North Central Texas Council of Governments

TARRANT COUNTY TRANSIT STUDY

Tarrant County Transit Study

Public Meeting
March 25, 2021
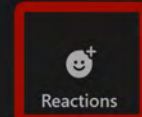
Meeting Overiew

| Introductions + Welcome | Project Overview | Funding Strategies | Implementation Planning | Public Feedback + Next Steps | Open Q&A |

Opening Remarks

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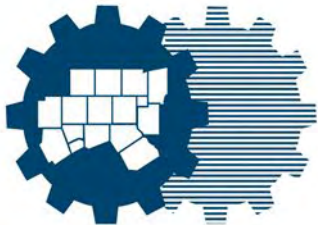
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Shannon Stevenson

Team Introductions

Cambridge Systematics	Kimley-Horn	CTG	Marlene Connor Associates	K Strategies
Scott Boone & Baird Bream	Ivan Gonzalez	Jim Baker	Marlene Connor	Wil Murphy & Alicia Ortega

Agenda

- Team and Study Background Review (Scott Boone, CS)

- Scenario Development (Jim Baker, CTG)
  - » Baseline Assumptions
  - » Service Components
  - » Scenarios

- Funding Strategies (Ivan Gonzalez, KHA)

- Implementation Planning (Baird Bream, CS)

- Next Steps (Scott Boone, CS)

- Questions and Answers

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Study Purpose

Identify, analyze, prioritize and develop a comprehensive approach to planning and implementing transit services outside of transit authority services areas.
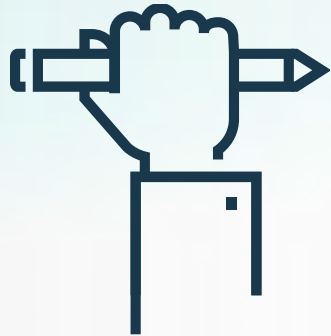
Implement Strategic and Near-Term Strategies
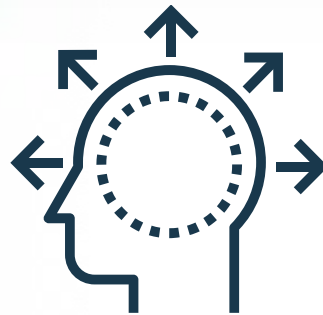
Review Transportation Options

Identify Funding Options

Area of Focus:
- Non-Trinity Metro Service Area

Study Background

	Mobility 2045	Access North Texas	Tarrant County Transit Study
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

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Study Progress

Study Progress

Existing Conditions

What transit and shared mobility options are currently available in Tarrant County?

Scenario Development

Based on demographics and travel patterns, what new types of shared mobility options are feasible?

Funding & Finance

What types of funding options are available in communities not served by Trinity Metro, DCTA, or DART?

Implementation Plans

What are the next steps for communities to increase the number of shared mobility options available?

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SCENARIO DEVELOPMENT AND ANALYSIS

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Tarrant County

Fixed Route Service
— Local Buses
— Express Buses
— Grapevine Shuttles
— TEXRail
— Trinity Railway Express
P Park and Ride

On-Demand Services
⧄ On-Demand Services

Demand-Response Services
■ Pre-Qualified Demand-Response Service Areas
■ Paratransit Services Complementary to Fixed-Route Services
■ Paratransit and Pre-Qualified Demand-Response Services
■ No Demand-Response Services
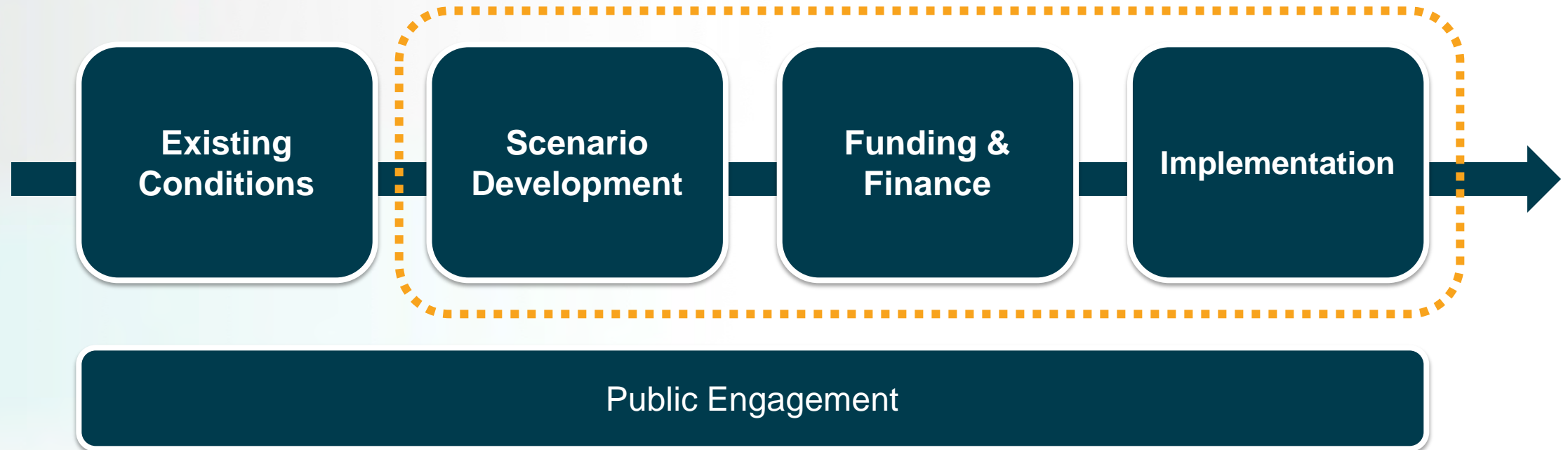
Area of Focus:
- Non-Trinity Metro Service Area

Baseline Budget Target
- $18.0 to $18.5 million
- Based on current per capita Trinity Metro and Arlington Via transit expenditures

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Scenario Development

- ✱ **Local Priorities** (served by local fixed-route, circulators, on-demand modes)
  - » Population / Employment Density
  - » Transportation Disadvantaged Communities

- ✱ **Regional Priorities** (served by regional & commuter express modes)
  - » Employment Density
  - » Key Activity Centers
  - » Regional Trip Flows

Mobility

Regional Express

High Frequency

Local Service

Community/ Circulator

On-Demand/ Flexible

Accessibility

Tarrant County Transit Study Service Type	Purpose	Local Examples
Local Mobility-On-Demand	Connects lower-density areas; can provide connections to rail or express services	ZipZones, Via, GoLink
Local Fixed-Route	Connects close medium-density areas, for all trip purposes	Trinity Metro local routes
Regional Fixed-Route	Connects far-apart medium-density areas, especially job centers	Trinity Metro express routes

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LOCAL SERVICE

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Local Services Needs Approach

Categorize transit service needs potential based on:

Population and employment densities

Equity population (minority population and low-income household) densities

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Local Services Needs Approach

Highest priority focus is on high density areas currently not served by transit

Combined Population and Employment Density Characteristics

- Tarrant County Average: 5 per acre

- Unincorporated areas: <1 per acre

- White Settlement, Watauga, Bedford: >10 per acre

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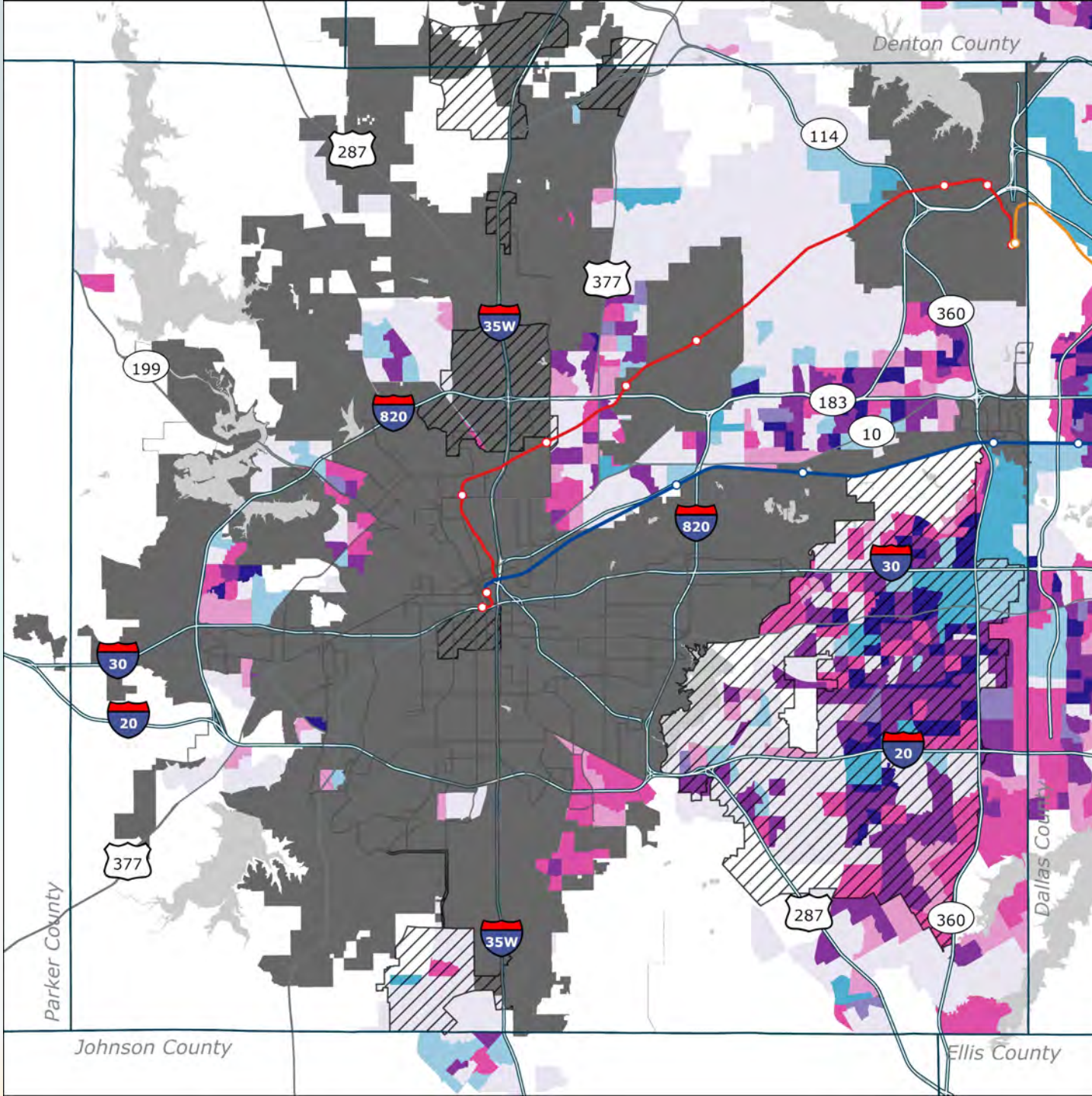
Composite Needs Assessment
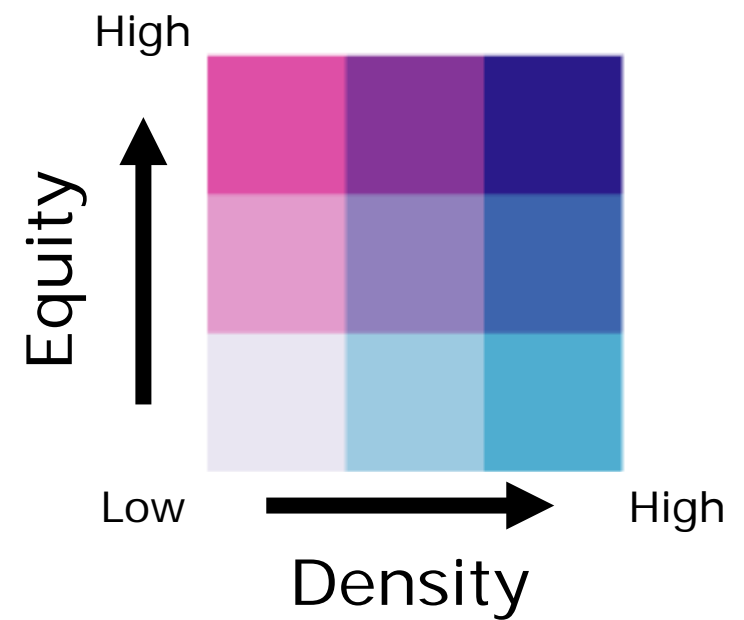
High Service Needs

- **Bedford**
- **Burleson**
- **Euless**
- **Everman**
- **Forest Hill**
- **Grand Prairie**
- **Haltom City**
- **Hurst**
- **Mansfield**
- **Richland Hills**
- **River Oaks**
- **Sansom Park**
- **Watauga**
- **White Settlement**

