

North Central Texas
Council of Governments



Tarrant County Transit Study

Public Meeting
September 29, 2020

— Agenda

**Introductions +
Welcome**



**Project Overview +
Background + Goals**



**Project
Focus Areas**



**Next
Steps**



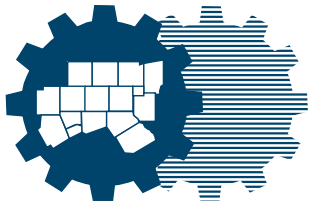
**Public Feedback
+ Get Involved**



**Open
Q&A**



— Team Introductions



**North Central Texas
Council of Governments**

Dan Kessler

Shannon Stevenson

Team Introductions

Cambridge Systematics

Scott Boone & Hannah Santiago



Kimley-Horn

Brad Lonberger



CTG

Jim Baker



Marlene Connor Associates

Marlene Connor

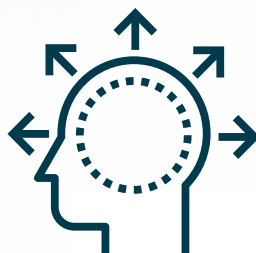


Study Purpose

Identify, analyze, prioritize and develop a comprehensive approach to planning and implementing transit services outside of transit authority services areas.



Implement Strategic and
Near-Term Strategies



Review Transportation
Options



Identify Funding
Options



— Advisory Board

Helps guides the study by developing the project goals, objectives, defines the project outcomes and provides technical advice; while supporting and encouraging participation in the community.

Advisory Board (SAG + TAG)

- ● Arlington
- Azle
- Catholic Charities FW
- Community Enrichment Center
- Crowley
- DCTA
- Everman
- Forest Hill
- Fort Worth
- Fort Worth CoC
- Haltom City
- Hurst
- Grand Prairie
- Grapevine
- Kennedale
- Richland Hills
- Tarrant County
- Tarrant RTC
- Tarrant Transit Alliance
- Trinity Metro

Government

Transit

Business

Advocacy

Public Engagement

Virtual Public Meetings



Project Website



Email Updates



Digital Surveys



Social Media



— Poll Question #1

What city do you live in?

Study Background

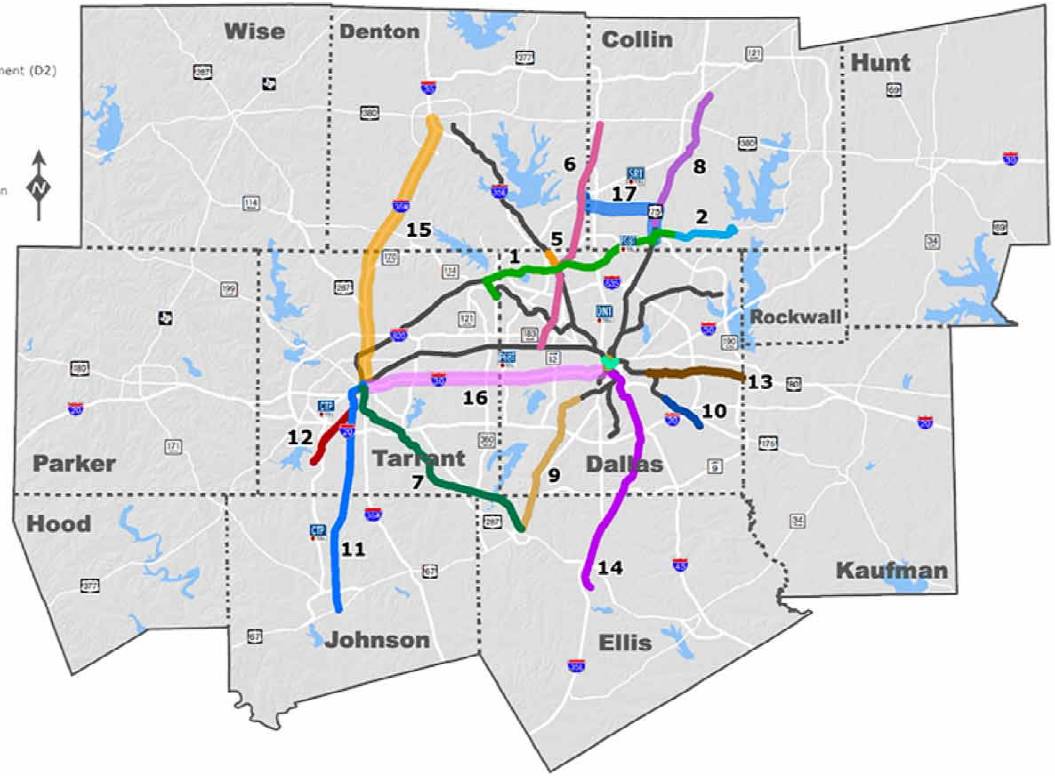
The Tarrant County Transit Study will be built from previous studies conducted over the last several years.



Study Background



- Rail**
- 1 - Cotton Belt
 - 2 - Cotton Belt East Extension
 - 3 - Downtown Dallas Second Alignment (D2)
 - 4 - Dallas Streetcar (Central Link)
 - 5 - A-train South Extension
 - 6 - Frisco Line
 - 7 - Mansfield Line
 - 8 - McKinney Line
 - 9 - Midlothian Line
 - 10 - Green Line Southeast Extension
 - 11 - Cleburne Line
 - 12 - Southwest TEX Rail
 - 13 - Scyene Line
 - 14 - Waxahachie Line
- High-Intensity Bus**
- 15 - IH 35W Express
 - 16 - IH 30 Express
 - 17 - Spring Creek Parkway
- Existing Rail



Study Background



Geographic Focus	NCTCOG Region	NCTCOG Region	Tarrant County (outside Trinity Metro service Area)
User Focus	All Users	Vulnerable Users	All Users
Travel Types	Car, High Intensity Bus, Commuter Rail	Bus, Demand Response, and Paratransit	Bus and Demand Response
Vision	Long Range	Short-Medium Range	Short-Medium Range

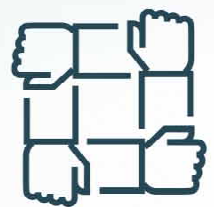


Study Background

In the 2018 Access North Texas , the following key strategies were identified for Tarrant County.



