Agenda

- Team and Study Background
- Market Analysis
  - Demographics
  - Transit Facilities & Services
  - Travel Behavior
- Public Engagement
- Scenario Development
  - Scenario Focus Exercise 1
- Funding and Finance
  - Scenario Focus Exercise 2
# Team Introductions

<table>
<thead>
<tr>
<th>Cambridge Systematics</th>
<th>Kimley-Horn</th>
<th>CTG</th>
<th>Marlene Connor Associates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scott Boone &amp; Hannah Santiago</td>
<td>Brad Lonberger</td>
<td>Jim Baker</td>
<td>Marlene Connor</td>
</tr>
</tbody>
</table>

[Logos of Cambridge Systematics, Kimley-Horn, CTG, and Marlene Connor Associates]
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.
Study Background

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

<table>
<thead>
<tr>
<th>Geographic Focus</th>
<th>NCTCOG Region</th>
<th>NCTCOG Region</th>
<th>Tarrant County (outside Trinity Metro service Area)</th>
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<tr>
<td>User Focus</td>
<td>All Users</td>
<td>Vulnerable Users</td>
<td>All Users</td>
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<td>Travel Types</td>
<td>Car, High Intensity Bus, Commuter Rail</td>
<td>Bus, Demand Response, and Paratransit</td>
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<td>Vision</td>
<td>Long Range</td>
<td>Short-Medium Range</td>
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MARKET ANALYSIS
Regional Agencies
- Trinity Metro
- DART
- DCTA
- Arlington (Via)
Sector-based Market Analysis

- Seven sectors
- Identify commonalities in geography, demographics and travel patterns
- Support a “menu-based” approach in scenario development
- Provide options for communities without being prescriptive
Cities by Membership & Transit Access
- Trinity Metro Member cities
  - Fort Worth
  - North Richland Hills, Blue Mount, Grapevine
- Municipalities
  - Arlington (Via)
  - Mansfield & Burleson (Potential Mobility 2045 corridors)
- Others
- Unincorporated areas
Fixed-Route Access
- Local Bus
- Commuter Bus
- Commuter Rail
Multimodal Access
- Park & Ride Facilities
Demand-Response Access
- Arlington Via Partnership
- Trinity Metro Zip Zones (Via and Lyft)
- Paratransit & Pre-Qualified Demand-Response

Tarrant County

Tarrant County Transit Study
North Central Texas Council of Governments
Demand-Response Access
- Arlington Via Partnership
- Trinity Metro ZipZones (Via and Lyft)
Overall Access
Trip Density to Arlington/Grand Prairie/Mansfield
Trip Density to North Richland Hills & Middle Cities
Public Engagement

- Stakeholder Advisory Group 1
  » July 16th
  » Take-aways:
    – Vanpool
    – Local options for funding & policy
    – Partnerships and cross-municipal options

- Technical Advisory Group 1: Funding
  » September 1st
  » Take-aways:
    – Operational funding matters
    – Sales tax can be vulnerable to economy
    – Infill and parking and TOD: leveraging opportunity
    – Thinking about transit holistically: community values
Public Meeting 1
- September 29th
- Zoom Meeting
- Strong Arlington Attendance
- Takeaways:
  - Equity and Access
  - Transit as way to address (not increase) homelessness

Survey
- September 9th – October 4th
- 607 responses
No, I have not used shared mobility services in Tarrant County.
Yes, I have used shared mobility services in Tarrant County.

- I do not have access to a vehicle
- No, but I can borrow one whenever I need it
- No, but I can get a ride whenever I need it
- Yes, I own a vehicle
How likely would you be to use the following shared mobility or demand response services if they were available to you?
Scenario Development Agenda

1. Market Overview
2. Scenario Development Framework
MARKET OVERVIEW
Needs Identification

Use Market Analysis Findings to Identify:

- **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
Households in Poverty Densities

- Arlington
- Euless
- North Richland Hills
- Mansfield / Grand Prairie
- Saginaw
Zero Car Household Densities

- Arlington
- Euless
- North Richland Hills
Minority Population Densities

- Arlington
- Euless
- North Richland Hills
- Mansfield / Grand Prairie
Population Densities

- Arlington
- Euless
- North Richland Hills
- Mansfield / Grand Prairie
- White Settlement
- Saginaw

### Transit Supportive Densities

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<tr>
<th>Population per Acre</th>
<th>Jobs per Acre</th>
<th>&lt; 2</th>
<th>2 - 4</th>
<th>4-8</th>
<th>8-16</th>
<th>16-24</th>
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<td>0.5 - 8</td>
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<td>Flex</td>
<td>60 min</td>
<td>30 min</td>
<td>15 min</td>
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</table>

Source: Transit Capacity and Quality of Service Manual, TCRP 165, 2013

DR = Demand Response
Flex = Flex Route
# Employment Densities

- DFW
- Centerport
- Downtown Fort Worth
- Arlington
- Medical Center
- Grapevine

## Transit Supportive Densities

<table>
<thead>
<tr>
<th>Population per Acre</th>
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<th>&lt; 2</th>
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Source: Transit Capacity and Quality of Service Manual, TCRP 165, 2013

