

**North Central Texas  
Council of Governments**

# TARRANT COUNTY TRANSIT STUDY

## **APPENDICES**

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**PREPARED FOR**

North Central Texas Council of Governments

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## APPENDIX A. PUBLIC ENGAGEMENT

This appendix includes a summary of the Advisory Groups and survey results. For more information about the engagement effort, including meeting dates, see Chapter 2 of the primary report. Raw data and formatted results are included in Microsoft Excel format in the file **NCTCOG\_TCTS\_Appendix\_Survey.xlsx**. Meeting slides and recordings are packaged together with the project website.

### A.1 STAKEHOLDER ADVISORY GROUP

The Stakeholder Advisory Group (SAG) and Technical Advisory Group (TAG) met periodically to provide feedback and guidance to the project team. Their members are listed below.

#### ADVISORY GROUP MEMBERS

FIRST NAME	ORGANIZATION	SAG	TAG
Alicia Winkelblech	City of Arlington	•	•
Bob Johnson	City of Arlington	•	
Rick White	City of Azle	•	
Rachel Roberts	City of Crowley	•	
James Andrews	City of Denton	•	
Michael Gunderson	City of Everman		•
Jeff Read	City of Everman	•	
Ray Richardson	City of Everman	•	
Craig Spencer	City of Everman	•	•
Venus Wehle	City of Forest Hill	•	
Chad Edwards	City of Fort Worth	•	•
Anthony Flowers	City of Grand Prairie	•	
Walter Shumac	City of Grand Prairie	•	
Bryan Beck	City of Grapevine	•	
Rex Phelps	Haltom City	•	
Clayton Fulton	City of Hurst	•	
Larry Hoover	City of Kennedale	•	
Caroline Waggoner	City of North Richland Hills	•	
Clayton Comstock	City of North Richland Hills		•
Rebecca Barksdale	Tarrant County	•	
Kristen Camareno	Tarrant County	•	•
Devin Sanders	Tarrant County	•	
Matt Jacobs	Catholic Charities Fort Worth	•	
Rebecca Montgomery	Fort Worth Chamber of Commerce	•	
Mary Anne Weatherred	Metroport Chamber of Commerce	•	
Victor Vandergriff	Tarrant Regional Mobility Coalition	•	
Rachel Albright	Tarrant Transit Alliance	•	•
Brandy O'Quinn	Urban Strategies of Texas		•
Lindsey Baker	Denton County Transit Authority	•	
Tim Palermo	Denton County Transit Authority	•	•

FIRST NAME	ORGANIZATION	SAG	TAG
Onyinye Akujuo	Trinity Metro	•	
Phil Dupler	Trinity Metro	•	•
Sandip Sen	Trinity Metro	•	
Kiran Vemuri	Trinity Metro	•	•
Byron Bradford		•	

## A.2 PUBLIC INPUT SURVEY

A public survey was conducted to complement the public meetings.

### Survey Dates

September 9 – October 4, 2020

### Total Responses

607

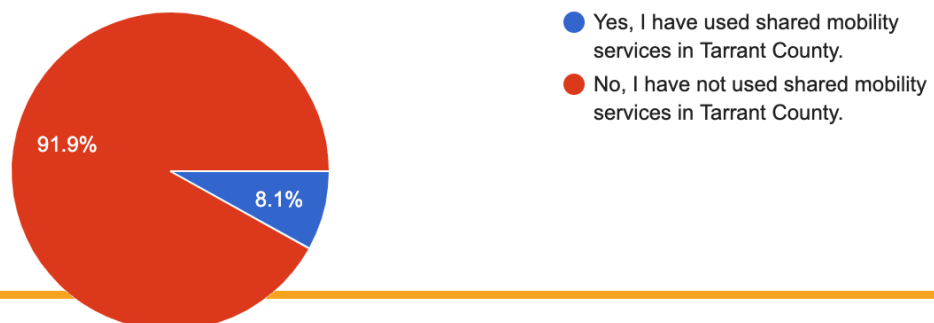
### Survey Distribution

- Social Media: Tarrant County Transit Study Facebook Page
  - 14 unique posts
  - Reach: 8,195
  - Post Engagements: 314
  - Unique Clicks: 67
- Email Campaigns
  - Government Officials
  - Education
  - HOAs
  - Religious Organizations
  - Non-Profits
- City of Azle
- City of Arlington
- City of Burleson

For raw survey data, see Microsoft Excel file [NCTCOG\\_TCTS\\_Appendix\\_Survey.xlsx](#).

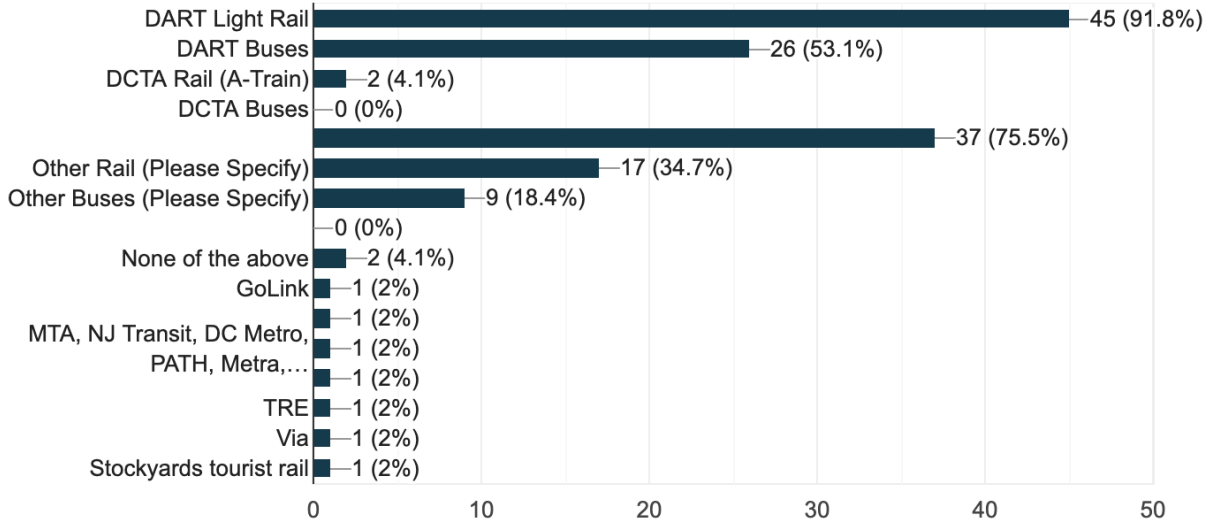
Have you ever used shared mobility services in Tarrant County (including Trinity Metro, TEXRail, TRE, Arlington Via, and ZipZones)?

607 responses



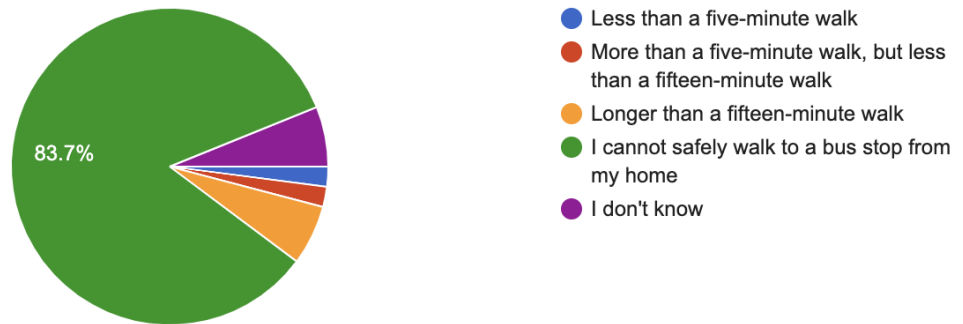
Have you used any shared mobility services outside of Tarrant County (including bus, rail, or subsidized rideshare) in the last year? Mark all that apply.

