 18th. In September 2012, this route carried 5,829 weekday passengers, an average of 307 per day. Saturday ridership for the month was 764, or 153 per Saturday.

The South Plano FLEX service operates in the area bounded by the North Central Expressway to the west, 13th Street to the north, North Star Road to the east, and Infocom Drive to the south. Service operates to/from the Bush Turnpike Station. In September 2012, the South Plano FLEX service carried 1,501 weekday passengers, an average of 79 per day.

The Telecom Corridor FLEX service area is bounded by Marsh Lane on the west, Park Blvd. and Plano Parkway on the north, Moroney Drive on the east and Lookout Drive and President George Bush Turnpike on the south. Service operates to/from the Bush Turnpike Station. September 2012 ridership data shows the route carried 2,761 weekday passengers, an average of 145 per day.

DART On-Call

DART On-Call service is a general public demand response service that operates within North Central Plano, in an area bounded by Legacy Drive to the north, Avenue K to the east, Parker Road to the south, and Custer Road to the west. This area is unserved by other transit routes. For the month of September 2012, the North Central Plano DART On-Call service carried 1,966 passengers, an average of 103 per day.

Individuals may schedule a trip on the On-Call service up to one week in advance, or as soon as one hour before the trip request.

DART On-Call will honor midday and two-hour passes (see next section), but only local one-way fares and day passes may be purchased on board. The DART On-Call one-way fare is \$2.50 for the general public or \$1.25 for seniors, people with disabilities and students (elementary, middle, high and college students).

DART Paratransit

DART offers paratransit services to eligible persons with an ADA-certifiable disability anywhere in Plano, Richardson, Dallas, or the rest of the DART service area. The service is not available elsewhere in Collin County beyond the DART service area.

DART Paratransit provides curb-to-curb access with vans and taxi cabs, and has more than 11,200 eligible users throughout the entire DART service area (as of September 2012). Systemwide, ridership on paratransit for FY 2011 was 790,000. Based on DART data, the cost per passenger on paratransit in FY 2011 was \$47.12, higher than CCART's cost per passenger, but covering a much larger service area and providing significantly more service.

Fares

Within DART’s service area, the fare structure is tiered depending on the services used (and thus, the distance an individual travels). The regular local fare is \$2.50, good for up to two hours of unlimited rides (a reduced fare for seniors, youth, and people with disabilities is \$1.25), but passengers riding midday only may pay a fare as low as \$1.75. Fares are shown in Figure 3-12.

Figure 3-12 DART System Fares

	Local (Rail, Local Bus, and Flex Service)	System (DART services and TRE)	Regional (DART services, The T, TRE and DCTA)	Reduced (Senior, Disability, Youth, Student)
Two-Hour Pass	\$2.50	\$3.50	\$5.00	\$1.25
Day Pass	\$5.00	\$7.00	\$10.00	\$2.50
Midday Pass (9:30 AM to 2:30 PM)	\$1.75		\$3.50	
7-Day Weekly Pass	\$25.00		\$50.00	
Monthly Pass	\$80.00	\$100.00	\$160.00	\$40.00
Paratransit	\$3.00			

Source: DART

Plano Senior Rides

In addition to traditional fixed routes, FLEX routes and On-Call services, DART supports the City of Plano in providing transportation services for seniors. Services are funded by DART with a local match from Plano and a grant to the Plano Wellness Center for Older Adults.

The Plano Senior Rides Program is a supplemental taxi voucher program. The taxi program allows Plano residents age 65 and older to pay up to \$25 for taxi vouchers worth \$100 (participants request voucher booklets for a \$2.50 co-pay per book valued at \$10). Vouchers may be applied toward taxi fares for rides that are reserved via Irving Holdings, which dispatches for four different taxi providers.

Eligible seniors must be registered for the program via the Plano Wellness Center. Neither persons certified for DART Paratransit nor persons who live in Plano’s public community homes (which provide their own transportation services) are eligible for the program. As of November 2012, 77 individuals were registered for the program, with 48 having purchased taxi vouchers in the previous three months.

TEXOMA AREA PARATRANSIT SYSTEM/TAPS PUBLIC TRANSIT

TAPS is a political subdivision of the State of Texas which provides a variety of transportation options to residents of six counties in north central Texas. The agency, which currently has a budget of \$11.9million and almost 100 vehicles in its fleet, has implemented extremely successful transit service in this area. Fixed-route ridership has increased from less than 100,000 trips in 2009 to over 400,000 anticipated in 2012. According to TAPS management, all services have been designed with significant local input to reflect the specific needs in each area. TAPS operates through Collin County, but does not serve Collin County’s population.

