



Capital Area Regional Transit Coordination Committee

TxDOT RCTP Workshop

Plan to Work It!

February 27, 2015

Regional Transit Coordination Committee (RTCC)

Capital Area RTCC



- RTCC Covers 10 County CAPCOG Region
- Addresses State and Federal requirements related to transit coordination
- Represents 25+ Agencies and Organizations responsible for providing public transportation, providing health and human services or interested in coordination of transportation services:
 - Capital Metro
 - CARTS
 - HHS Agencies
 - Planning Agencies
 - Non Profits
 - Riders and Public
- Supported by TxDOT Grant
- CAMPO serves as administrative lead

RTCC Vision and Mission

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- **VISION:**
To provide full mobility and access to healthcare, human services, employment, education, commerce, social, and community services for all persons in the region.
- **MISSION STATEMENT:**
To foster the development of a seamless public transportation system that achieves efficiencies, eliminates duplication, increases coordination, and addresses service gaps.



Past Accomplishments

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- **Funded New Services Through JARC/New Freedom/FTA 5310**
 - CARTS/CapMetro Del Valle Bus Route
 - Foundation for the Homeless JARC/New Freedom Program for Homeless Families
 - Faith in Action Caregivers Mobility Management for Older Adults
 - Capital Metro/CARTS Office of Mobility Management
 - Easter Seals vans
- **Resources for Community Transportation Providers and Users**
 - Transportation Resources Database
 - Transportation Training Curriculum for Front Line Workers
 - Transit Friendly Development Guide
- **Creation of the Office of Mobility Management**

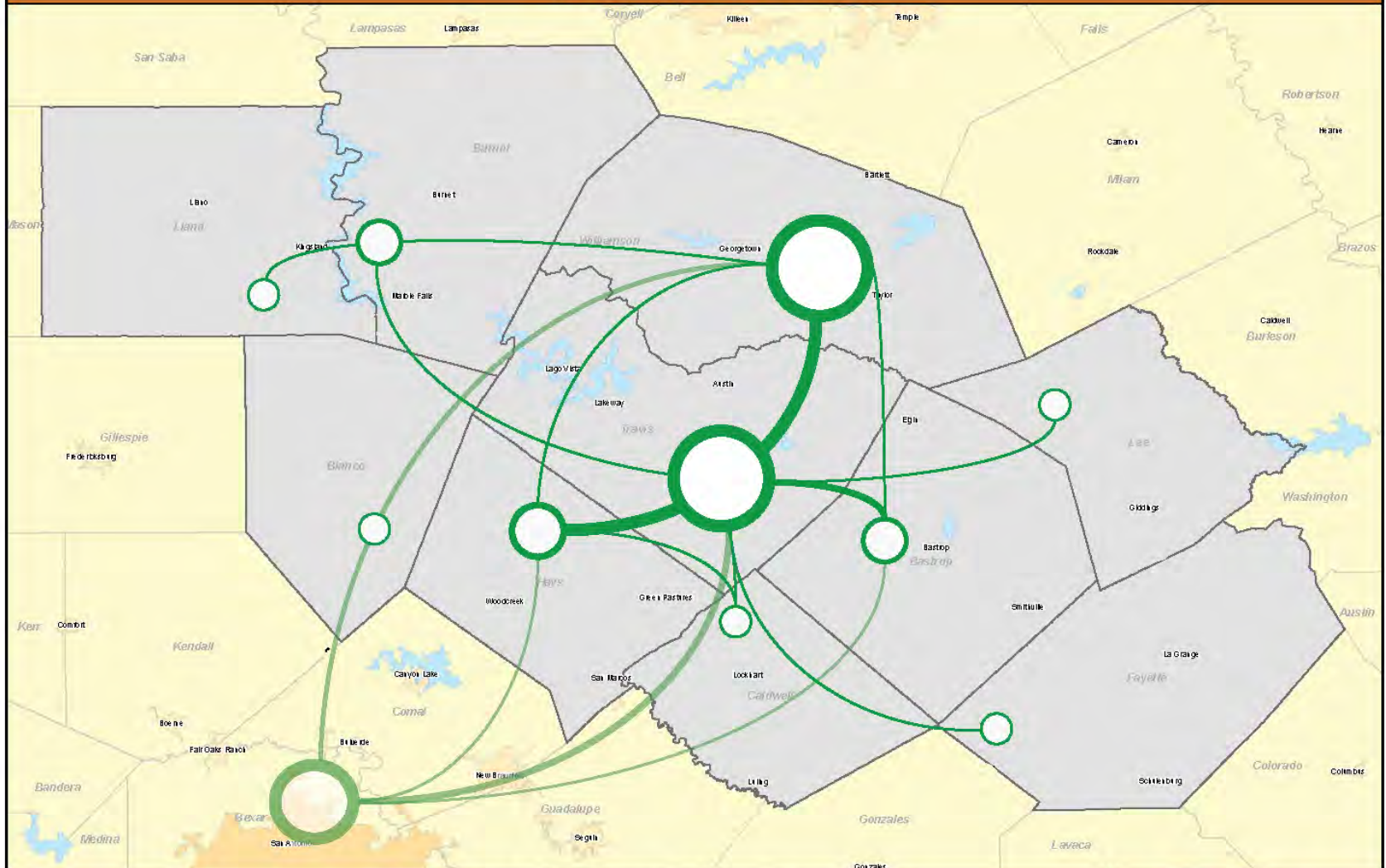
Needs: Population Growth and Urbanized Areas

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- Overall Population Growth
 - 2000=1.3 million
 - 2010=1.8 million (35% increase)
- Population Distribution
 - 56% in Travis County
 - Outer counties growing faster
 - ❖Williamson: +66%
 - ❖Hays: +62%
 - ❖Bastrop: +31%
 - ❖Burnet: +30%
- Demographic Characteristics
 - Low Income and Households without Vehicles
 - Seniors and Persons with Disabilities
 - Low English-Proficiency Populations