49 responses



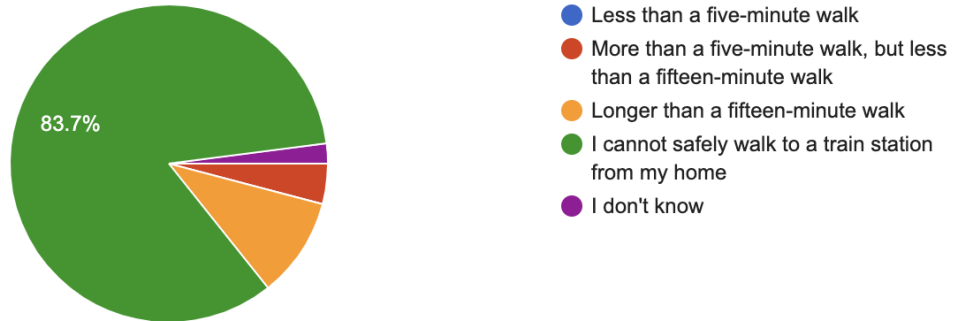
How far is the nearest Trinity Metro bus stop from your home?

49 responses



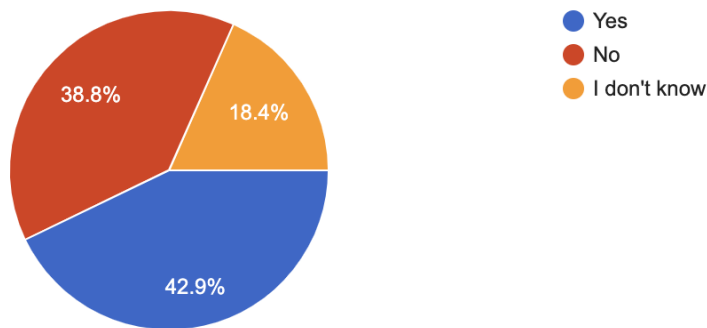
### How far is the nearest Trinity Metro TRE or TEXRail train station from your home?

49 responses



### Do you live or work within an area served by Arlington Via or Trinity Metro ZipZones?

49 responses



### Transit Use Questions:

#### How often do you use Trinity Metro bus transit services?

49 responses



### How often do you use Trinity Metro TexRail or TRE train service?

49 responses



### How often do you use Via or ZipZones on-demand services?

49 responses



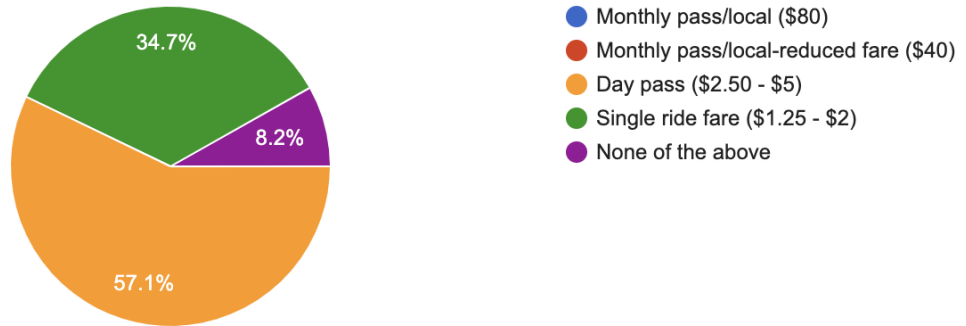
### How often do you use paratransit or medical transit services (ACCESS, Handitran, or similar)?

49 responses



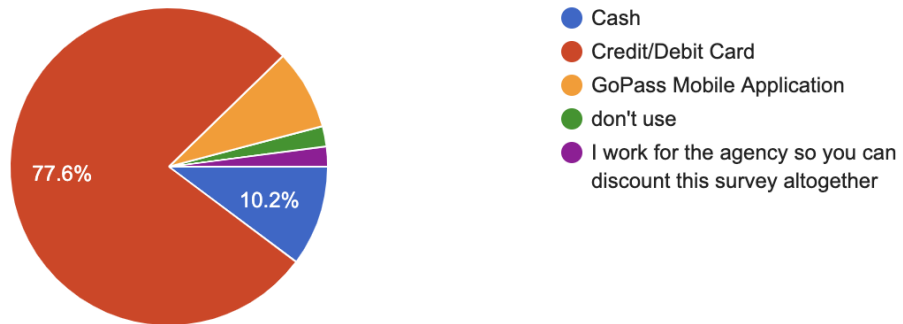
### What type of fare pass do you USUALLY purchase for trips on bus or rail transit services in Tarrant County?

49 responses



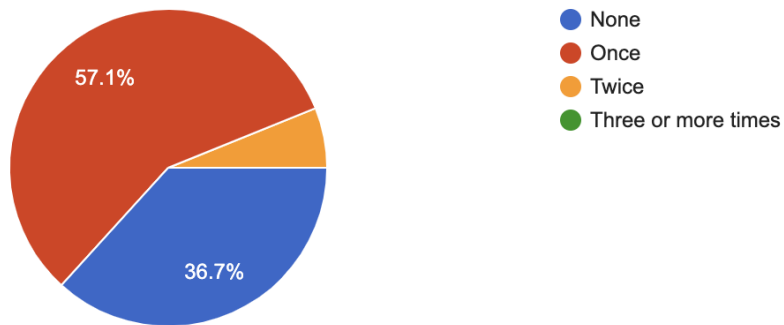
### How do you USUALLY pay for trips on transit services in Tarrant County?

49 responses



### How many times do you USUALLY have to transfer vehicles on a trip?

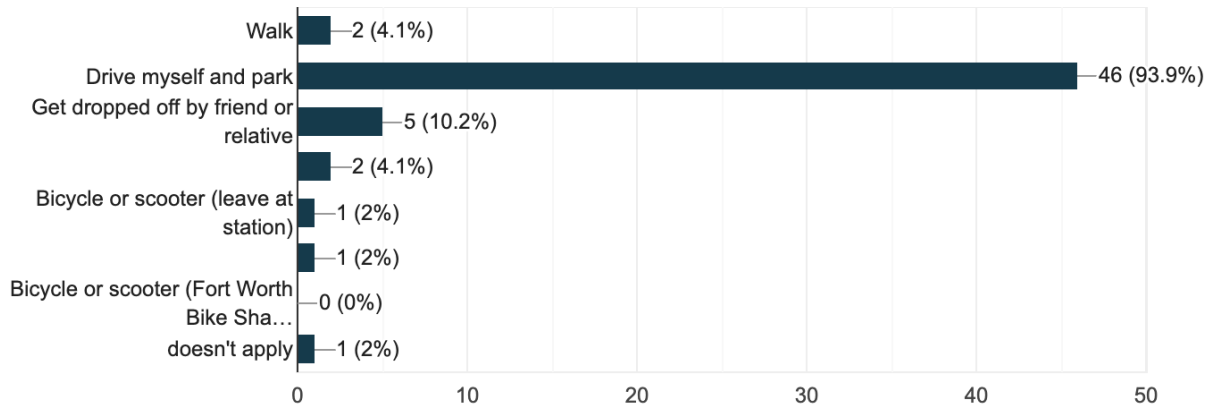
49 responses





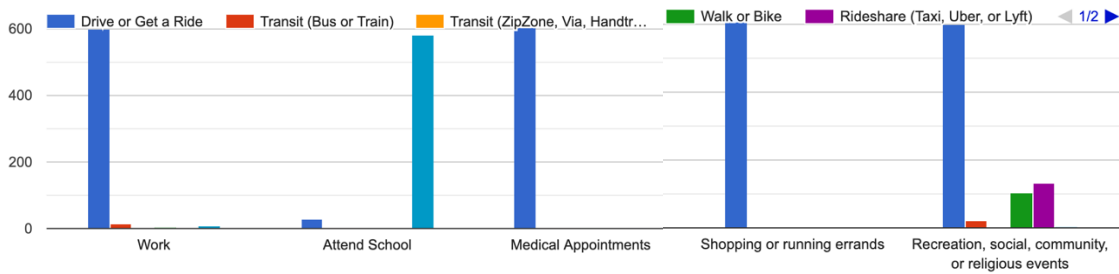
How do you reach transit services? Mark all that apply.