Increase affordable mobility solutions



Connect communities county-wide



Expand public awareness, education, skills development and traveler support services



Implement a holistic approach to wellness transportation

Study Area

Trinity Metro
Service Area

Current Transit Providers



TRINITY METRO

TEXRail
TRE



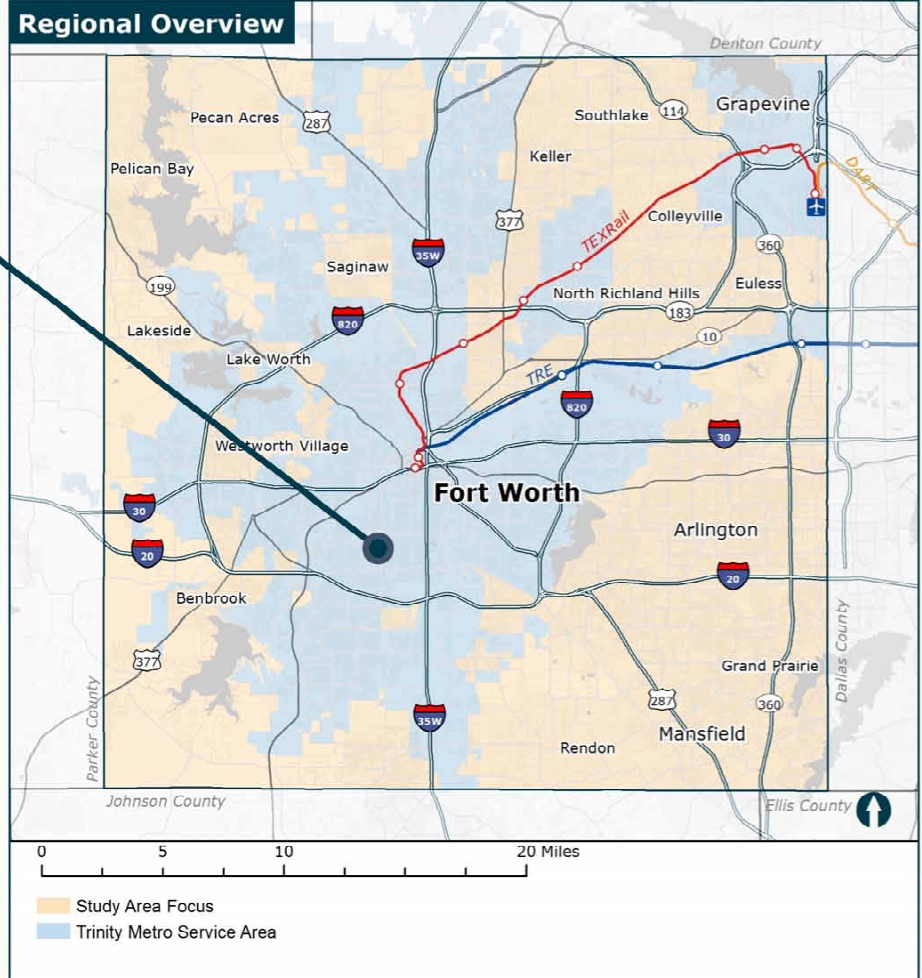
a-Train
Denton/Lewisville Connect
University Services
North Texas Xpress
Access



Via Transit

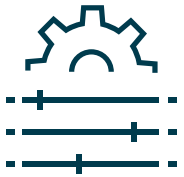
**VARIOUS
PROVIDERS**

Catholic Charities



Project Focus Areas

Existing Conditions



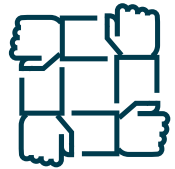
Scenario Development



Funding + Partnerships



Implementation

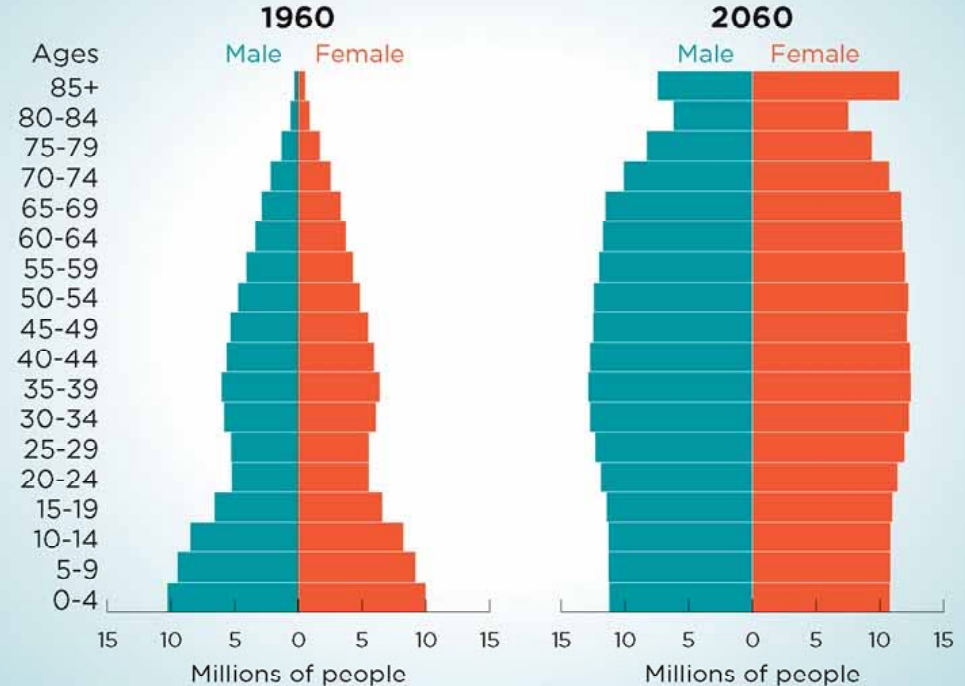


Existing Conditions

- America's mobility needs are changing.
- Families seek affordable housing.
- Workers without reliable access to personal vehicles need to reach their jobs.
- Seniors want to maintain mobility as they age.

