



DART Presentation To Plano City Council

**Faye Wilkins
DART Board Member
July 2013**



Agenda

- **Paid Parking Demonstration Update**
- **Regional Access, TAPS/CCART Merger**
- **Ridership Updates**
- **HOV TxDOT Transition Update**
- **ICM Project: 511 DFW Update**

Paid Parking Update

- **The Paid Parking Demonstration (Parker Road Station and NW Plano P&R) program ends in March 2014**
- **The DART Board will be briefed on the evaluation of the program later this year**

Regional Transit Access Update

- **Since 2004, TAPS (Texoma Area Paratransit System) has been providing limited bus service from Sherman to Parker Road Station, connecting to DART rail and bus services**
- **McKinney has contracted with TAPS to add to the Sherman service with additional McKinney stops and trips, effective July 1st**
- **DART and TAPS have an interim agreement that allowed service to start July 1, 2013, and the parties are working toward an agreement to be executed by the end of August 2013**



Proposed TAPS Access Agreement

Key Elements

- **Access fees required if ridership exceeds 30 riders/hour in peak direction**
- **No access fees for off-peak or reverse direction ridership**
- **Impact fees required if there is a negative financial impact on DART**
 - **If DART must increase service levels to accommodate additional customers**

Proposed Access Fee Schedule

For Volumes Exceeding 30 Riders/Hour

Service Operator	Daily Passenger Volume	Fee per Rider for Connections not at end of Line, as approved by DART	Fee per Rider for Connections at end of Line Stations (e.g. Parker Road)
DART	Under 300	\$1.00	\$2.00
DART	300 or more	\$2.00	\$4.00
Non-DART	Under 300	\$2.00	\$4.00
Non-DART	300 or more	\$3.00	\$6.00

TAPS Agreement Next Steps

July 9	Planning Committee approved proposed agreement and access fees
August 13	Committee of the Whole
August 27	Full Board consideration
August 31	Date for the revised TAPS-DART Access Agreement

CCART / TAPS Issues

- **TAPS is taking over the former operations of CCART in Collin County areas outside of DART Service Area**
- **Plano-based customers have been using CCART services (e.g. to travel to other parts of Collin County)**
- **TAPS will not operate Plano-to-Plano trips**

CCART / TAPS Issues

- **NCTCOG has agreed to fund a temporary taxi voucher program for the next year to cover customers losing CCART access**
- **Plano Senior Rides program also continues to be available for Plano Seniors, and will be funded by DART in FY14**
- **DART and TAPS will develop a longer-term solution, particularly for Paratransit trips that cross the Service Area boundary**

General Ridership Trends

- Light rail ridership has continued to rise, in part due to expansion
- Bus ridership is slightly down, affected by transition from bus service to rail

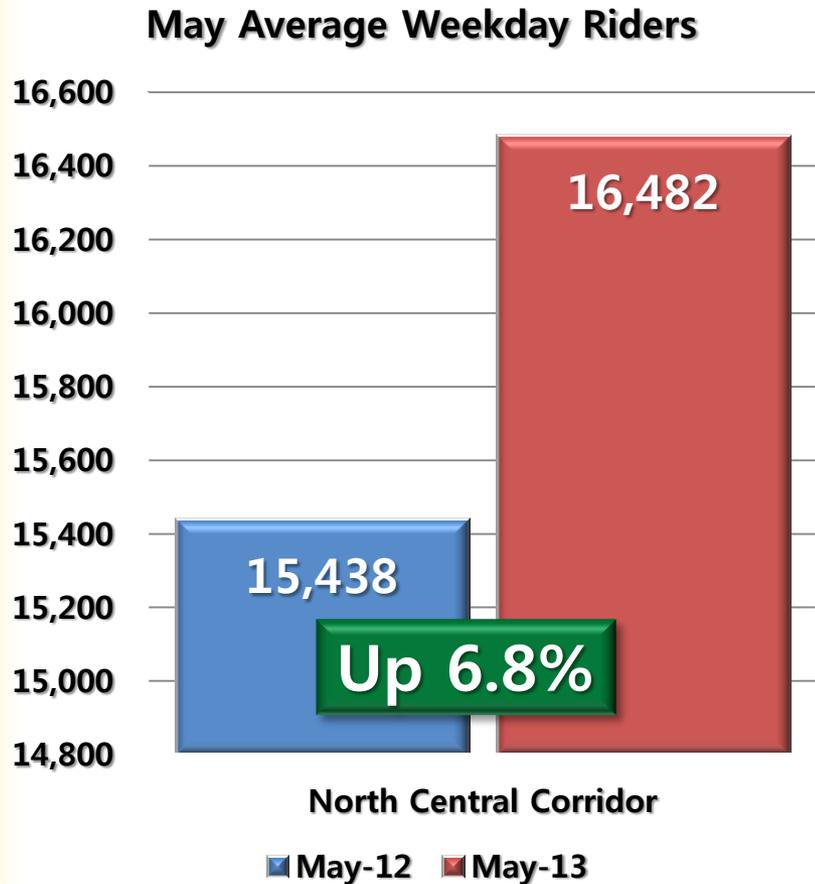
Service	FY13 Trend
Bus	- 1.6%
Light Rail	+ 9.0%
TRE	- 10.5%
FIXED-ROUTE	+ 2.3%
HOV	+ 8.9%
Paratransit	- 6.1%
Vanpool	- 7.5%
SYSTEM	+ 4.3%

