

Public Meeting

April 21, 23, 29, 30, and May 3

Connect RSVP Policy

Policy

- Connect RSVP is a general public, curb-to-curb bus service offered in Highland Village and North Lewisville, and serves the Highland Village/Lewisville Lake Station.
- Connect RSVP operates Monday through Friday from 5:30 a.m. to 7:00 p.m., excluding major holidays.

Reservations

- May be made up to a week in advance
- Must be made at least one day in advance
- DCTA Customer Service Hours: Monday-Friday 8a.m.-5p.m. 940-243-0077

Rules

- Service animals accompanying customers with disabilities are allowed
- DCTA Operators are not allowed to make changes in scheduled times or destinations without authorization from the DCTA Scheduling Office

Cancellations/No Shows

- All trips no longer required by a customer must be cancelled at least two hours in advance of the scheduled trip. To cancel a trip, customers must call 940-243-0077.
- A no-show occurs when a customer fails to cancel their trip at least two hours before the scheduled pick-up time, or do not board the DCTA Connect RSVP vehicle within two minutes after it arrives within the ready-time window.
- Customers with three no-shows within a 60 day period are not allowed to make another reservation for 90 days.

Title VI Non-Discrimination Notice

- Prohibits discrimination based on race, color or national origin (Civil Rights Act of 1964)
- Ensures low-income and minority groups are considered in the planning process (Executive Order 12898, February 1994)

Title VI Program Elements

General Requirements

- Notice to the Public
- Complaint Procedure
- List of Title VI Investigations, Complaints, and Lawsuits
- Public Participation Plan
- **Language Assistance Plan**
- Composition of Non-Elected Governing Body and Committees
- **Disparate Impact, Disproportionate Burden Policies/Analysis**
 - Service, Fares, Fare Medium, Capital Project changes
- Approval by Governing Body
- Updated Every Three Years

Language Assistance Plan

- Limited English Proficient (LEP) Persons as reported in U.S. Census
 - English is not their primary language and,
 - Have a limited ability to speak, understand, read, or write English.
 - *do not speak English well or,*
 - *do not speak English at all.*
- DCTA must take responsible steps to ensure meaningful access
 - To benefits, services, information
 - Other important portions of programs and activities
- Safe Harbor Threshold
 - 5% or 1,000 individuals, whichever is less
 - Written translation of vital documents for each group that meets threshold.

Language Assistance Plan

- Recommended Actions :
 - Define vital documents
 - Add translation of documents into Burmese
 - Bi-annual survey of service providers who may interact with individuals of limited English proficiency.
 - Review language assistance cards on services
 - Ensure that language assistance services are available and understood by Customer Service and other staff.

Disparate Impact and Disproportionate Burden Policies

- Major Service Changes
 - Determine threshold when equity analysis for service changes is needed.
- Disparate Impact, Disproportionate Burden
 - Determine threshold when fare or service changes would have a disparate impact on race, color, national origin (including LEP), or disproportionate burden on low-income populations.
- Analysis must be presented to DCTA Board and public
- Fare or service change with disparate impact may not be adopted without justification
 - If no alternative with lesser impact available must demonstrate mitigation.
- Board must approve any mitigations
 - before changes are implemented or
 - at time changes are adopted.

Disparate Impact and Disproportionate Burden Policies

- Major Service or Fare Change defined as
 - Decrease or increase in route structure (revenue miles, revenue hours, alignment) greater than 25%.
 - Service reduction or elimination in jurisdictions with minority and/or low-income populations.
- Service Equity Analysis for Minority/Low Income Disparate Impact
 - If the percentage of minority/ low-income passengers on an affected route is greater than the transit system's minority ridership.
 - If the percentage of minority/ low-income passengers utilization of an affected fare type or fare medium is greater than the transit system's minority ridership.
 - If the percentage of minority/ low-income individuals impacted by a capital project is greater than the percentage of minority's within the service area.