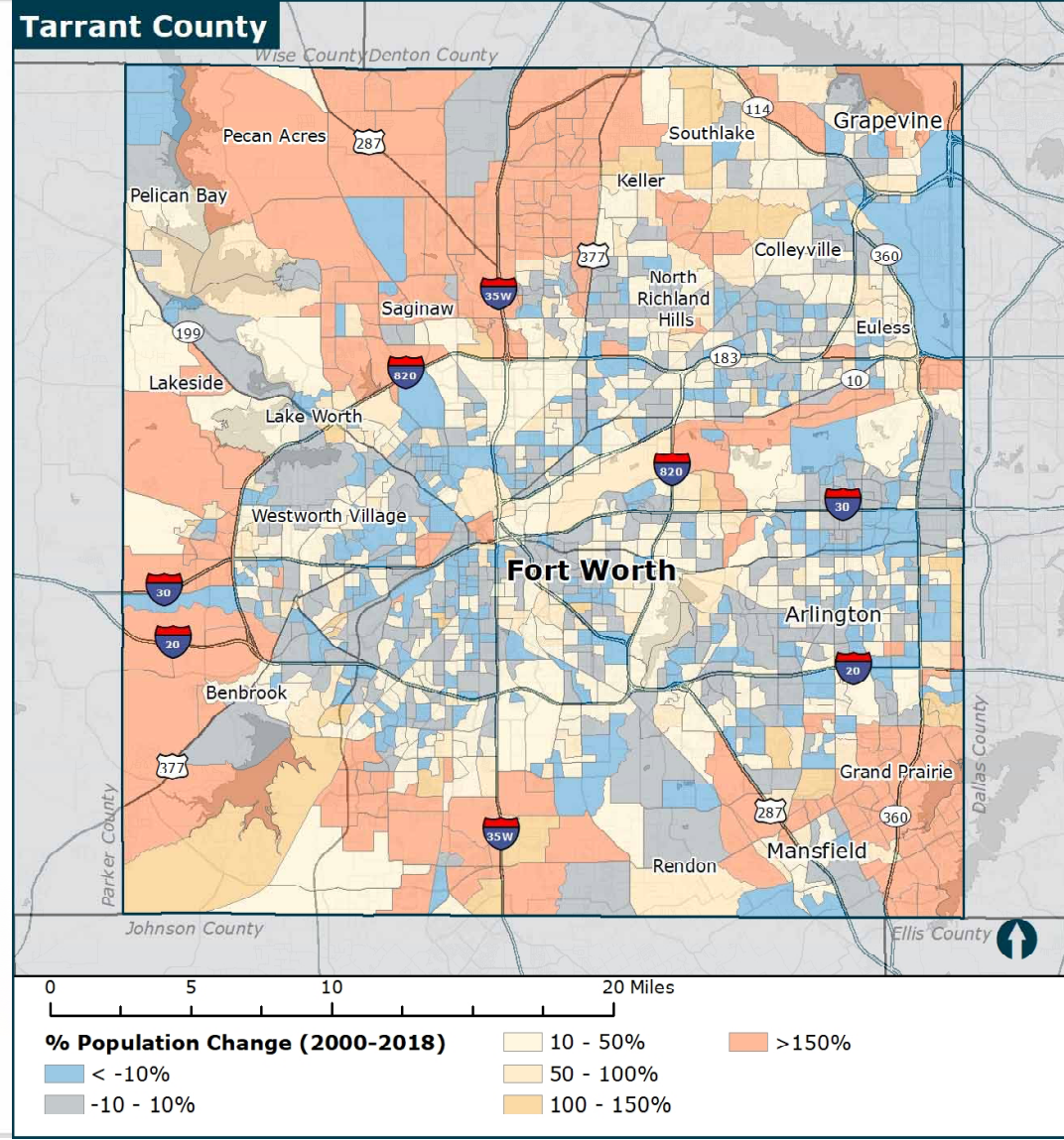
From Pyramid to Pillar: A Century of Change

