

## Chapter VI

### Public Transportation Services

#### SERVICE PROVIDERS

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

- City/County Transportation – City of Cleburne
- City of Arlington
- City of Grand Prairie
- City of Mesquite
- Community Transit Service (CTS)
- Dallas Area Rapid Transit (DART)
- Denton County Transportation Authority (DCTA)
- Fort Worth Transportation Authority (the T)
- Northeast Transportation Services (NETS)
- Public Transit Services (PTS)
- Senior Center Resources and Public Transit (The Connection)
- Special Programs for Aging Needs (SPAN)
- STAR Transit
- Texoma Area Paratransit System (TAPS)
- The Transit System (TTS)

In addition to these providers, many other private for-profit and private non-profit entities provide important public transportation services. For more information about public transportation service providers <http://www.nctcog.org/trans/transit/ops/tpi>.



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## FUNDING

Federal funding for public transportation services is authorized by the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and administered by the Federal Transit Administration (FTA). Depending upon the particular eligibility requirements, public transportation service providers may receive funds through the following FTA programs:

### Urbanized Area Formula Program

The Urbanized Area Formula Program (49 USC §5307) funds public transportation projects in urbanized areas of over 50,000 in population. Funds are apportioned to the urbanized areas by formula and provide funding for capital, planning, job access and reverse commute projects, and operating assistance (under specific guidelines) to transportation providers operating in the urbanized area. For areas of 50,000 to 199,999 in population, such as the McKinney Urbanized Area, the formula is based on population and population density and the number of low-income individuals. For areas with populations of 200,000 or more, including the Dallas-Fort Worth-Arlington Urbanized Area and Denton-Lewisville Urbanized Area, the formula is based on a combination of population, population density, revenue vehicle miles, passenger miles, fixed guideway route miles, as well as the number of low-income individuals. The Regional Transportation Council (RTC) allocates and awards funds under this program.

### Fixed Guideway Capital Investment Grants Program

The Fixed Guideway Capital Investment Grants Program (49 USC §5309), also known as “New Starts,” provides capital assistance for new and expanded fixed guideway systems, such as rail and bus rapid transit services. This funding is a discretionary program whereby applicants must

apply directly to the United States Department of Transportation (USDOT) for funding.

### Enhanced Mobility of Seniors and Individuals with Disabilities Program

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

### Rural Area Formula Program

The Rural Area Formula Program (49 USC §5311) funds public transportation in nonurbanized areas (i.e., areas with populations less than 50,000). The goal of the program is to enhance access to health care, shopping, education, employment, public, and recreation services in nonurbanized areas. Funds are apportioned to the states by formula, and may be used for planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. In Texas, the funds are allocated and awarded by the TTC.

### State of Good Repair Program

The State of Good Repair Program (49 USC §5337), provides capital assistance for the replacement and rehabilitation of fixed guideway systems. Funds are apportioned to urbanized areas with fixed guideway public transportation facilities operating for at least seven (7) years. The Dallas-Fort Worth-Arlington

Urbanized Area is currently the only urbanized area in the region which receives an apportionment. These funds are allocated and awarded by the RTC.

### **Bus and Bus Facilities Program**

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