Existing MOD Zones

Existing Svc. Area

Does Not Meet Threshold
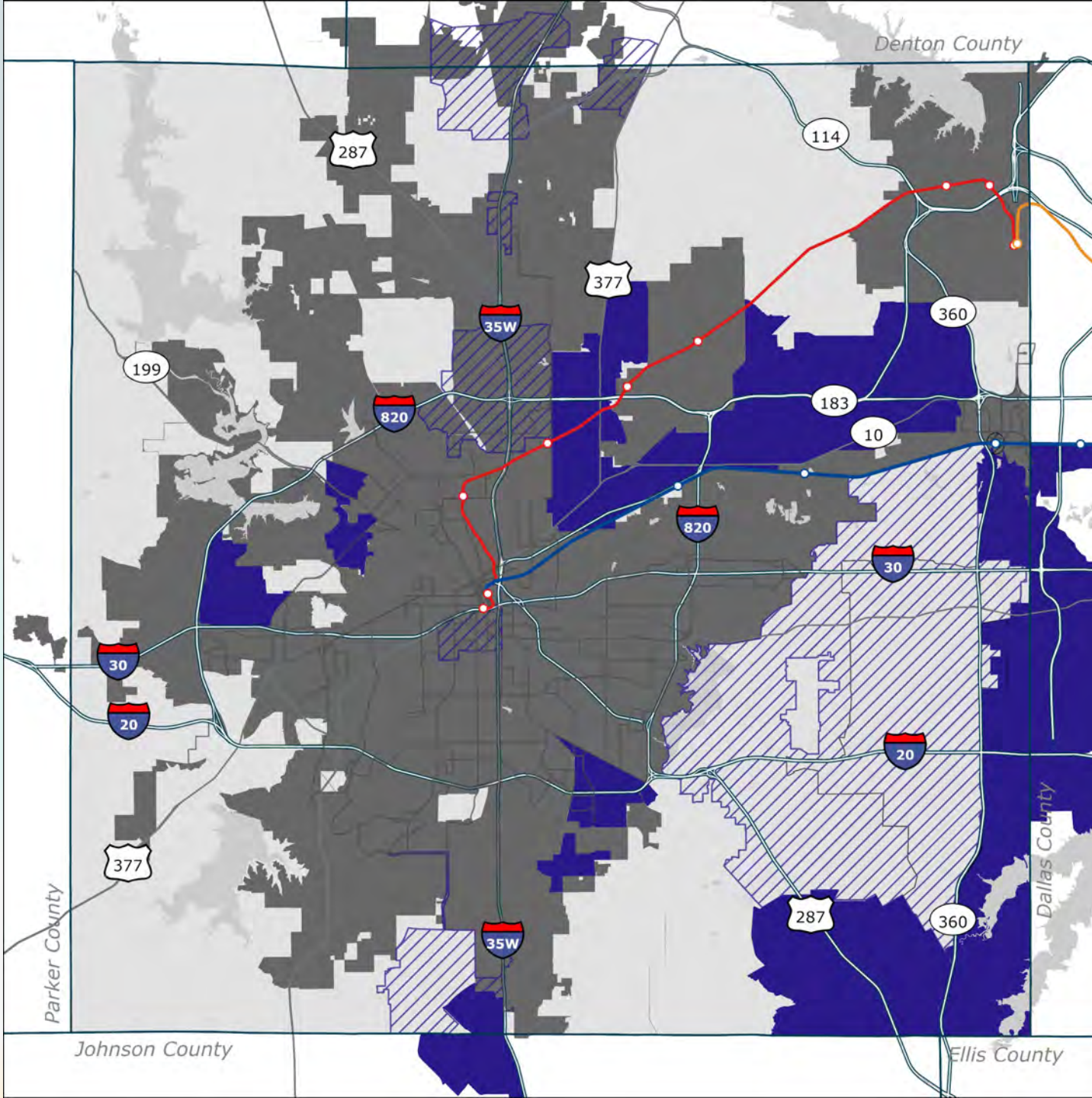
High + Medium Service Needs
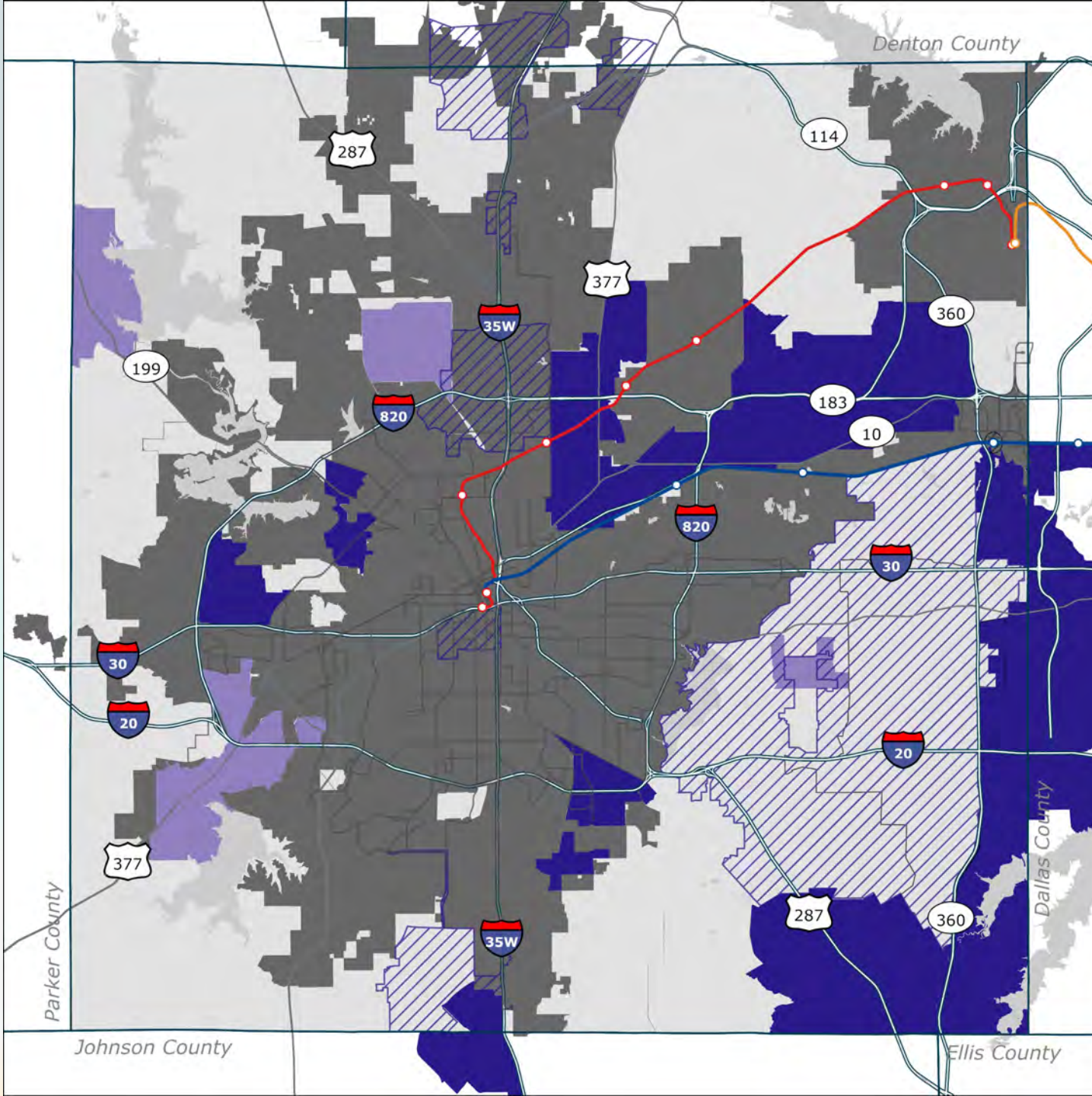
HIGH NEEDS
- **Bedford**
- **Burleson**
- **Euless**
- **Everman**
- **Forest Hill**
- **Grand Prairie**
- **Haltom City**
- **Hurst**
- **Mansfield**
- **Richland Hills**
- **River Oaks**
- **Sansom Park**
- **Watauga**
- **White Settlement**

MEDIUM NEEDS
- **Azle**
- **Benbrook**
- **Pantego**
- **Saginaw**

Existing MOD Zones

Existing Svc. Area

Does Not Meet Threshold
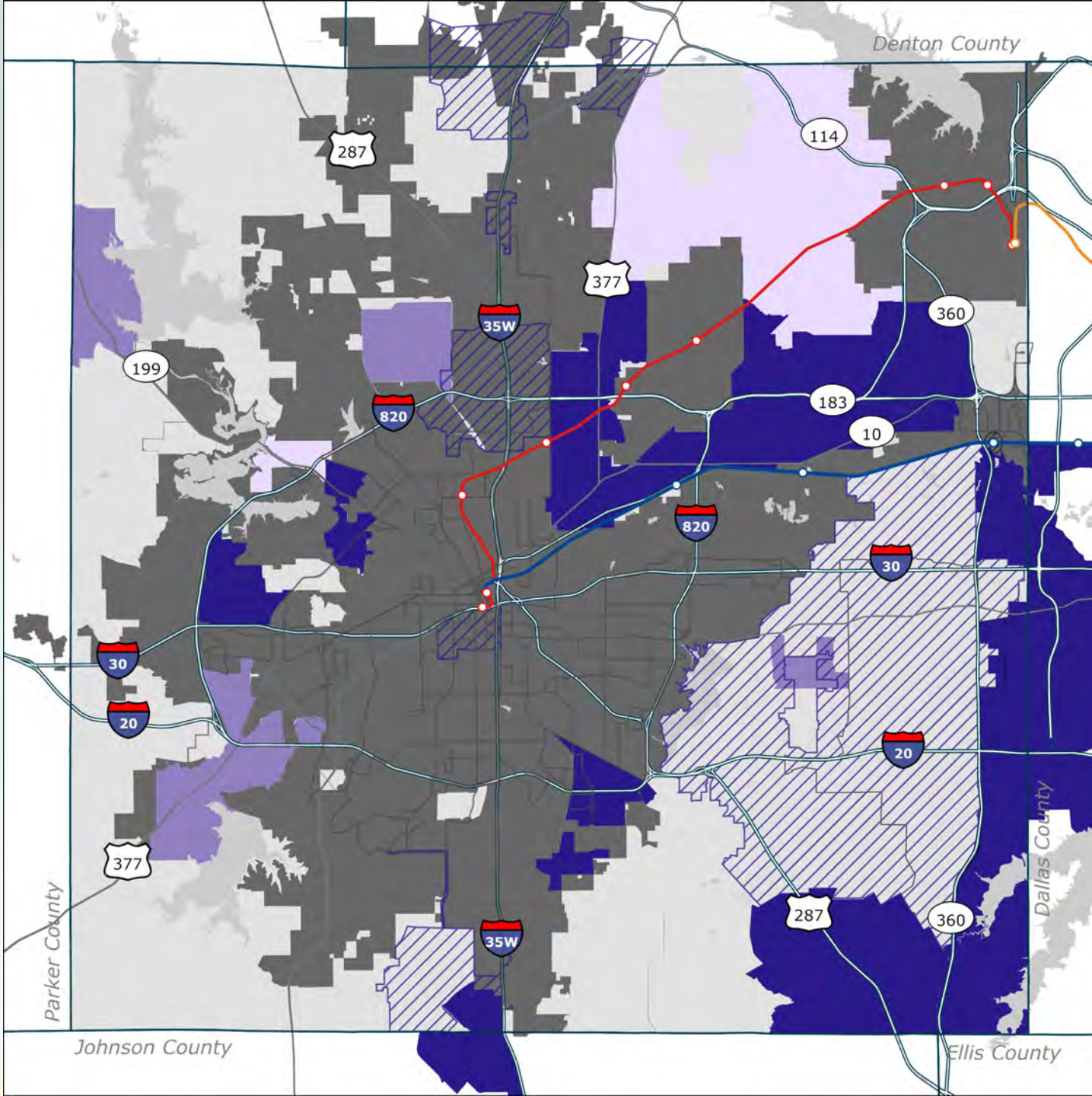
High + Medium + Low Service Needs

HIGH NEEDS
- Bedford
- Burleson
- Euless
- Everman
- Forest Hill
- Grand Prairie
- Haltom City
- Hurst
- Mansfield
- Richland Hills
- River Oaks
- Sansom Park
- Watauga
- White Settlement

MEDIUM NEEDS
- Azle
- Benbrook
- Pantego
- Saginaw

LOW NEEDS
- Colleyville
- Keller
- Lake Worth
- Southlake

Existing MOD Zones

Existing Svc. Area

Does Not Meet Threshold

REGIONAL SERVICE

Regional Service Needs

- Mobility 2045 Rail Corridors
  - Mansfield to Fort Worth
  - Southwest TexRail
  - Cleburne Line to Fort Worth
- Mobility 2045 High Intensity Bus Corridors
  - IH30 from Fort Worth to Dallas
  - IH35W from Fort Worth to Denton