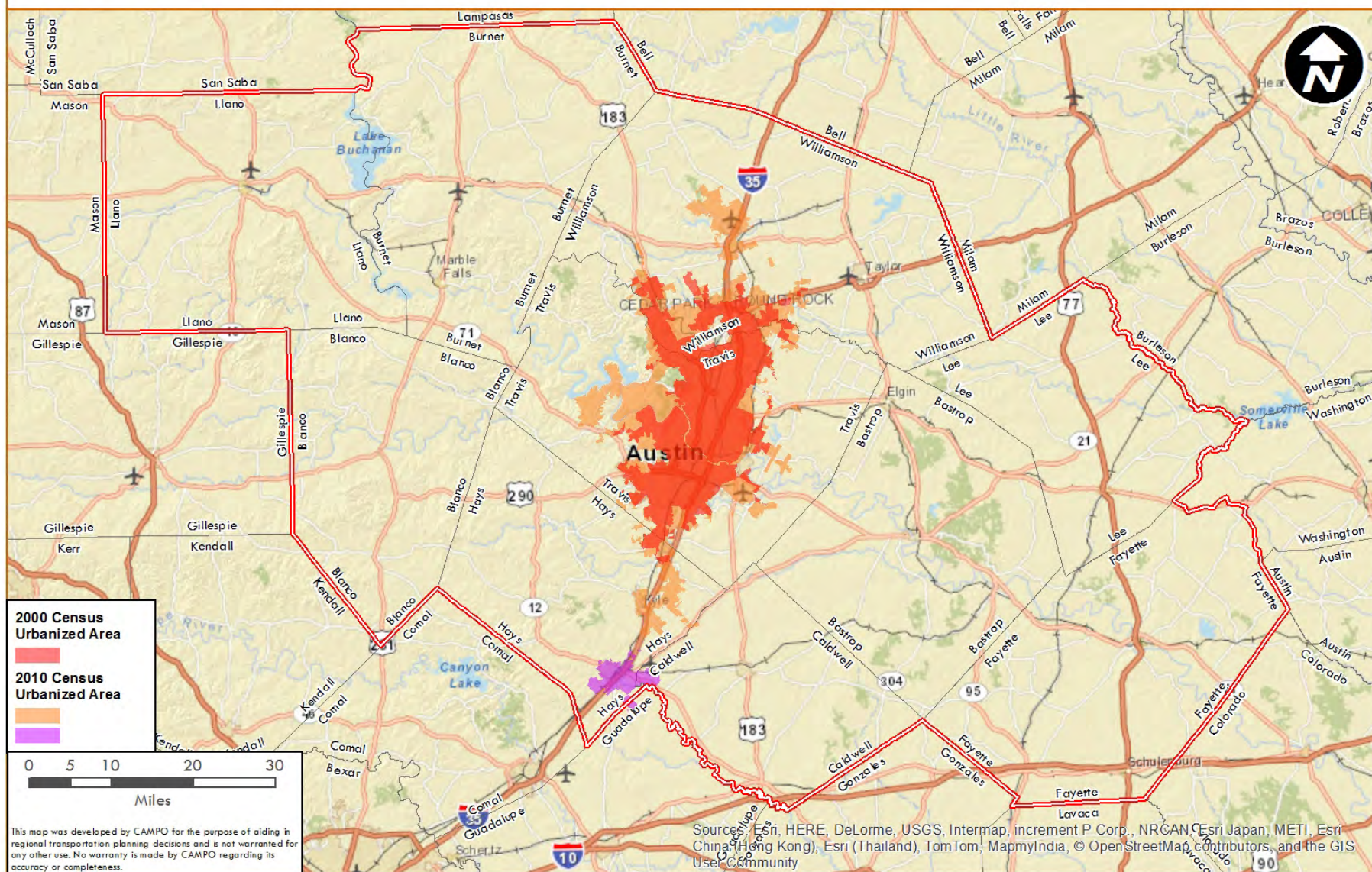
**FIGURE 4-23:
RTCC 10 COUNTY REGION
COUNTY TRAVEL PATTERNS**

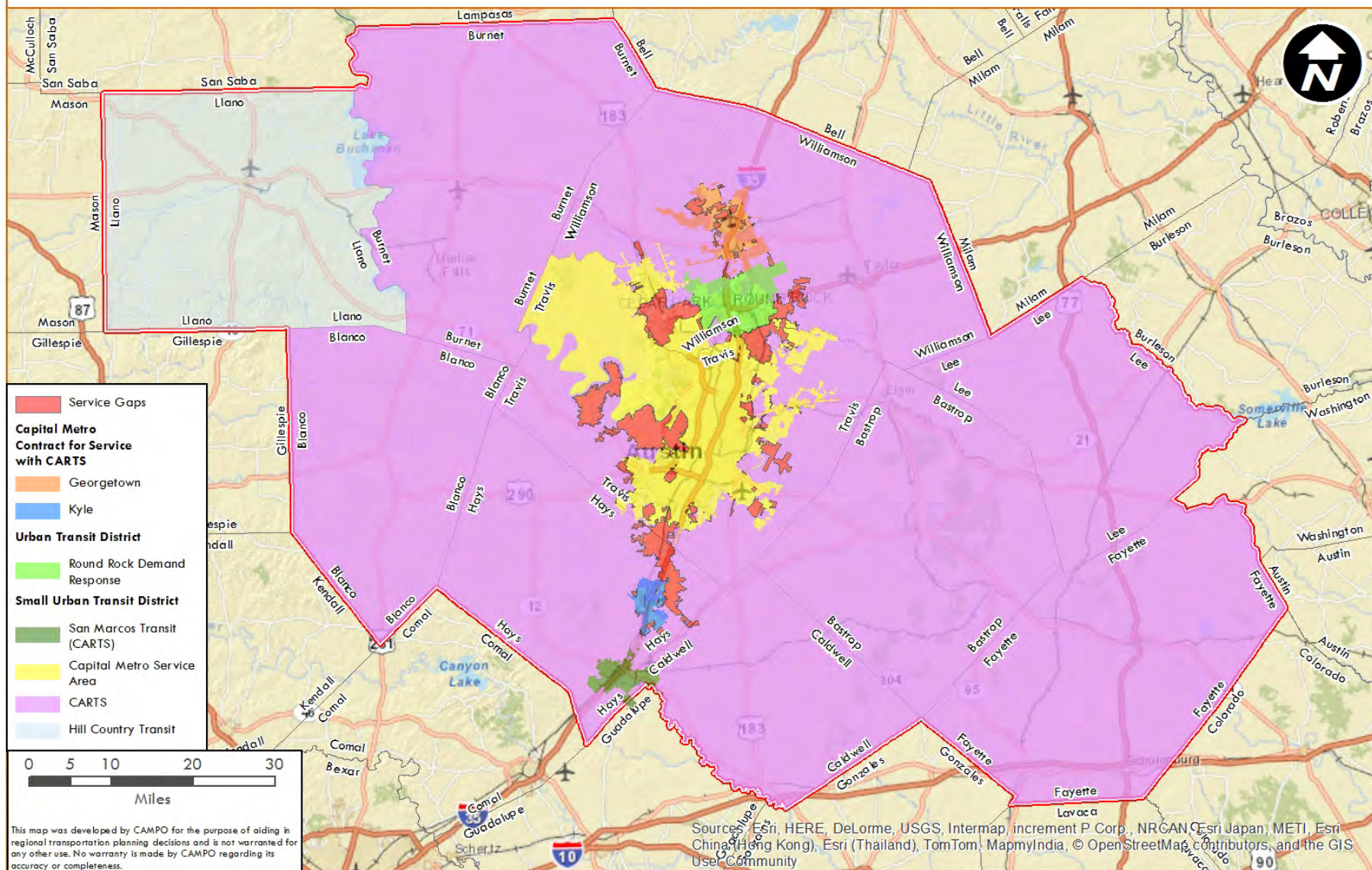


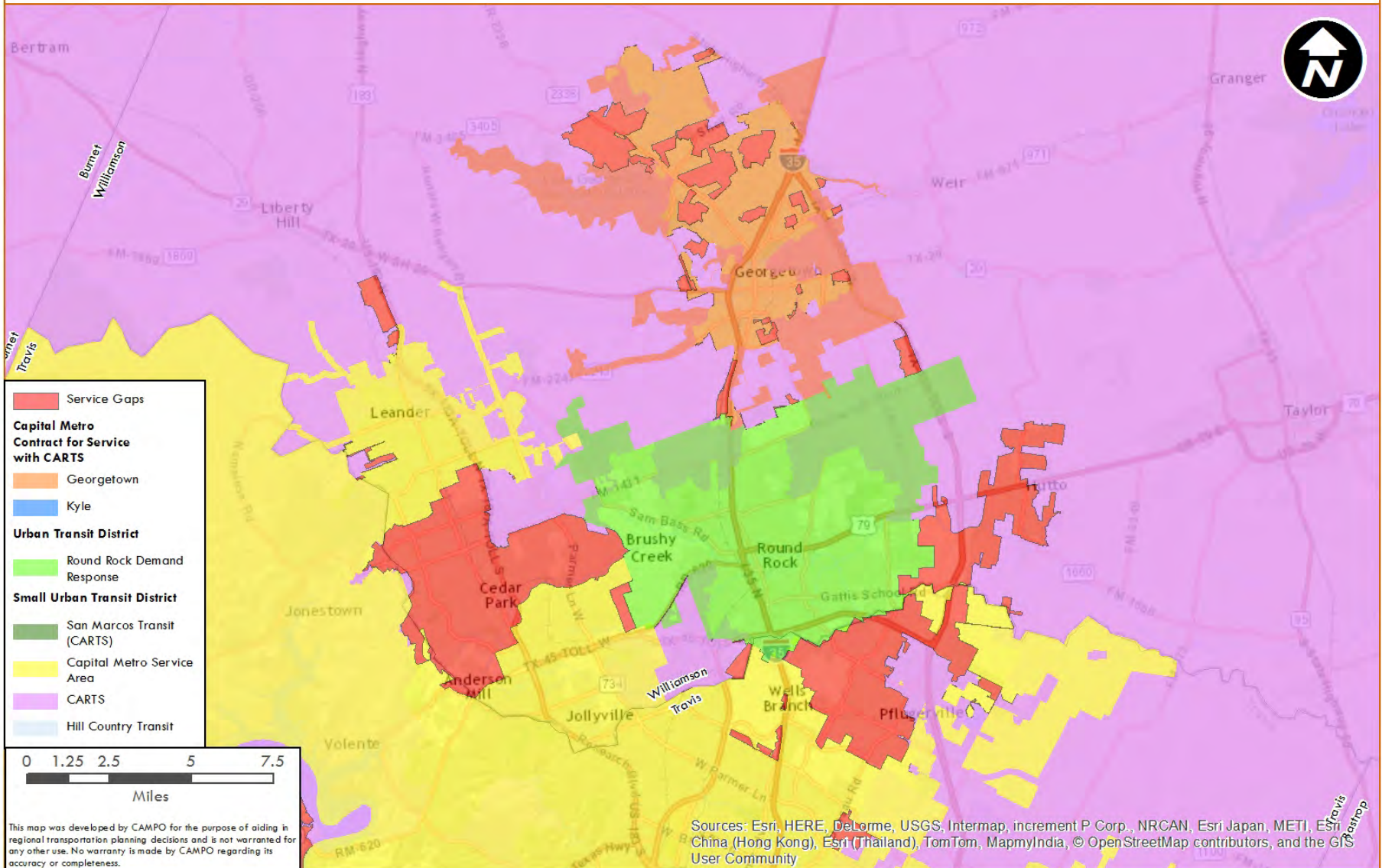
Intercounty and Intracounty Trips Per Day

