

#KeepFareAid

Call to Action!

The FareAid program for the poor ain't broke.

So why is **The T** trying to fix it?!

The Fort Worth Transportation Authority (aka, **The T**) has a tough job, but hitting the brakes on FareAid is unnecessary and hits hardest our community's most vulnerable citizens.

The T is asking non-profit organizations, local governments, and congregations to raise more money to pay for bus service that has already been paid for. (The busses run whether there are 4 riders, or 45.)

FAQ link: <http://fb.me/4Fxx7jThs>.

We need a smart transit plan. Putting the squeeze on local congregations and charities doesn't make sense!

Take Action to tell **The T** to **#KeepFareAid!**

FORT WORTH TRANSPORTATION AUTHORITY MASTER PLANNING MEETINGS

September 22nd @ 11:30 and 5:30

Intermodal Transportation Center (downtown)

<http://www.tmasterplan.org/>

A plan that decreases mobility for our poorest residents doesn't move our community forward.

#KeepFareAid!

FORT WORTH TRANSPORTATION AUTHORITY BOARD MEETING

September 28th @ 3:30 p.m.

1600 E. Lancaster Ave

(Parking is limited; why not take the bus?!) **#KeepFareAid!**

[http://www.the-](http://www.the-t.com/About/Meetings/tabid/99/Default.aspx)

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Discussions about publically-funded services should include ample opportunities for public comment!

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TWITTER TOWN HALL

October 1st from 12:00 – 1:00

<http://talk.tmasterplan.org/>

*Tweet your ideas for improving mobility and tell The T to **#KeepFareAid!***

ONLINE

Anytime!

<http://talk.tmasterplan.org/>

Not all of us are taking the train to DFW. A modern bus system that meets the needs of low-income workers should be a top priority!

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FareAid FAQ

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Q. What is FareAid?

A. Since 1990, the Fort Worth Transportation Authority (aka, “The T”) has partnered with Churches, government agencies, and non-profit organizations to help meet the transportation needs of some of Fort Worth’s most vulnerable residents through FareAid. The program has two components and allows qualified organizations to 1) receive a limited number of free, day passes for The T’s bus service, and, 2) purchase additional day passes at half-price.

Q. So how did The T arrive at the decision to cancel FareAid?

A. Nobody knows. FareAid does not appear as a line item in The T’s budget, it has not been included on a public meeting agenda of The T’s Board, and partner organizations have never been asked to help The T brainstorm improvements to the program.

Q. So why does The T want to cancel FareAid?

A. According to The T, it’s all about the money: the foregone revenues have impacted their ability to grow.

Q. Wait a minute. FareAid is not in The T’s budget, but this is a financial issue?

A. Right. Bus service is paid for and the routes are run whether busses are full or empty, so helping the poor get to job training, medical appointments, and work represents a missed opportunity to increase revenue, not additional expenses.

Q. So FareAid makes a big impact on The T’s bottom line?

A. Umm, no. The foregone revenue (around \$300,000) is less than 0.34% of The T’s \$88.5M budget. And it’s hard to imagine that the incremental funding raised by area service organizations would be enough to add a bus route.

Q. The T gets a portion of my tax dollars, right?

A. That’s right, The T’s operations are deeply subsidized by tax payers (about 75 cents of every dollar). The question is not whether a given service like (FareAid, TEX Rail, MITS) is subsidized, but by how much. The T feels that the FareAid subsidy for the poor represents “social services” but makes no such distinction for other programs.

Q. So are you against The T’s growth?

A. *Absolutely not!* Great cities have great transportation systems that decrease roadway congestion, protect the environment, and help economic growth. The T’s efforts to expand the system and control cost are laudable, but cutting FareAid is excessive and unnecessary.

Read the [Call to Action](#) to #KeepFareAid!