MOBILITY 2045 Executive Summary

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Major Tarrant County Employment Centers

Bar chart: Major Tarrant County Employment Centers (jobs)
- Downtown Ft. Worth: 46,800
- Centreport: 48,900
- Central Arlington: 36,900
- DFW Airport: 55,000
- Grapevine: 30,000

Map of Tarrant County showing labeled employment centers: Grapevine, DFW Airport, Centreport, Downtown Ft. Worth, Central Arlington
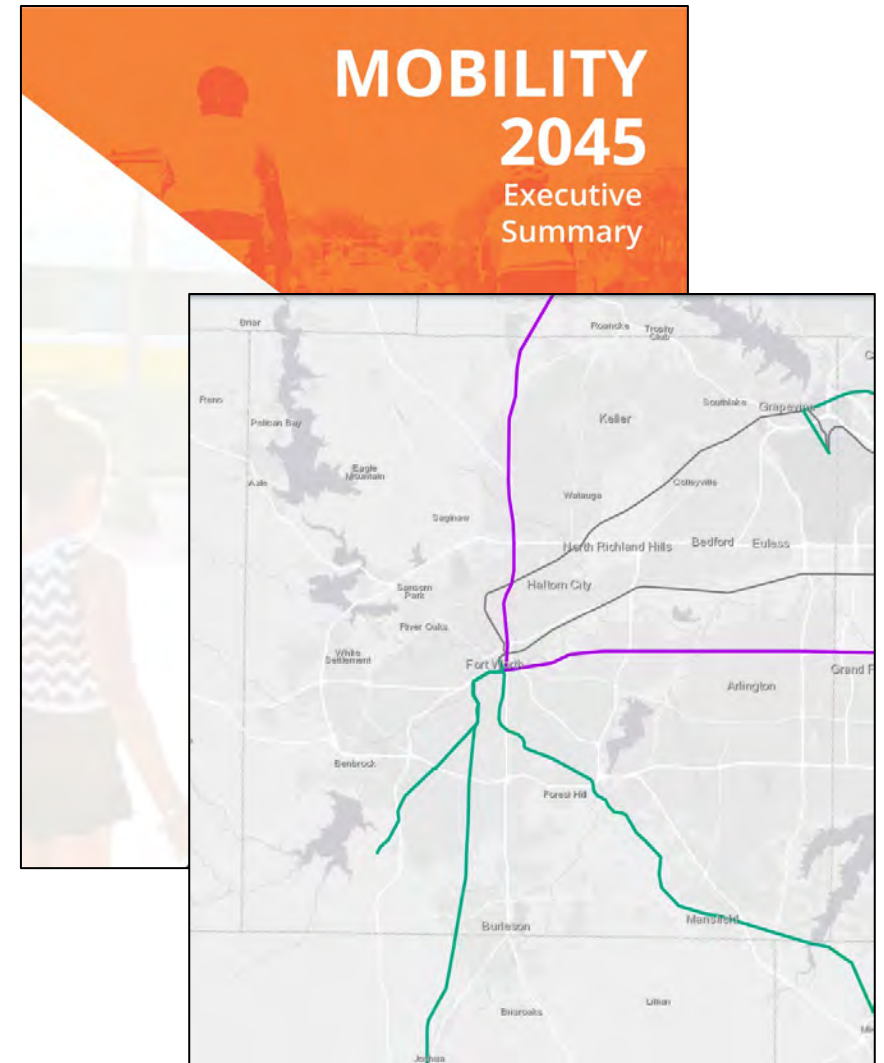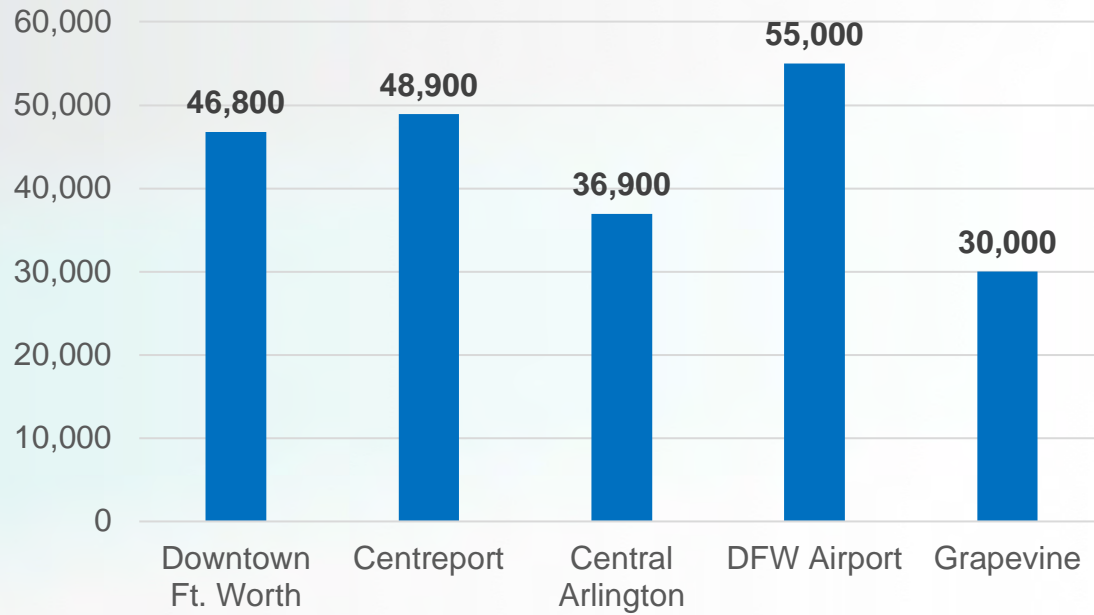
Jobs estimates from Remix
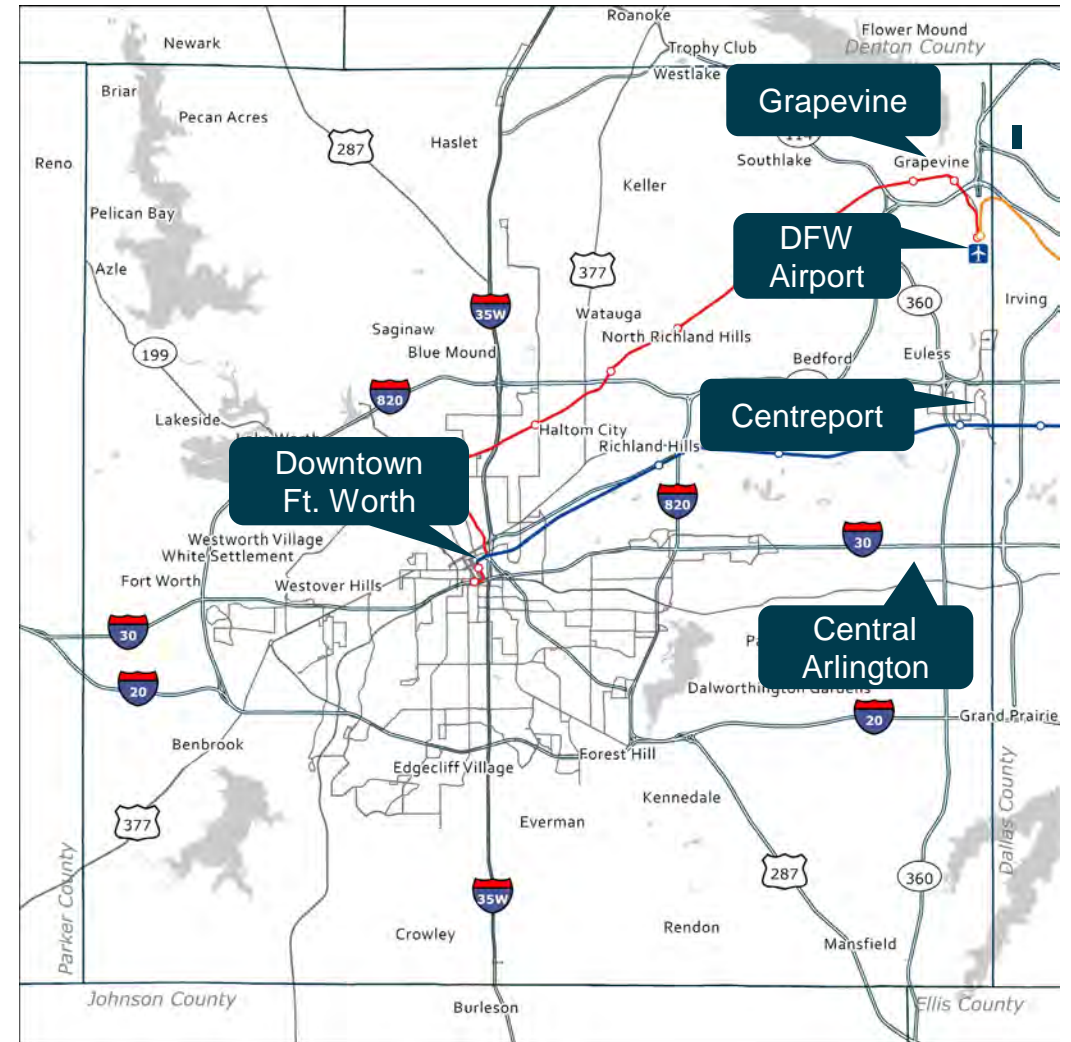
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High Service Needs Regional Service Expansion

- Mansfield-Fort Worth
- SW Tarrant-Fort Worth
- West Tarrant-Fort Worth
- Arlington-Fort Worth

Proposed new regional routes highlighted in yellow
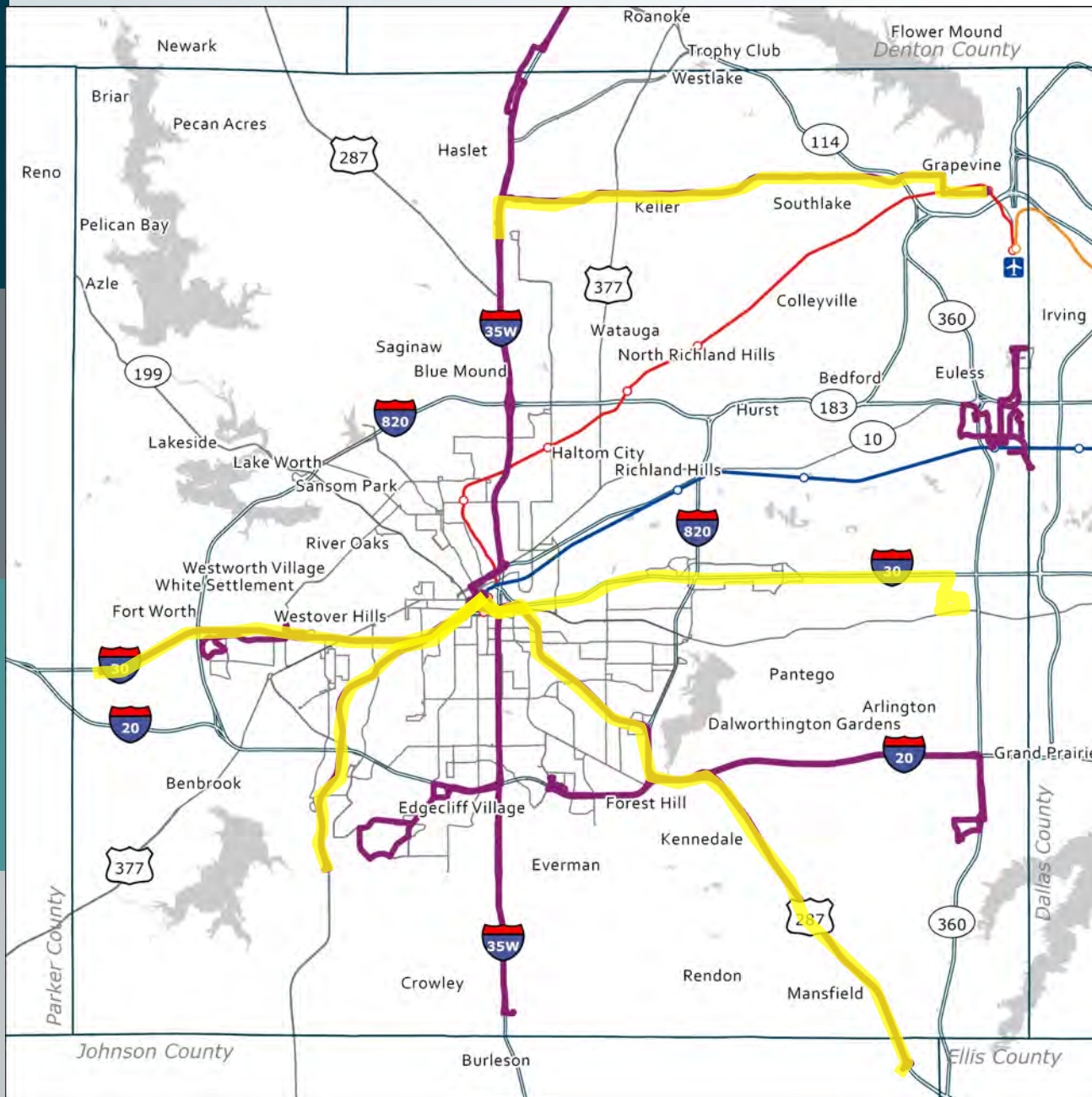
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High + Medium Service Needs Regional Service Expansion

