



Designation of Collin County Rural Transit District



Collin County's rural population needs access to better transportation.

The commissioners court designates the Rural Transit District (RTD) provider for the county.



There are currently three transportation providers operating in Collin County:

DART

CCART

TAPS



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

1. Federal Grant Funding
2. Local Match Funding
3. Delivery of Transportation Services



Federal Grant Funding

Which organization has demonstrated a better record of federal transportation grant administration and utilization?



Federal Grant Funding

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.



Federal Grant Funding

The reduction in fixed-route services (by CCART) has resulted in a significant reduction in ridership. Simultaneously, the fixed-route service offered by TAPS has expanded dramatically during the same period.

source: NCTCOG, Collin County Transit Needs Study [DRAFT]

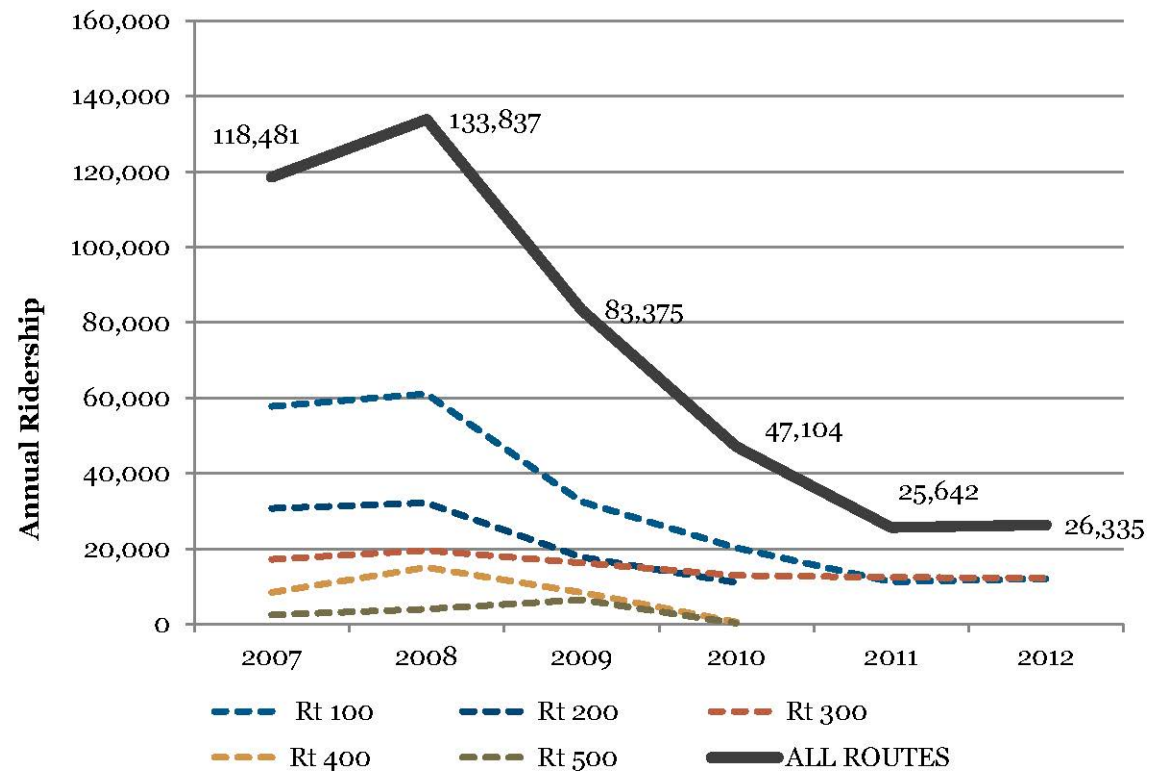


Local Match Funding

Which organization has demonstrated a better record of raising local matching funds?



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



Source: CCART



Local Match Funding

Since 2008, CCART annual ridership has decreased by more than 107,500 persons, at a time when the county population was increasing dramatically.



Local Match Funding

TAPS is in an “overmatch” fiscal situation (the agency exceeds the local match required for federal funds).

source: NCTCOG, Collin County Transit Needs Study [DRAFT]



Transportation Services

Which organization has demonstrated a better record of providing excellent, efficient, and reliable services?



Transportation Services

CCART ratios for operating costs per total miles and per total hours are both three times higher than TAPS.

source: TxDOT PTN-128 Quarterly Summary



Transportation Services

TAPS averages 20 times more passengers daily than CCART (521 to 22), while serving a population area one third the size of CCART.

source: TxDOT PTN-128 Quarterly Summary



Transportation Services

TAPS averages 15 passengers per day per vehicle. Per passenger cost: \$15.01.

CCART averages 1 passenger per day per vehicle. Per passenger cost: \$84.29.

source: TxDOT PTN-128 Quarterly Summary



Transportation Services

TAPS' vehicle failure rate is once every 28,857 miles.

CCART's vehicle failure rate is once every 308 miles.

source: TxDOT PTN-128 Quarterly Summary



Conclusion

“A potential may exist for some form of integration of CCART... into TAPS’ operations.”

source: TxDOT PTN-128 Quarterly Summary