49 responses



### Types of Transportation:

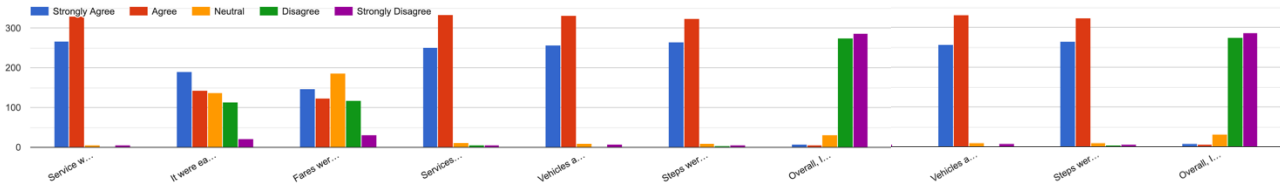
Please indicate which types of transportation you use frequently to reach the following destinations. If you use more than one type - either in a single trip, or at different times during the week - mark all that apply.



- a. Work
- b. Attend School
- c. Medical Appointments
- d. Shopping or running errands
- e. Recreation, social, community, or religious events
  - i. - Drive or Get a Ride
  - ii. - Transit (Bus or Train)
  - iii. - Transit (ZipZone, Via, Handtran, or ACCESS)
  - iv. - Walk or Bike
  - v. - Rideshare (Taxi, Uber, or Lyft)
  - vi. - I do not make this type of trip

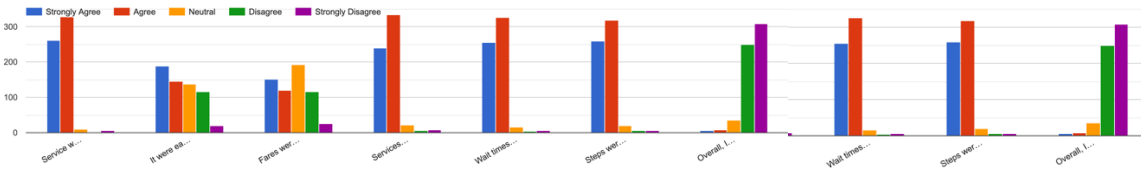
## Need:

I would use bus and rail services in Tarrant County (Trinity Metro, TEXRail, and TRE) more often than I do now if:



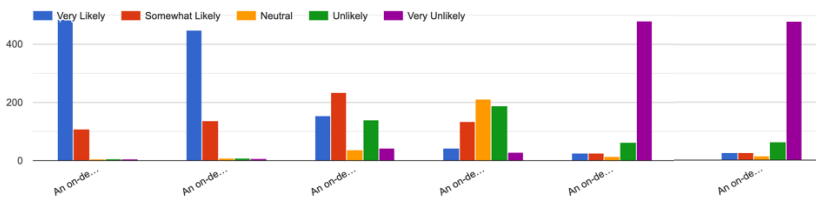
- Service was available closer to my home, work, or other destinations
- It were easier to plan a trip
- Fares were more affordable
- Services were offered during a longer period of time (like in the evenings or on weekends)
- Vehicles arrived more frequently
- Steps were taken to make travel safer and more sanitary
- Overall, I am currently satisfied with the bus and rail services available to me in Tarrant County.

I would use shared mobility and demand response services in Tarrant County (Via, ZipZones, ACCESS, and Handitran) more often than I do now if:



- Service was available closer to my home, work, or other destinations
- It were easier to make a reservation and plan a trip
- Fares were more affordable
- Services were offered during a longer period of time (like in the evenings or on weekends)
- Wait times for pickup were shorter
- Steps were taken to make travel safer and more sanitary
- Overall, I am currently satisfied with the shared mobility and demand response services available to me in Tarrant County.

How likely would you be to use the following shared mobility or demand response services if they were available to you? Assume that the service would be available... same journey on a ridehailing service, like Uber or Lyft.



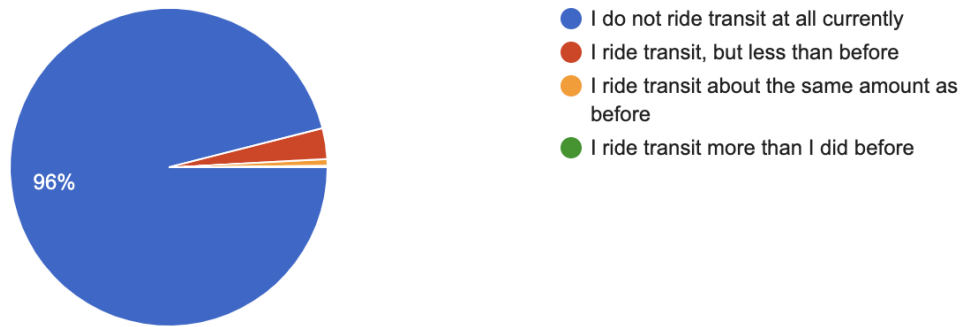
- An on-demand service that took me directly between my home and my destination.
- An on-demand service that took me from (or to) my home to (or from) a train or express bus station that then connected me to my destination.
- An on-demand service that that took me between my home and my destination, but required me to walk a few blocks to a convenient pickup and/or dropoff point.

- An on-demand service that was low-cost for local travel, but more expensive for longer trips.
- An on-demand service that picked up other passengers along the way.
- 

**COVID-19:**

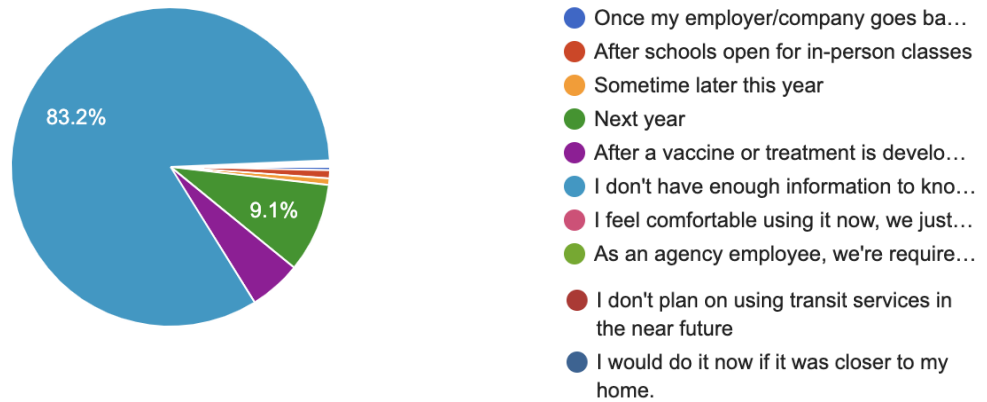
How has COVID-19 changed your current use of transit services?