- Mansfield-Fort Worth
- SW Tarrant-Fort Worth
- West Tarrant-Fort Worth
- Arlington-Fort Worth
- North Tarrant-Keller-Grapevine

Proposed new regional routes highlighted in **yellow**
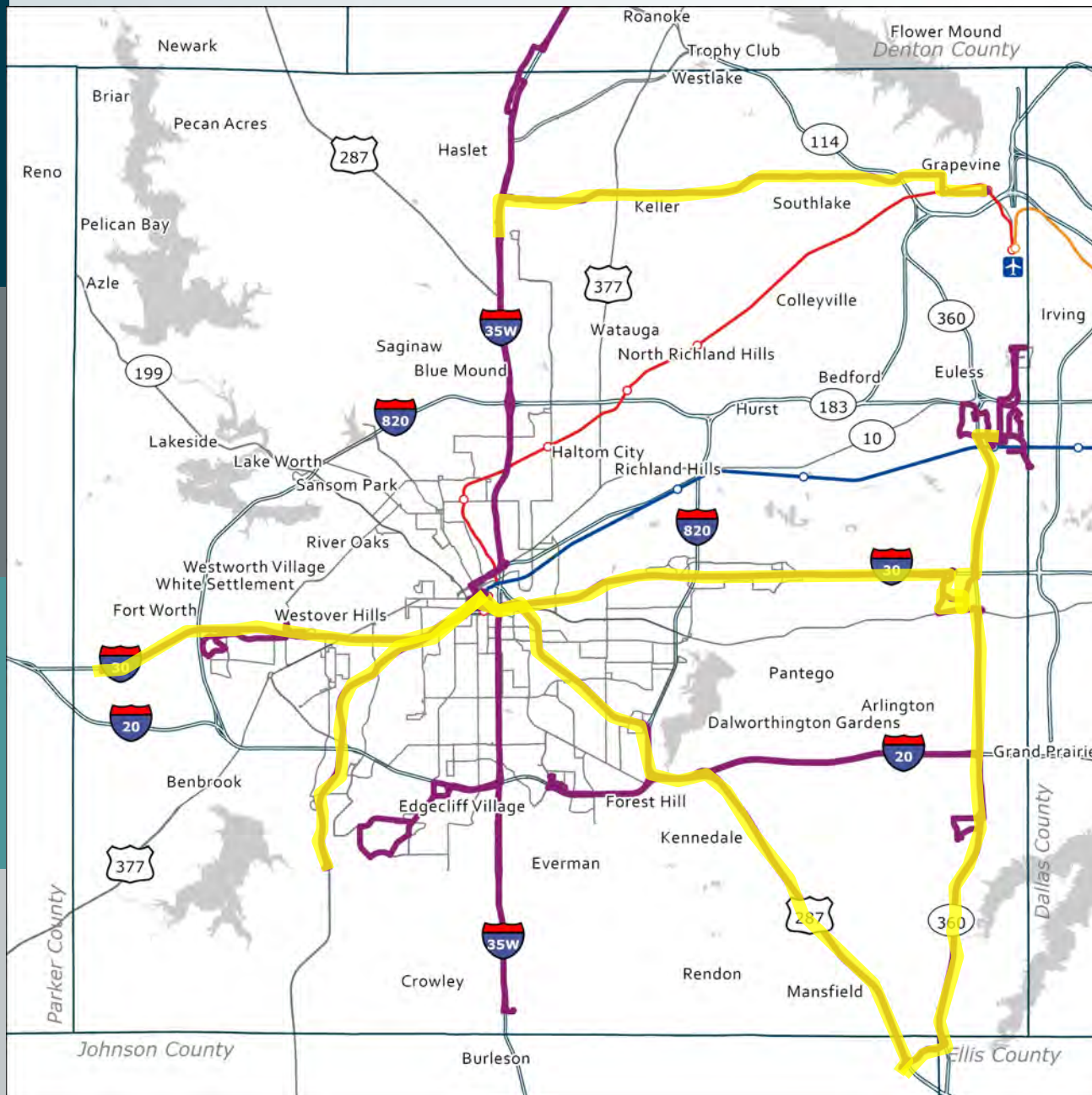
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High + Medium + Low Service Needs
Regional Service Expansion

- Mansfield-Fort Worth
- SW Tarrant-Fort Worth
- West Tarrant-Fort Worth
- Arlington-Fort Worth
- North Tarrant-Keller-Grapevine
- Mansfield-Arlington-Centreport

Proposed new regional routes highlighted in yellow

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- **Scenario 1**
  - **Local**: High Service Needs
  - **Regional**: High + Medium + Low Service Needs
- **Scenario 2**
  - **Local**: High + Medium Service Needs
  - **Regional**: High + Medium Service Needs
- **Scenario 3**
  - **Local**: High + Medium + Low Service Needs
  - **Regional**: High Service Needs

Scenario 1   Scenario 2   Scenario 3

More Local Service

More Regional Service

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FINAL DRAFT SCENARIOS

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Scenario 1

Service Type	Hours	% of Total
Local	245,000	88%
Regional	34,300	12%
Total	279,300	100%

Approx. Cost = $18.1 million
(74% local/26% regional)

On-Demand

Existing MOD Zones

Fixed-Route + On-Demand

Regional

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Scenario 2

Service Type	Hours	% of Total
Local	271,100	92%
Regional	24,100	8%
Total	295,200	100%

Approx. Cost = $18.4 million
(82% local/18% regional)

- **On-Demand**
- **Existing MOD Zones**
- **Fixed-Route + On-Demand**
- **Regional**

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Scenario 3

Service Type	Hours	% of Total
Local	276,100	94%
Regional	16,100	6%
Total	292,200	100%

Approx. Cost = $18.3 million
(88% local/12% regional)

- On-Demand
- Existing MOD Zones
- Fixed-Route + On-Demand
- Regional

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Service Recommendations by Scenario

City	Scenario 1	Scenario 2	Scenario 3
Arlington	Regional	Regional	Regional
Azle	On-Demand	On-Demand	On-Demand
Bedford	On-Demand	On-Demand	On-Demand
Benbrook	On-Demand	On-Demand	On-Demand
Burleson	On-Demand	On-Demand	On-Demand
Colleyville	--	On-Demand	On-Demand
Euless	On-Demand	On-Demand	On-Demand
Everman	On-Demand	On-Demand Fixed Route	On-Demand Fixed Route
Forest Hill	On-Demand	On-Demand Fixed Route	On-Demand Fixed Route
Fort Worth	Regional	Regional	Regional
Grapevine	Regional	Regional	--
Grand Prairie	On-Demand Regional	On-Demand --	On-Demand --
Haltom City	On-Demand	On-Demand	On-Demand Fixed Route
Hurst	On-Demand	On-Demand	On-Demand
Keller	-- Regional	On-Demand Regional	On-Demand --
Lake Worth	--	On-Demand	On-Demand
Mansfield	On-Demand Regional	On-Demand Regional	On-Demand Regional
Pantego	On-Demand	On-Demand	On-Demand
Richland Hills	On-Demand	On-Demand	On-Demand Fixed Route
River Oaks	On-Demand	On-Demand Fixed Route	On-Demand Fixed Route
Saginaw	On-Demand	On-Demand	On-Demand
Sansom Park	On-Demand	On-Demand Fixed Route	On-Demand Fixed Route
Southlake	-- Regional	On-Demand Regional	On-Demand --
Watauga	On-Demand	On-Demand	On-Demand Fixed Route
White Settlement	On-Demand	On-Demand Fixed Route	On-Demand Fixed Route

On-Demand

Fixed Route

Regional

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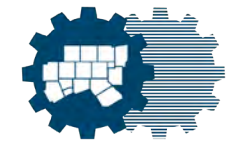
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SCENARIO COMPARISONS

Performance Measure	Question Answered	Measurement Used
Accessibility	Where are routes and services located?	Population near transit
		Jobs near transit
Coverage	How well do routes and services reflect trip patterns?	Percent of trips completable (start to finish) on transit
Usage	How many people might use the service?	Estimated ridership
Equity	Are trips made by equity groups well-represented?	Percent of equity groups in access and coverage metrics

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Performance Measure	Measurement Used	Data Source
Accessibility	Population near transit	ReMix; derived from American Community Survey
	Jobs near transit	ReMix; derived from LEHD
Coverage	Percent of trips (start to finish) completable on transit	Location-based services data
Usage	Estimated ridership	NCTCOG Model & Pilot Programs
Equity	Percent of equity groups in access and coverage metrics	Location-based services data
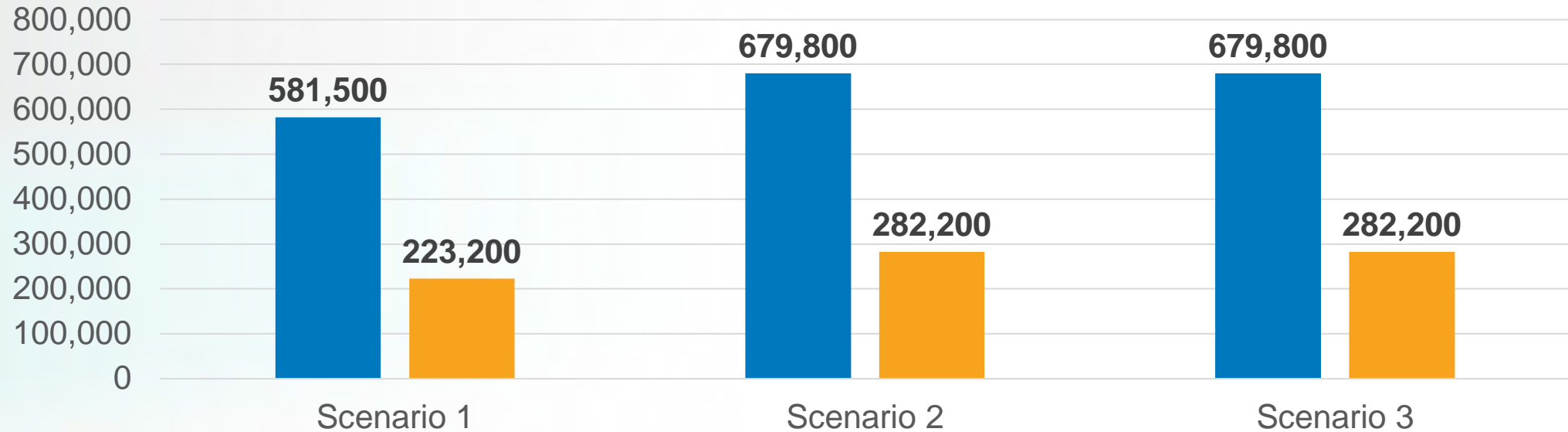
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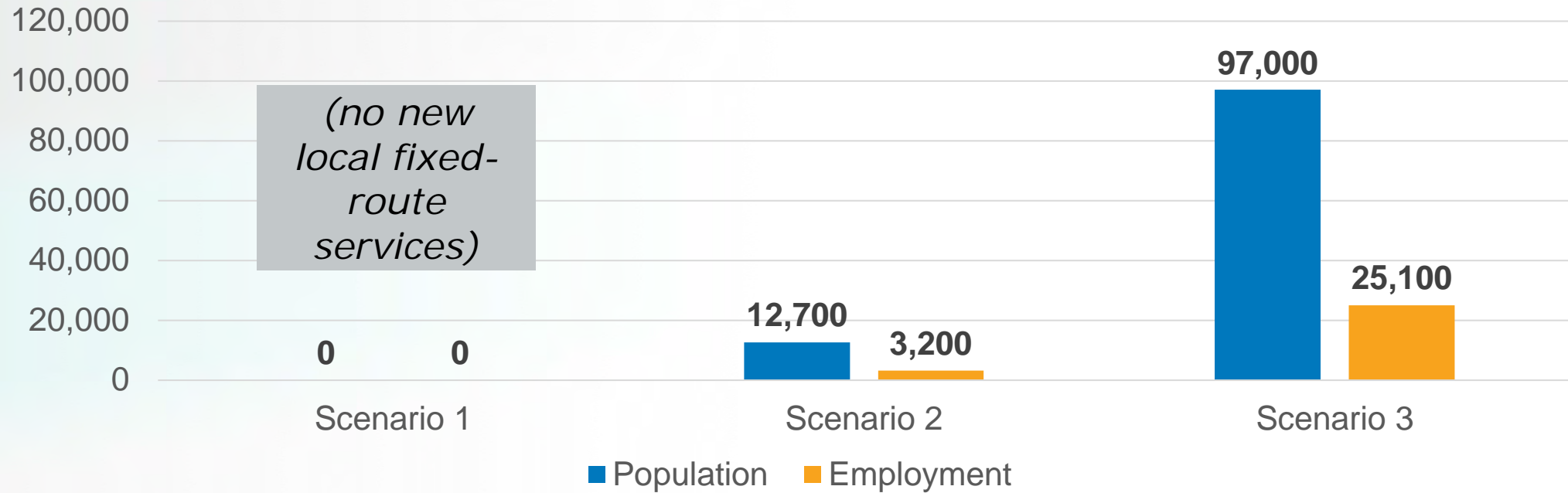
Local Fixed Route Transit New Equity Accessibility
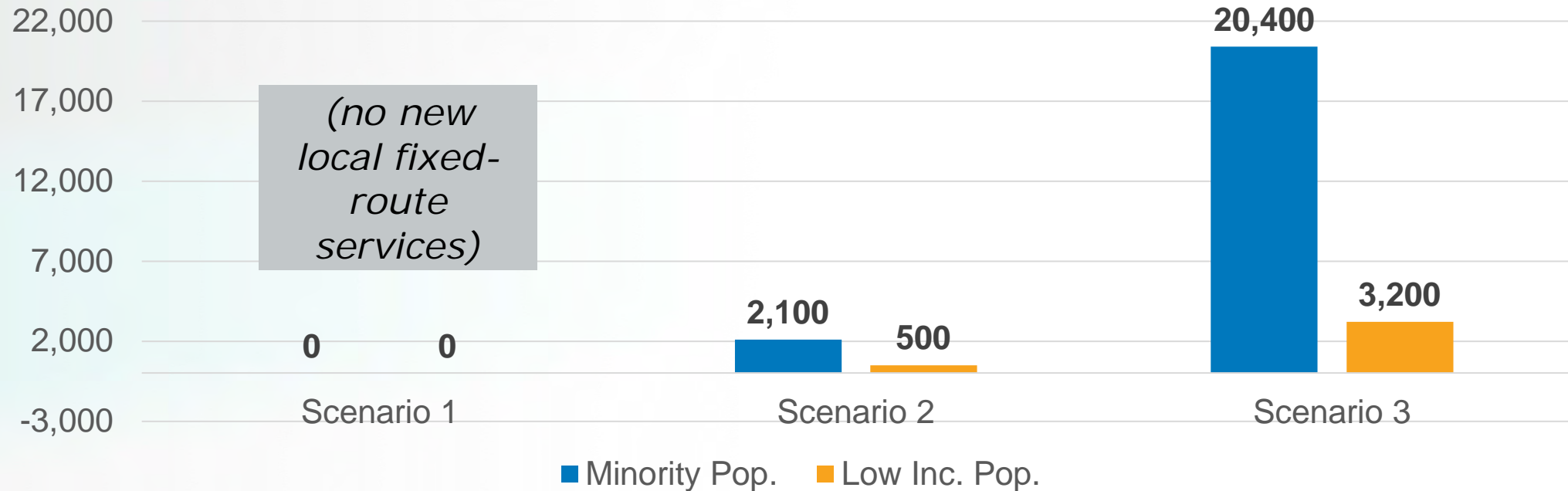
Scenario 1: *(no new local fixed-route services)* — Minority Pop. 0, Low Inc. Pop. 0 — *(74% local/26% regional)*