Ridership change FY13 through May vs. FY12



N Central Light Rail Ridership Growing

Includes Plano Stations

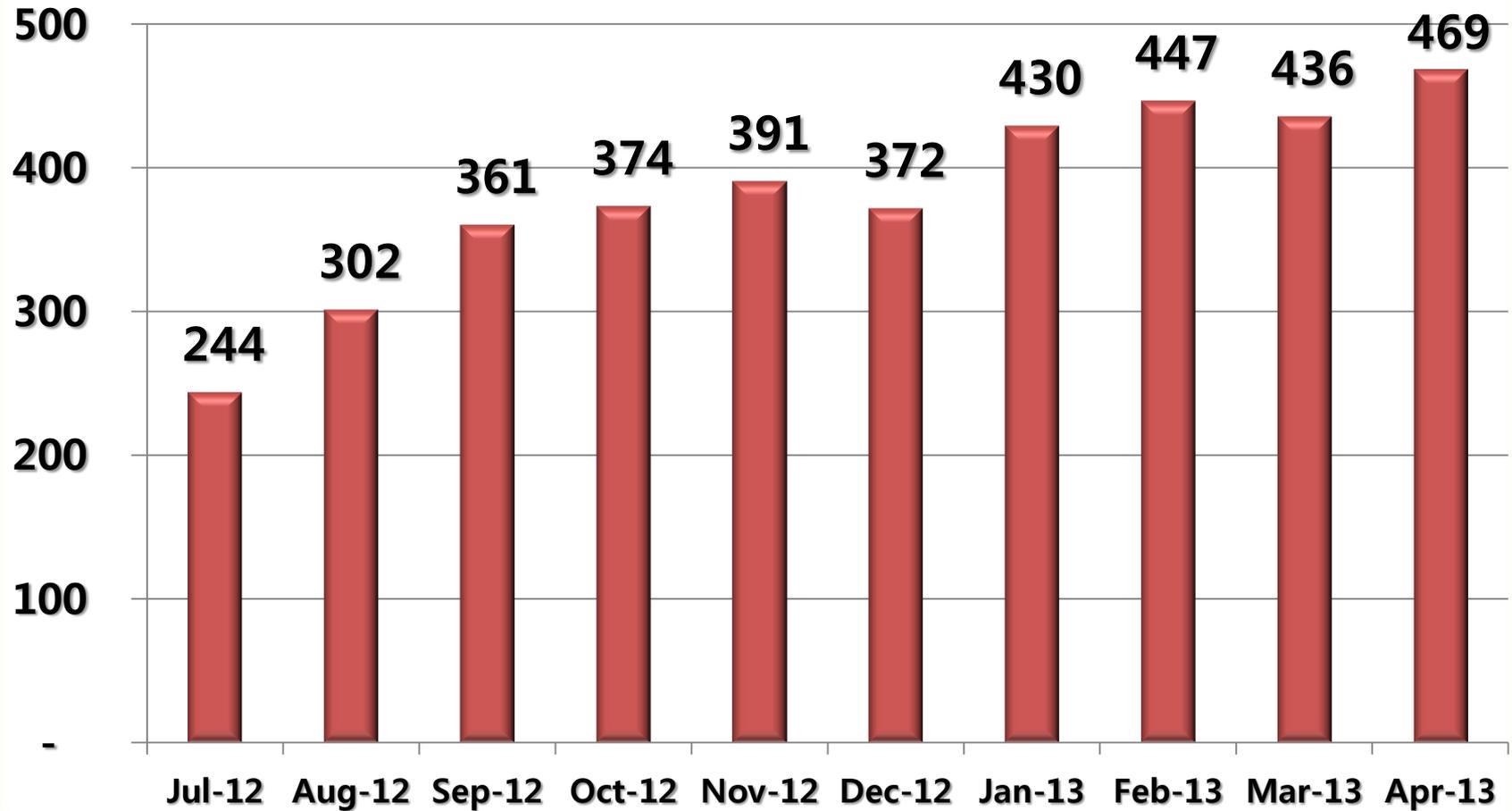


- **The North Central corridor includes these stations:**

- Lovers Lane
- Park Lane
- Walnut Hill
- Forest Lane
- LBJ/Central
- Spring Valley
- Arapaho Center
- Galatyn Park
- Bush Turnpike
- Downtown Plano
- Parker Road

Route 208 Weekday Ridership

Express Service from NW Plano P&R to Dallas



Service began July 2012



DART HOV to TxDOT Transition

- **TxDOT became responsible for sweeping and sign maintenance for HOV on October 1, 2012**
- **TxDOT will be responsible for operations, maintenance, and enforcement on October 1, 2013**