Population of the United States



Existing Conditions

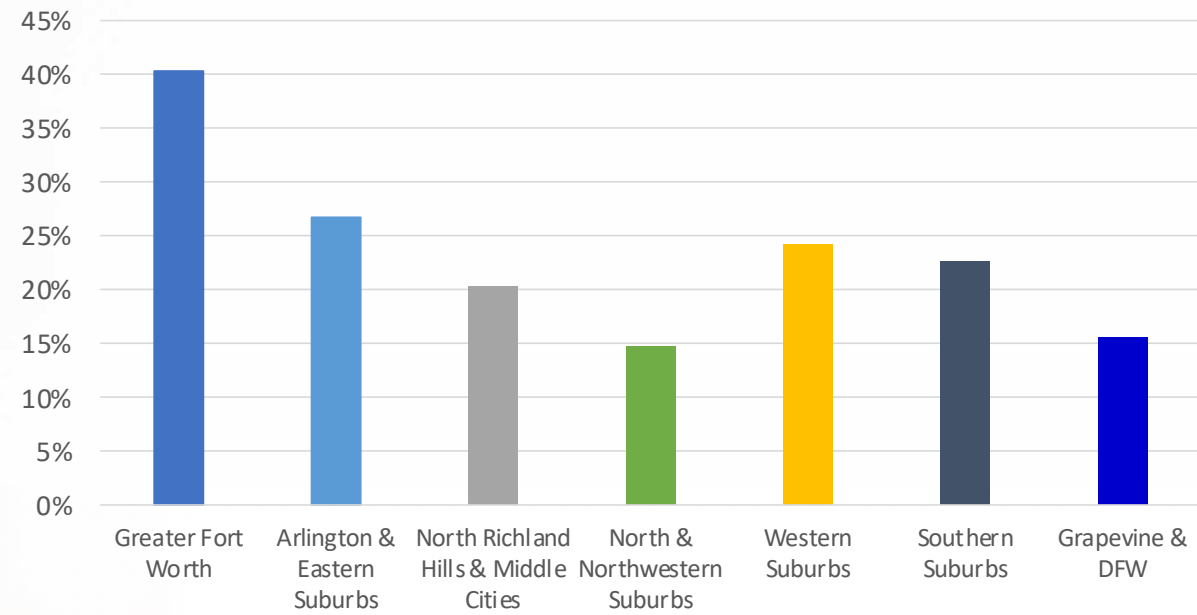
- Tarrant County—including areas outside of Fort Worth—continue to experience enormous growth.



Existing Conditions

- Tarrant County—including areas outside of Fort Worth—continue to experience enormous growth.
- Tarrant County’s different communities have different—and changing—needs.

Percent of Households with income below \$35k



Source: American Community Survey 2014-2018 data.

— Poll Question #2

How often do you take transit or shared mobility options?

- Frequently (once a week or more)
- Occasionally (once a month or more)
- Rarely (less than once a month)
- Never

Scenario Development: Transit Service Design

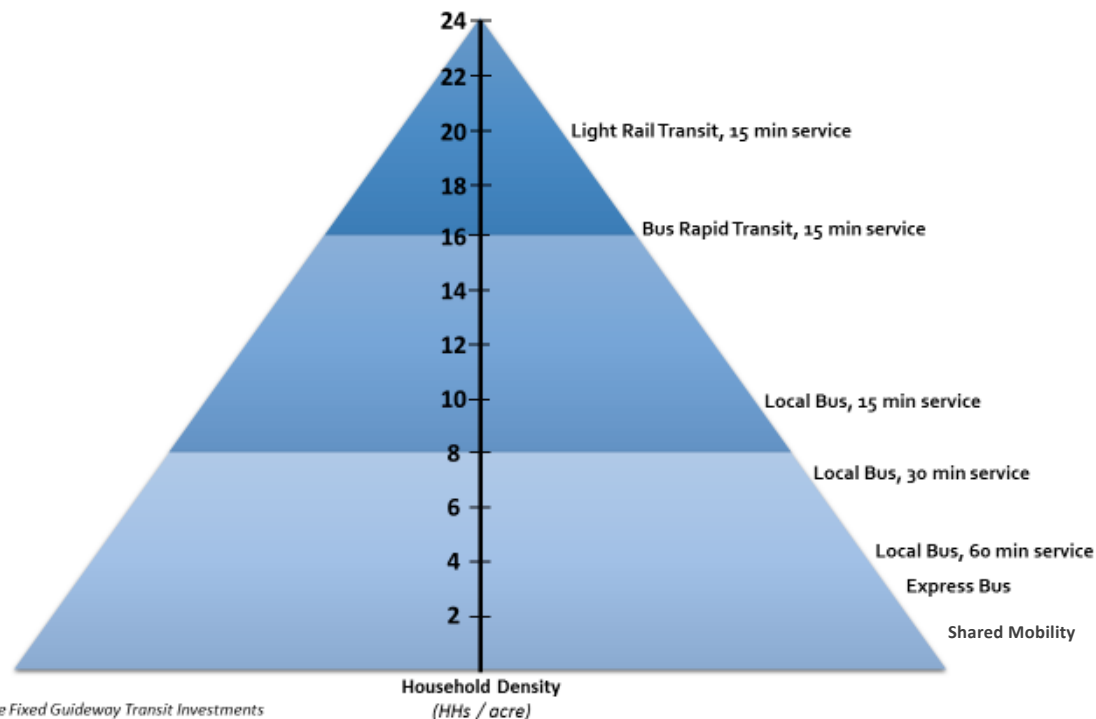
Factors that Influence Transit Use

- Demographics
- Trip Characteristics
- Price and Availability
- Quality of Service
 - Travel Time and Reliability
 - Span of Service
 - Frequency
 - Routing
 - Stop Spacing and Accessibility



Scenario Development: Density Thresholds for Transit Service

Arterial Transit Service Thresholds for Household Density



Scenario Development: Transit Service Design

Matching Service to the Environment

Commuter Services

- Long distance, limited stop
- Usually tied to park-and-ride lots
- Examples:
 - TexRail, TRE
 - Park & Ride Express Routes
 - Van Pool



Local Service

- Urban and Suburban short- to mid-distance travel
- ¼ mile stop spacing
- Frequencies typically 15-60 min.
- Examples:
 - Trinity Metro local route network



Scenario Development: Transit Service Design

Matching Service to the Environment

Circulator and Shuttle Services

- Specific travel market
- Frequent service levels
- Local Examples:
 - The Dash
 - TRE Link



