

Consolidated Transit JPA



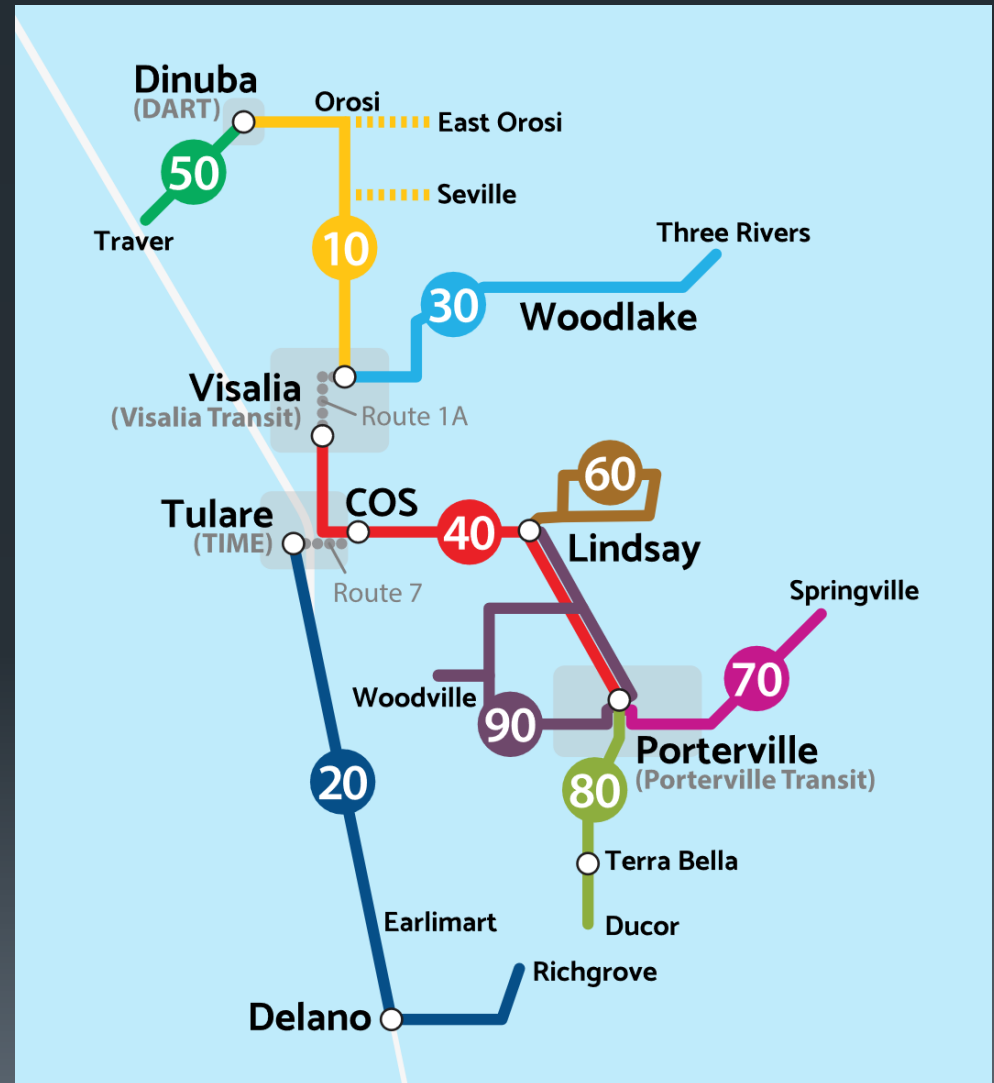
Presented to Board of Supervisors
Tulare County Resource Management Agency
June 30, 2020

www.rideTCaT.org

TCaT System Overview

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- Fleet Size:
 - 21 Transit Buses,
 - 3 Loop Buses
- Fixed Route Service
 - 5 Inter-City Routes
 - 3 Local Circulators
 - 1 Flex Route
- Dial-A-Ride Services
- Route Deviation for ADA
- LOOP Bus Program
- ~3.5 FTEs