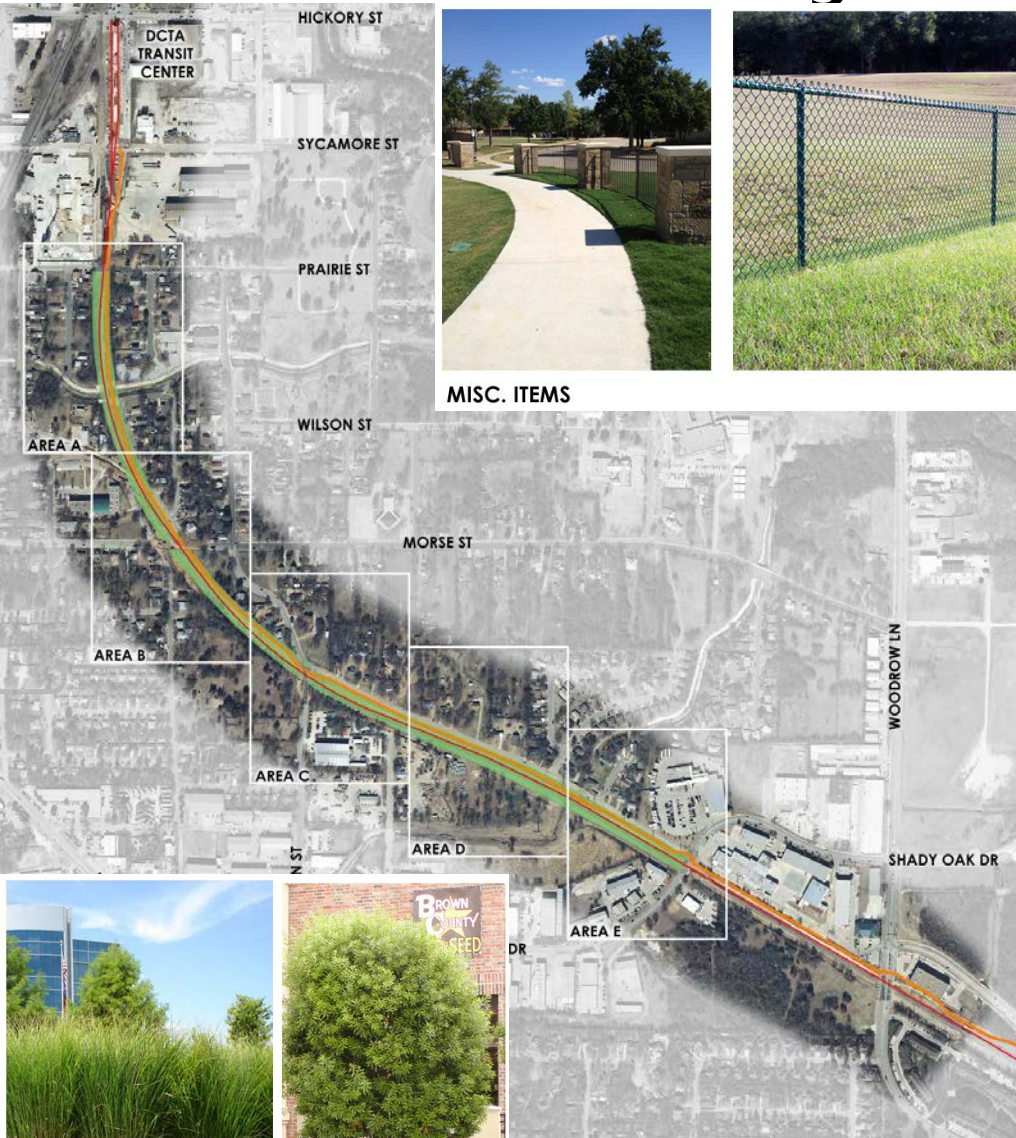
Annual Program of Projects FY 2014

Urbanized Area Apportionment over the 200,000 in population (Denton-Lewisville)

Total Funds Estimated for 2014-2015 Program Projects Section 5307 and 5339: \$ 6,145,085

FUNDING PROGRAM	FP CODE	Activity	FEDERAL SHARE	LOCAL SHARE	TOTAL COST
5339	Capital	Fleet Replacement *	\$ 430,871	\$ 86,174	\$ 517,045
5307	Operating	Operating Assistance	\$ 833,072	\$ 416,536	\$ 1,249,608
5307	Operating	Non-fixed route ADA Paratransit Service	\$ 642,000	\$ 128,400	\$ 770,400
5307	Capital	Transit Enhancement: Transit Accessibility	\$ 60,000	\$ 12,000	\$ 72,000
5307	Capital	Transit Enhancement: Signage	\$ 57,142	\$ 11,428	\$ 68,570
5307	Capital	Construction: Rail Station Improvement	\$ 250,000	\$ 50,000	\$ 300,000
5307	Capital	Transit Safety & Security	\$ 102,000	\$ 20,400	\$ 122,400
5307	Capital	Bus Scheduling Software	\$ 200,000	\$ 40,000	\$ 240,000
5308	Capital	Transit Asset Management System Software	\$ 100,000	\$ 20,000	\$ 120,000
5307	Capital	Rail System Preventive Maintenance	\$ 3,120,000	\$ 624,000	\$ 3,744,000
5307	Planning	Planning:Transit Technical Study	\$ 350,000	\$ 70,000	\$ 420,000
Total			\$ 6,145,085	\$ 1,478,939	\$ 7,624,024