607 responses



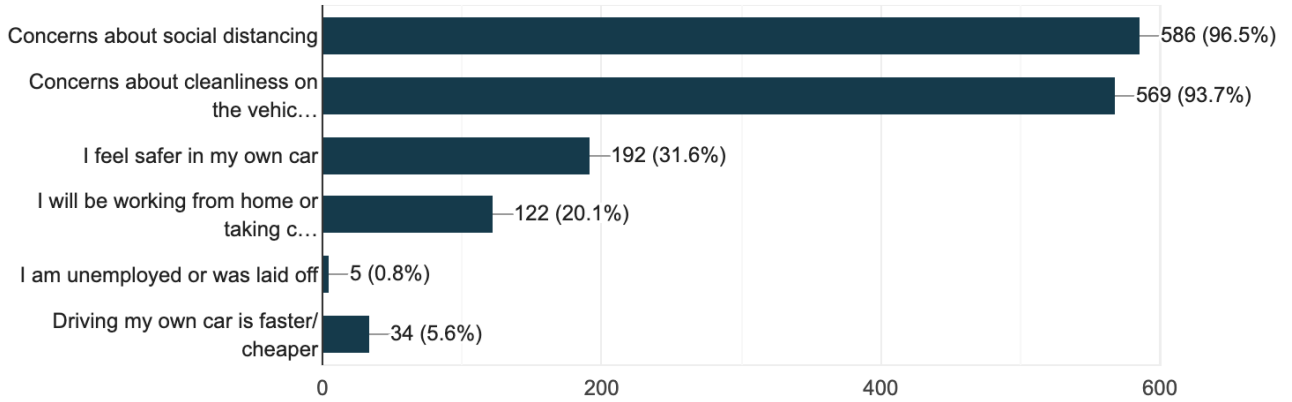
How soon would you feel comfortable using transit services again?

607 responses

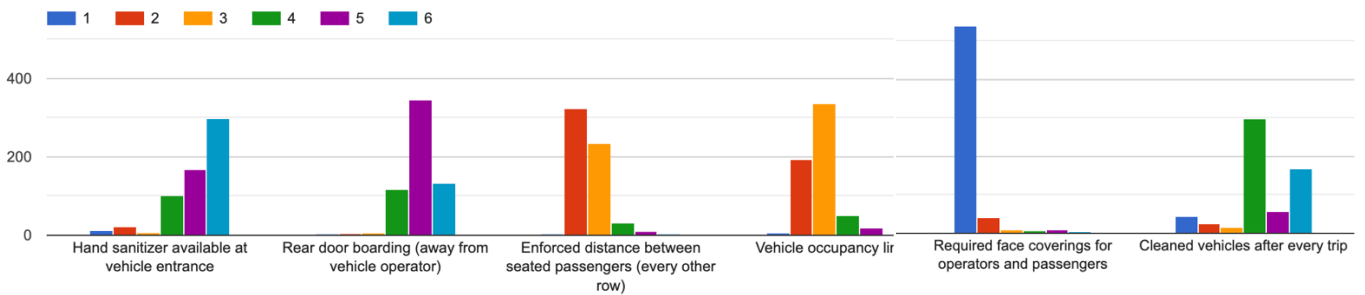


What are the primary reasons affecting your decision to use or not use transit services?  
Mark all that apply.

607 responses



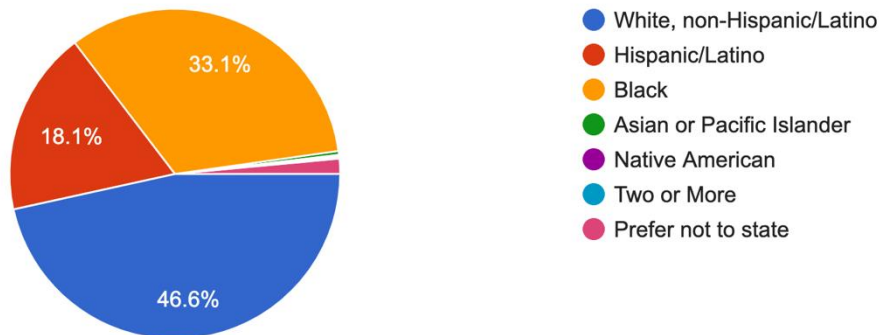
Ensuring riders feel safe and healthy riding transit is essential. Please rank how important the following actions are to you: 1 being the most important and 6 being the least important



Demographics:

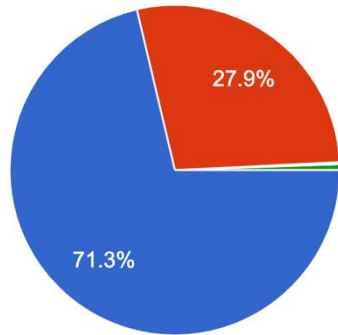
What best describes your race and ethnicity?

537 responses



### What best describes your gender?

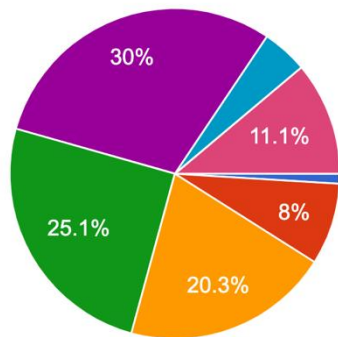
526 responses



- Female
- Male
- Nonbinary or other
- Prefer not to state

### What is your highest level of educational attainment?

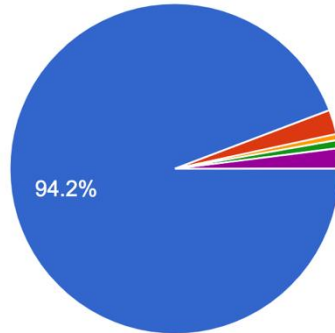
513 responses



- Less than a high school diploma
- High school diploma or GED
- Some college but no degree
- Associate's degree
- Bachelor's degree
- Graduate or professional degree
- Prefer not to state

### What is your employment status?

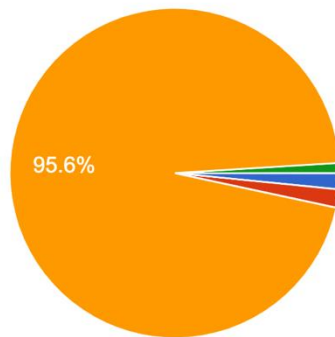
503 responses



- Employed full-time
- Employed part-time
- Unemployed, but seeking employment
- Unemployed, and not seeking employment (retired, full-time caregiver, disabled, or other)
- Prefer not to state

### What is your student status?

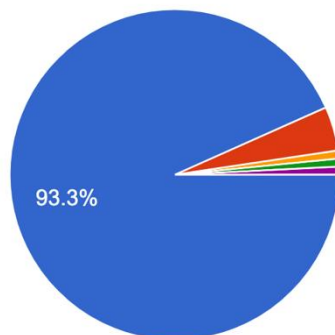
505 responses



- Full-time Student
- Part-time Student
- Not a Student
- Prefer not to State

### Do you have a physical or mental condition that limits your mobility?

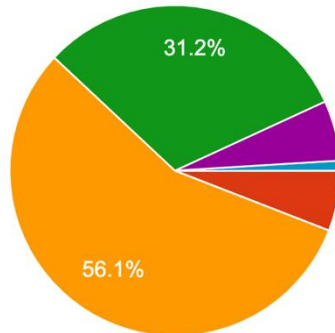
510 responses



- No
- Yes, but I can get around using a mobility aid
- Yes, but I can get around with assistance from another person
- Yes
- Prefer not to state