Potential Member Agencies - Status

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Approved	Rejected	Forthcoming
City of Tulare June 16, 2020	City of Visalia June 15, 2020	City of Lindsay July 14, 2020
City of Farmersville June 22, 2020		City of Porterville July 7, 2020
City of Woodlake June 22, 2020		City of Dinuba June 23, 2020
		City of Exeter June 23, 2020

Proposed Terms for the JPA

- Name: Tulare County Regional Transit Agency
- Boundaries: Will cover the territory of all member agencies within the County
- Voting Members: One Regular and One Alternate from each member agency
- Voting:
 - Typically by majority
 - Unanimous for: Budget, LTF Claims, Early Withdrawal of Member Agency, Readmission of Agency

Proposed Terms for the JPA

- Service Changes: Member Agency may submit a request to add or reduce services which is then considered by the Agency
- Sources of Funds:
 - (1) All “transit-only” sources: STA, 5311, 5307, etc;
 - (2) Remainder covered by LTF* by a formula (50% for population, 50% for service hours)
- Assets: Separate agreement to lease or transfer existing buses and capital assets (inc. TOMF) to the Agency; Agency to purchase new assets
- Service Agreements: Current agreements to remain in place for remaining effective period (1-3 years for various agencies)

* Member agency may elect to contribute General Fund money but cannot be obligated to do so

Effects on Ridership

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- Uniform branding for all agencies in JPA
- More rider-focused planning, less concern on geographic boundaries
- Potential for seamless intrasystem transfers
- Potential for additional or new fare options
 - Weekly passes, daily passes, multi-ride options
 - Zone-based fare options possible
 - More options for in-system transfers
- Uniform “on bus” technology
- Benefits will not be fully realized if not all agencies join the JPA

Effects on Administration

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- New agency staffing requirements
- Economies of Scale
 - More specialization by staff
 - Potential administrative efficiencies
- Eliminate/reduce redundancy in coordination, planning, and reporting requirements with State, FTA, etc.
- Potential budget impasse (unanimous approval)
- Capital, Operating, Cash Flow Reserves
 - May decrease overall LTF available to pass down to Roads Fund
- Service/transfer agreements required between the new agency and non-participating agencies
- Combined bidding
 - More competition for one larger service contract

County's Share of Costs – Population Portion

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Agency	Member Agency?	Population	Share by Pop.
Dinuba	TBD	24,461	7.4%
Exeter	TBD	10,485	3.2%
Farmersville	YES	10,703	3.2%
Lindsay	TBD	13,463	4.1%
Porterville	TBD	59,599	18.0%
Tulare	YES	65,496	19.8%
Visalia	NO	134,605	N/A
Woodlake	YES	7,658	2.3%
County (Unincorporated)	TBD	139,725	42.1%
Member/Potential Member Total		331,590	
Countywide Total		466,195	

- Population figures based on U.S. Census Bureau, Population Estimates Program (PEP), July 1, 2019, (V2019)
- Per Proposed JPA, 50% of costs beyond those covered by transit-only funds are allocated by Population and 50% by Revenue Hours of service
- Assuming participation by all remaining potential member agencies

County's Share of Costs – Hours Portion

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Agency	Member Agency?	Current Primary Provider	Estimated Service Hours	Estimated Share by Hours
Dinuba	TBD	DART (Dinuba)	14,937	9.0%
Exeter	TBD	Visalia Transit	12,169	7.3%
Farmersville	YES	Visalia Transit	12,422	7.5%
Lindsay	TBD	TCaT (County)	3,615	2.2%
Porterville	TBD	Porterville Transit	52,834	31.7%
Tulare	YES	TIME (Tulare)	36,841	22.1%
Visalia	NO	Visalia Transit	131,638	N/A
Woodlake	YES	Woodlake	Unk	Unk
County (Unincorporated)	TBD	TCaT (County)	33,898	20.3%
Member/Potential Member Total			166,717	
Countywide Total			298,355	

Hours based on State Controller's Report for each system. For systems primarily servicing two agencies, hours attributable to each system were estimated based on population.

