

The Northeast Transportation Service (NETS), under Texas Transportation Code Chapter 458, serves as an urban transit district for the part of the Dallas-Fort Worth-Arlington (DFWA) urbanized area (UZA) within seven cities in northeast Tarrant County including Bedford, Euless, Grapevine, Haltom City, Hurst, Keller, and North Richland Hills; NETS therefore receives state funding. NETS provides demand-response service only for people who are elderly and people with disabilities; therefore, NETS is a limited eligibility transit provider.

The service area of NETS is municipal boundaries; the vast majority falls into Tarrant County and is urbanized. The remaining parts of the DFWA UZA are served by two regional transportation authorities (Dallas Area Rapid Transit [DART] and the Fort Worth Transportation Authority [The T]), two other limited eligibility transit agencies (the City of Arlington and Grand Prairie), and the City of Mesquite. Public transportation options are extensive in the region, including intercity bus services, Amtrak passenger rail service, and the rail and bus services of DART and The T.

The governing body of NETS is the board of directors of the NETS Urban Transit District, which is comprised of the city manager of each member city. NETS has a partnership with The T through an interlocal agreement. The T then contracts with Catholic Charities Fort Worth to operate the NETS service and maintain the NETS vehicles.



Urban Transit District

- Service Area Population¹: 290,913
- Service Area Land Area²: 117.05 Sq. Miles
- Unlinked Passenger Trips³: 30,096
- Revenue Fleet³: 7 Vehicles



Urban Transit District Service

Service Information



Demand-Response Service

Door-to-door service available within the NETS service area.

All trip requests must be made at least 48 hours in advance.

For Limited-Eligibility Riders:

- Senior citizens 55 and over
- Citizens with disabilities

One-Way Fare Structure:

- Base fare: \$1.50

Fare Media:



Operating Time (Excluding Holidays)