### What is your age?

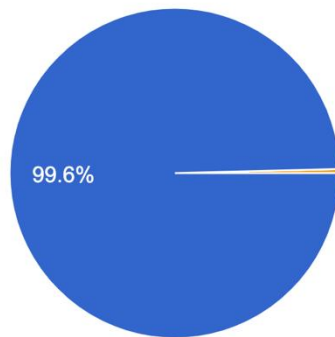
510 responses



- 0-17
- 18-24
- 25-44
- 45-64
- 65 or Older
- Prefer not to state

### Do you have a current valid drivers' license?

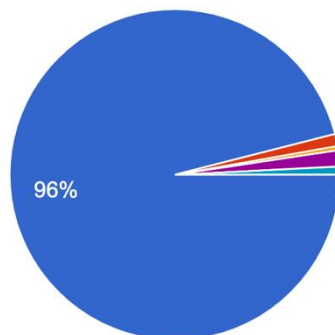
507 responses



- Yes
- No
- Prefer not to state

### Do you and your household have access to a vehicle?

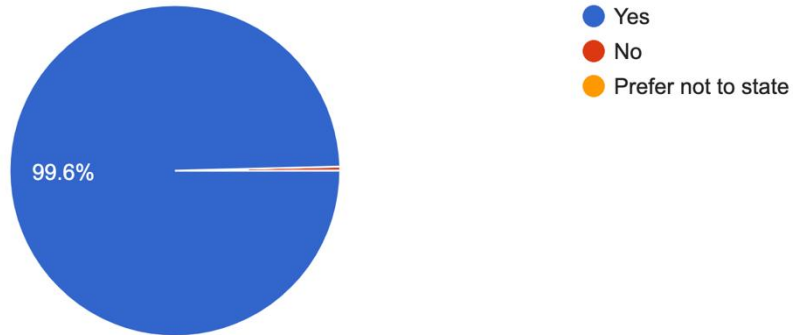
504 responses



- Yes, I own a vehicle
- No, but I can borrow one whenever I need it
- No, but I can get a ride whenever I need it
- No, but I can borrow one or get a ride if it's an emergency
- I do not have access to a vehicle
- Prefer not to state

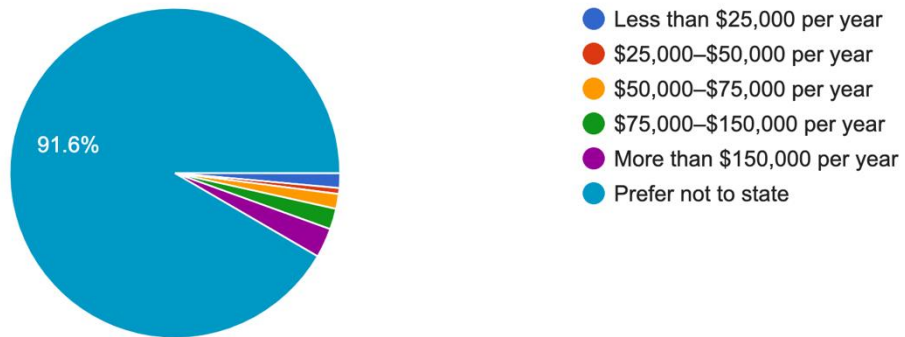
### Do you have access to an internet-enabled mobile phone (smartphone)?

499 responses



### What is your annual household income?

345 responses



### Responses by ZIP Code:

- 76140 = 62
- 76036 = 53
- 76011 = 34
- 76020 = 33
- 76018 = 32
- 75212 = 27
- 76098 = 25
- 76017 = 24
- 76119 = 20
- 76014 = 19
- 76013 = 15
- 76039 = 14
- 76040 = 10
- 76006 = 10
- 76118 = 9
- 75054 = 7
- 76010 = 7
- 76180 = 6



- 76063 = 5
- 76012 = 4
- 76058 = 4
- 76019 = 4
- 76155 = 4
- 75104 = 4
- 76002 = 4
- 76182 = 4
- 76065 = 4
- 76104 = 3
- 75051 = 3
- 76110 = 3
- 75052 = 3
- 75249 = 3
- 76112 = 3
- 76116 = 3
- 76015 = 3
- 76021 = 3
- 76135 = 2
- 76053 = 2
- 76102 = 2
- 76126 = 2
- 76054 = 2
- 76117 = 2
- 76051 = 2
- 76132 = 2
- 75050 = 1
- 76022 = 1
- 75060 = 1
- 76109 = 1
- 76213 = 1
- 76005 = 1
- 76262 = 1
- 76034 = 1
- 76131 = 1
- 75261 = 1
- 76123 = 1
- 76107 = 1
- 76001 = 1

## APPENDIX B. EXISTING CONDITIONS

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The LOCUS flat origin destination files and Tableau dashboard comprise the appendix for Task 3. A map package containing geographic data and basemap can be found in ESRI ArcMap package format in **TarrantCountyExistingConditionsData07132021.mpk**.

## APPENDIX C. SCENARIO DEVELOPMENT

The following tables detail the service characteristics and assumptions for the scenarios developed in the Tarrant County Transit Study. This information is also included in Microsoft Excel and ReMix/GTFS format.

In some cases, routes modify an existing Trinity Metro route; in others, new routes are proposed. That said, specific alignment assumptions shift the focus away from what is intended to be a high level of analysis of where fixed route service expansion might make sense. Figure 1 is intended to identify city locations where stops are assumed, and thus rational as to why there would be a sharing of costs. Equal sharing of costs is assumed for purposes of this exercise.

In particular, Figure 3 describes at a municipal level the amount of service (in daily and annual revenue hours) for each scenario and the associated operating costs. These estimates are aggregated, but individual schedules—including frequency and service span—are sketched out in the GTFS files described below. GTFS files were exported from ReMix transit planning software, used in cooperation with Trinity Metro.

More detailed charts can be found in Microsoft Excel files: for scenario calculations including service statistics and costs, *NCTCOG\_TCTS\_Appendix\_ScenarioCalculations.xlsx*; for ridership and fare revenue estimates, *NCTCOG\_TCTS\_Appendix\_Ridership\_FareRevenue.xlsx*. The GTFS files containing detailed schedules for each scenario, plus the “base case”/no-build assumptions, can be found in their respective folders.

**FIGURE 1 REGIONAL SERVICE PLAN CHARACTERISTICS**

Route Pattern	Estimated Annual Rev. Hours			Service Characteristic	Municipalities Served						
	Low	Medium	High		Ft. Worth	Keller	Southlake	Grapevine	Mansfield	Arlington	Grnd Prairie
Mansfield-Ft. Worth	3,174	3,174	3,174	New pk period route	X				X	X	
Primrose-Ft. Worth	1,917	1,917	1,917	New pk period route	X						
Linkcrest-Ft. Worth	1,571	1,571	1,571	New pk period route	X						
Arlington-Ft. Worth	9,490	9,490	9,490	New all-day route	X					X	
Mansfield-Centreport			10,266	New all-day route	X				X	X	X
Keller-Grapevine		7,910	7,910	New all-day route	X	X	X	X			
<b>Totals</b>	<b>16,152</b>	<b>24,062</b>	<b>34,328</b>								