DR = Demand Response
Flex = Flex Route
Local Service Priority Areas

- Population / Employment Densities
- Poverty Densities
- Zero-Car Densities
- Minority Densities
Regional Service Priorities

- DFW
- Centerport
- Downtown Fort Worth
- Arlington
- Medical Center
- Grapevine
Trip Flows to DFW Airport

- 55,000 jobs
- 49,600 commute trips (LEHD)
- 288,400 total trips (Locus)
- 192,000 external trips (Locus)
- About 37,000 from Tarrant County (19%)
Trip Flows to Centerport

- 48,900 jobs
- 43,800 commute trips (LEHD)
- 84,100 total trips (Locus)
- 71,700 external trips (Locus)
- About 40,800 from Tarrant County (57%)
Trip Flows to Downtown Fort Worth

- 46,800 jobs
- 47,000 commute trips (LEHD)
- 144,800 total trips (Locus)
- 123,700 external trips (Locus)
- About 82,600 from Tarrant County (67%)
Trip Flows to Arlington

- 36,900 jobs
- 35,900 commute trips (LEHD)
- 103,700 total trips (Locus)
- 78,800 external trips (Locus)
- About 49,300 from Tarrant County (63%)
Trip Flows to Medical Center Area

- 33,000 jobs
- 30,500 commute trips (LEHD)
- 88,000 total trips (Locus)
- 77,500 external trips (Locus)
- About 53,300 from Tarrant County (69%)
Trip Flows to Grapevine

- 30,000 jobs
- 27,000 commute trips (LEHD)
- 107,100 total trips (Locus)
- 86,000 external trips (Locus)
- About 47,900 from Tarrant County (56%)
SCENARIO DEVELOPMENT FRAMEWORK
Methodology

1. Identify Service Layers

2. Apply Service Layers Based on Scenario Objective
   - Enhance Local Mobility
   - Enhance Regional Mobility
   - Hybrid Approach

3. Refine Service Plans Based on Other Factors
   - Funding Assumptions
   - Equity
   - Others?
Regional Services

- **Purpose:** All-day long-distance service to activity centers
- **Application:** Freeways, major arterials
- **General Service Levels:**
  - 5-7 Day
  - 15-30 minute service
  - 16-18 hours / day
- **Focus:** Long regional trips, shorten travel times
Commuter Express Service

- **Purpose:** Peak period commuter market service to major employment centers
- **Application:** Freeways, major arterials
- **General Service Levels:**
  - 5-Day
  - 20-60 minute service
  - Hours vary based market
- **Focus:** Long regional trips, shorten travel times

![Route 65x Map]
Primary & Secondary Fixed Route Service

• **Purpose:**
  - **Primary:** Service along major roadways / corridors
  - **Secondary:** Service within moderate-density neighborhoods

• **Application:** Arterials & primary neighborhood streets

• **General Service Levels:**
  - 5-7 Day
  - 15-60 minute service
  - 18-22 hours / day

• **Focus:** Local to corridor network connections, localized trips
Circulator Service

- **Purpose:** Service in major activity centers
- **Application:** Local streets within an activity center
- **General Service Levels:**
  - 5-7 Day
  - 10-30 minute service
  - 16-22 hours / day
- **Focus:** activity center circulation, distribution from corridor/regional network connections

[Map diagram showing Centreport Circulator & TRE Link]

[Molly location on map]
Flexible / On-Demand Service

- **Purpose:** Service coverage in lower-density areas
- **Application:** First/last mile connections to high-capacity lines; replaces trips during unproductive times of day; replace unproductive routes in low-density areas.
- **General Service Levels:**
  - 5-7 Day
  - On-demand (wait times vary)
  - 16-22 hours / day
- **Focus:** Provide service coverage where fixed-route service is otherwise inefficient.
Vanpool

• North Central Regional Vanpool Program operated by three transit agencies – Trinity Metro, DART, DCTA
• Trinity Metro Vanpool requires groups of five or more commuters
• Trip origination end not limited to Tarrant County – includes Johnson, Parker, Hood, Montague, Erath, Wise, Palo Pinto and Somervell Counties
• Destination can be anywhere within the DFW region
• Includes Guaranteed Ride Home Program
Existing Rail Transit Facilities

**TEXRail Stations**
- Fort Worth T&P
- Fort Worth Central
- North Side
- Mercantile Center
- North Richland Hills/Iron Horse
- North Richland Hills/Smithfield
- Grapevine/Main Street
- DFW Airport North
- DFW Airport Terminal B

**Trinity Railway Express Stations**
- Fort Worth T&P
- Fort Worth Central
- Richland Hills
- Bell
- Centrepoint/DFW Airport
Existing Bus Transit Facilities

- Fort Worth Central
- Ridgmar Mall Transfer Center
- Hulen Mall Transfer Center
- La Gran Plaza Transfer Center
- Sierra Vista Transfer Center
- East Forth Worth Transfer Center
- Stockyards Transfer Center
- South Park & Ride – Alsbury Blvd. Exit
- North Park & Ride – I-35 South Service Road
Future Regional Transit Investments