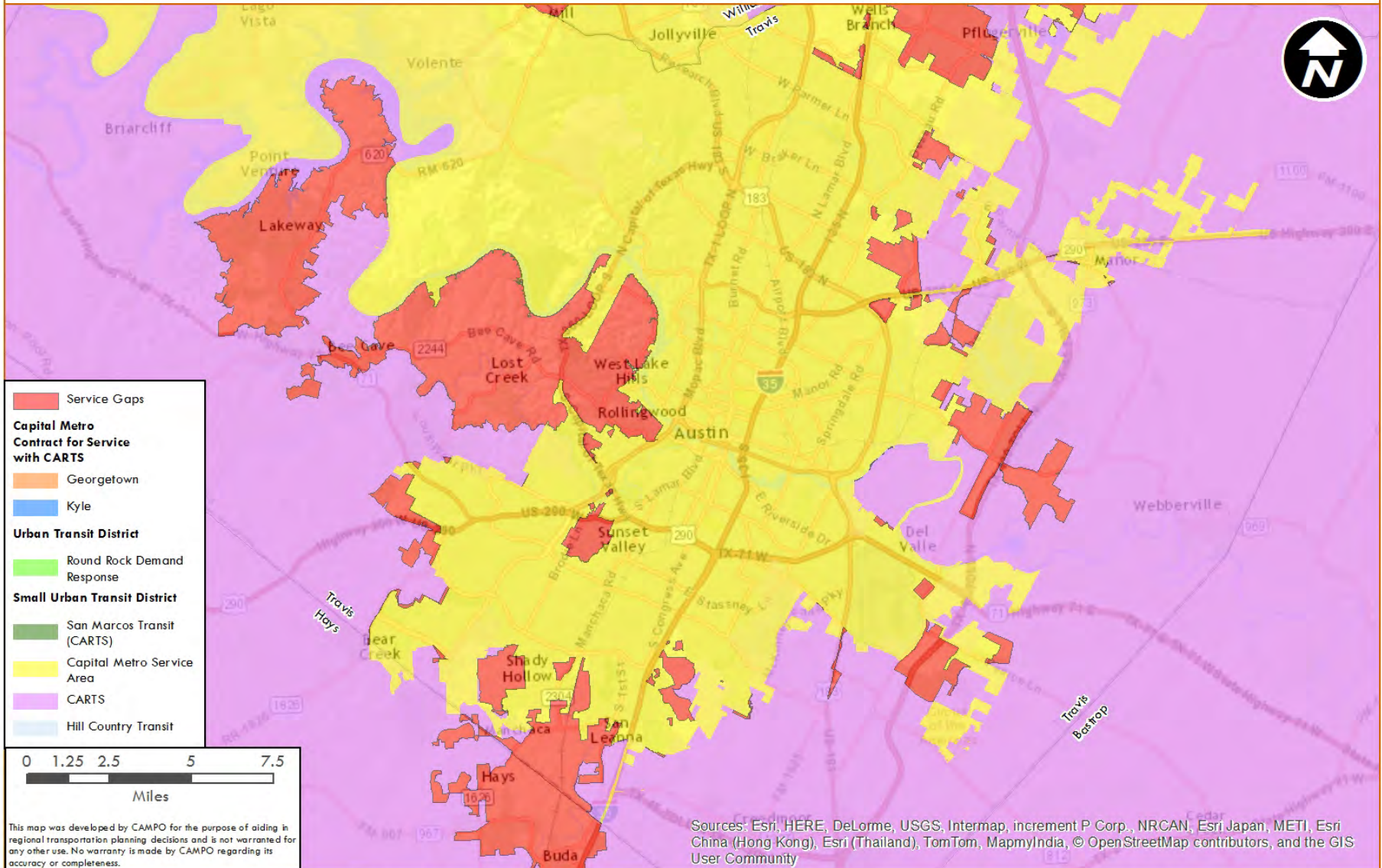
25,000+ 20,000 - 25,000 15,000 - 20,000 10,000 - 15,000 5,000 - 10,000 1,000 - 5,000