Community Enhancements



Project Timeline

- Bid released
- Contract awarded in March 2014

Project Goals & Intentions

- Improve aesthetic environment
- Provide additional landscaping
- Enhance safety
- Community collaboration

A-train Rail Trail

- **Phase One** currently runs between downtown Denton and Swisher Road in Corinth. *COMPLETE*
- **Phase Two** for areas A, B and C are under design between Hebron and Highland Village/Lewisville Lake station in Lewisville. Construction for areas A and B are funded and slated for FY14.
- **Phase Three** is proposed between Kelton crossing in Hickory Creek and Swisher in Lake Dallas. Construction and Maintenance funded outside DCTA.
- I-35E project will include a bike/pedestrian lake crossing.

A-train Rail Trail

PHASE TWO: Lewisville Hebron Station to HV/LL Station

- Area C (Pursuing Funding)
 - Mill St. to HV/LL Station
- Area B
 - Business 121 to Mill St.
- Area A
 - Hebron to Business 121



A-train Rail Trail

PHASE THREE: Lake Cities *North of Lake to Swisher*

- TxDOT Project Lewisville Lake Bridge
- To be completed during I-35E construction



Transportation Alternatives Program Call for Projects

Project Location:

Lewisville, Texas

Grant funding Request:

\$3.3 million

Project Description:

5.5 mile bicycle/pedestrian trail



System Design Standards

- Route Classification System
- Minimum Service Span and Frequency
- System-Wide Performance Standards
- Route-Level Performance Standards
- Service Design Standards
- Demand Response Performance Standards
- Passenger Amenities

Desired Minimum Service Span

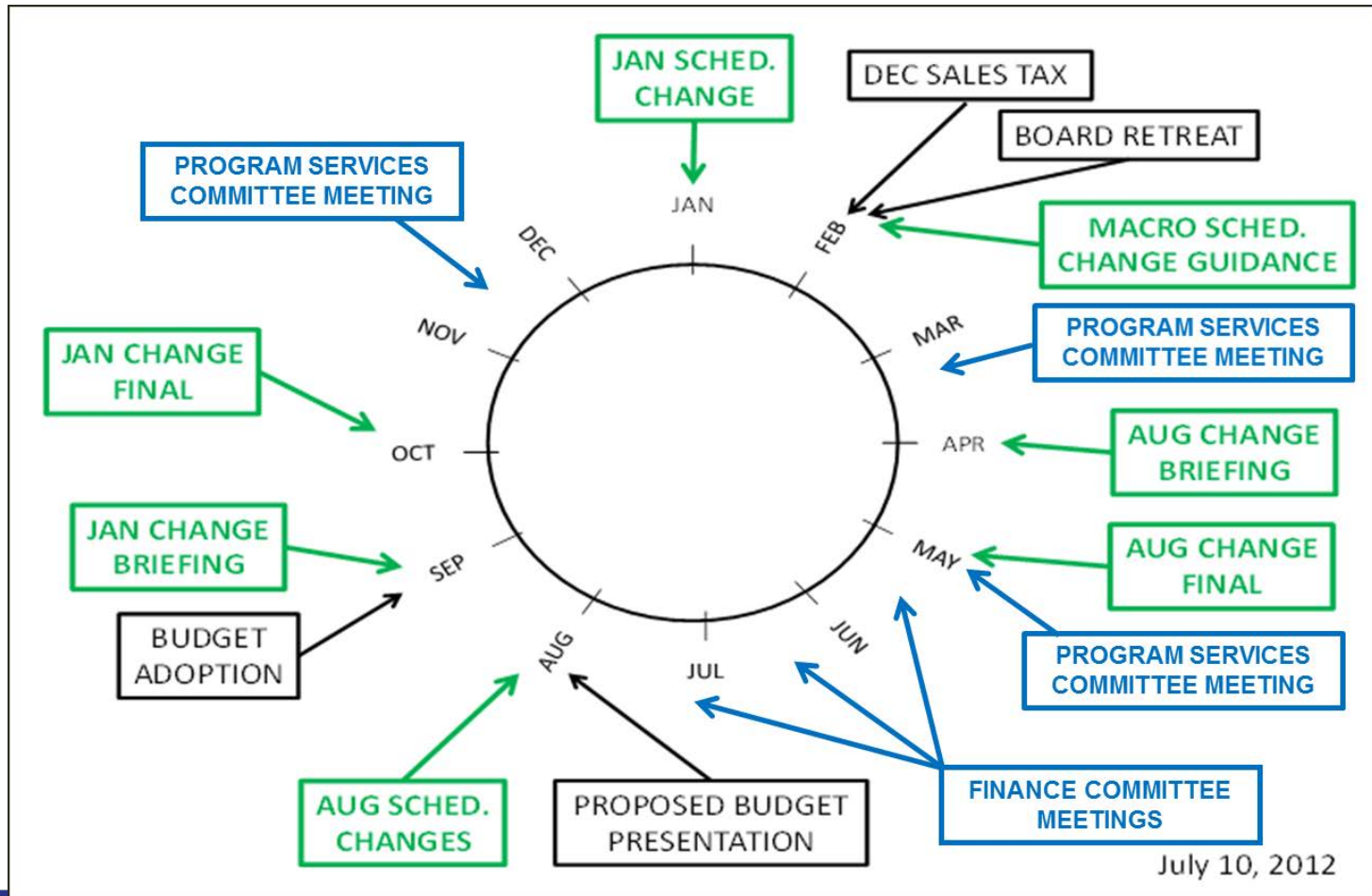
Route Type	Weekday	Saturday	Sun.
Commuter Rail	5am - 9pm	10am - 11pm	N/A
Regional Express Bus	5am - 7pm	N/A	N/A
Regional Arterial Bus	5am - 9pm	N/A	N/A
Urban Area Trunk Routes	5am - 9pm	9am - 6pm	N/A
Community Circulators	5am - 9pm	9am - 6pm	N/A
On-Call	6am - 9am, 3pm - 7pm	N/A	N/A