Operating Days by Mode



Operating Hours by Mode

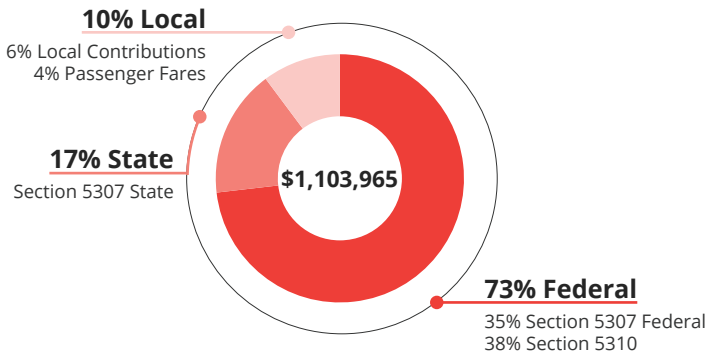




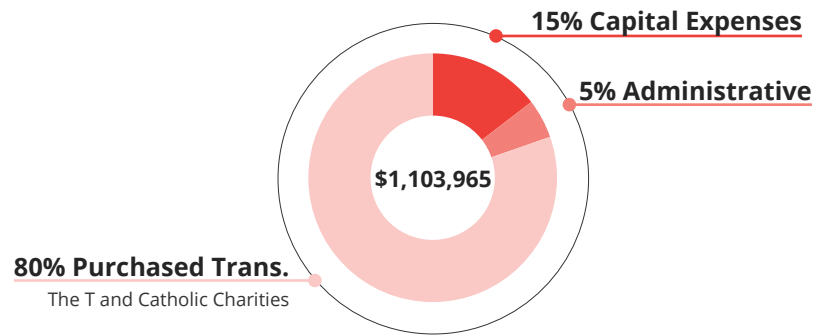
FY 2014 Financial Status³



Revenues in Fiscal Year 2014



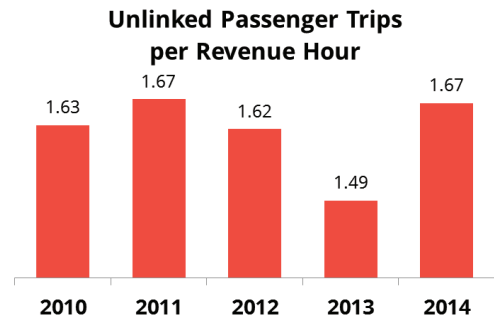
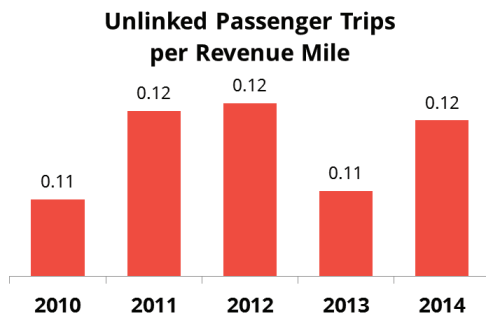
Expenditures in Fiscal Year 2014



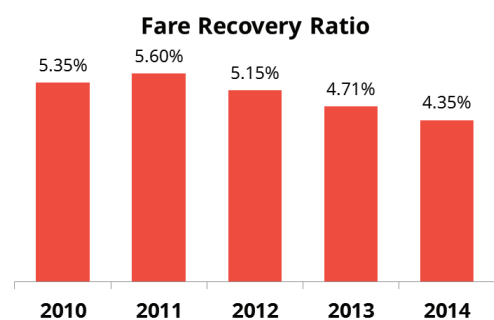
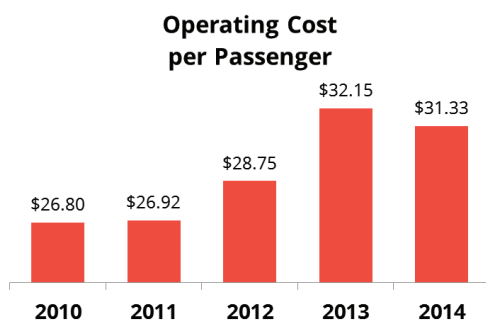
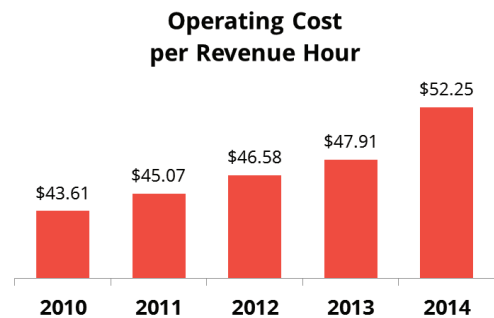
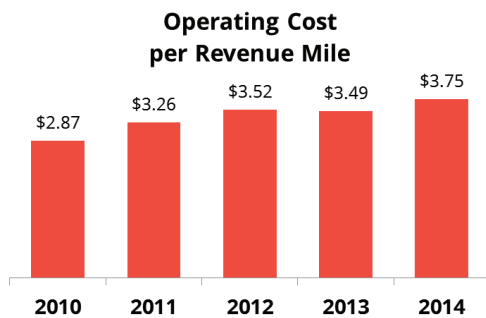
FY 2010-2014 Performance Measures³



Productivity in the Past 5 Years



Efficiency in the Past 5 Years



Projects in the 2015-2016 STIP⁴

Implementation Year	Project Name	Cost
2015	Operating - Support Urbanized Area Transit Service	\$520,000
2016	Operating - Support Urbanized Area Transit Service	\$520,000

Data Sources:

¹ U.S. Census Bureau, American Community Survey 2009–2013 5-Year Estimates.

² U.S. Census Bureau, 2013 TIGER/Line Shapefiles: Places.

³ Texas Department of Transportation, Public Transportation Division PTN-128 Fiscal Year 2011–2014 data.

⁴ Texas Department of Transportation, Proposed 2015–2018 District Statewide Transportation Improvement Programs.

Last Updated:

February, 2016