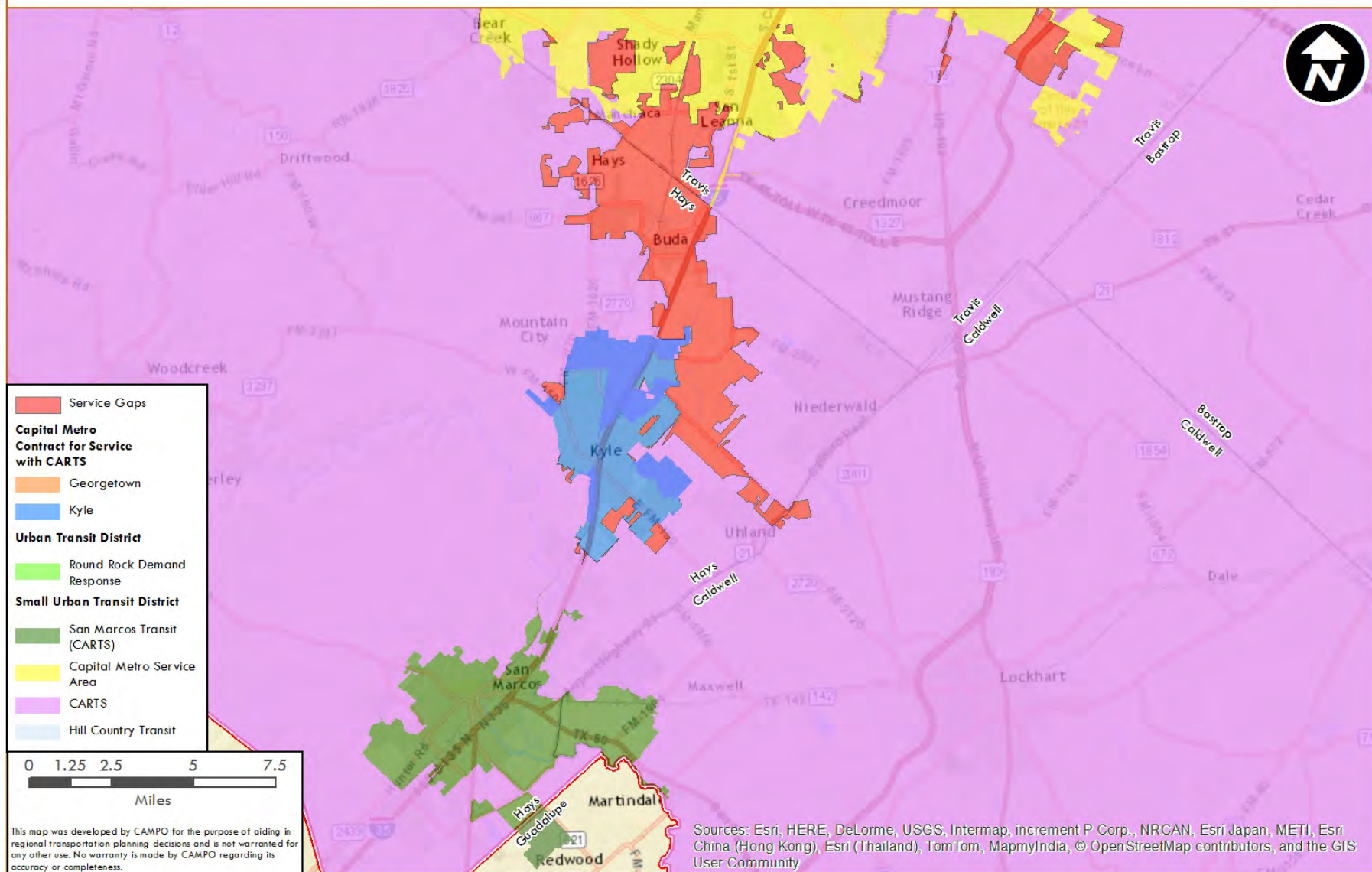












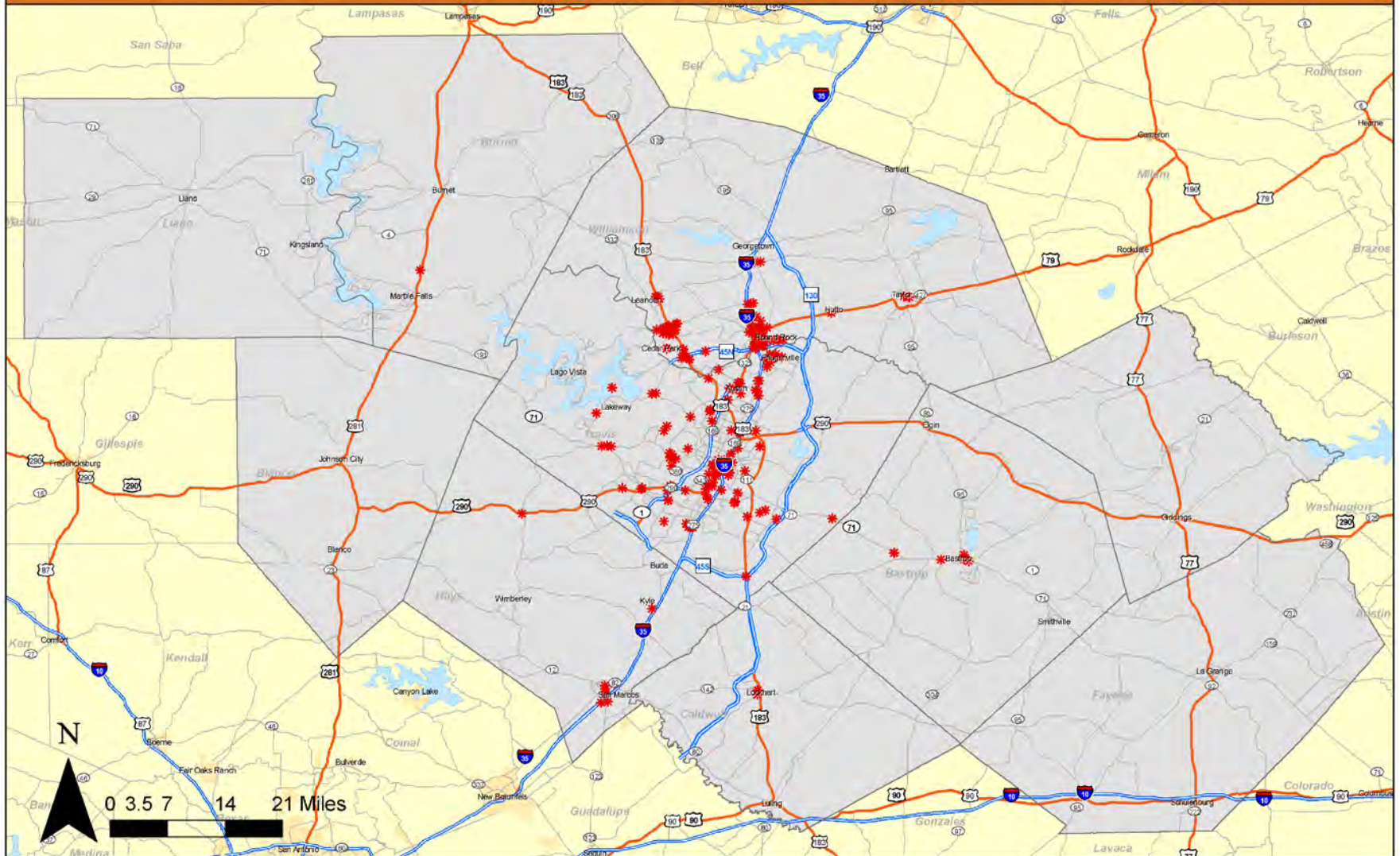
Needs: Survey

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- The RTCC conducted a **survey** of transit riders, health and human service agency clients, and the general public in February 2011
- **Survey Results:**
 - 508 Responses from throughout 10 counties
 - 12 Responses in Spanish
 - 60% of the respondents indicated at least one place in the region that they could not get to without driving. Top reasons:
 - ❖ No available transportation services (65%)
 - ❖ Service takes too long (37%)
 - ❖ No service on nights/ weekends (36%)
 - Top ranked neighborhood challenges to public transportation:
 - ❖ Nearest stop too far away (40%)
 - ❖ No sidewalks/ sidewalks poorly maintained (26%)
 - Top challenge among Spanish responses:
 - ❖ Concerns with personal safety (54.5%)

RTCC 10 COUNTY REGION: DESTINATIONS SURVEY RESPONDENTS STATED THEY HAD TROUBLE ACCESSING WITHOUT AN AUTOMOBILE



Legend

* Unmet or Underserved Destinations

— Freeway

— Highway

Prepared by:

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Prepared by:

KFH
GROUP

Needs: Transportation Needs Characteristics

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Demographic Needs Analysis

- People Living Below the Poverty Level
- People with Disabilities
- Elderly People
- Youth Population
- Autoless Households

Needs: Transportation Needs Characteristics

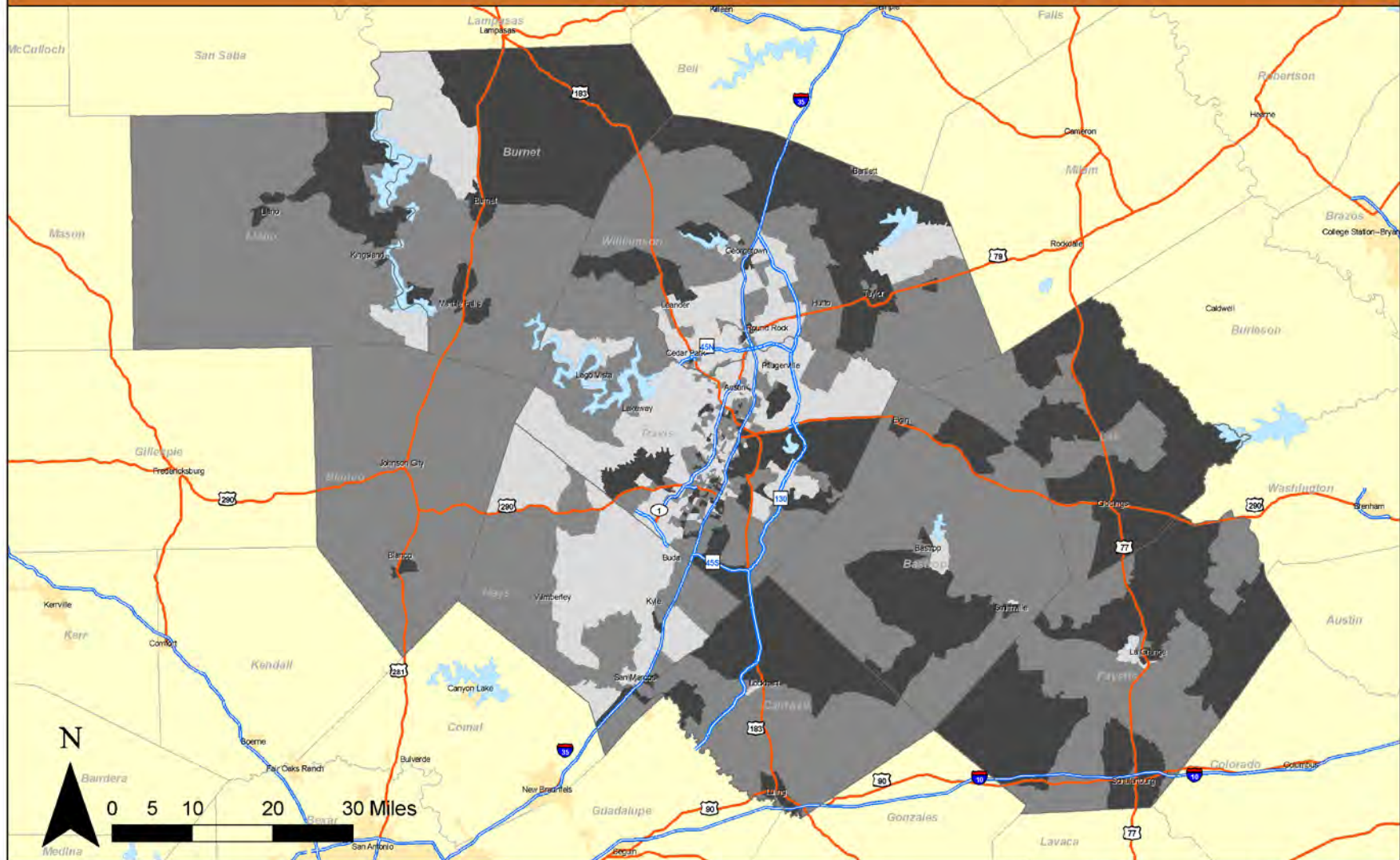
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Methodology

- Analyze each Demographic Area
 - Tranche 'Relative Need' (High-Medium-Low)
 1. By Number
 2. By Density
 3. By Percent
- Aggregate scores
- Tranche aggregate
 - (High-Medium-Low)

RTCC 10 COUNTY REGION: RELATIVE NEED BASED ON PERCENTAGE OF THE POPULATION DISPLAYING TRANSPORTATION NEEDS CHARACTERISTICS