- **TxDOT will take over responsibility for I-30E Barrier Machine Contact on October 1, 2014**
- **TxDOT may contract with DART for some or all of these services**

Integrated Corridor Management Program: 511 DFW



Partners:

- DART
- Plano
- Dallas
- Richardson
- NCTCOG
- NTTA
- TxDOT
- University Park
- Highland Park
- Texas Transportation Institute
- SMU
- UT Arlington
- Telvent

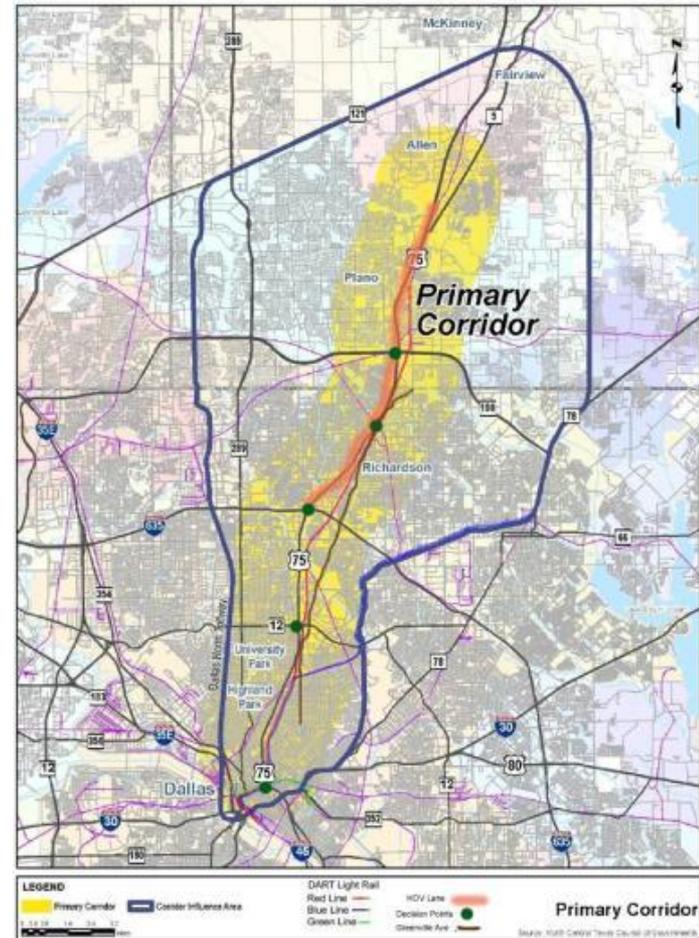
Website: www.511dfw.com

Starting October 2013



ICM Corridor Program Includes

- The integrated management of freeway, arterial, transit, and parking systems within a corridor
- Manage the corridor as a system, rather than the more traditional approach of managing individual assets



Questions?



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