Shared Mobility Services

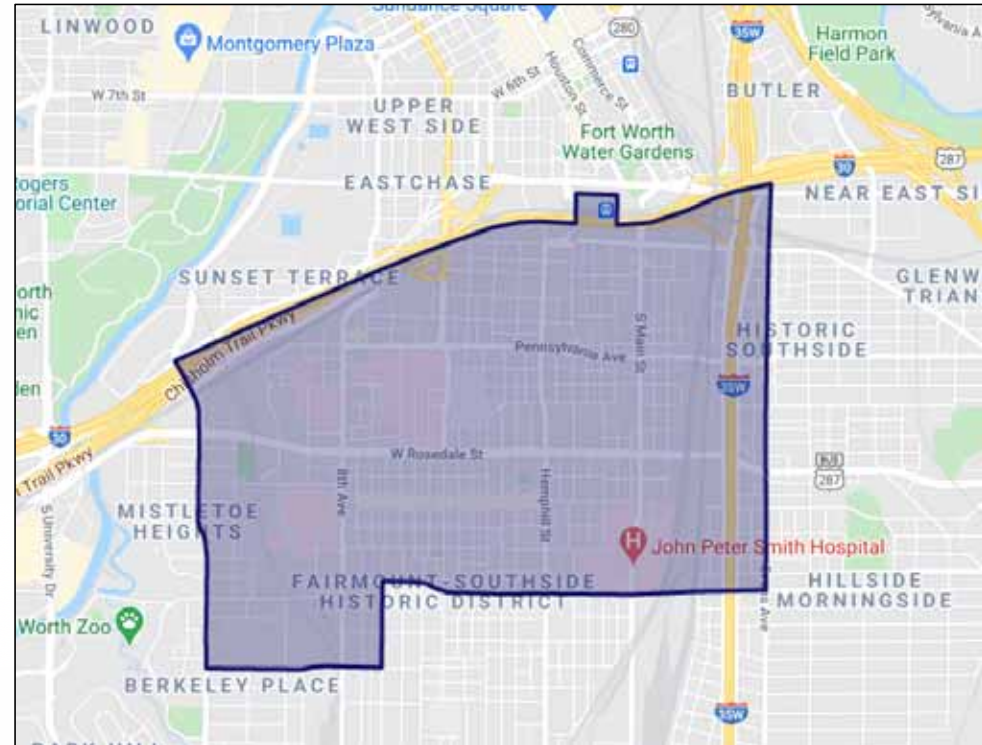
- Flexible routing
- First mile/last mile solution
- Addresses localized travel needs
- Local Examples:
 - Trinity Metro ZIPZONE
 - Arlington Ride Via
 - DART Go Link



Scenario Development: Shared Mobility Solutions

Trinity Metro ZIPZONES

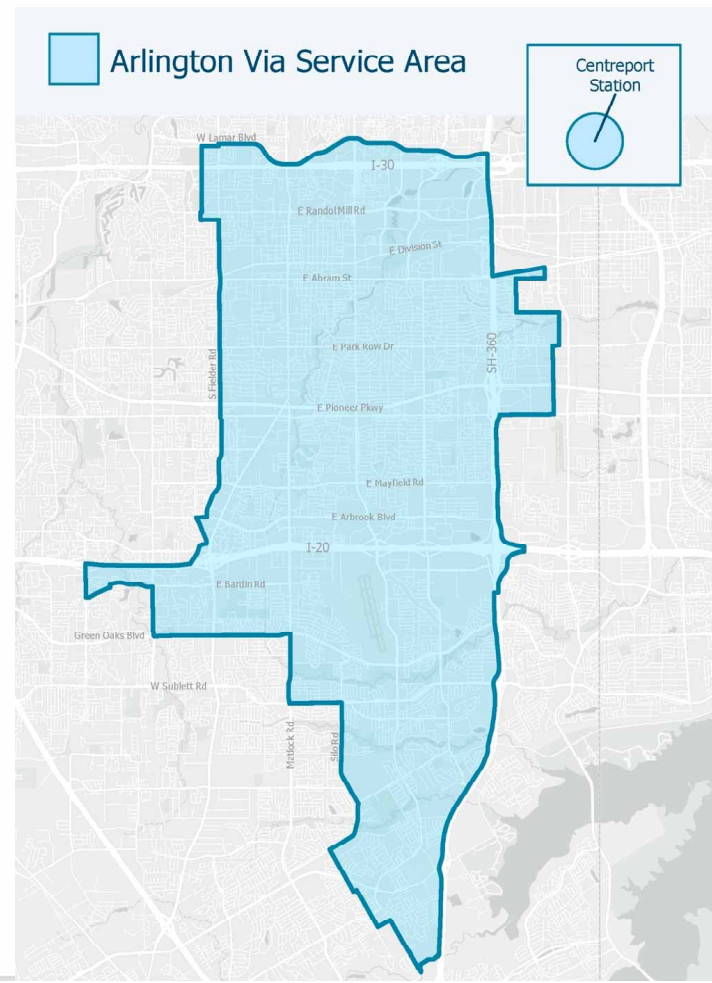
- First mile/last mile solution
- Four ZIPZONES (Alliance, Crowley, Mercantile, Near Southside)
- Trip bookings completed via app
- Provides connections to Trinity Metro fixed route service or point-to-point within the zone
- Travel \$3 fee for point-to-point within zone
- Program operated by Trinity Metro
- Service contracted to Via Mobility Services and Lyft



Scenario Development: Shared Mobility Solutions

Arlington Via Rideshare

- Uses a smartphone application and a fleet of rideshare vehicles to provide a service that has no fixed schedules and no fixed routes
- Launched in December 2017
- Service area includes Centreport TRE Station
- Fleet includes a limited number of wheelchair-accessible vehicles
- Fares are \$3
- Service contracted to Via Mobility Services