**FIGURE 2 REGIONAL SERVICE PLAN COSTS**

**Scenario 1 Regional Cost Estimates**

Route Pattern	Rev. Hrs.	Costs	Ft. Worth	Keller	Southlake	Grapevine	Mansfield	Arlington	Grnd Prairie	Total
Mansfield-Ft. Worth	3,174	\$429,000	\$143,000				\$143,000	\$143,000		\$429,000
Primrose-Ft. Worth	1,917	\$259,000	\$259,000							\$259,000
Linkcrest-Ft. Worth	1,571	\$212,000	\$212,000							\$212,000
Arlington-Ft. Worth	9,490	\$1,283,000	\$642,000					\$642,000		\$1,284,000
Mansfield-Centreport	10,266	\$1,388,000	\$347,000				\$347,000	\$347,000	\$347,000	\$1,388,000
Keller-Grapevine	7,910	\$1,070,000	\$268,000	\$268,000	\$268,000	\$268,000				\$1,072,000
<b>Totals</b>	<b>34,328</b>	<b>\$4,641,000</b>	<b>\$1,871,000</b>	<b>\$268,000</b>	<b>\$268,000</b>	<b>\$268,000</b>	<b>\$490,000</b>	<b>\$1,132,000</b>	<b>\$347,000</b>	<b>\$4,644,000</b>

**Scenario 2 Regional Cost Estimates**

Route Pattern	Rev. Hrs.	Costs	Ft. Worth	Keller	Southlake	Grapevine	Mansfield	Arlington	Grnd Prairie	Total
Mansfield-Ft. Worth	3,174	\$429,000	\$143,000				\$143,000	\$143,000		\$429,000
Primrose-Ft. Worth	1,917	\$259,000	\$259,000							\$259,000
Linkcrest-Ft. Worth	1,571	\$212,000	\$212,000							\$212,000
Arlington-Ft. Worth	9,490	\$1,283,000	\$642,000					\$642,000		\$1,284,000
Mansfield-Centreport	0	\$0	\$0				\$0	\$0	\$0	\$0
Keller-Grapevine	7,910	\$1,070,000	\$268,000	\$268,000	\$268,000	\$268,000				\$1,072,000
<b>Totals</b>	<b>24,062</b>	<b>\$3,253,000</b>	<b>\$1,524,000</b>	<b>\$268,000</b>	<b>\$268,000</b>	<b>\$268,000</b>	<b>\$143,000</b>	<b>\$785,000</b>	<b>\$0</b>	<b>\$3,256,000</b>

**Scenario 3 Regional Cost Estimates**

Route Pattern	Rev. Hrs.	Costs	Ft. Worth	Keller	Southlake	Grapevine	Mansfield	Arlington	Grnd Prairie	Total
Mansfield-Ft. Worth	3,174	\$429,000	\$143,000				\$143,000	\$143,000		\$429,000
Primrose-Ft. Worth	1,917	\$259,000	\$259,000							\$259,000
Linkcrest-Ft. Worth	1,571	\$212,000	\$212,000							\$212,000
Arlington-Ft. Worth	9,490	\$1,283,000	\$642,000					\$642,000		\$1,284,000
Mansfield-Centreport	0	\$0	\$0				\$0	\$0	\$0	\$0
Keller-Grapevine	0	\$0	\$0	\$0	\$0	\$0	\$0			\$0
<b>Totals</b>	<b>16,152</b>	<b>\$2,183,000</b>	<b>\$1,256,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$143,000</b>	<b>\$785,000</b>	<b>\$0</b>	<b>\$2,184,000</b>

**FIGURE 3 LOCAL SERVICE PLAN CHARACTERISTICS**

**Projected Scenario Local Costs and Hours of Service by Jurisdiction**

City	Needs Priority	Typology	Scenario 1			Scenario 2			Scenario 3		
			Budget	Annual Revenue Hours	Daily Revenue Hours	Budget	Annual Revenue Hours	Daily Revenue Hours	Budget	Annual Revenue Hours	Daily Revenue Hours
<b>Potential On-Demand</b>											
Azle	Medium	Rural	\$169,000	3,100	10	\$169,000	3,100	10	\$169,000	3,100	10
Bedford	High	Outer	\$1,115,000	20,300	66	\$1,115,000	20,300	66	\$1,115,000	20,300	66
Benbrook	Medium	Outer	\$410,000	7,500	24	\$410,000	7,500	24	\$410,000	7,500	24
Burleson	High	Fut Ext	\$845,000	15,400	50	\$845,000	15,400	50	\$845,000	15,400	50
Colleyville	Low	Outer	\$0	0	0	\$285,000	5,200	17	\$285,000	5,200	17
Eules	High	Outer	\$1,308,000	23,800	78	\$1,308,000	23,800	78	\$1,308,000	23,800	78
Everman	High	Rural	\$121,000	2,200	7	\$90,750	1,700	6	\$60,500	1,100	4
Forest Hill	High	CC	\$245,000	4,500	15	\$183,750	3,300	11	\$122,500	2,200	7
Grand Prairie	High	Outer	\$4,042,000	73,500	239	\$4,042,000	73,500	239	\$4,042,000	73,500	239
Haltom City	High	Outer	\$988,000	18,000	59	\$988,000	18,000	59	\$494,000	9,000	29
Hurst	High	Outer	\$868,000	15,800	51	\$868,000	15,800	51	\$868,000	15,800	51
Keller	Low	Outer	\$0	0	0	\$455,000	8,300	27	\$455,000	8,300	27
Lake Worth	Low	Outer	\$0	0	0	\$80,000	1,500	5	\$80,000	1,500	5
Mansfield	High	Fut Ext	\$1,468,000	26,700	87	\$1,468,000	26,700	87	\$1,468,000	26,700	87
Pantego	Medium	Outer	\$82,000	1,500	5	\$82,000	1,500	5	\$82,000	1,500	5
Richland Hills	High	Outer	\$213,000	3,900	13	\$213,000	3,900	13	\$106,500	1,900	6
River Oaks	High	Outer	\$149,000	2,700	9	\$111,750	2,000	7	\$74,500	1,400	5
Saginaw	Medium	Outer	\$519,000	9,400	31	\$519,000	9,400	31	\$519,000	9,400	31
Sansom Park	High	Outer	\$96,000	1,700	6	\$72,000	1,300	4	\$48,000	900	3
Southlake	Low	Outer	\$0	0	0	\$495,000	9,000	29	\$495,000	9,000	29
Watauga	High	Outer	\$427,000	7,800	25	\$427,000	7,800	25	\$213,500	3,900	13
White Settlement	High	Outer	\$569,000	10,300	34	\$426,750	7,800	25	\$284,500	5,200	17
<b>Potential Fixed Route Service Areas</b>											
Forest Hill-Everman	High	CC	\$0	0	0	\$202,500	2,400	8	\$405,000	4,900	16
Sansom Park - River Oaks	High	Outer	\$0	0	0	\$124,000	1,500	5	\$248,000	3,000	10
Eules-Bedford-Hurst	Low	Outer	\$0	0	0	\$0	0	0	\$0	0	0
Watauga-Haltom City-Richland Hills	Medium	Outer	\$0	0	0	\$0	0	0	\$1,462,500	17,700	58
White Settlement	High	Outer	\$0	0	0	\$290,500	3,500	11	\$581,000	7,000	23
Centerport	Low	Outer	\$0	0	0	\$0	0	0	\$0	0	0
<b>Existing Service Areas</b>											
Arlington		Self Suff									
Blue Mound		CC									
Crowley		CC									
Edgecliff Village		Outer									
Fort Worth		CC									
Grapevine		CC									
Haslet		Rural									
North Richland Hills		CC									
<b>Non-Qualifying Areas</b>											
Dalworthington Gardens		Outer									
Kennedale		Outer									
Lakeside		Rural									
Pecan Acres		Rural									
Pelican Bay		Rural									
Rendon											
Westlake		Outer									
Westover Hills											
Westworth Village		Outer									
Unincorporated Tarrant											