Scenario 2: Minority Pop. 2,100, Low Inc. Pop. 500 — *(82% local/18% regional)*

Scenario 3: Minority Pop. 20,400, Low Inc. Pop. 3,200 — *(88% local/12% regional)*

■ Minority Pop. ■ Low Inc. Pop.

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Regional Employment Center Accessibility

New Express Service Access to Downtown Ft. Worth (46,800 jobs)

Scenario 1	Scenario 2	Scenario 3
117,700	117,700	117,700
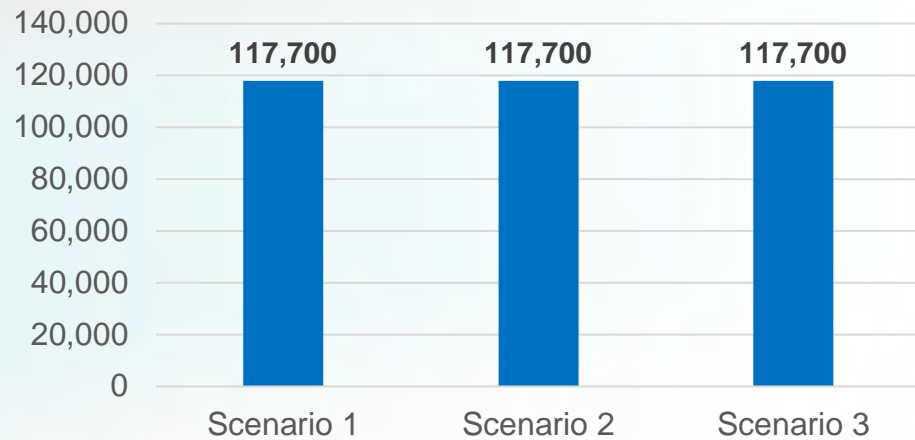
Existing Population with Express Transit Service Accessibility = 482,000

New Express Service Access to Central Arlington (36,900 jobs)
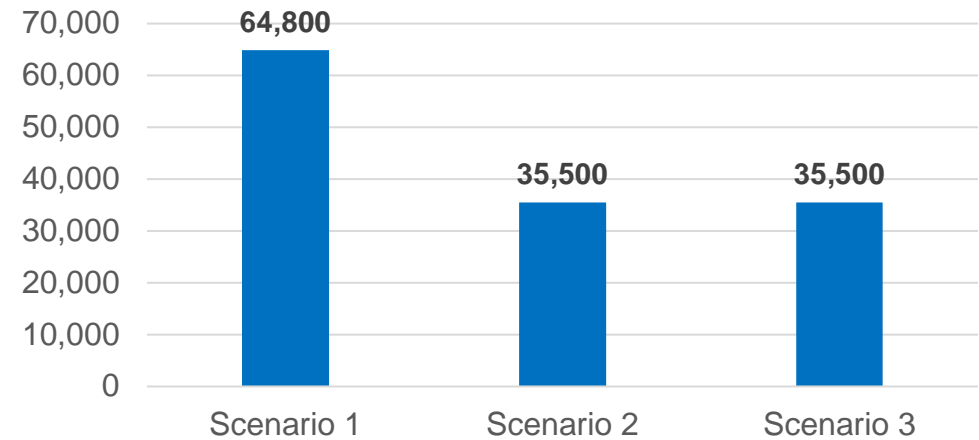
Scenario 1	Scenario 2	Scenario 3
64,800	35,500	35,500

Existing Population with Express Transit Service Accessibility = 0

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Regional Employment Center Accessibility

New Express Service Access to DFW Airport (55,000 jobs)
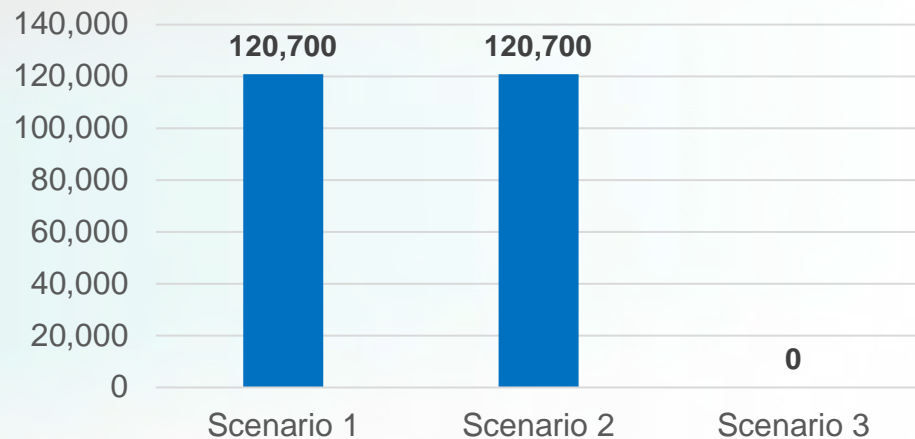
Existing Population with Express Transit Service Accessibility = 205,400

New Express Service Access to Centreport (48,900 jobs)
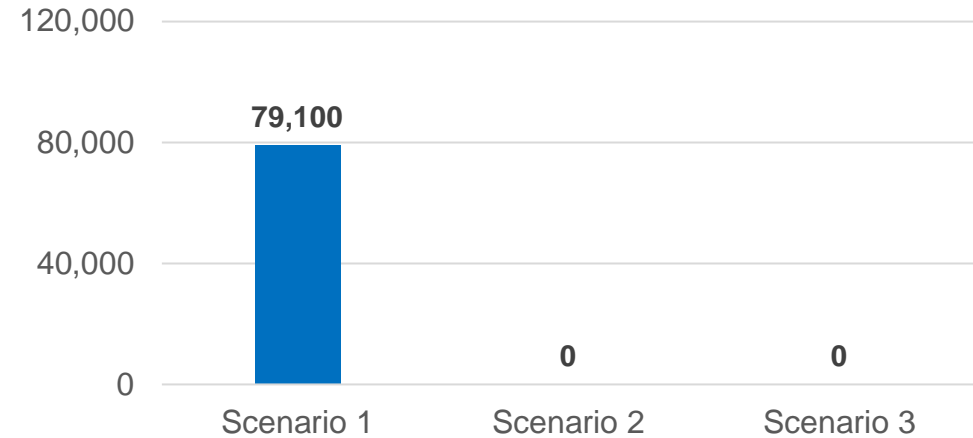
Existing Population with Express Transit Service Accessibility = 97,400

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Other key performance metrics:

Of all the trips taken from a region, how many can be taken on proposed fixed route and shared mobility services?

Of all the trips taken by equity groups, how many can be taken on proposed fixed route and shared mobility services?

How many people do we expect to use the new services?

- Demand Response
- Local Fixed Route
- Express Fixed Route

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Other key contexts:

What is the purpose of the service?

To enhance access?
Equity?
Economic development?

How well do these services connect to existing and future regional transit options?

How well do these services provide right-sized options to non-urban areas of Tarrant County?

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FUNDING AND FINANCE

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Funding and Finance

What types of services make sense for local needs? What partnerships are needed?	What funding mechanisms are available to pay for transit and shared mobility services?	How much money can be expected from fares and state/federal sources?	What requirements are there to qualify for external funding sources?