County's Overall Share of Costs

Half determined by Hours (A):

$$50\% \times 20.3\% = \sim 10\%$$

Half determined by Population (B):

$$50\% \times 42.1\% = \sim 21\%$$

Estimated Total County Share for costs
beyond "Transit Only" funding

(A+B): Approximately 31%

For illustration, FY 2020/21 expected transit revenues are presented at right. In FY 2020/21, approximately 65% of LTF will go to Roads, making up about 7.5% of the Roads budget.

Expected Transit Revenues - FY2020/21	
Transit Only	\$2,380,356
5311 Operating	\$472,118
Fare Revenues	\$465,000
Bus Ads	\$50,000
Measure R Expansion	\$0
Measure R Transit Capital	\$672,000
STA	\$458,045
SGR (SB1)	\$263,193
Transit Eligible/Competitive	\$1,560,494
5339 Capital	\$857,000
CMAQ Capital	\$0
LCTOP (Cap & Trade)	\$703,494
LTF to Transit	\$2,600,000
Total LTF Received	\$7,500,000
LTF Transfer to Roads	(\$4,900,000)
Other Revenues	
5311 CARES Act	\$413,637
(Services to Other Departments Omitted)	

JPA Discussion Items

- JPA Governing Structure
 - County has one vote (out of 8 possible) – representing 42% of population
 - County would need to determine which supervisors will serve as the member and the alternate for the Board of Directors
- JPA Budgeting
 - No initial budgets have been established; County's contributions are undetermined
 - Policy decisions related to expenditures are to be determined by the agency after it is formed
 - The new agency would need to build emergency, capital replacement, cash flow, and other reserves and may increase expenses as agency develops and grows

JPA Discussion Items

■ County Fund Impacts

- The proposed JPA does not obligate the County to contribute general fund money
- Excess County LTF Funds not needed for County Transit are allowed to be reallocated to Roads Fund for maintenance
- JPA will have priority discretion on LTF spending – resulting in potential impact to Roads Fund budget

■ Staffing Considerations

- JPA has no current staffing – Administration would need to be developed
- A Meet and Confer would be required for changes to some of the County's transit positions
- The County's current Transit Manager is an at-will position
- County Staff may need to participate in Agency planning and coordination efforts

JPA Discussion Items

- Transit Services
 - County can no longer unilaterally determine service levels and may only make requests to JPA for services or service level modifications
 - Separate agreement(s) would likely be required for LOOP and Emergency Services
- Limited benefits if not all potential member agencies join
 - Rider and administrative benefits may not be fully realized if the larger transit agencies do not join the JPA

JPA Viability

From the SBLB, LLC *TCAG Update* dated June 10:

“If four of the five agree to form the JPA, the benefits will scale differently, but these benefits will remain. The four systems could coordinate and merge. Then, in turn, they would coordinate with the *** City of Visalia or another system that chose to remain independent. *** The regional cooperation on fares, electric buses, future long term plans would be altered, not halted.

If three of the five agree to form the JPA, the impacts would depend on which two chose to remain independent. *As long as the majority of the current service level is represented* by the three that choose the new organization, we would recommend proceeding. [emphasis added]”

Note: Visalia Transit currently services 52% of all potential service hours for the agency, including those for Farmersville and Exeter. Staff have asked for clarification on the emphasized statement.

Options for County Action

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- A. Approve the JPA, Delegate a Board member and an alternate
- B. Decline to participate (with the following additional options):
 - i. Continue pursuing JPA with other agencies. Work to resolve outstanding policy issues, adopt initial budgets, determine initial service plans, etc.
 - ii. Remain an independent agency