**FIGURE 4 SUMMARY OF COSTS AND HOURS**

			Scenario 1			Scenario 2			Scenario 3		
			Budget	Annual Revenue Hours	Daily Revenue Hours	Budget	Annual Revenue Hours	Daily Revenue Hours	Budget	Annual Revenue Hours	Daily Revenue Hours
Local			\$13,465,000	245,000	798	\$14,485,000	263,700	859	\$13,376,000	243,500	793
	<i>On Demand</i>		\$0	0	0	\$617,000	7,400	24	\$2,696,500	32,600	106
	<i>Fixed Route</i>		\$13,465,000	245,000	798	\$15,102,000	271,100	883	\$16,072,500	276,100	899
Local Subtotal			\$13,465,000	245,000	798	\$15,102,000	271,100	883	\$16,072,500	276,100	899
Regional Subtotal			\$4,641,000	34,328	135	\$3,253,000	24,062	94	\$2,183,000	16,152	63
Total			\$18,106,000	279,328	933	\$18,355,000	295,162	977	\$18,255,500	292,252	963
Local %			74%	88%		82%	92%		88%	94%	
Regional %			26%	12%		18%	8%		12%	6%	

## APPENDIX D. FUNDING AND FINANCE

The following tables detail the assumptions and calculations used in the funding and finance section.

For each method of finance, a discount rate is applied to assumptions. The size of that discount is reflective of a probability that the given type of funding will become available. Assumptions are based on best-guess, professional judgement from generalized political observations in the region; given the relatively low likelihood of enacting many measures (e.g., sales tax) in every case, these assumptions reflect the overall county financial picture.

Put simply: any community allocating a full 1% sales tax towards transit could afford a much more robust system than that proposed here; nevertheless, from a countywide perspective, there are enough different approaches to funding transit that a patchwork system could, in aggregate, approach the level of investment and service seen in the Fort Worth (Trinity Metro) and Arlington (Via) by other means.

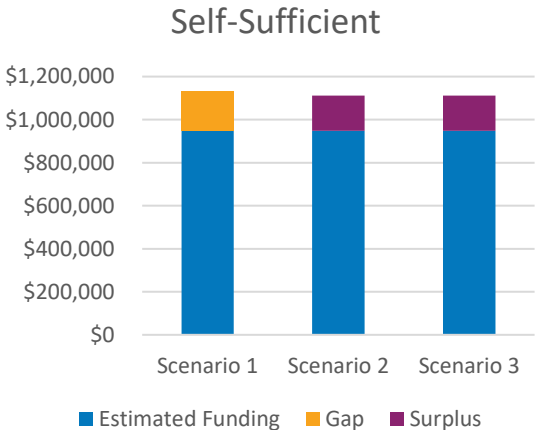
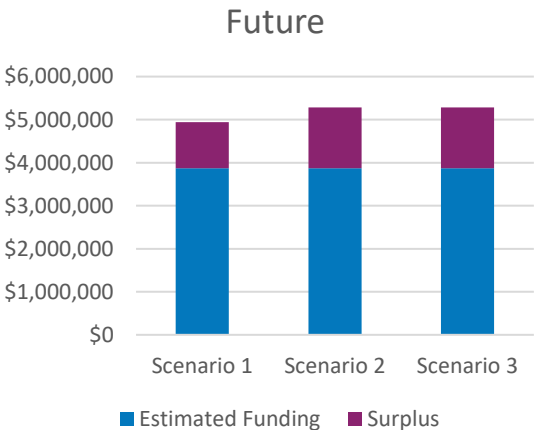
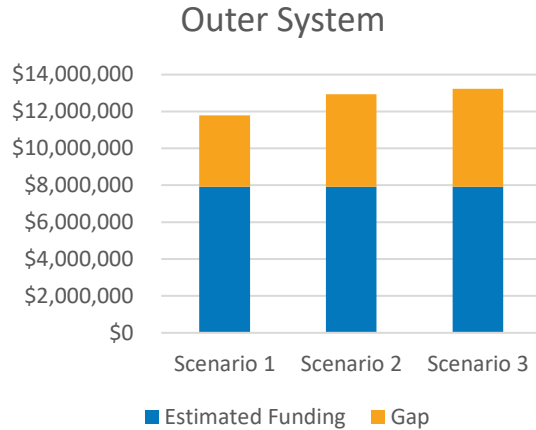
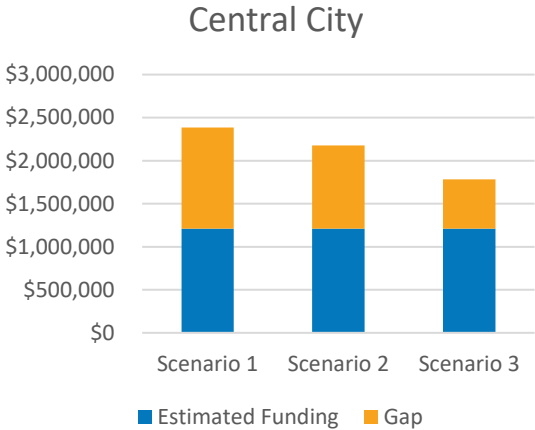
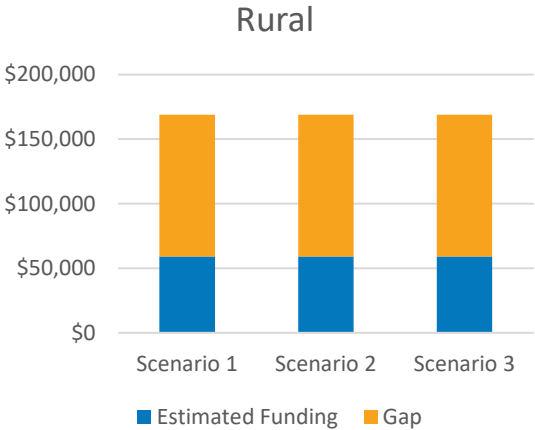
More detail can be found in the Microsoft Excel file [NCTCOG\\_TCTS\\_Appendix\\_FundingAnalysis.xlsx](#).

### TRANSIT FUNDING ALLOCATION TOWARDS O&M COST BY COMMUNITY TYPE

COMMUNITY TYPE	TOTAL FUNDING ALLOCATION	COMMUNITIES IN ANALYSIS*	AVERAGE AMOUNT PER COMMUNITY	COMMUNITIES IN TARRANT COUNTY
Rural Community	\$59,138	1	\$59,138	7
Self-Sufficient Community	\$948,097	1	\$948,097	1
Central City	\$1,209,574	3	\$403,191	6
Outer System	\$7,922,588	18	\$440,144	24
Future Extension	\$3,870,668	2	\$1,935,334	2

\* Only communities recommended in scenarios for future service were analyzed for funding.

**TRANSIT FUNDING O&M COSTS BY SCENARIO BY COMMUNITY TYPE**



- Rural community costs show a \$110,000 gap for all scenarios from the funding allocation amount.
- Central City costs show a decreasing gap as scenarios incorporate more fixed-route systems.
- Outer System costs show an increasing gap as scenarios incorporate more fixed-route systems.
- Future Extension costs decrease when regional transit is reduced but have more potential for gap coverage when regional transit is introduced.
- Self-Sufficient Community costs show a gap for Scenario 1 only.