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Municipal Typology

Regional Overview

Legend: Rural Community, Central City, Future Extension, Self-Sufficient Community, Outer System
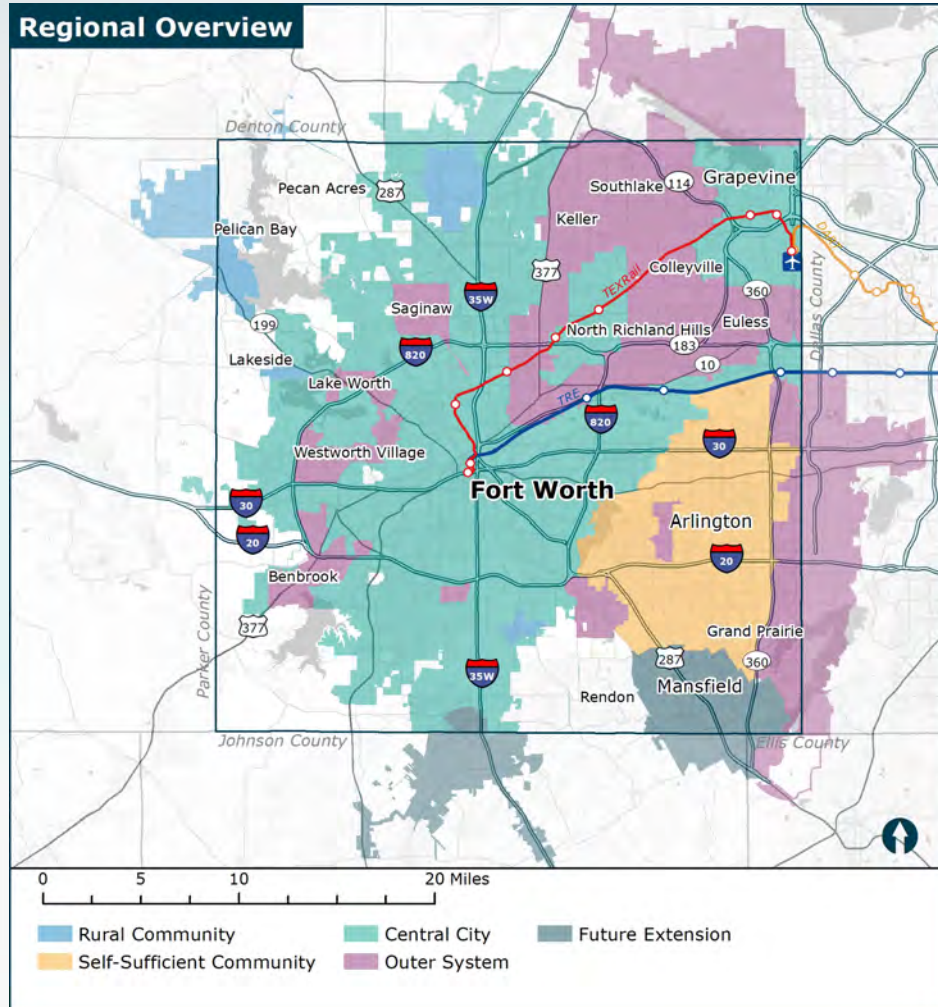
Purpose for Typology
- Identify similar regions
- Determine coordinated funding mechanisms and programs
- Determine potential cost share by municipal type

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Rural Community

A municipality that is currently not served by public transportation. Typically, not adjacent to current transit-served areas.
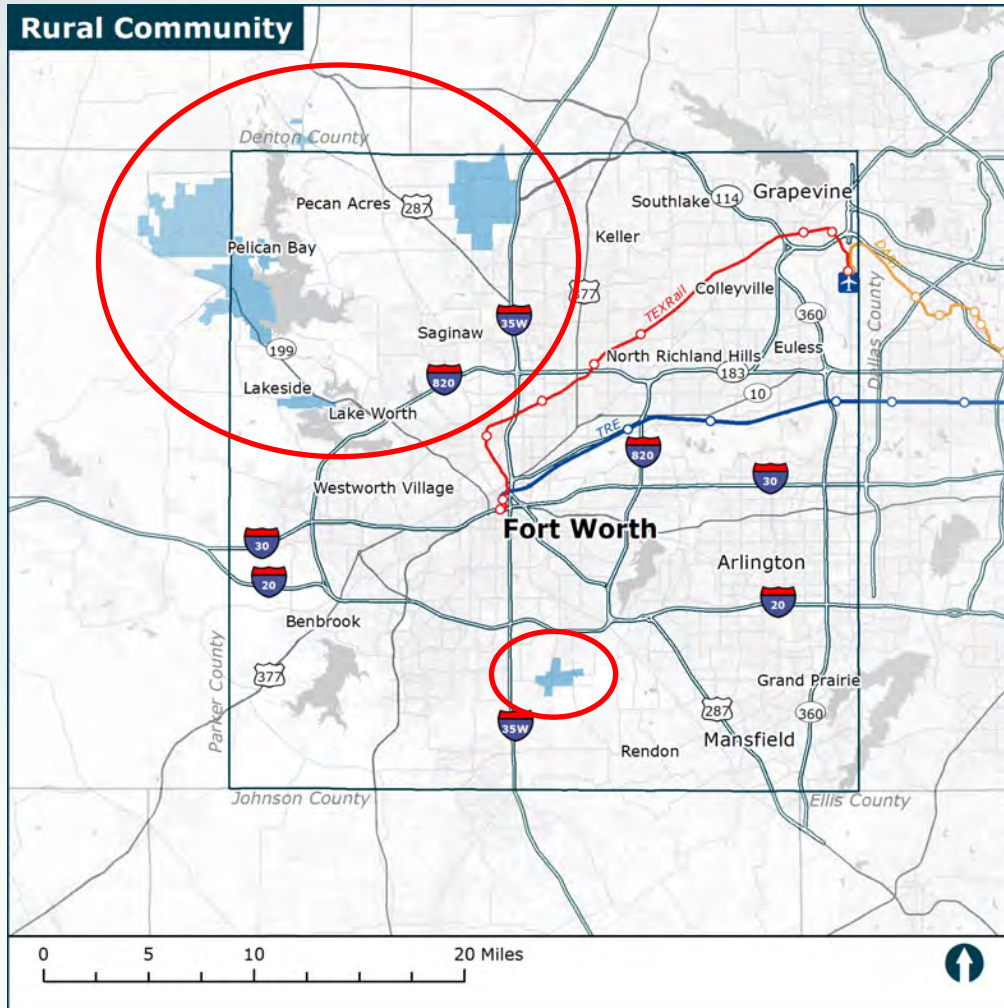
Municipalities:

- Azle
- Everman
- Haslet
- Lakeside

- Newark
- Pelican Bay
- Reno
- Trophy Club

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Self-Sufficient Community

A municipality that has self-managed public transportation within the municipal boundaries. Municipality is not a member of a transit authority.
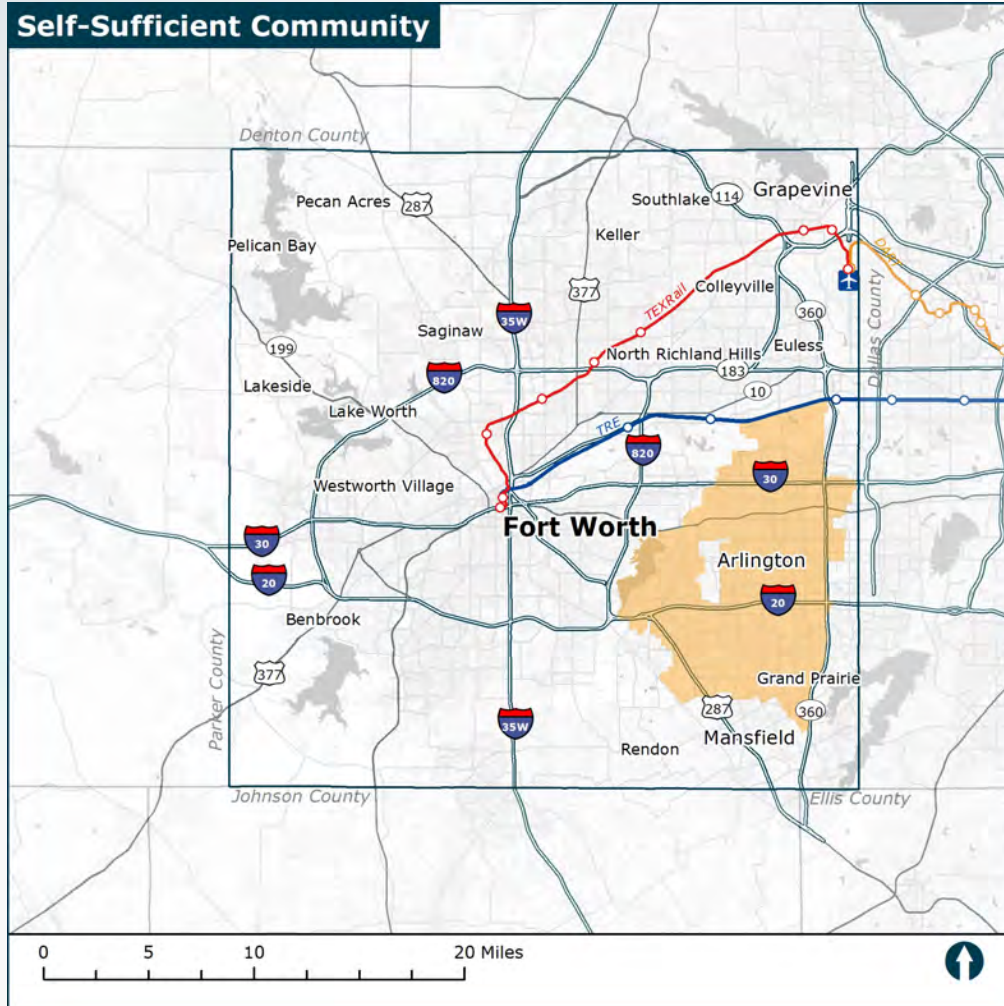
Municipalities:

- Arlington

Self-Sufficient Community

Central City
(Cities Receiving Transit)
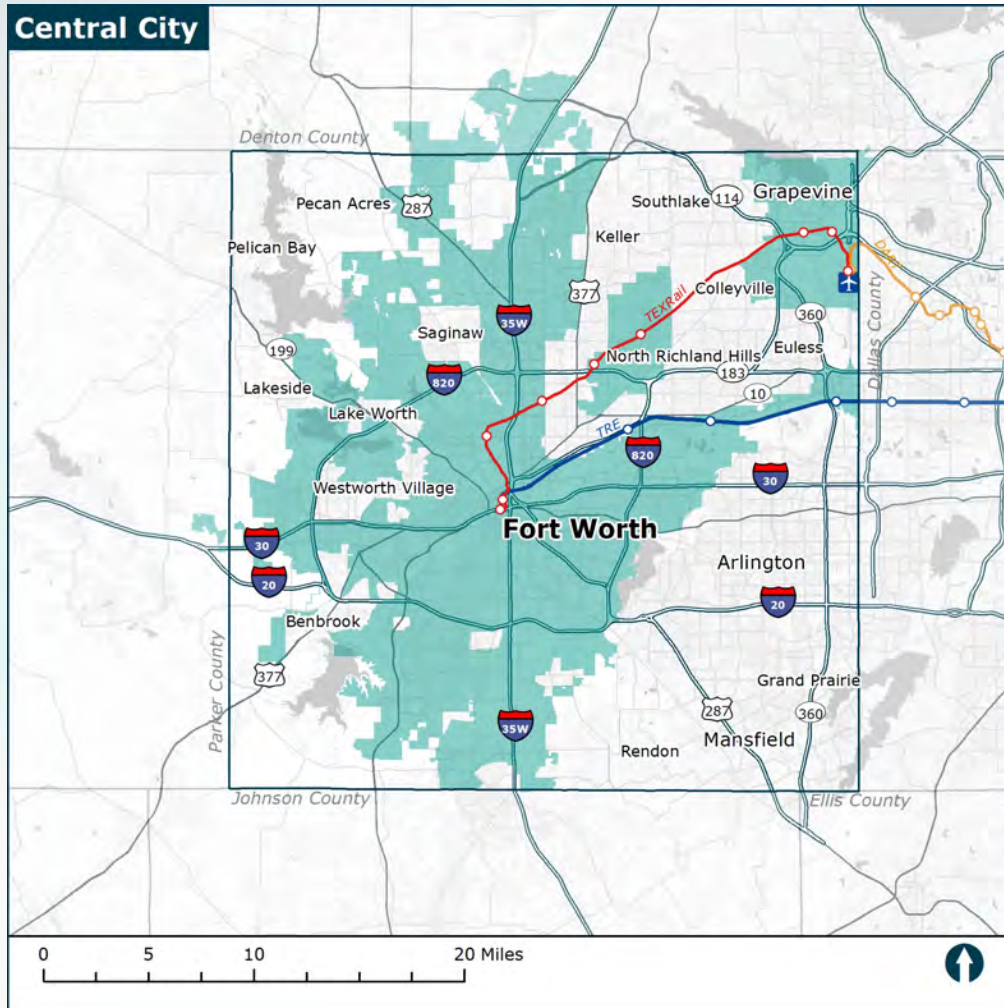
A municipality served by transit provided by Trinity Metro. Maybe a member city or utilizing a subscription of services through Trinity Metro.