TAPS' limited commuter service makes three stops in the county. Two of these stops are not open to the general public (Tex Express to Raytheon, and the St. Mary's College service), and the third is at the Parker Road DART Station in Plano. Thus, an individual boarding at the Parker Road Station has closed-door service to Grayson County, unless he or she is a Raytheon employee.

TAPS also operates a demand-response transportation service in Grayson, Fannin, Cooke, Montague, Clay, and Wise Counties. In response to requests from potential riders, TAPS administration has had discussions with CCART administration about possibly pulling off Highway 75 on its Sherman-Plano run, but reportedly due to funding restrictions this option was not pursued. However, it is important to note that TAPS is in an "overmatch" fiscal situation (the agency exceeds the local match required for federal funds), whereas Collin County's transit operation has been faced with a situation in which it has not been able to use already appropriated federal funds due to a lack of local matching dollars. In this context, a potential may exist for some form of integration of CCART services into TAPS' operations – something that may be further explored in the study phase for developing alternatives.

OTHER TRANSPORTATION PROVIDERS

Other transportation providers offer services to specialized populations in Collin County, and in some cases, to the general public. In some cases, these represent additional transportation options available to certain communities, and could potentially be incorporated into a comprehensive countywide transportation program.

Taxis

Several taxi providers operate service in Collin County, and several have local offices and dispatch centers in the county. A partial list of some of the providers serving Collin County includes the following:

- Alamo Cab
- Allen Taxi Cab
- Ambassador Cab
- Dallas Taxi
- DFW Reliable Taxi
- Eagle Cab
- King Cab
- Kwik Taxi
- Legacy Taxi
- Texas Cab
- Wylie Taxi

Other Private Transportation Services

In addition to taxi, some private for-profit providers are based in Collin County, and provide limousine service or specialized services. Most are general public services, and many serve primarily airport trips (Super Shuttle) or transportation needs for special events. One McKinney-based provider, Take Care Shuttle, operates service strictly for children, designed to fill the gaps in transit, and specializes in after-school and extra-curricular transportation. A similar service is available in Frisco – the Frisco KIDS Shuttle operates before and after school.

The Frisco Shuttle is a private for-profit operator of transportation services in Frisco that provides a commuter link to the Northwest Plano Park & Ride, which is served by several DART routes, including those offering express bus services to downtown Dallas. Passengers are charged \$15 per

one-way trip to Plano from Frisco. The Frisco Shuttle is also available for local transportation services within Frisco and to and from other regional destinations.

Some in-home care services and transportation is provided by Home Helpers Easy Riders Transportation Service in Plano, and some assisted living facilities also provide transportation services for their residents.

Regional/National Carriers

There is no Amtrak service through Collin County. Greyhound buses depart twice daily in the northbound direction from McKinney to Tulsa, Oklahoma, and twice daily southbound to Dallas. The schedule to Dallas would not allow most people to use Greyhound service for their commute, with trips departing McKinney at 9:50 AM and 4:20 PM, and trips arriving from Dallas at 7:35 AM and 1:45 PM. The schedule effectively allows for someone to travel from McKinney to Dallas on a daytime trip and spend about two hours there. The stop location is the McKinney Convenience Store at 1400 N Central Expressway.

Nonprofit, Public and Human Service Transportation Providers

A number of churches and schools own and operate vehicles for their congregants or students. In addition, some public agencies such as Collin County's Veterans Services program, will provide occasional, informal transportation assistance as needed using staff vehicles.

The Samaritan Inn, a McKinney based program serving homeless residents, operates a 21-person bus that is used to transfer clients from their facility in McKinney to DART in Plano to access jobs, and other services as needed. Plano Community Homes, which provides housing for seniors, also operates transportation services for residents.

Lifepath, serving people with developmental and behavioral disabilities, owns 21 vehicles: the largest non-school based human service transportation fleet in the county. These are operated primarily by the agency's residential staff to transport clients to appointments, jobs, and other services.