**SALES TAX ANALYSIS (DEMAND-RESPONSE CITIES ONLY)**

Community Type	City	Sales Tax Rate	Available Sales Tax Rate	2020 Sales Tax	Existing Tax Rate - Transit Use	Transportation Local Option Funding	Local Option Amount	Probability*	Realized Revenue
Rural	Azle	2%	0	\$3,055,622		0.50%	\$763,905	0.025	\$19,098
Outer System	Bedford	2%	0	\$11,928,529		0.50%	\$2,982,132	0.100	\$298,213
Outer System	Benbrook	2%	0	\$4,961,035		0.50%	\$1,240,259	0.100	\$124,026
Future Extension	Burleson	2%	0	\$21,376,963		0.50%	\$5,344,241	0.200	\$1,068,848
Outer System	Colleyville	2%	0	\$6,303,474		0.50%	\$1,575,869	-	-
Outer System	Eules	2%	0	\$19,210,665		0.50%	\$4,802,666	0.200	\$960,533
Outer System	Everman	2%	0	\$601,688		0.50%	\$150,422	0.050	\$7,521
Central City	Forest Hill	2%	0	\$3,167,333		0.50%	\$791,833	0.050	\$39,592
Outer System	Grand Prairie	2%	0	\$62,559,412		0.50%	\$15,639,853	0.025	\$390,996
Outer System	Haltom City	2%	0	\$13,403,764		0.50%	\$3,350,941	0.050	\$167,547
Outer System	Hurst	2%	0	\$15,045,045		0.50%	\$3,761,261	0.050	\$188,063
Outer System	Keller	2%	0	\$12,677,712		0.50%	\$3,169,428	0.025	\$79,236
Outer System	Lake Worth	2%	0	\$8,175,998		0.50%	\$2,044,000	0.025	\$51,100
Future Extension	Mansfield	2%	0	\$27,711,169		0.50%	\$6,927,792	0.100	\$692,779
Outer System	Pantego	2%	0	\$2,610,602		0.50%	\$652,650	0.050	\$32,633
Outer System	Richland Hills	1.5%	0.50%	\$5,641,501	\$1,880,500	0.50%	\$1,880,500	-	-
Outer System	River Oaks	2%	0	\$654,317		0.50%	\$163,579	-	-
Outer System	Saginaw	2%	0	\$5,935,360		0.50%	\$1,483,840	0.050	\$74,192
Outer System	Sansom Park	2%	0	\$712,692		0.50%	\$178,173	0.025	\$4,454
Outer System	Southlake	2%	0	\$29,330,626		0.50%	\$7,332,657	0.025	\$183,316
Outer System	Watauga	2%	0	\$4,455,441		0.50%	\$1,113,860	0.050	\$55,693
Outer System	White Settlement	2%	0	\$3,433,728		0.50%	\$858,432	0.025	\$21,461
	<b>Total/Average</b>						<b>\$66,208,294</b>	<b>0.056</b>	<b>\$4,459,301</b>
	* 2020 sales tax revenues for each of the transit-served communities for each scenario was applied an additional ½ cent per \$1 of gross sales receipts.								



**GENERAL FUND ANALYSIS (DEMAND-RESPONSE CITIES ONLY)**

Community Type	City	Population	Subscription*	Probability**	Estimated Revenue
Rural	Azle	9,100	\$200,200	0.20	\$40,040
Outer System	Bedford	49,400	\$1,086,800	0.50	\$543,400
Outer System	Benbrook	21,000	\$462,000	0.50	\$231,000
Future Extension	Burleson	41,900	\$921,800	0.80	\$737,440
Outer System	Colleyville	27,300	\$600,600	-	-
Outer System	Euless	56,300	\$1,238,600	0.40	\$495,440
Outer System	Everman	6,800	\$149,600	0.40	\$59,840
Central City	Forest Hill	12,500	\$275,000	0.40	\$110,000
Outer System	Grand Prairie	185,800	\$4,087,600	0.20	\$817,520
Outer System	Haltom City	44,000	\$968,000	0.30	\$290,400
Outer System	Hurst	37,400	\$822,800	0.20	\$164,560
Outer System	Keller	44,200	\$972,400	0.30	\$291,720
Outer System	Lake Worth	5,500	\$121,000	0.20	\$24,200
Future Extension	Mansfield	68,700	\$1,511,400	0.80	\$1,209,120
Outer System	Pantego	3,500	\$77,000	0.30	\$23,100
Outer System	Richland Hills	9,100	\$200,200	-	-
Outer System	River Oaks	8,100	\$178,200	-	-
Outer System	Saginaw	25,500	\$561,000	0.60	\$336,600
Outer System	Sansom Park	5,400	\$118,800	0.40	\$47,520
Outer System	Southlake	31,400	\$690,800	0.10	\$69,080
Outer System	Watauga	23,100	\$508,200	0.40	\$203,280
Outer System	White Settlement	16,900	\$371,800	0.40	\$148,720
	<b>Total/Average</b>		<b>\$16,123,822</b>	<b>0.35</b>	<b>\$5,842,980</b>
* Subscription payments per population size, averaging at \$22/per person, ** Based on a 0.35 multiplier for probability on average of obtaining this funding allocation from each of the benefitting cities.					

**DEVELOPMENT FEES (FIXED-ROUTE COMMUNITIES AND REGIONAL TRANSIT CITIES ONLY)**

Community Type	City	Acreage	New Dev Area (1% Of Area)	Net New Value*	Typical Fees	Impact Fee	PID Assessment	City Assessment
Self-Sufficient	Arlington	63,517	635.17	1,452,570,273	8,173,696	81,737	1,452,570	726,285
Future Extension	Mansfield	23,451	234.51	536,300,919	4,573,050	45,731	536,301	268,150
Future Extension	Burleson	18,142	181.42	414,889,398	11,675,000	116,750	414,889	207,445
Central City	North Richland Hills	11,692	116.92	267,384,348		-	267,384	133,692
Central City	Grapevine	22,988	229.88	525,712,572	833,000	8,330	525,713	262,856
Central City	Forest Hill	2,685	26.85	61,403,265	210,755	2,108	61,403	30,702
Outer System	Everman	1,123	11.23	25,681,887		-	25,682	12,841
Outer System	Sansom Park	774	7.74	17,700,606	63,619	636	17,701	8,850
Outer System	River Oaks	1,296	12.96	29,638,224	78,511	785	29,638	14,819
Outer System	Euless	10,372	103.72	237,197,268	1,295,109	12,951	237,197	118,599
Outer System	Bedford	6,385	63.85	146,018,565	398,452	3,985	146,019	73,009
Outer System	Hurst	6,394	63.94	146,224,386	5,848,975	58,490	146,224	73,112
Outer System	Watauga	2,647	26.47	60,534,243	349,104	3,491	60,534	30,267
Outer System	Haltom City	7,984	79.84	182,586,096	620,274	6,203	182,586	91,293
Outer System	Richland Hills	1,988	19.88	45,463,572	198,647	1,986	45,464	22,732
Outer System	White Settlement	3,194	31.94	73,043,586	256,377	2,564	73,044	36,522
				<b>4,222,349,208</b>	<b>34,574,569</b>	<b>345,746</b>	<b>4,222,349</b>	<b>2,111,175</b>
					<b>Scenario 1</b>	<b>252,547</b>	<b>3,196,858</b>	<b>1,598,429</b>
					<b>Scenario 2</b>	<b>211,488</b>	<b>2,795,003</b>	<b>1,397,502</b>
					<b>Scenario 3</b>	<b>345,746</b>	<b>4,222,349</b>	<b>2,111,175</b>

\*Based on average \$175 per SF for new construction value. Assumes new development within 1% of total municipal acreage, with a 0.3 floor to area ratio in net new development. Fee amount assumes assessment to allocate 25 cents per \$1000 of value to be allocated to transit, for municipalities only involved with fixed-route service.