Municipalities:

- Fort Worth
- Blue Mound
- North Richland Hills

- Grapevine
- Forest Hill
- Crowley

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Outer System
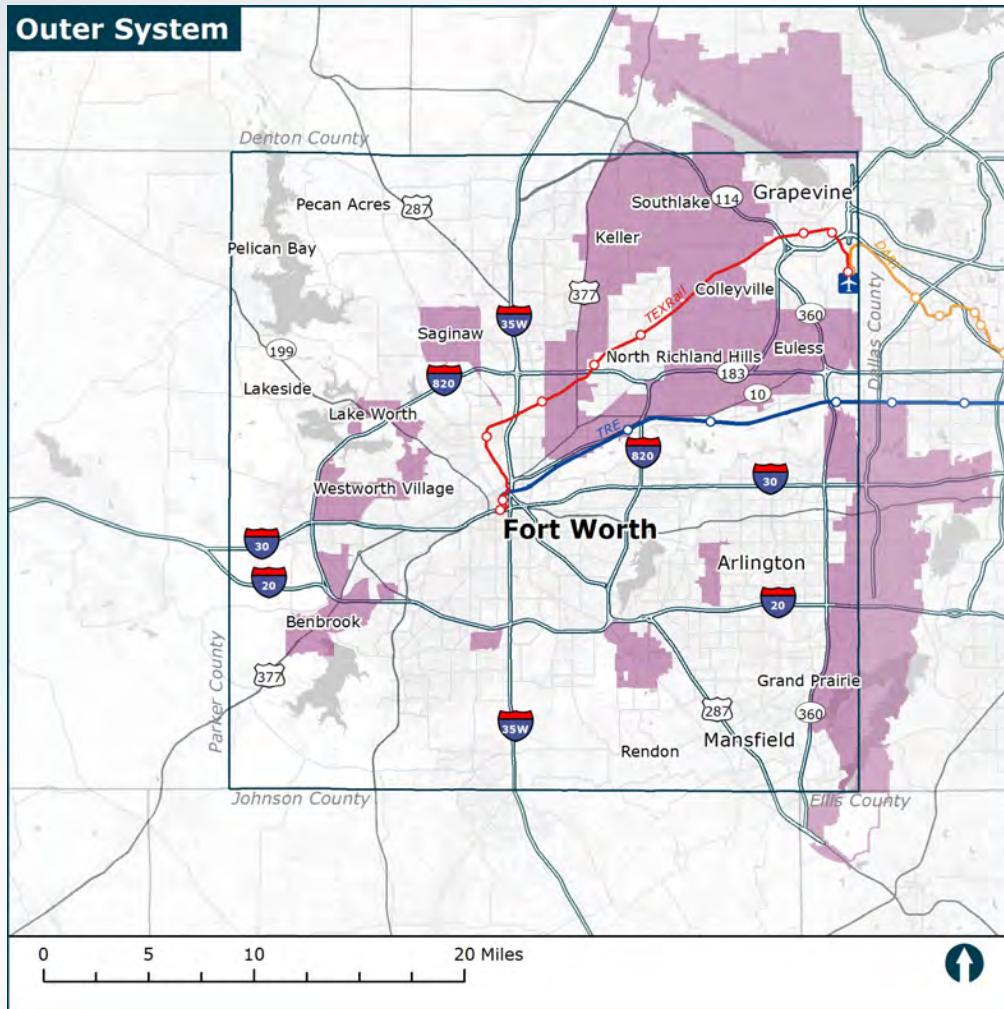
A municipality that borders a central city where public transportation is easily extended due to close proximity to the system.

Municipalities:

- Bedford
- Benbrook
- Dalworthington Garden
- Edgecliff Village
- Euless
- Haltom City
- Hurst
- Kennedale
- Lake Worth
- Pantego
- Richland Hills

- River Oaks
- Saginaw
- Sansom Park
- Watauga
- Westworth Village
- White Settlement
- Grand Prairie
- Keller
- Westlake
- Southlake
- Flower Mound
- Colleyville

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Future Extension
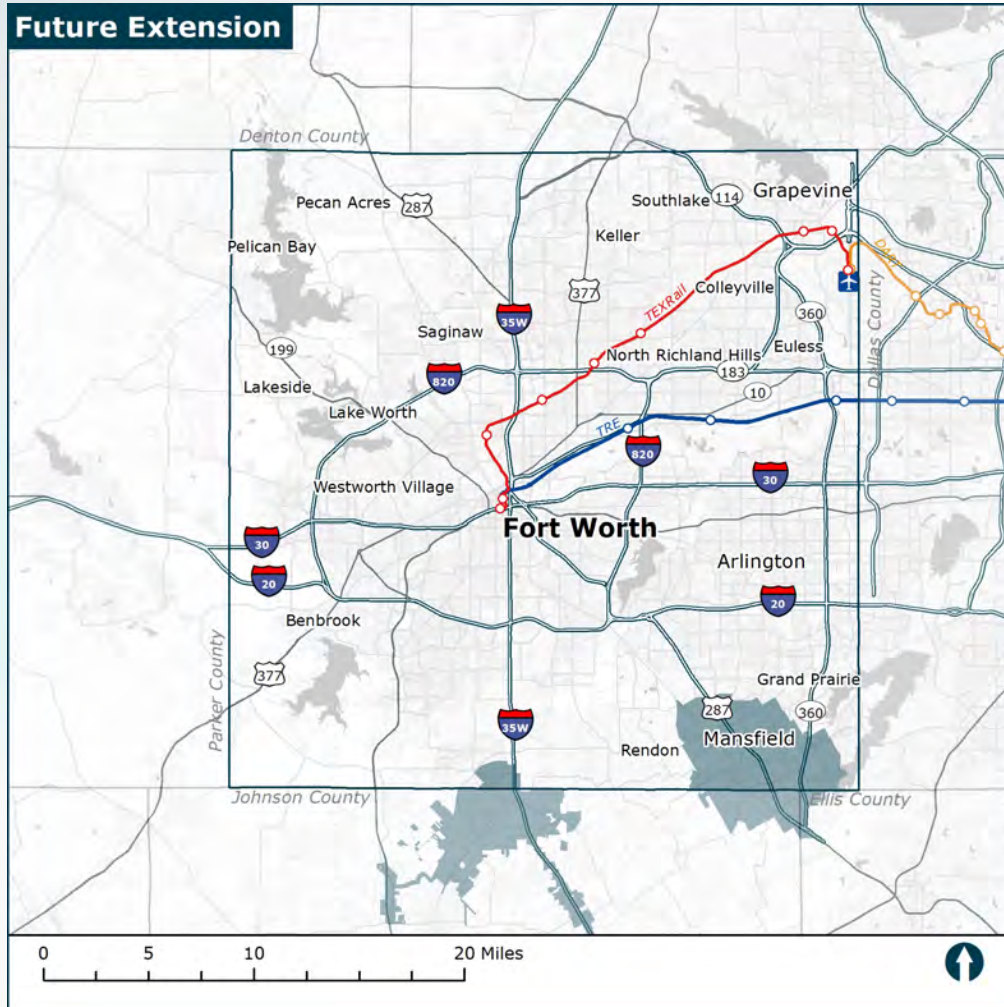
A municipality that contains a walkable urban place, which will be a priority link in the transit system. Currently undergoing a rail or bus transit planning process.

Municipalities:

- Burleson

- Mansfield

Analysis Process for Funding Mechanisms

1. **Level of Appropriateness** (based on current financial standing)
   - Local option sales tax available
   - Fiscal constraints

2. **Level of Partnership** (in order to realize transit funding)
   - Transit-specific special development needs
   - Potential for transit-oriented development

3. **Qualitative Assessment** (special circumstances)
   - Political constraints
   - Development potential constraints

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Potential Funding Mechanism by Type

Name	Rural Community	Self-Sufficient Community	Central City	Fringe System	Future Extension
Local (Municipality, Transit Authority or County)					
Sales Tax Contributions	●	●	●	●	●
Tax Increment Reinvestment Zone			●	●	●
Transportation Reinvestment Zone	●		●	●	●
General Fund Contributions	●	●	●	●	●
Toll Fee Allocation	**County-wide initiative in coordination with State and Regional entities**				
Fee for Service (VIA, ZipZone, etc.)	●	●	●	●	●
Development Fees / Impact Fees	●	●	●	●	●
Bonds/CIP programming			●		●
Public Improvement Districts	●	●	●	●	●

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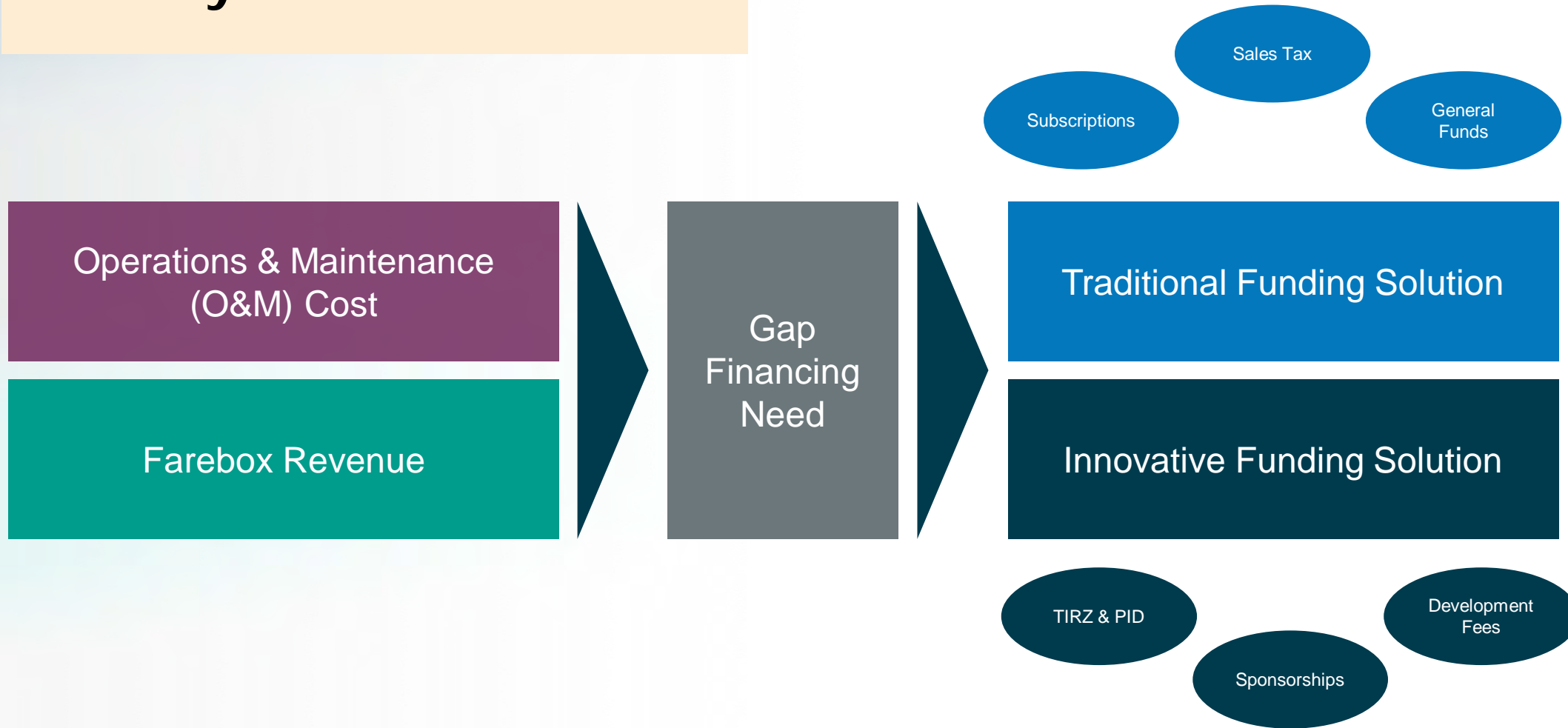TRANSIT STUDY

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Potential Funding Mechanism by Type

Name	Rural Community	Self-Sufficient Community	Central City	Fringe System	Future Extension
Local (Municipality, Transit Authority or County)					
Property Assessments			●	●	●
Private Participation (Sponsorship by Corporations)		●	●	●	●
Agency Participation (Sponsorship by Institutions)	●	●	●	●	●
Local Motor Vehicle Registration Fee	●	●	●	●	●
Transit Fare Revenue	●	●	●	●	●
In-Kind Contributions	●	●	●	●	●
Joint Development Agreements/Projects			●	●	●
Luxury Transportation Tax	County-wide initiative in coordination with State and Regional entities				
Auxiliary Transit Revenues (Advertising & Concessions)	●	●	●	●	●

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Analysis Per Scenario

Operations & Maintenance (O&M) Cost

Farebox Revenue

Gap Financing Need

Subscriptions

Sales Tax

General Funds

Traditional Funding Solution

Innovative Funding Solution

TIRZ & PID

Sponsorships

Development Fees

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Analysis Per Scenario

Sales Tax

Subscriptions

General Funds

Traditional Funding Solution

Innovative Funding Solution

Qualitative Analysis of Impact (equity, value capture, etc.)