— Poll Question #3

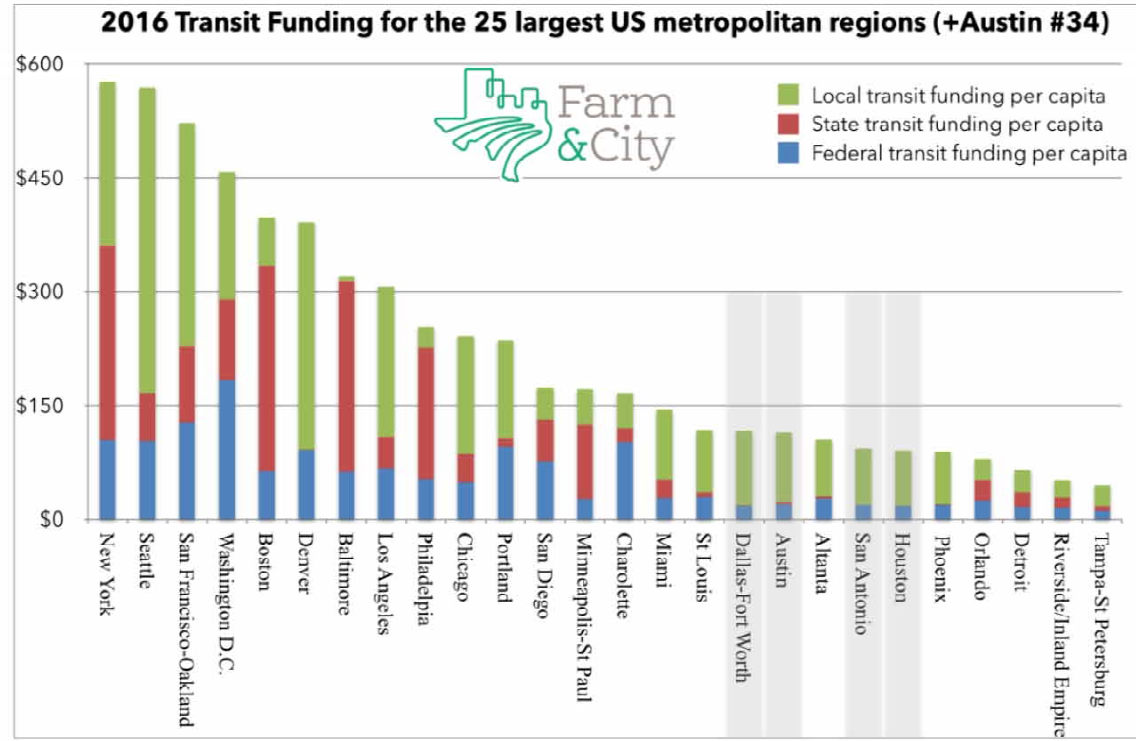
Prior to this meeting, what was your level of familiarity with shared mobility transit services offered by transit agencies in the DFW area?

- Very familiar and have used them in the past
- Familiar that the services are offered, but have never tried using it
- Somewhat familiar, but not aware of how the programs work
- Never heard of them

Funding + Partnerships

Trends in Funding and Finance

- Dollars for construction of new systems (CapEx) are typical opportunities from federal sources
- There are limited Federal and State dollars for operations and maintenance (O&M)



Funding + Partnerships

Trends in Funding and Finance

- More funding from the federal level is being directed towards Transit Planning and specifically Transit-Oriented Development Planning
- NCTCOG has been at the forefront of *innovative financing programs*



