



Collin County Rural Transportation Proposal

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DART's Proposal for Collin County Rural Service

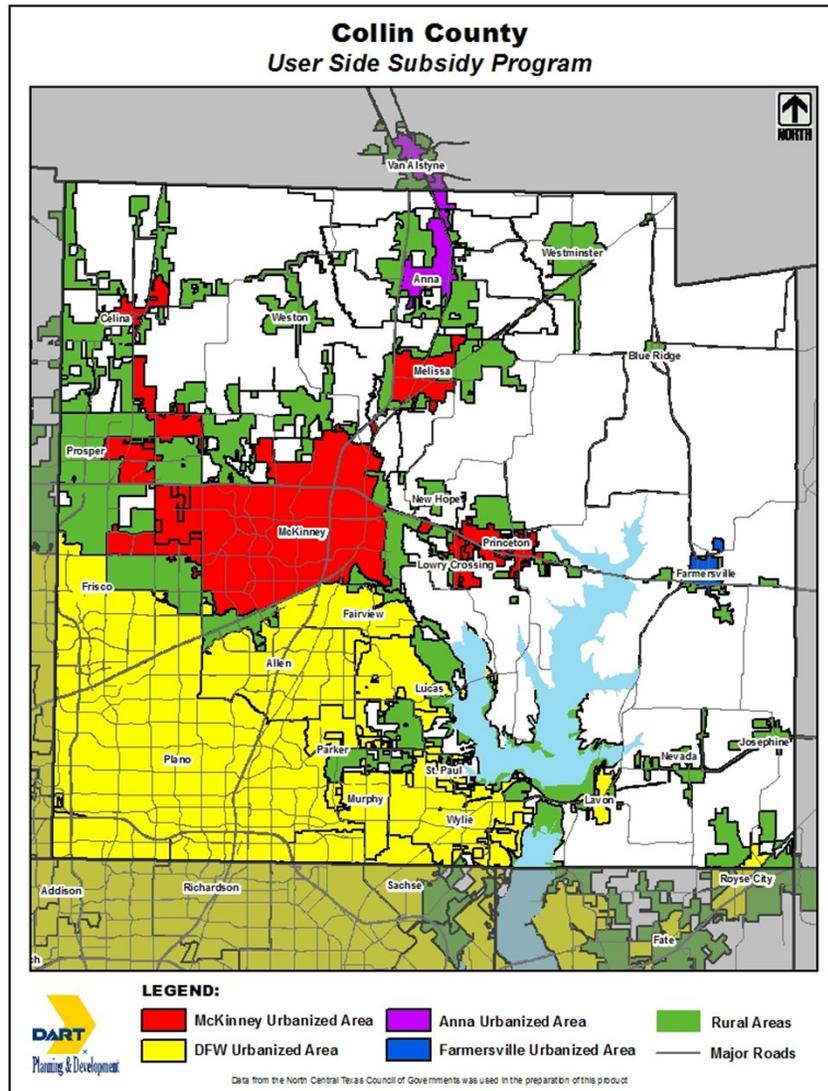
- Two rural transit districts ended service to Collin County since 2013.
- When TAPS ended service in December 2015, NCTCOG asked DART to restore a limited amount of elderly and disabled service in Allen, Fairview and Wylie for a 90 day period. That service began February 29, 2016.
- The loss of TAPS service in left Collin County without rural transportation and access to State and Federal rural funding to support that service.

DART's Legislation and Policy

Authorize Service Outside the Service Area

- DART's enabling legislation authorizes the agency to provide rail, bus or paratransit service outside the service area by contract.
- DART Board Policy III.07 addresses the need to expand service beyond the current system in response to continued rapid regional growth.
- DART currently provides contract service in Mesquite, Arlington, Allen, Fairview and Wylie.

Where is the need for rural transportation?