Desired Minimum Service Frequency

Route Type	Weekday		Saturday	Current
	Peak	Midday		
Commuter Rail	25	105	105	22/95/120
Regional Express Bus	20	60	N/A	N/A
Regional Arterial Bus	30	60	60	N/A
Urban Area Trunk Routes	30	30	60	N/A
Community Circulators	30	30	60	45/45/80

Route	FY13	FY14	FY15
1	85/80	40/80	40/80
2	58/90	58/90	30/60
3	38/80	38/80	38/80
4	35/85	40/85	40/85
5	42/75	44/75	44/75
6	85/85	45/85	45/60
7	35/75	35/75	35/75
8	40/90	44/90	44/90
9	30	30	30
21	Lowest = 25 Longest = 73	40 (avg)/85	30/85
22	30-60/85	30/60	30/60
23	40-80/85	30/80	30/80

DCTA Decision Cycle



July 10, 2012

Budget Contingency Plan

- Sales Tax Plan (Adopted)
 - Sales tax revenue shortfall
 - Sales tax revenue increase
- Federal Grant Plan (Proposed)
 - Federal grant revenue reduction

Budget Contingency Plan

- Section I: Sales Tax Revenue Shortfall
 - Initial Precautionary Action
 - Expenditure measures if cumulative shortfall in sales tax revenue is equal to:
 - 2% Reduction – support functions
 - 3% Reduction – operations, maintenance, capital
 - 4% Reduction – service delivery

Budget Contingency Plan

- Section II: Sales Tax Revenue Increase
 - Exceeds budget and prior year's actual minimum of 4 consecutive months
 - Recommended service level enhancements will
 - Be $<$ or $=$ amount available in sales tax stabilization fund
 - Follow annual Decision Cycle framework
 - Be incorporated into long-range cash flow model to identify impact in future years prior to approval and implementation
 - Service levels enhancements prioritized based on:
 - System performance, adopted service standards, and service plan

Budget Contingency Plan

- Section III: Reduction in Federal Grant Revenue (Proposed)
 - Review Capital projects
 - Grant Funded with/local match requirement
 - Non-grant funded
 - Evaluate use of Fund Balance Reserves
 - Evaluate fare increases and required public notice process
 - Evaluate implementation of the Service Reduction Policy per Title VI requirements.

Digital Technology



- GoPass TM
 - Buy your transit pass on the go!
 - Launched Mid-September 2013
- Where's My Ride
 - Real-time DCTA bus and train information & customized rider alerts. (Coming Fall 2014)



Upcoming Meetings & Community Survey

April 21, 6:30 p.m.

Lewisville Municipal Annex

April 29, Noon

UNT Gateway Center Room 142

April 23, 6:30 p.m.

Highland Village Council Chamber

April 30, Noon

TWU Student Union Rm. 207

May 3, 10:30 a.m.

Downtown Denton Transit Center

DCTA's Community Survey is available online at

www.RideDCTA.net.

Questions and Answers

Denton County Transportation Authority

604 East Hickory
Denton, TX 76205
940-243-0077
info@dcta.net
RideDCTA.net