**Mobility 2045 Projects**
- IH 30 High Intensity Express Bus
- IH 35W High Intensity Express Bus
- Mansfield Line Regional Rail
- Southwest TEXRail Extension
- Cleburne Line Regional Rail
# Network Design Concepts

<table>
<thead>
<tr>
<th>Service Type</th>
<th>Concept 1</th>
<th>Concept 2</th>
<th>Concept 3</th>
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<tbody>
<tr>
<td>Regional Service</td>
<td>Low</td>
<td>Moderate</td>
<td>High</td>
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<tr>
<td>Commuter Express Service</td>
<td>Low</td>
<td>Moderate</td>
<td>High</td>
</tr>
<tr>
<td>Primary/Secondary Fixed Route Service</td>
<td>High</td>
<td>Moderate</td>
<td>Low</td>
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<tr>
<td>Circulator Service</td>
<td>Low</td>
<td>Moderate</td>
<td>High</td>
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<tr>
<td>On-Demand Services</td>
<td>High</td>
<td>Moderate</td>
<td>Low</td>
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<tr>
<td>Vanpool</td>
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<table>
<thead>
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<th>Application / Emphasis</th>
<th>Theme</th>
<th>Local Accessibility</th>
<th>Hybrid</th>
<th>Regional Mobility</th>
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Network Design Concept

- Potential Regional and Commuter Express Services
- Compatibility with Mobility 2045
Network Design Concept

- Potential **Regional and Commuter Express Services**
- Countywide **Vanpool Program Expansion**
- Potential expansion of **Fixed Route and Shared Mobility Service Areas**
Network Design Concept

- Potential **Regional and Commuter Express Services**
- Countywide **Vanpool Program Expansion**
- Potential expansion of **Fixed Route and Shared Mobility Service Areas**
- Existing and/or new **Circulator Services**
Network Design Concepts

<table>
<thead>
<tr>
<th>Concept 1: Prioritize Local Mobility</th>
<th>Concept 2: Balanced Approach</th>
<th>Concept 3: Prioritize Regional Mobility</th>
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</thead>
</table>

- **Geographic Coverage**: Lower Investment to Higher Investment
- **Equity**: Balances between Geographic Coverage and Investment.
Scenario Focus Exercise – Part 1

Should we focus more on statement A…

…or statement B?

1  2  3  4  5
Scenario Focus Exercise

General consensus – All scenarios consistent on this factor

Wider responses – Scenarios differentiated by this factor
Destinations & Mobility

Communities should prioritize **short-range** trips: medical, shopping, and social.

Communities should prioritize **commute and regional** trips: airports, jobs, and business districts.
Coverage & Equity

Communities should focus on providing **broad service** to the entire population.

Communities should focus on supporting **equity groups** and focus their resources on that market.
FUNDING AND FINANCE
Funding and Finance

- Available Mechanisms
- Outlook and Trends
- Sales tax allocations
- OpEx per capita for agencies
### Federal and State Funding Mechanisms

<table>
<thead>
<tr>
<th>Name</th>
<th>Range</th>
<th>Local Match Need</th>
<th>Local Match Apply</th>
<th>Operations &amp; Maintenance (O&amp;M)</th>
<th>Capital Expenditure (CapEx)</th>
<th>Existing Program</th>
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<td>Better Utilizing Investments to Leverage Development (BUILD) Grants</td>
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**Recommended funding options based on feasibility and overall benefit:**
- Requires significant political support or referendum to enact
- Potentially volatile funding source

### Existing and Potential Funding Mechanisms, continued

<table>
<thead>
<tr>
<th>Name</th>
<th>Range (Relative to other funding in category)</th>
<th>Local Match Need</th>
<th>Local Match Apply</th>
<th>Operations &amp; Maintenance (O&amp;M)</th>
<th>Capital Expenditure (CapEx)</th>
<th>Existing Program</th>
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<tr>
<td>*Transit Fare Revenue</td>
<td>Low to Mid</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>*In-Kind Contributions</td>
<td>Low</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>*Joint Development Agreements/Projects</td>
<td>Low to High</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>*Auxiliary Transit Revenues (Advertising &amp; Concessions)</td>
<td>Low</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Recommended funding options based on feasibility and overall benefit:**
- Requires significant political support or referendum to enact
- Potentially volatile funding source
- Public-Private Partnership Supportive

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*Tarrant County Transit Study*

*North Central Texas Council of Governments*
Annual Tax Revenues (Sales, Vehicle Rental, Motor Fuel)
Annual Tax Revenues - Adjusted for Inflation (2005 $'s)
Scenario Focus Exercise – Part 2

Should we focus more on statement A...

….or statement B?

1  2  3  4  5
Revenue

1. Communities should develop long-range plans that leverage new sources of revenue.

2. Communities should focus on incremental development using existing revenue.

Tarrant County Transit Study
North Central Texas Council of Governments
Partnerships

1. Communities should seek to work with local agencies to develop transit solutions.

2. Communities should focus on partnerships with ride-hailing and demand-response providers.
Open Discussion