- Over 22 cities in rural Collin County
- Destinations spread over 814 sq. miles
- 12,875 rural trips provided by TAPS last year
- This averages 50 rural trips per weekday

579 Rural TAPS Clients in Last Year

	More than 200 Trips Taken	Between 100 to 199 Trips Taken	Less than 100 Trips Taken
# of Rural Customers	8	30	543
# of Trips Taken By Rural Customers	2,488	4,085	6,181
% of trips taken	20%	32%	48%

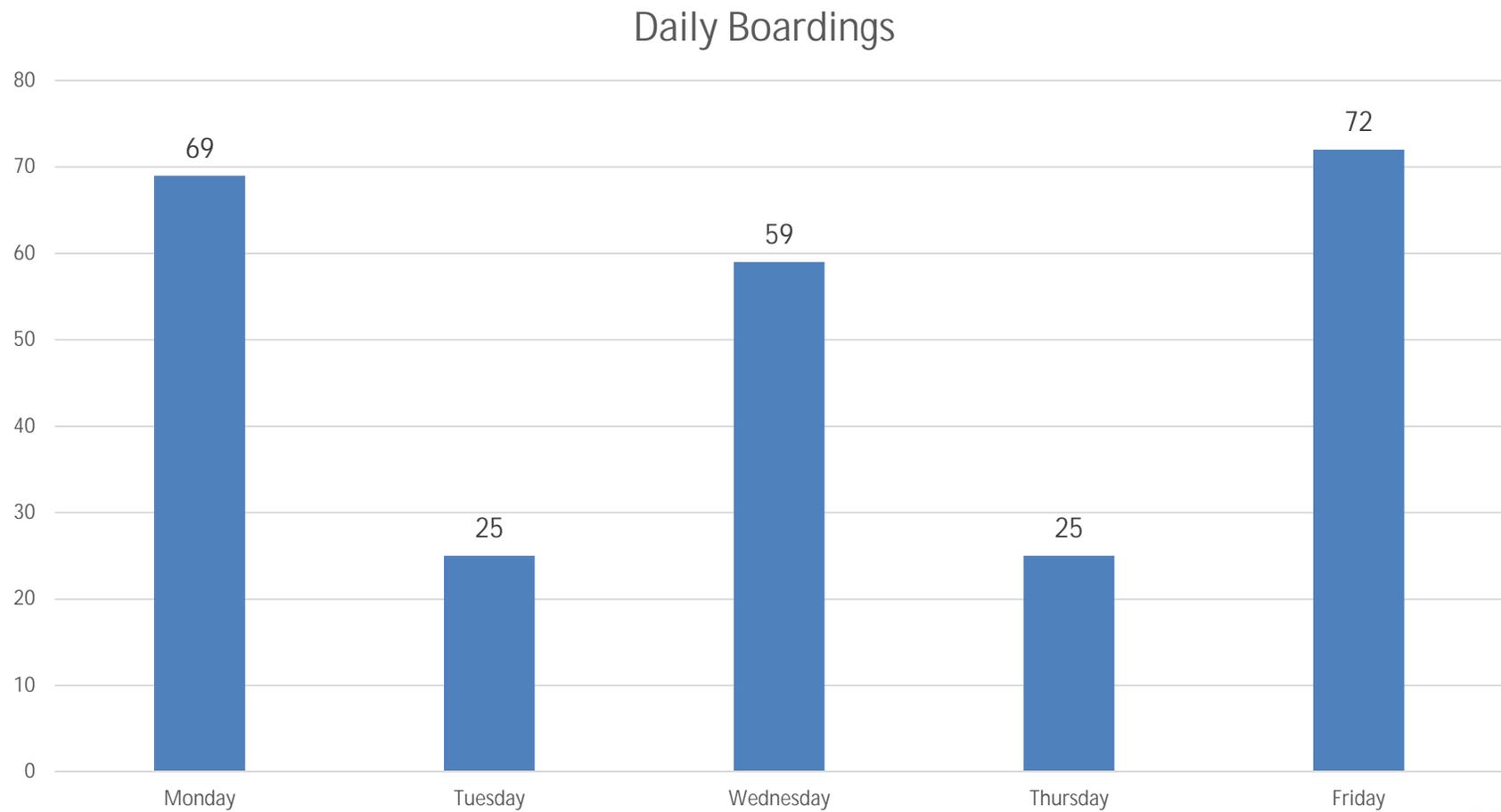
- 93 % of the rural users took fewer than 200 trips per year.
 - ❖ Most took only a few trips during the year.
- 8 persons took more than 200 trips last year accounting for 20% of the rural trips.