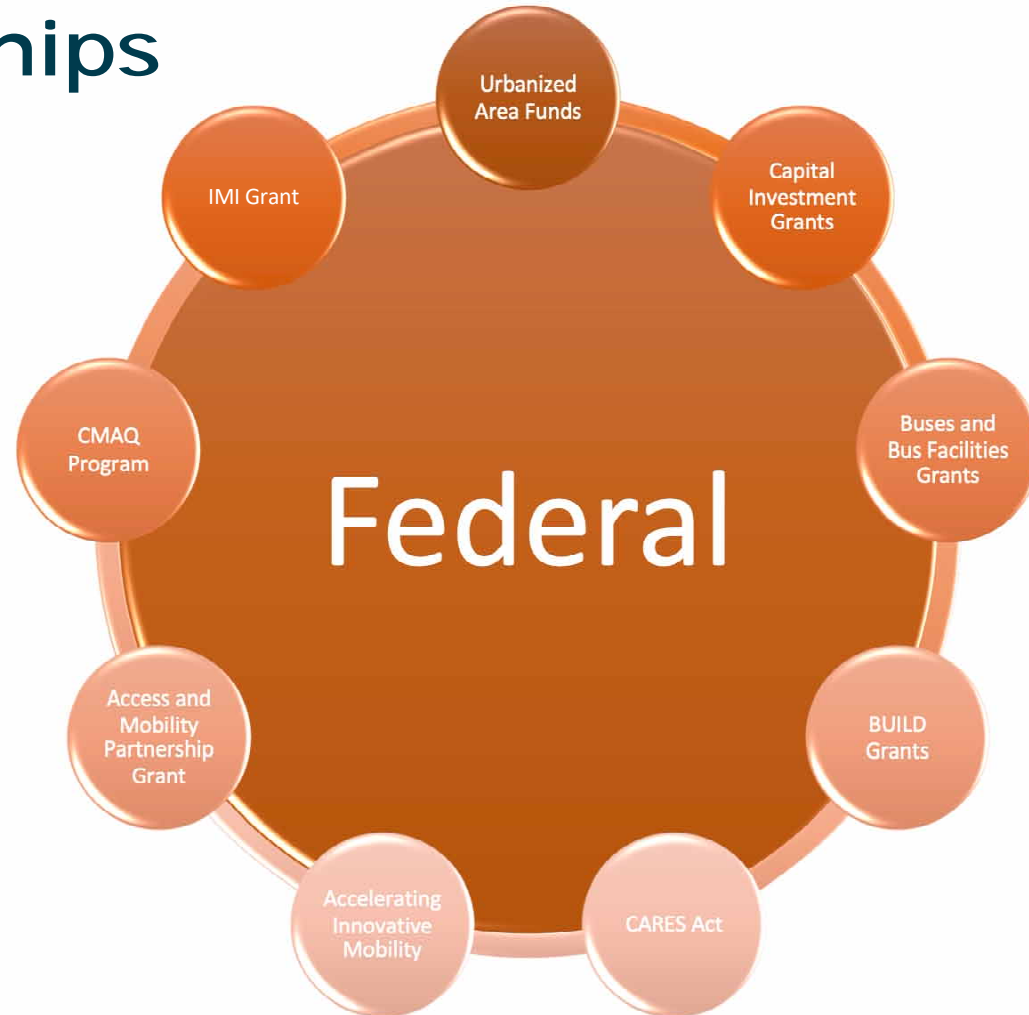
INNOVATIVE FINANCE INITIATIVE COTTON BELT CORRIDOR

PHASE I FINAL REPORT
DECEMBER 2011

Funding + Partnerships

Opportunities

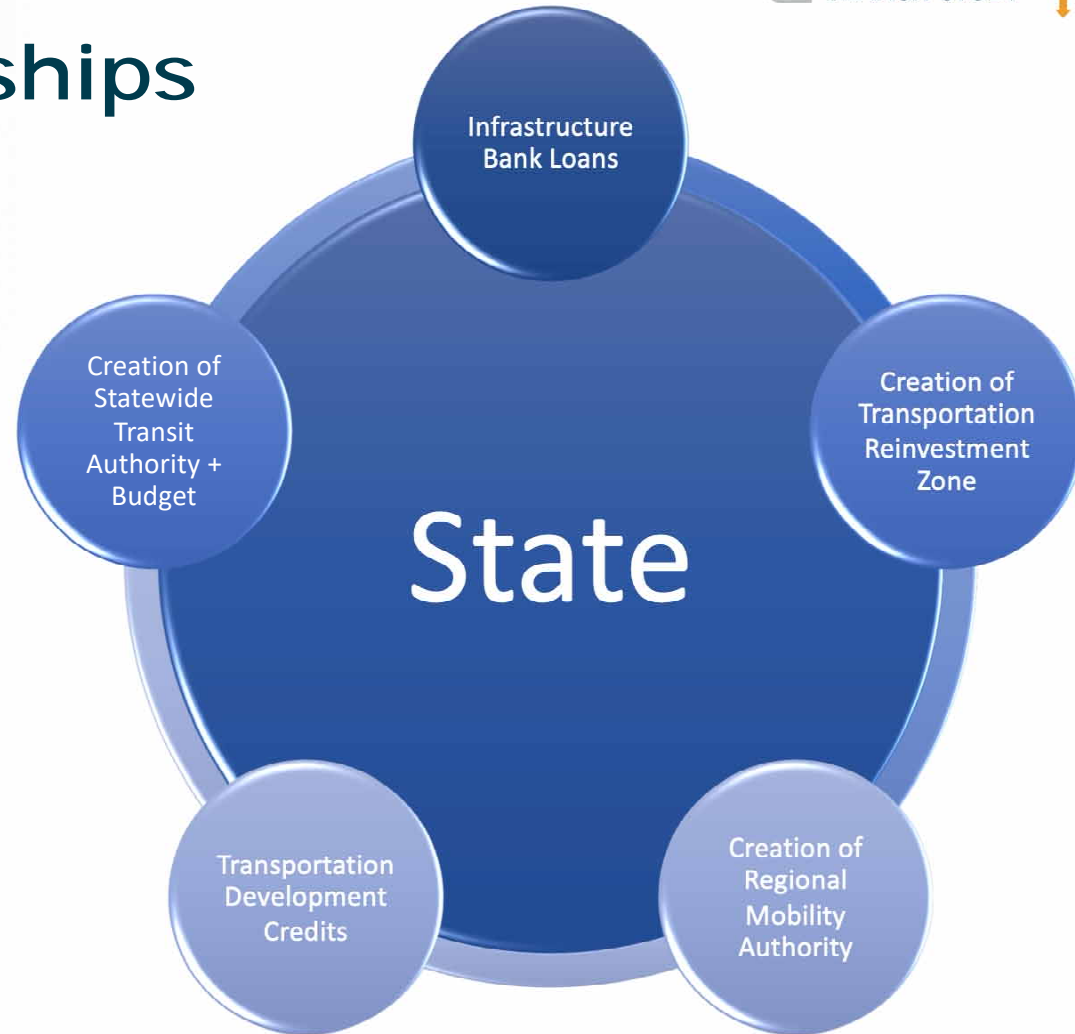
- Highly competitive
- Not consistent
- Typically use constrained (CapEx)
- Allocation requires local match



Funding + Partnerships

Opportunities

- Typical Debt related
- Requires creation of new authorities
- Requires creation of region-wide collaboration



Funding + Partnerships

Opportunities

- Some funds are federal allocations
- Requires creation of new authorities
- Requires creation of region-wide collaboration



Funding + Partnerships

Opportunities

- Locally created and managed
- Self-sufficient means
- Assessed off future revenues
- High partnership focus
- Typically counts toward local match



Funding + Partnerships



Projected population increase:

- Tarrant County Population (2019): 2,102,515
- # of Auto Commuters in Tarrant County: 1,275,806 (82% drive alone)

10
Years

2,507,170
(+330,000 drivers)

20
Years

2,862,672
(+600,000 drivers)

30
Years

3,196,603
(+900,000 drivers)

— Poll Question #4

Is it worth investing in transit now, so that we don't have to continuously build or expand freeways in our county to meet population demands?

- Yes
- No
- Still not sure

Implementation

- COVID-19 has accelerated the search for innovative mobility options.
- Agencies must balance the speed of short-term pilot projects with the effort needed to develop full-scale programs.
- Trinity Metro, DART, DCTA, and Arlington have all developed programs to facilitate shared mobility.