Relative Need



Low



Medium



High

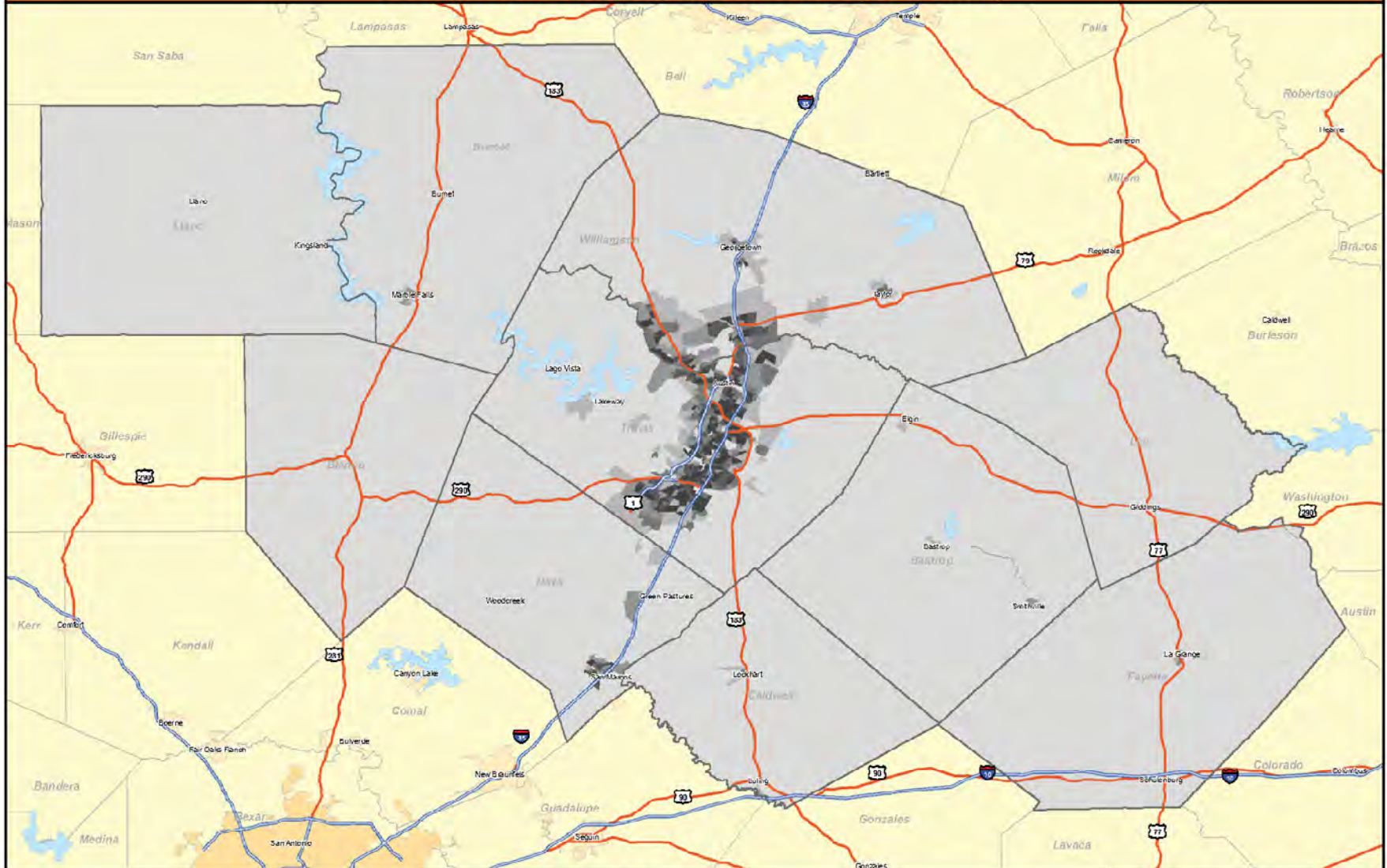
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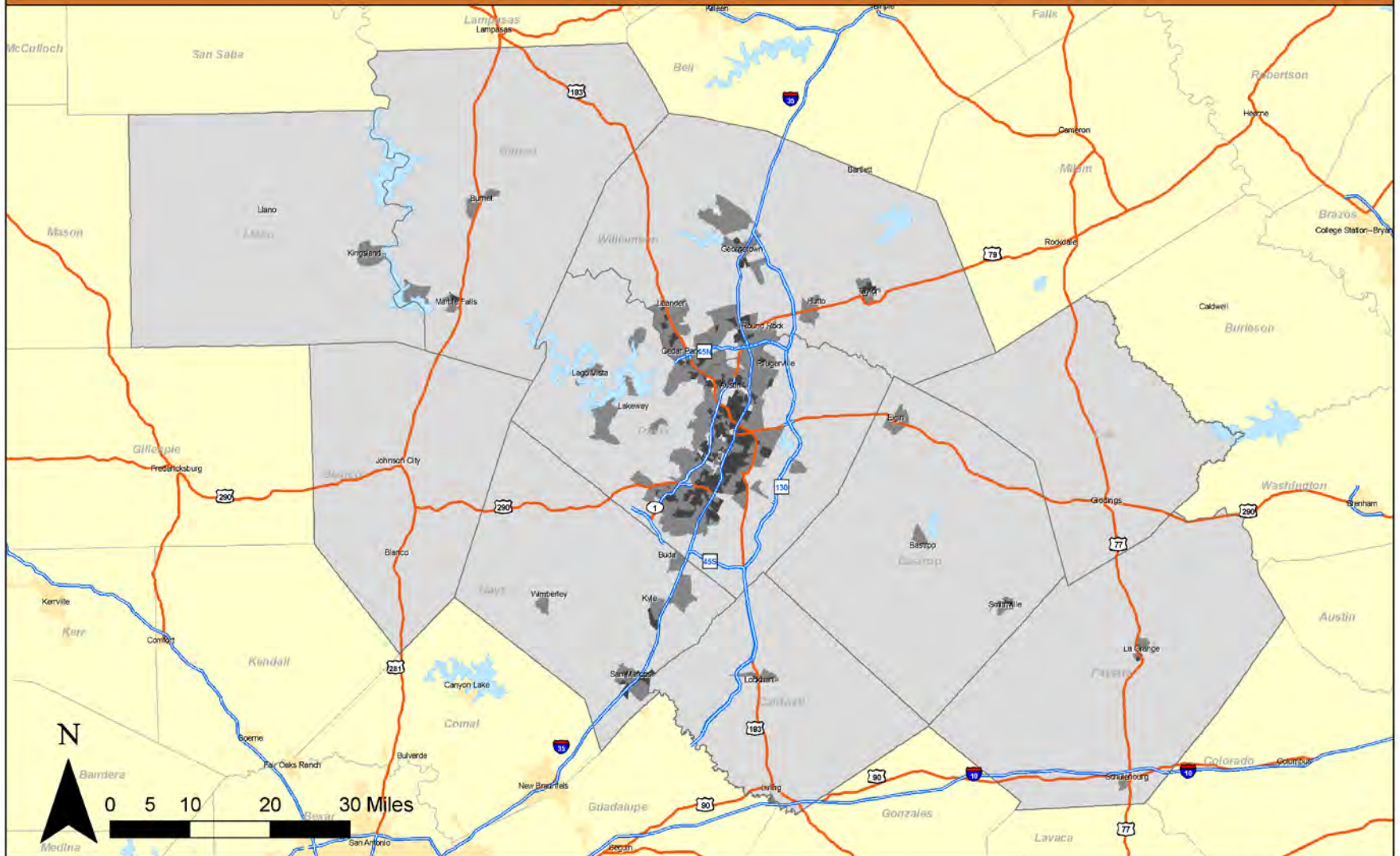
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**FIGURE 4-2:
RTCC 10 COUNTY REGION:
POPULATION DENSITY (PERSONS PER SQUARE MILE)**



RTCC 10 COUNTY REGION: RELATIVE NEED BASED ON POPULATION DENSITY DISPLAYING TRANSPORTATION NEEDS CHARACTERISTICS



Relative Need



Low



Medium



High

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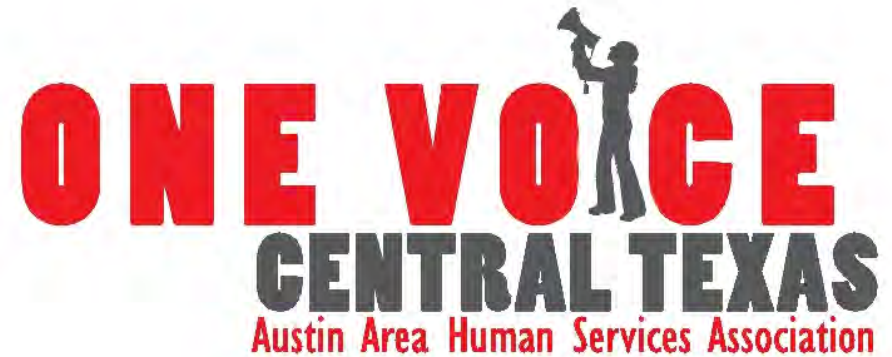
Transit Needs Index - Seniors