Recommended Funding Solution By Municipal Type

TIRZ & PID

Development Fees

Sponsorships

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IMPLEMENTATION PLANNING

Implementation Plan: Overview

- Establish **menu of options** for shared mobility services including:
  - » Direct operation by cities
  - » Contracting with companies (like Lyft and Via)
  - » Purchased service agreement with agencies like Trinity Metro

- Identify **legal requirements and best practices** for providing service

- Provide cities and towns with tools to **match options with local needs**

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Implementation Plan: Next Steps

- ✱ Conduct **peer interviews** to draw from examples in the region:
  - » Trinity Metro ZipZones
  - » DART GoLink
  - » Arlington/VIA partnership

- ✱ **Review** policies, practices, and standards

- ✱ **Build** menu of options

- ✱ **Connect** with cities

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Next Steps

- Complete Scenario Comparison Analysis (March)

- Final meetings with stakeholders (April)

- Layout and review (May)

- Final report – to be available on website (June)

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Q&A

Cambridge Systematics	Kimley-Horn	CTG	Marlene Connor Associates
Scott Boone & Baird Bream	Brad Lonberger	Jim Baker & Dan Nelson	Marlene Connor

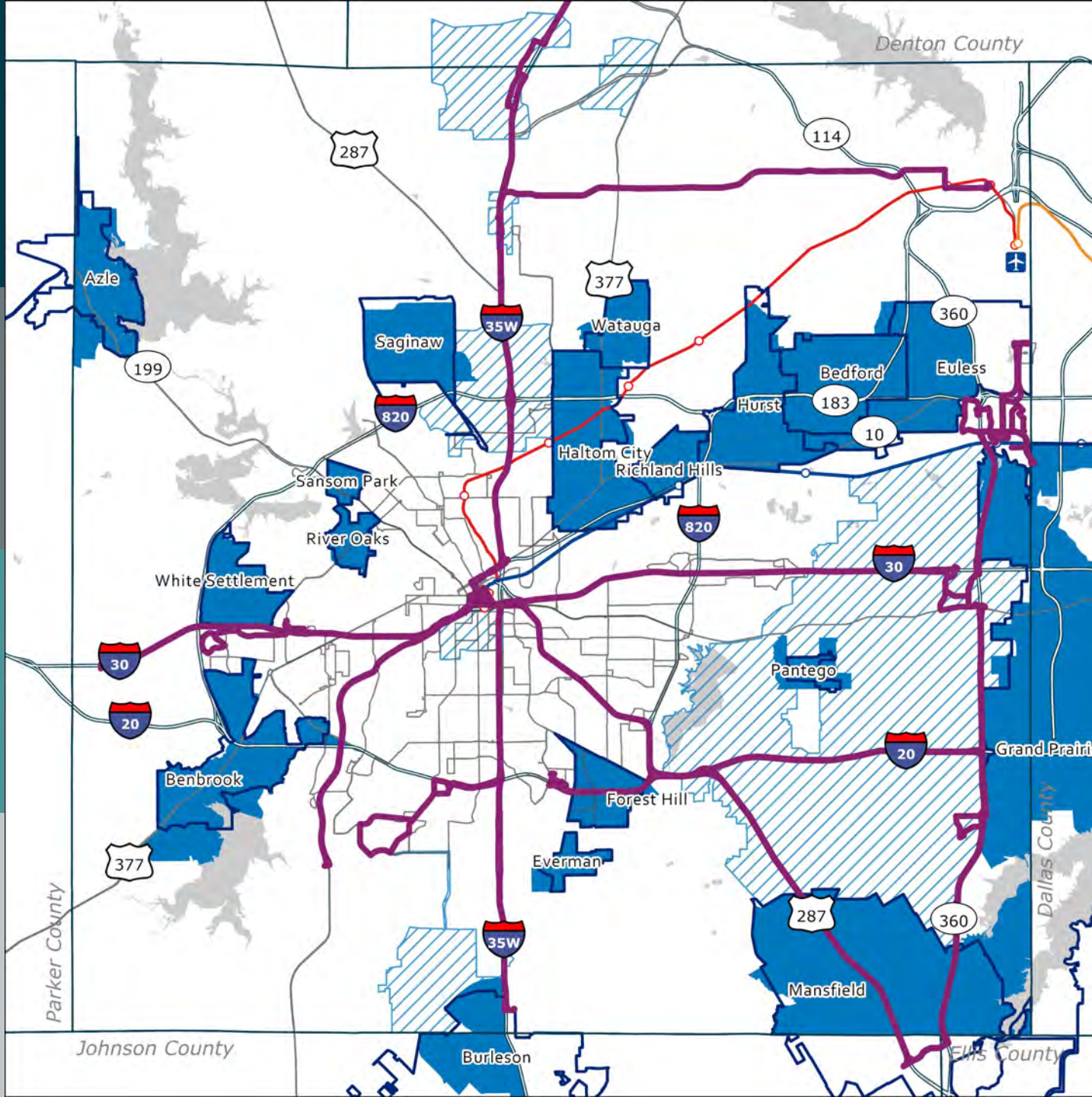# Q1: Are you more interested in:

1. Local travel options to reach destinations in your immediate community, or
2. Regional travel options to reach more distant destinations around the metroplex?

Q2: Would an on-demand ride to the nearest train station (TRE, TexRail, DART) cause you to use those services more?
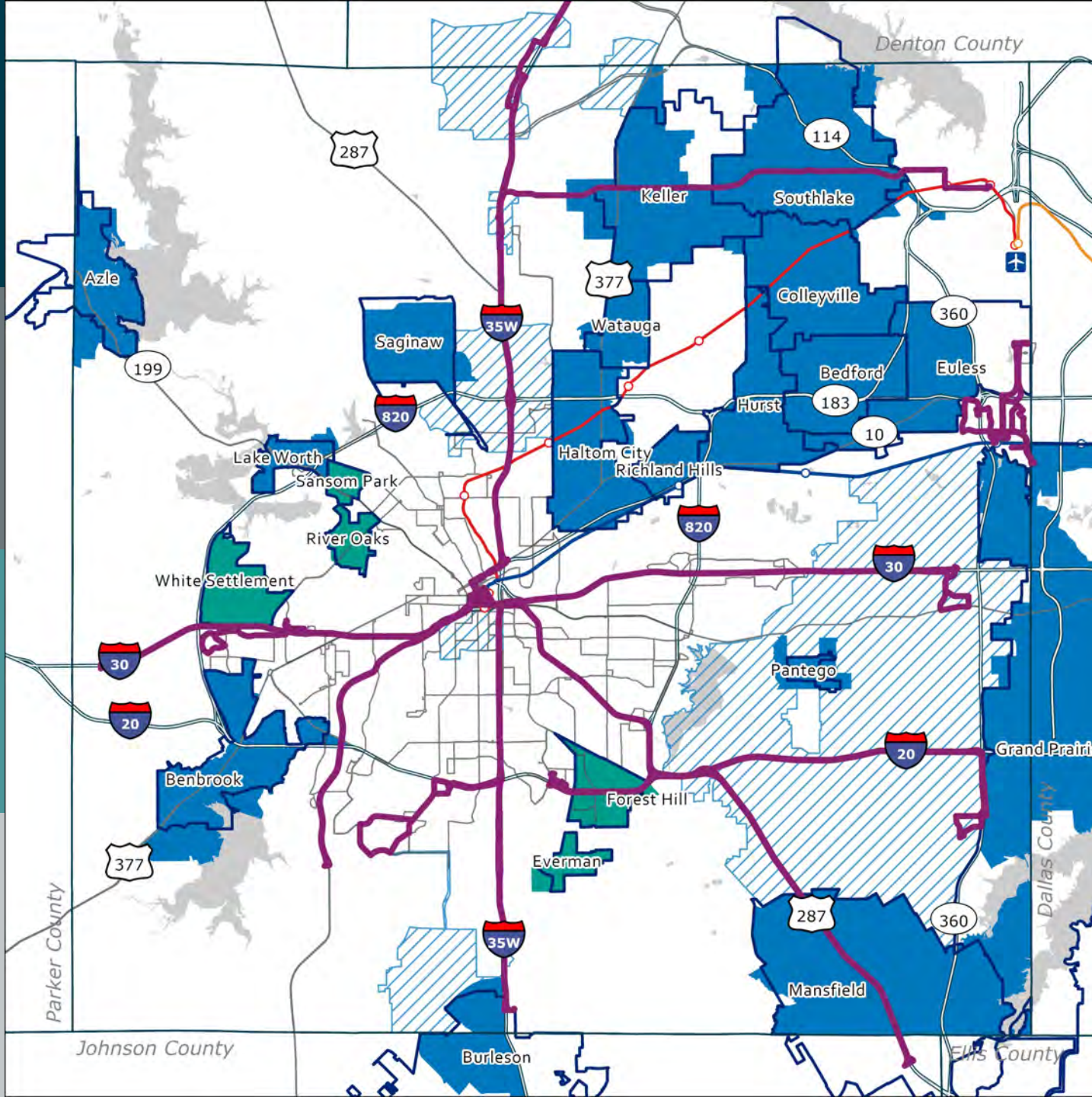
Scenario 1

Service Type	Hours	% of Total
Local	245,000	88%
Regional	34,300	12%
Total	279,300	100%

Approx. Cost = $18.1 million
(74% local/26% regional)

On-Demand

Existing MOD Zones

Fixed-Route + On-Demand

Regional

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Scenario 2

Service Type	Hours	% of Total
Local	271,100	92%
Regional	24,100	8%
Total	295,200	100%

Approx. Cost = $18.4 million
(82% local/18% regional)

- On-Demand
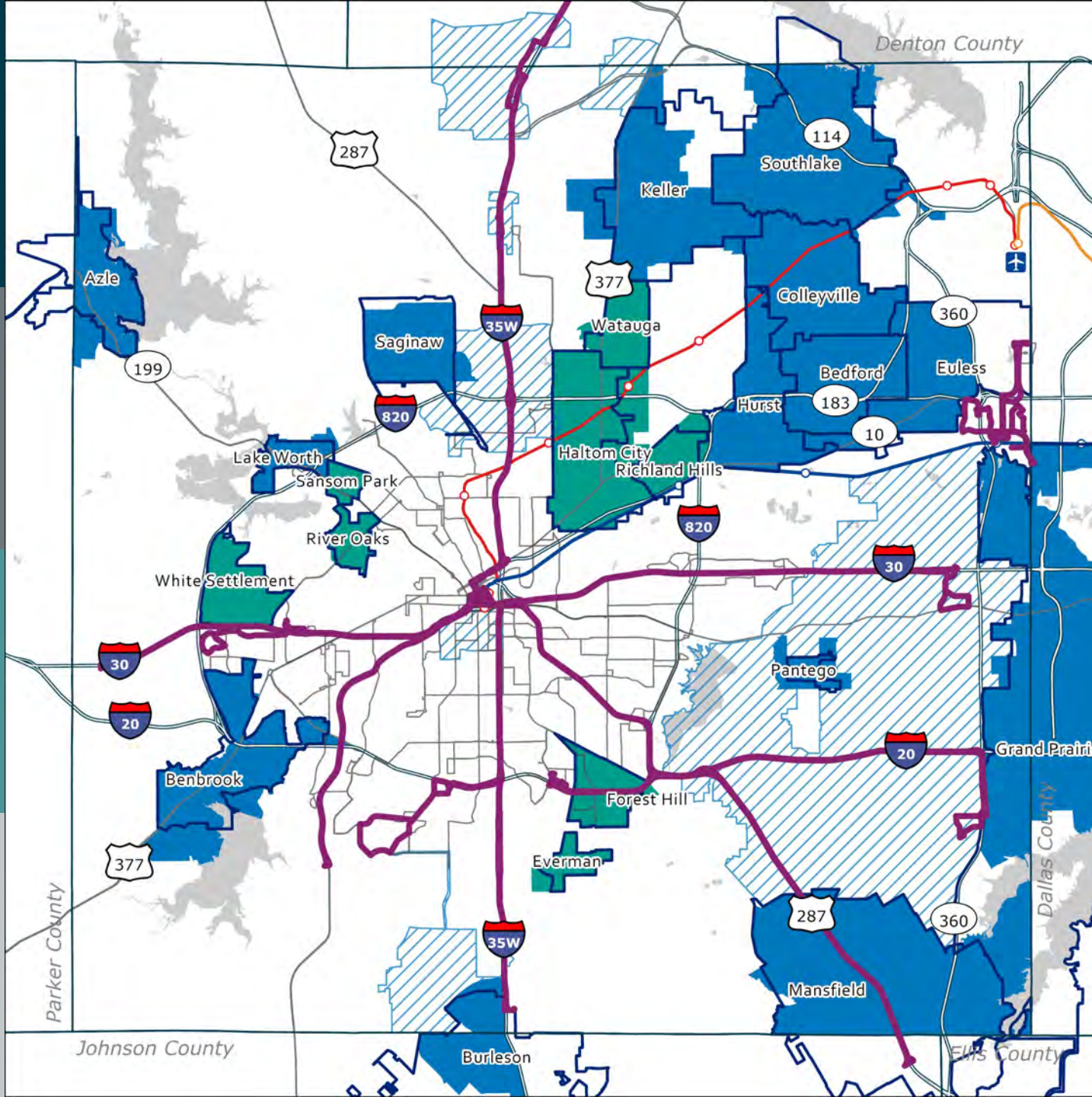- Existing MOD Zones
- Fixed-Route + On-Demand
- Regional

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Scenario 3

Service Type	Hours	% of Total
Local	276,100	94%
Regional	16,100	6%
Total	292,200	100%

Approx. Cost = $18.3 million
(88% local/12% regional)

- On-Demand
- Existing MOD Zones
- Fixed-Route + On-Demand
- Regional

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