The average rural trip is 15.6 miles

Rural Collin County	< 10 Miles	10 - 14 Miles	15 - 19 Miles	20 Miles and Over	Total
# of Customers	115	166	155	145	581
Total # of Trips	2,234	2,575	3,650	4,395	12,854
% of Trips	17%	20%	28%	34%	100%

Rural trips are longer than the more urban trips in Collin County.

Daily Demand Varies By Day of Week



Options for Rural Collin County Transportation

- Contract with DART to operate of dedicated accessible vehicles
 - Examples of this type of service include:
 - DART service in Allen, Wylie and Fairview
 - DART On Call Service in Plano
 - DCTA service in the City of Frisco
- Contract with DART to provide a taxi voucher program for seniors and disabled in rural Collin County
 - DART's Recommended solution

How does a voucher program work?

- Registration required
- Eligible persons – Seniors 65 + and disabled
- Users purchase taxi vouchers
 - \$100 voucher per month for \$25 in the Plano Program
 - \$200 voucher per month for \$50 for Collin County Program
- Day in advance scheduling required
- Users call taxi company to schedule trips

Advantages of Taxi Voucher System

- Lower cost service option
- Uses infrastructure of taxi industry
- Program costs are controlled by limiting monthly voucher value sold to users
- Users have more flexibility on destinations, trip purposes, and trip times
- Users generally obtain faster, more direct trip
- Drivers certified to participate in the program similar to DART Paratransit and Plano programs
 - Training
 - Driving and police background checks

Challenges of a Voucher System

- Can not limit service area or trip purpose
- Voucher limits (\$200 per month) may not be adequate for frequent trips (like work trips)
 - The voucher program is designed for medical trips. The County could authorize a higher limit for persons with verifiable medical trips exceeding \$200 per month. This may impact up to 8 persons.
- Requires capital investment in software and voucher management software
- No financial benefit from shared ride scheduling

Cost of Taxi Service for Rural Collin County Senior and Disabled Persons

- Annual Cost Based upon TAPS --- \$420,119
- User's Share (25 %) --- \$105,030
- County Subsidy (Federal/State) --- \$315,089

- Cost of dedicated vehicle operation would exceed \$1 million annually due wide spread demand

- For that reason, DART proposes a taxi voucher program for rural Collin County and the municipalities without service like Allen, Fairview and Wylie.

DART Requirements

- Collin County must create a rural transportation district to access Texas State and Federal Rural Transportation funds
 - Estimated to be \$300,000 annually
- Interlocal Agreement with the DART Bus LGC
 - Cost of services must be offset by non-DART revenue

The DART Advantage

- Over 30 years of financial stability
 - Ability to manage cash flow
- Extensive experience planning, designing, constructing, financing and operating all transit modes including:
 - Rail (94 miles of light rail and 34 miles of commuter rail)
 - Bus (600 buses operating over 120+ routes)
 - Street Car (for City of Dallas)
 - Vanpool (180 vanpools)
 - HOV Lanes (85 miles transitioned to TxDOT)
 - Demand Responsive Service (dedicated and taxi based)
 - Taxi Vouchers (Operated for 5 years in Plano)

The DART Advantage Continued

- DART obtained \$1 million private sector grant to assist with cost of the service
- DART will obtain over \$1 million in Federal funds to supplement the private sector grant and user fees until Sept. 30, 2017
 - \$650,000 to subsidize the taxi vouchers
 - \$188,000 to set up the taxi program
 - \$344,000 to fund a Collin County Service Plan

The DART Advantage In Conclusion

- DART offers Collin County a proven, cost effective rural transportation program for senior and disabled citizens which can be funded within the limits of the State of Texas Rural Transportation Grants.

Questions



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