CONCLUSION

For a county with a 2012 population exceeding 800,000, Collin County has very few public transportation options, particularly outside of the Plano area which is relatively well served by DART services. Public transportation is complemented by a limited number of private and nonprofit services, but these are generally not available to the general public, and are very limited in scope.

While land use development in the county reflects the fact that the vast majority of the population has access to a car, for those who do not, the lack of transportation represents significant mobility challenges. In particular, seniors, people with disabilities, and low-income residents who do not have access to a car for all their trips are most impacted by the lack of comprehensive transportation.

The reduction in fixed-route services in the McKinney area has also resulted in a significant reduction in ridership. Simultaneously, the fixed-route service offered by TAPS just to the north of Collin County has expanded dramatically during the same period. This suggests that the

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provision of comprehensive, well-planned public transportation does have the potential for attracting ridership, even in largely low-density portions of Collin County.

Attachment G

Collin County Interlocal Agreement with CCART
December 18, 2012

INTERLOCAL AGREEMENT FOR TRANSPORTATION SERVICES
BETWEEN COLLIN COUNTY AND
COLLIN COUNTY AREA REGIONAL TRANSIT

This Interlocal Agreement (the "Agreement") is being made and entered into this 18th day of December, 2012, by and between Collin County, Texas ("County", or "Collin County") and Collin County Area Regional Transit ("CCART"). Separate agreements will be sought by CCART with the municipalities listed as Local Governments listed in Appendix A, attached.

Preamble

WHEREAS, the Collin County Area Regional Transit (CCART) desires to provide public rural transportation in unincorporated Collin County; and

WHEREAS, CCART is seeking interlocal agreements for urban transportation services in several of the municipalities within Collin County, identified in Exhibit A attached hereto, and hereinafter referred to as the "Local Governments"; and

WHEREAS, CCART desires to establish a rural transportation agreement with Collin County for transit services in the unincorporated areas of Collin County; and

WHEREAS, CCART represents that it is validly formed and lawfully operating Urban and Rural Transit District, in accordance with Chapter 458 of the Texas Transportation Code; and

WHEREAS, CCART represents that its officers and employees are trained and experienced in the operation and management of public transportation, and will provide public transportation services to the transit-dependants of Collin County; and

WHEREAS, CCART seeks to be designated by Collin County as the Rural Transit District serving the unincorporated areas of Collin County; and

WHEREAS, CCART, upon being appointed by Collin County to provide rural transportation services, further represents and warrants that CCART will take every reasonable step, and specifically those set forth below, to hold Collin County harmless from the operation of CCART within any portion of Collin County, both rural and urban;

NOW THEREFORE, for and in consideration of the mutual promises and covenants contained herein, it is agreed that:

Purpose

The purpose of this Agreement is to show that Collin County has approved CCART to operate and manage a public transportation system to be operated within the unincorporated portions of Collin County, as a part of the overall purpose of CCART to serve the urban areas of Collin County by separate inter-local agreements, as well as the rural areas.

Designation

CCART is designated to perform this inter-local agreement and to operate a public transportation service for the transit-dependent within the unincorporated portions of Collin County, and CCART agrees to do so.

Governance

CCART is governed by a board of directors, selected in accordance with Chapter 458 of the Texas Transportation Code. CCART is managed and operated by its board of directors and is solely responsible for its actions, or inaction, in carrying out the terms of this agreement. CCART agrees Collin County is not responsible for the acts, or failures to act, of CCART's directors, officers, employees, or agents with regard to CCART's performance pursuant to this agreement.

Rights and Duties

1. Management and Operation of System. Collin County appoints CCART to provide management services and to operate a public transportation system at CCART's expense. CCART may use such properties, equipment, facilities, routes, and services now or hereafter existing for such purposes owned by Collin County, if any, and designated by separate detailed listing. CCART shall furnish and supervise the personnel necessary for the operation of this public transportation system. CCART shall provide the active direction of the transportation system, including transportation maintenance, schedule preparation, accounting, public relations, and shall administer employment policies including employee selection, training, and wages. It is the intention of the parties in the execution of this agreement, that CCART shall provide full and complete management services for the public transportation system during the term of this agreement
CCART further agrees to furnish for the active management and direction of the system such general managerial, administrative technical services and guidance, including but not limited to payroll, accounts payable, purchasing and general accounting, as necessary for the proper operation of the system. These services may be provided at the principal office of CCART, in McKinney, Texas, or at such other place, or places, as CCART shall determine.
2. Routes, Schedules, Fares. CCART agrees to manage, supervise, and operate the rural public transportation in an efficient and economical manner. The public transportation system shall be operated on the schedule and at the rate of fare designated by CCART and approved by the County. CCART shall have the authority to make modifications to any routes without the necessity of obtaining the County's approval.
3. Grants in compliance with the Laws. CCART will pursue and apply for all grant funding programs to support the system. CCART will be responsible for executing grant agreements and receiving and managing grant funding. CCART will also be responsible for complying with the obligations and responsibilities under all grants and all accompanying certifications, assurances, and agreements made or given by the County to the Federal Transit Administration, or Texas Department of Transportation, or any other applicable entity. CCART shall be responsible for complying with all applicable laws, rules, regulations, and guidelines, including, but not limited to, the Texas Transportation

