The Tarrant Transit Alliance & The Future of Trinity Metro

Presentation to the Fort Worth League of Neighborhood Association

Jeff Davis
Chair
The Mission of TTA

The Tarrant Transit Alliance works with contributors, community officials and regional leaders to build support for funding regional transit in Fort Worth and Tarrant County. Our purpose is to educate, empower and mobilize policy to serve our entire region.

We are committed to:

- Galvanizing community support for transit and transit-oriented development
- Providing information on the benefits of transit
- Developing regional agreement on strategies for funding transit
- Advocating for dedicated funding for regional and local transit
The Mission of the Tarrant Transit Alliance

We will achieve our mission through:

- Education
- Equity
- Efficiency
- Economic Development
- Exposure
The History of the Tarrant Transit Alliance
The Current Situation
FWTA PROVIDES THE SMALLEST NUMBER OF ANNUAL TRANSIT SERVICE HOURS AMONG MAJOR TEXAS CITIES...
Annual Local Funding in 2016

...because FWTA receives the smallest amount of local funding each year.

- **Houston**: $693 million
- **Dallas**: $538 million
- **San Antonio**: $220 million
- **Austin**: $199 million
- **Fort Worth**: $68 million
Limited Funding Constrains Transit and Potential Economic Growth

Among Texas' major transit systems, Trinity Metro receives the least local funding - They have the lowest sales tax rate (0.5%) & fewest member communities
Limited Funding Constrains Transit and Potential Economic Growth

FULL MEMBER COMMUNITIES

16
Houston Metro

13
DART

14
San Antonio Via

8
Austin

2
Trinity Metro

Among Texas' major transit systems, Trinity Metro receives the least local funding - they have the lowest sales tax rate (0.5%) & fewest member communities.
Limited Funding Constrains Transit and Potential Economic Growth

SALES TAX

1% Houston Metro
1% DART
1% Austin
0.5% San Antonio Via
0.5% Trinity Metro

Among Texas' major transit systems, Trinity Metro receives the least local funding - They have the lowest sales tax rate (0.5%) & fewest member communities
Limited Funding Constrains Transit and Potential Economic Growth

2016 Sales Tax (In Millions)

- Houston Metro: 693
- DART: 538
- San Antonio Via: 220
- Austin: 199
- Trinity Metro: 68

Among Texas' major transit systems, Trinity Metro receives the least local funding. They have the lowest sales tax rate (0.5%) & fewest member communities.
Limited Funding Constrains Transit and Potential Economic Growth

PER CAPITA INVESTMENT

Houston Metro: $118.80
DART: $254.60
San Antonio Via: $98.26
Austin: $192.84
Trinity Metro: $71.32

Among Texas' major transit systems, Trinity Metro receives the least local funding. They have the lowest sales tax rate (0.5%) & fewest member communities.
Trinity Metro's 2017 Ridership

Total Ridership with all modes - 9,378,426

- Fixed Bus Routes: 70%
- Trinity Railway Express: 22%
- Van Pool: 3%
- MITS/NETS/TCTS: 5%
Trinity Metro's 2017 Ridership

Total Ridership with all modes - 9,378,426

- MITS/NETS/TCTS: 423,849
- Van Pool: 322,356
- Trinity Railway Express: 209,7999
- Fixed Bus Routes: 6,534,222
Why Public Transit Matters
The Workforce is Changing

Source: U.S. Census Bureau
The Workforce is Changing
Millennials are not as car-centric & place a premium on high-quality transportation options when evaluating a new place to live.

At the same time, older adults are living longer, and looking for living situations that allow them to be self-reliant as they age.
1/3rd Of Income On Transportation
## Extent of Transportation Disparities