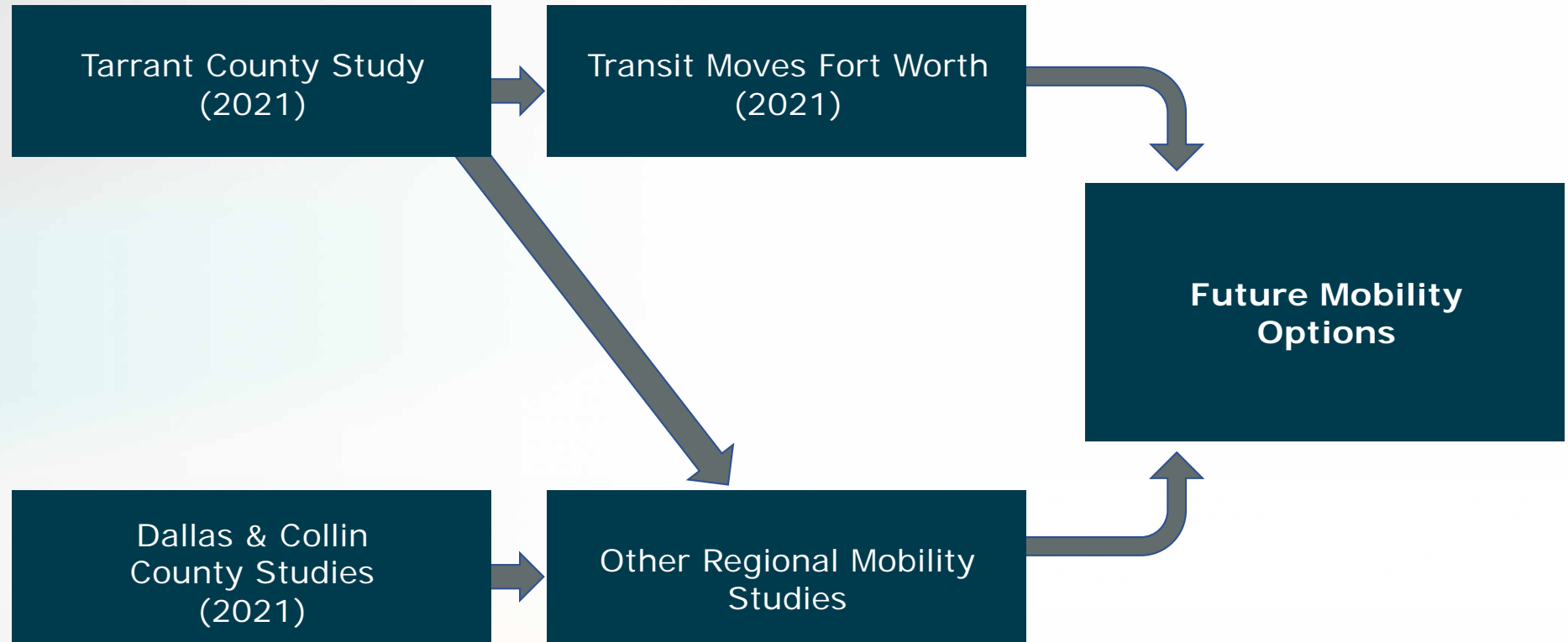


— Poll Question #5


Have you learned about new mobility options that you were not aware of before this meeting?

- Yes, I learned about new transportation choices
- I knew some of these options existed elsewhere, but did not know they were available in Tarrant County
- No, I already knew about these transportation options

Next Steps



Get Involved + Participate



Stay informed of upcoming meeting, surveys, as well as the different ways you can provide your ideas, feedback, comment on the project and share with your community.

Get Involved + Participate



Project Website: tarrantcountytransitstudy.com

- Sign up for email updates
- Submit questions or comments through the Contact Us page
- Complete the public input survey (EN/ES)



Facebook Group Page: [@tarrantcotransit](https://www.facebook.com/tarrantcotransit)

- Like and follow to stay informed



Share with your Community.

- Become a project ambassador to help share the message to your community.

Public Input Survey

Public Input Survey

- Project Website: tarrantcountytransitstudy.com
- Facebook Group Page: [@tarrantcotransit](#)
- https://bit.ly/TarrantCoSurvey_EN
- https://bit.ly/TarrantCoSurvey_ES



Tarrant County Transit Study: Community Input Survey

The North Central Texas Council of Governments (NCTCOG) is conducting an online survey to understand the mobility needs of Tarrant County residents. Please answer the following questions to help us out!

COVID-19 note: This survey is designed to understand your transit use before the COVID-19 pandemic; please answer all questions as you would have before February of 2020. A special COVID-19 section will ask about your current transit usage.

Thank you for taking this survey. All responses are confidential and used solely for the purpose of developing a transit plan for Tarrant County.

* Required

Have you ever used shared mobility services in Tarrant County (including Trinity Metro, TEXRail, TRE, Arlington Via, and ZipZones)? *

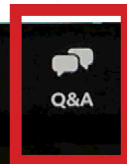
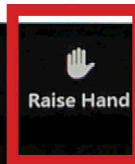
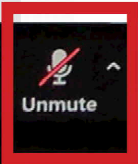
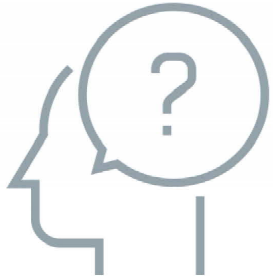
- Yes, I have used shared mobility services in Tarrant County.
- No, I have not used shared mobility services in Tarrant County.

Next

Group Discussion #1

Participate!

- Raise your hand to ask a question.
- Type questions in the Q&A box.
- Unmute your microphone to speak.



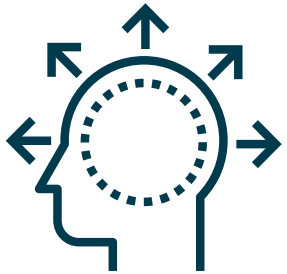
Leave

Group Discussion #1



Tell us your mobility story.

Group Discussion #2



Describe your mobility vision for the future.

— Open Discussion