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Senior Transportation Research Project

- Supported by Basic Transportation Needs Fund



Transit Needs Index - Seniors

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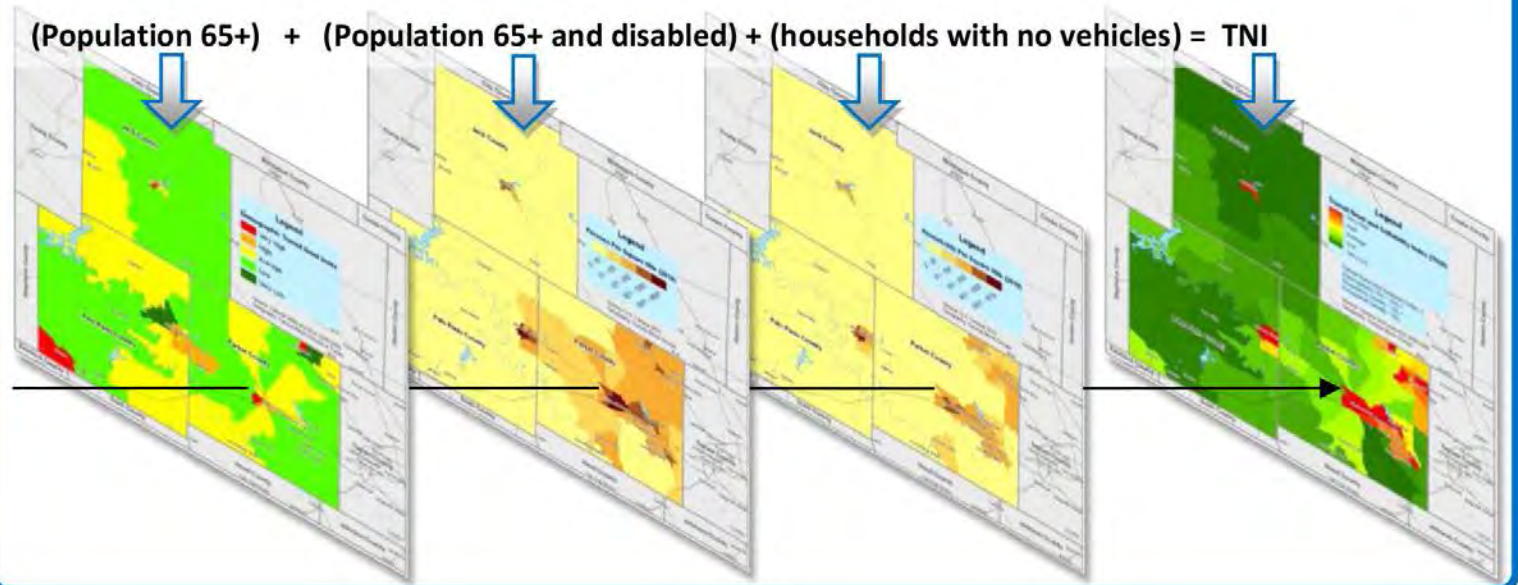
- Concentration of population that is 65+
- Concentration of population that is 65+ and disabled
- Concentration of population that is 65+ and live below the poverty line
- Concentration of households with no vehicles available
- Population Density

Transit Needs Index - Seniors

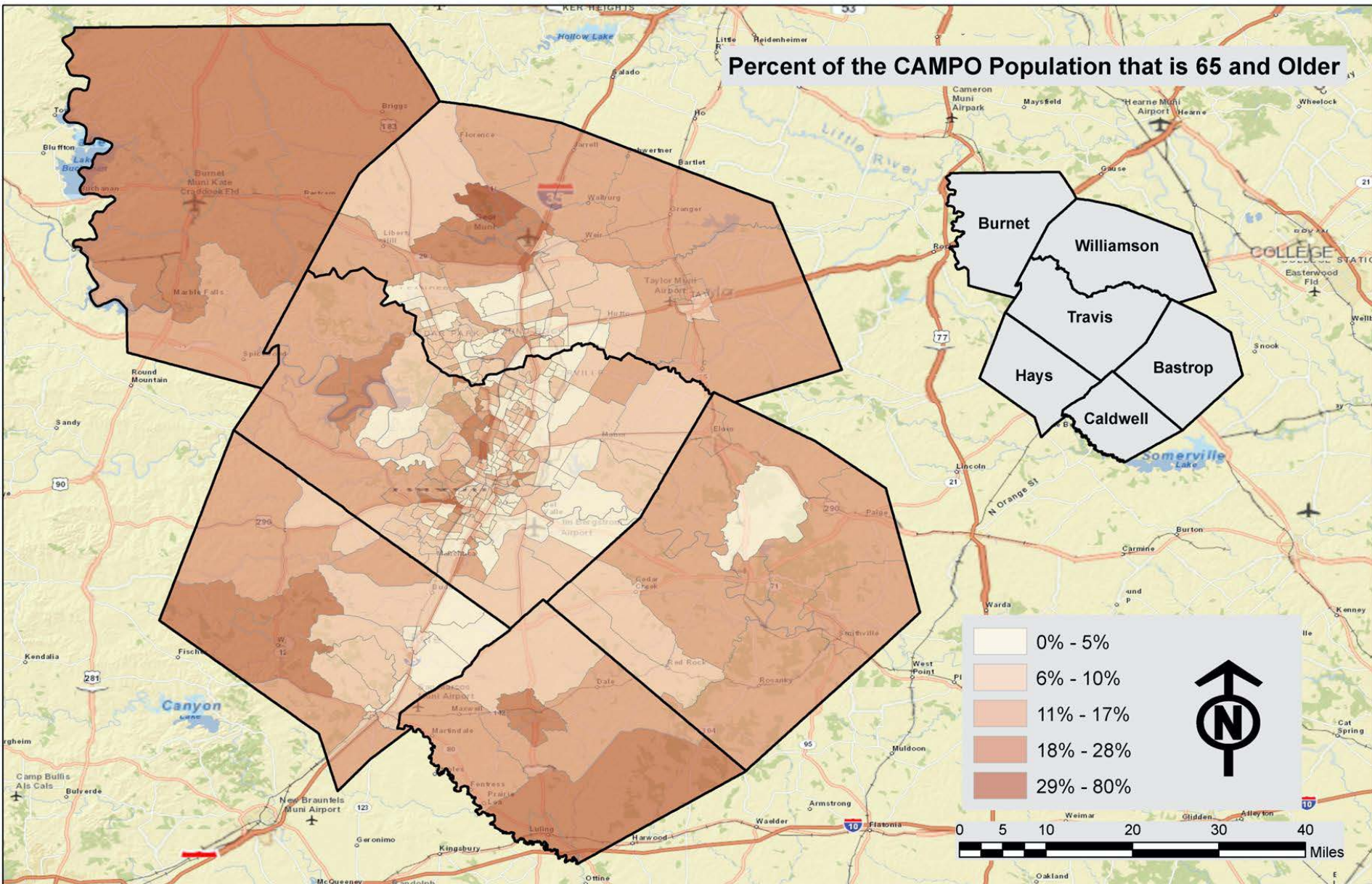
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Visual Example of TNI Formula Process