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Extent of Disparity</th>
<th>Data Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Street conditions</strong></td>
<td>Majority Minority Areas (MMAs) of Fort Worth have 58% of street lane miles, but 77% of poor-condition streets; 50% of built sidewalks, but 81% of poor-condition sidewalks and 58% of network gaps; and 53% of poor-condition street lights.</td>
<td>TPW’s Pavement Quality Index and Street Asset Mapping</td>
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<td><strong>Automobile ownership rate</strong></td>
<td>MMAs of Fort Worth have 57% of all households, but 77% of zero-car households, a proxy for alternative-transportation dependence.</td>
<td>U.S. Census Bureau 2012-2016 American Community Survey</td>
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<td><strong>Transit ridership</strong></td>
<td>Non-Anglo racial and ethnic groups comprise 58% of Fort Worth’s population, but 71% of local transit ridership at the time of the most recent on-board transit survey.</td>
<td>2014 NCTCOG Transit On-Board Survey</td>
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<td><strong>Crash incidence</strong></td>
<td>69% of all pedestrian crashes and 79% of fatal pedestrian crashes occurred in MMAs from 2013 to 2017. During the same period, MMAs had 60% of all bike crashes and 86% of fatal bike crashes.</td>
<td>TxDOT Crash Records Information System</td>
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<td><strong>Funding by transportation mode</strong></td>
<td>Since 2007, Fort Worth has funded approximately 20% of the street construction and reconstruction need; only 10% of the estimated annual operating need for the transit system; less than 10% of the sidewalk need; and roughly 1% of the bike infrastructure need. This imbalance tends to affect minorities disproportionately.</td>
<td>City Bond Programs and CO sales, Transportation Impact Fee expenditures, sales tax allocation to transit, 2010 Bike FW Plan, 2014 Walk FW Plan, 2015 Transit Master Plan</td>
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</table>

**Source:** Fort Worth Interim Report of the Task Force on Race and Culture
Causes of Transportation Disparities

• MMAs tend to be concentrated in older parts of Fort Worth, and therefore have **older infrastructure** that is more likely to be in deteriorated condition. Additionally, prior **construction standards** allowed for the omission of sidewalks and for the use of asphalt pavement for streets, which has a higher maintenance need than concrete. As annual **maintenance budgets** fall short of the total need, MMAs may be disproportionately affected.

• MMAs are disproportionately affected by economic instability, have a higher incidence of disability, and have higher proportions of their population that are **younger than 18 or older than 64**. Furthermore, according to the federal government’s low-cost transportation index, the **cost of transportation** tends to be higher in MMAs than in Fort Worth generally. All of these factors combine to explain higher rates of households **without automobiles** and greater dependence upon alternative transportation modes.

Source: Fort Worth Interim Report of the Task Force on Race and Culture
PROJECTED POPULATION GROWTH
2016 to 2030

City of Fort Worth
- 2016: 854,000
- 2040: 1.38 million

Tarrant County
- 2016: 2 million
- 2040: 3 million
The Trinity Metro Vision
Transit Vision

The Master Plan vision:

- Match service provided in other cities in Texas and throughout the U.S., scaled to Fort Worth.
- Expand service throughout most of the county.
- Develop premium services in high demand areas.

http://www.fwta.org/transit-master-plan/
Five-Year Recommendations

- Improve Existing Service
- Expand Service to New Areas
- Develop a Frequent Transit Network
- Develop Premium Services
- Develop Outlying Transit Centers
- Improve and Expand Express and Regional Services
- Provide Better Passenger Facilities
- Improve Access to Transit
- Improve First Mile/Last Mile Connections
- Develop More Conveniently Located Park & Ride Lots
- Provide Better Information
- Improve Branding
Transit Vision

- Tarrant County divided into four quadrants
  - North
  - East
  - South
  - West
- North first
  - Most Growth
  - Overly complex route structure (1a, 1b, 1c, 1d)

Implemented
- $7.7 million
- $8.6 million
- $4.2 million
- $4.7 million
Transit Master Plan Implementation

Service Improvements

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Date</th>
<th>Annual</th>
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<tbody>
<tr>
<td>Route 28</td>
<td>Sept 2016</td>
<td>$247,000</td>
</tr>
<tr>
<td>North Quadrant</td>
<td>April 2017</td>
<td>$7,700,000</td>
</tr>
<tr>
<td>West Quadrant (Partial)</td>
<td>March 2018</td>
<td>$434,000</td>
</tr>
<tr>
<td>South Quadrant (Partial)</td>
<td>August 2018</td>
<td>$742,000</td>
</tr>
<tr>
<td>TCC Routes</td>
<td>August 2018</td>
<td>$843,000</td>
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<td><strong>Total Enhancements</strong></td>
<td></td>
<td><strong>$9,966,000</strong></td>
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2015 Operating Expenses $62,062,000
2017 Operating Expenses $70,954,000
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tarranttransitalliance.org

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