Code, the Davis Bacon Act, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all United States Department of Transportation requirements.

4. *Conflict of Interests.* CCART covenants and agrees that it presently has no interest and will not acquire a direct or indirect interest which conflicts with its efficient, diligent, faithful performance of the terms of this agreement. This agreement shall not be assigned or transferred by CCART without prior written consent of the County.
5. *Payments to CCART.* Collin County will not pay CCART for any services.
6. *Specific Powers.* CCART has the powers of an Urban and Rural Transportation District so long as it complies with all laws regulating the district.
7. *Legal Liability.* As a designated political subdivision of the Local Governments, CCART is a "government unit" as that term is defined in Chapter 101 of the Texas Civil Practice and Remedies Code. Therefore, the extent of CCART's liability for actions arising out of the operation of a public transportation system shall be governed by Chapter 101 of the Texas Civil Practice and Remedies Code. CCART shall insure its operations to the limits defined for liability in the TCPRC, and shall provide that Collin County is named as an "also insured" on each policy. CCART will indemnify and hold Collin County harmless from any and all liability, claims, costs and/or expenses alleged or paid as a result of CCART's performance of the terms of this Agreement. Nothing herein shall be construed as a waiver of the constitutional and/or statutory immunities afforded either the County or CCART as to third parties, or as against each party.
8. *Interruption of Service.* CCART shall not be liable to Collin County for any failure, delay, or interruption of service, nor for any failure or delay in the performance of any duties and obligations under this Agreement or similar acts beyond the control of CCART.
9. *Captions.* The descriptive captions of this agreement are for informational purposes only and shall in no way limit or effect the terms or conditions of the paragraphs.
10. *Severability.* The sections, paragraphs, sentences, clauses, and phrases of this Agreement are severable and, if any phrase, clause, sentence paragraph, or section of this Agreement should be declared invalid by the final judgment or decree of any court of competent jurisdiction, such invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs, and sections of this Agreement.

Withdrawal of Member

Collin County may withdraw from this agreement if it adopts a resolution of withdrawal and delivers it to CCART. Withdrawal is effective on the fifteenth (15th) day after the date the resolution is adopted.

Dissolution

CCART may be dissolved by unanimous vote by the Board of Directors or withdrawal of all member municipalities. The Board of Directors shall dispose of the net assets as required by law.

Effective Date and Term

This Agreement shall take affect when adopted by the local Government and executed by CCART.

IN WITNESS WHEREOF, the parties hereto have executed this agreement by their duly authorized agents and officers.

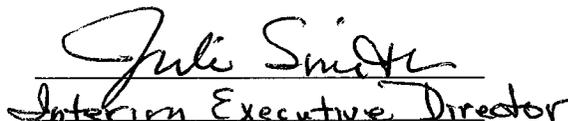
SIGNED AND APPROVED this 18 day of December, 2013.

“COUNTY”



Keith Self, Collin County Judge

“CCART”



Julie Smith
Interim Executive Director

APPENDIX "A"

"COUNTY"

Collin County

"LOCAL GOVERNMENTS"

Cities of UZA McKinney

McKinney

Melissa

Lowry Crossing

New Hope

Celina

Proper

Princeton

Cities of the UZA Dallas Forth Worth (DFW)

Allen

Fairview

Lucas

Murphy

Frisco

Parker

Plano

Wylie

Saint Paul

Sachse

Cities of Rural Collin County

Anna

Blue Ridge

Weston

Nevada

Josephine

Farmersville

Attachment H

CCART PowerPoint Presentation