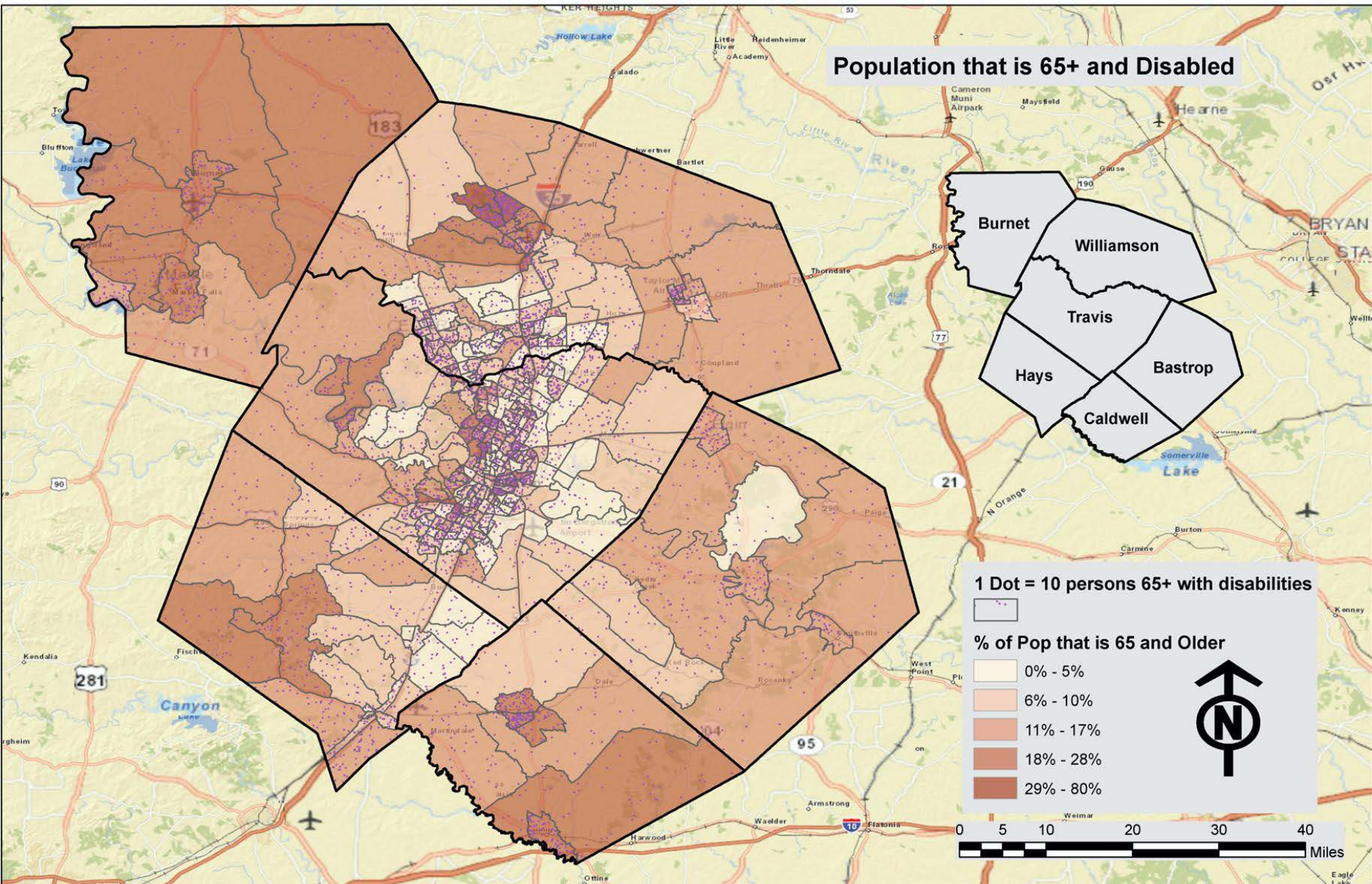
$$(\text{Population 65+}) + (\text{Population 65+ and disabled}) + (\text{households with no vehicles}) = \text{TNI}$$



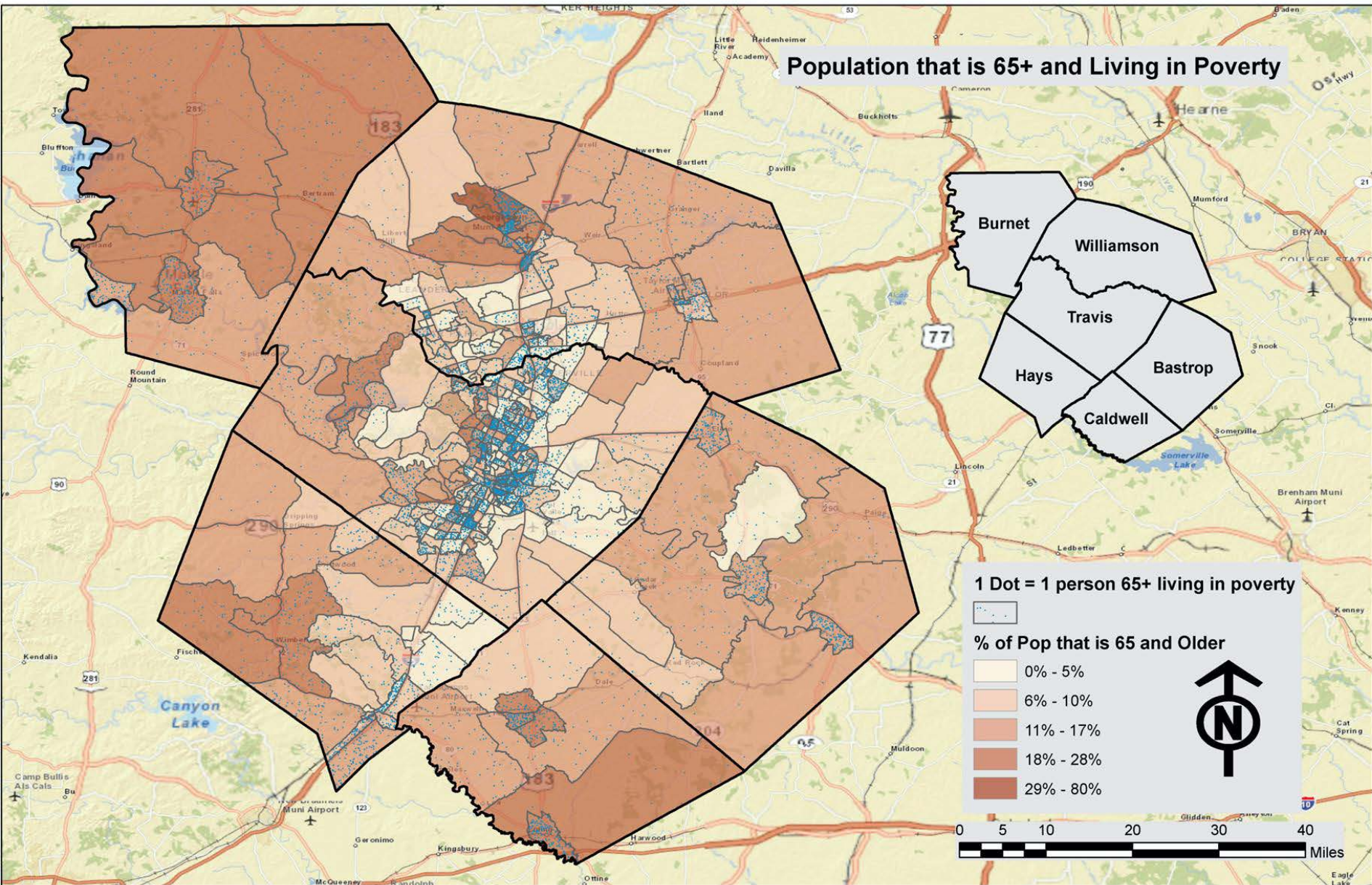
Percentage of Population 65+



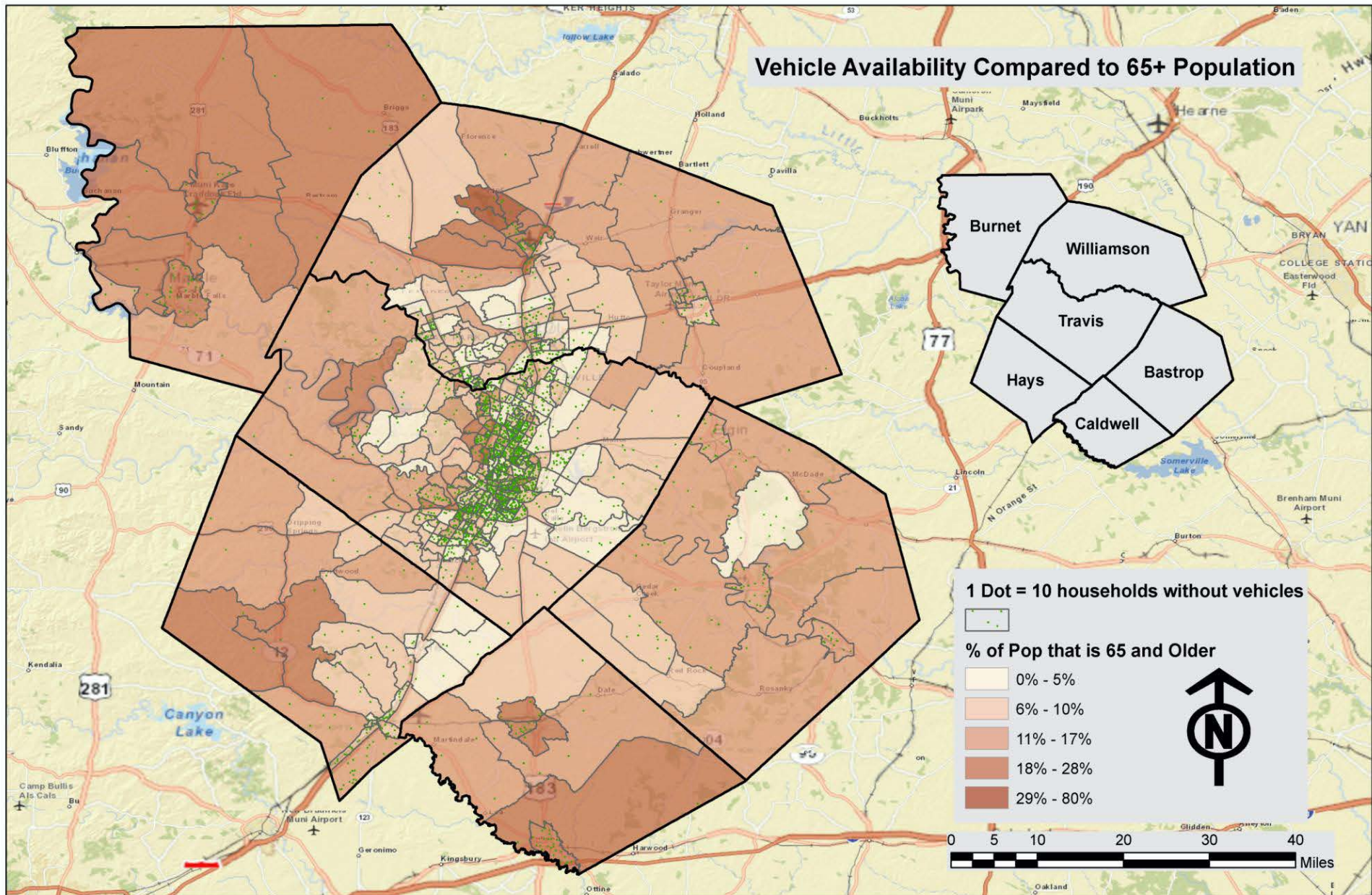
Population: 65+ & Disabled



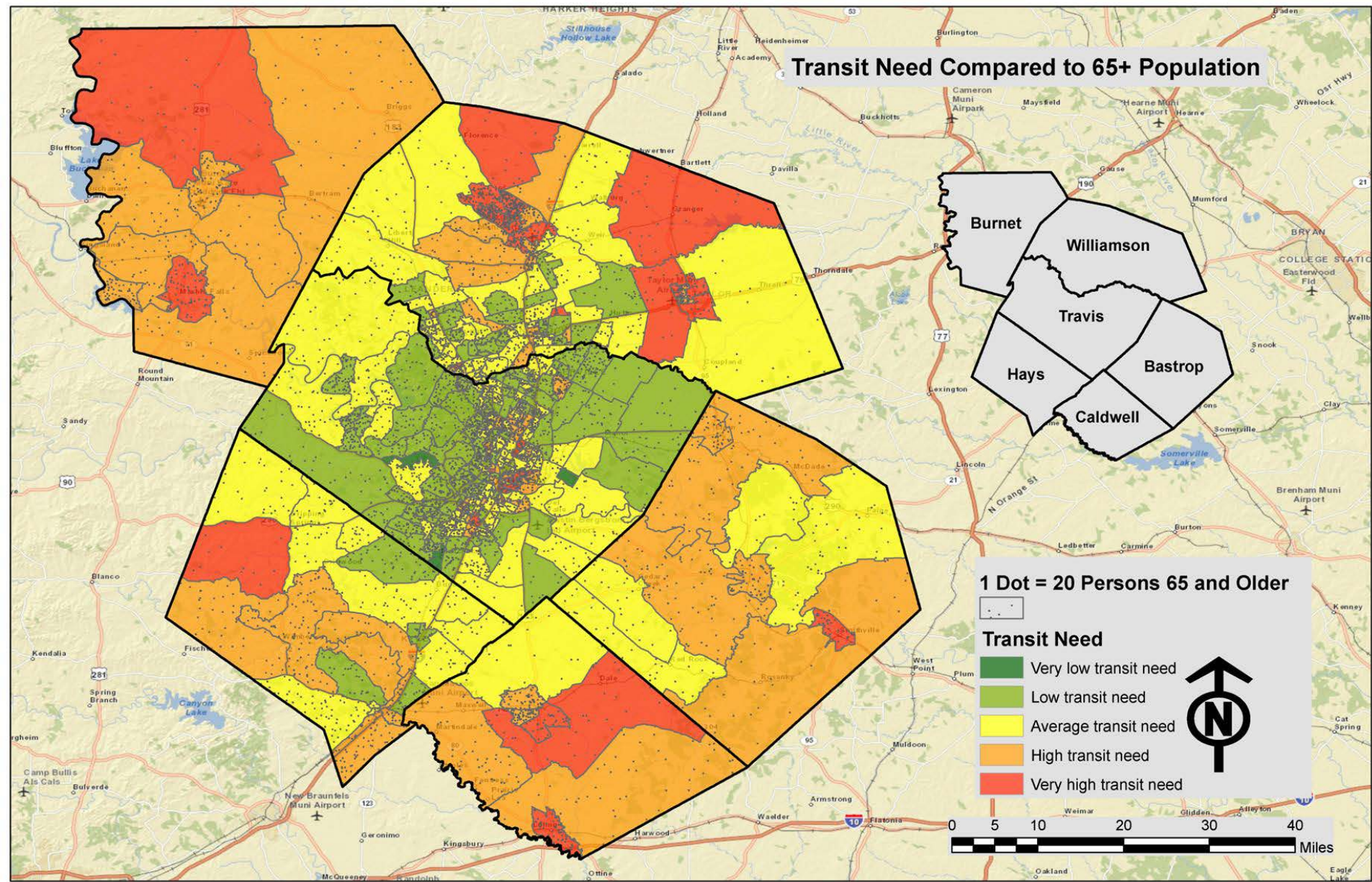
Population: 65+ and Living in Poverty



Population: 65+ & Households w/o Vehicles



Transit Needs Index (by Census Tract)



Strategies

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1. Expand transit service to the entire region.
2. Maintain and increase service as the region continues to urbanize.
3. Address unserved destinations within existing transit service areas.
4. Meet accessibility needs of seniors, passengers with special medical needs, persons with disabilities.
5. Expand efforts to improve the coordinated volunteer network.
6. Work with developers, human service agencies, employers, and the medical community to locate facilities with transit availability in mind.
7. Improve Medicaid coordination.
8. Pursue Mobility Management and coordination opportunities.
9. Improve coordination and support a seamless family of public transportation services.
10. Expand coordination of student and workforce transportation and work to connect all of the region's residents to opportunity.

Framework for Service Expansion

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- Service Expansion Policy established June 2008
 - A mechanism for providing access to Section 5307 funds to jurisdictions in the urbanized area
 - Limited non-member jurisdictions to a contract for service option with full cost recovery
- 2010 Census revised urbanized area boundaries
- A new policy was required to meet region's increased service needs

Framework for Service Expansion

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- The revised policy (2014) takes a regional approach
- Regional Goals:
 - Avoid fragmentation of the urbanized area
 - Provide access to federal transit funds designated for the urbanized area based on the jurisdiction's proportionate share
 - Establish financial commitment to transit projects in non-member jurisdictions
 - Provide seamless service throughout the urbanized area
 - Meet any additional program goals required by FTA guidance

Framework for Service Expansion

Join CMTA

- Requires voter approval
- Dedication of 1% sales tax
- Capital Metro's preferred option

Contract for Service

- CMTA and jurisdiction enter into an ILA for service
- Jurisdiction pays cost of service
- Credit given for eligible Section 5307 expenses

LGC

- CMTA and jurisdiction(s) form an LGC through an ILA
- LGC governed by a board of directors
- Funded through Section 5307 and local funds

FTA Sub-Recipient

- Contracts directly with a service provider
- Reimbursement for Section 5307 portion through CMTA
- CMTA maintains responsibility for compliance, etc.

FTA Direct Recipient

- Receives Section 5307 funds directly from FTA
- Jurisdiction responsible for management of funds, compliance, certs., FTA coordination and local match

Framework for Service Expansion

	Join CMTA	Contract for Service	LGC	Sub Recipient	Direct Recipient
Advantages	<p>Full membership in service area</p> <p>Provides more options for customers</p> <p>Meets all regional goals</p>	<p>Provides service for jurisdictions with limited funding</p> <p>Has been used successfully in the region</p>	<p>Allows jurisdictions to combine resources</p> <p>Provides additional oversight through a board</p>	<p>Provides more autonomy for jurisdictions</p>	<p>Provides more autonomy for jurisdictions</p>
Disadvantages	<p>Jurisdictions do not have 1% sales tax available</p>	<p>Limited service</p>	<p>LGC Board adds another layer of coordination</p>	<p>Possible fragmentation of UZA</p> <p>Seamless service more difficult to obtain</p> <p>Jurisdiction limited to calculated share of</p>	<p>Possible fragmentation of UZA</p> <p>Seamless service more difficult to obtain</p> <p>Jurisdiction limited to calculated share of</p>

Further Information



CapitalAreaRTCC.org

Capital Area RTCC

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