



CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY

RURAL AFFAIRS
SUBCOMMITTEE MEETING AGENDA

Friday, January 13, 2012
RTA Board Room
5658 Bear Lane
Corpus Christi, Texas
8:30 a.m.

1. Welcome and Introductions
2. Robstown Intermodal Facility Attachment 2
3. Amend Service Standards to Address Service to
Lower Density Areas of Service Area Attachment 3
4. Memorandum of Agreement (MOA) with
Transportation Coordination Network (TCN) Attachment 4
5. Adjournment

In compliance with the Americans Disability Act, individuals with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the Assistant Secretary to the Board at 903-3561 at least 48 hours in advance so that appropriate arrangements can be made.

Chair: Ray Hunt

Members: Robert Garcia, Lamont Taylor, Angie Granado, Gil Hernandez,
Tony Elizondo

On **Monday, January 9, 2012** this Notice was posted by **Marcia Lindsey, Sr. Administrative Assistant** at the RTA Administrative Offices, 5658 Bear Lane, Corpus Christi, Texas.



CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY

Rural Affairs Subcommittee Memo

January 13, 2012

Subject: Robstown Intermodal Center

Background

In 2009, the Corpus Christi RTA contracted for a feasibility study of an intermodal transportation center in Robstown, Texas. The recommended site for the facility was the near the Richard M. Borchard Regional Fairgrounds in Robstown, Texas. The building program in the study was for 6,600 square feet of public area and office areas; 11,500 square feet of light maintenance and storage facility; and almost 30,000 square feet in total parking area. The approximate cost of the facility was \$9 million. In 2010, the CCRTA received an earmark through Section 5309 Bus and Bus Facilities Programs for \$500,000 for the project. Those funds will lapse if not programmed by September 30, 2012.

Identified Need

In order to prevent federal funds from lapsing later this year, the RTA must soon begin concept planning and environmental analysis in order to program funds for this project. As the amount of the federal award is much smaller than the overall projected cost of the project, either the original scope must be reduced or local funds of \$8.5 million must be committed.

Staff believes the most appropriate direction is a stand-alone project within the budget of the federal grant (\$500,000 federal plus \$125,000 local match), which is capable of being expanded in order not to jeopardize the ability to construct the a full facility or would create substantial throw away costs should the larger facility be funded. Staff will work with the City of Robstown and rural providers to create an interim project that best serves the needs of each party.

Financial Impact

The federal funding of \$500,000 is earmarked toward this project and cannot be used for any other RTA project. The RTA would make the local share contribution of the project of \$125,000.

Recommendation

Item for discussion only.

Respectfully Submitted,

Submitted by: Carl Weckenmann
Carl Weckenmann
Director of Planning

Approved by: Sharon Montez
Sharon Montez
Managing Director, Program Development

Final approval: Scott Neeley
Scott Neeley
Chief Executive Officer



CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY

Rural Affairs Subcommittee Memo

January 13, 2012

Subject: Amend Service Standards to Address Service to Lower Density Areas of Service Area

Background

The RTA Board of Directors most recently approved Fixed Route Service Standards in May 2010. The standards require fixed routes to meet two of three standards: passengers per hour, passengers per mile, and passengers per trip. All routes currently meeting this standard operate exclusively or mostly in Corpus Christi. While standards are uniform, some services are expressly omitted from standard enforcement by current standards, and others have been *de facto* omitted by on-going practice.

Identified Need

RTA needs to update service standards to better ensure standards are enforceable. Staff intends to do a thorough review of all service standards and bring a series of changes to the Board of Directors for consideration. This change to the standards effects services in the lower density areas of the CCRTA service area.

The standards must make provisions for services operating in lower density areas of the service area in order that all communities in the service area are able to realize a value from the contribution of sales tax collected in these communities. Based the density of population, employment, and other activity in many of these areas, transit services in these areas are not likely to meet any useful traditional transit metric.

Staff is proposing that all areas of the service area receive general purpose transit by right provided that certain demographic thresholds are met and maintained. Levels of service required by this section of the service standards would be based on population and employment levels for small incorporated places and other identified subsections of both larger incorporated places and unincorporated areas. Types of service provided would remain contingent on transit metrics.

Services provided by the RTA based on this section of the service standards would not exceed 8% of revenue hours for scheduled services provided by the authority, in order to prevent the costs of these services from compromising the RTA's ability to provide other services.


Financial Impact

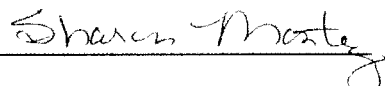
The standards will make new requirements for service provision that do not currently exist. The authority already provides most of the services required in this requirement through routes that have been expressly or *de facto* omitted from service standard requirements. Impact of new services based on this requirement would not exceed \$350,000.

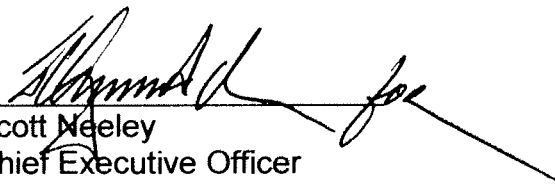
Recommendation

Staff requests the Rural Affairs Subcommittee recommend to the Operations Committee the amendment to the Service Standards for consideration.

Respectfully Submitted,

Submitted by: 
Carl Weckenmann
Director of Planning

Approved by: 
Sharon Montez
Managing Director, Program Development

Final approval: 
Scott Neeley
Chief Executive Officer

IV. MINIMUM ACCEPTABLE SERVICE

The RTA will maintain a minimum service level for all portions of its service area that meet particular demographic thresholds. Communities that contribute to the RTA financially shall have a minimum level of general purpose service that is appropriate given the size and activity within each.

Small Communities Requirements

For all incorporated places or Census Designated Places with fewer than 50,000 residents, the following service requirements will apply. Demographic data for the purposes of this requirement will be from most recent decennial census or American Community Survey, whichever is most current.

Service levels will be based upon the sum of total population and employment for areas in which data is available. For all other areas, total population alone will be used as a metric.

Population + Employment	Population Only	Minimum Service Levels	
		Local	Connector
10,000+	7,000+	70 hours / wk	60 trips / wk
5,000+	3,500+	40 hours / wk	30 trips / wk
2,000+	1,250+	N/A	20 trips / wk
750+	500+	N/A	6 trips / wk

Large Community and Unincorporated Requirements

For larger geographic areas – communities with 50,000 or more people – and unincorporated parts of the service area, minimum service requirements will be based on Census Tract population density. Each tract wholly or partially within large communities and unincorporated parts of the service area will be evaluated. Minimum revenue hours are totals for all routes and services located in or adjacent to each Census Tract.

Population Density (people/sq. mile)	Minimum Revenue Hours
1,000+	100 / wk
500+	75 / wk
200+	30 / wk

Type of Service

While level of service minimums are established by this section of the Service Standards, type of service shall remain dependent on historic or anticipated demand levels. Generally, when demand is less than five passengers per hour, demand response type services are likely to be most cost effective. Demand over 15 passengers per hour should have fixed stops and schedules. Hybrid flexible routing services may also be appropriate. Road conditions and passenger demographics should also be considered in determining service type.

Maximum Limits of Requirements

The total of all services which do not meet other service standards, and are provided due to minimum levels described in this section, shall not exceed 10% of all general purpose service hours offered by the CCRTA.

CCRTA Service Area: Current Population and Employment Totals

City	Population	Employment	Pop. + Emp.
Corpus Christi	299,324	309,630	608,954
Robstown	11,688	11,859	23,547
Port Aransas	3,444	4,518	7,962
Bishop	3,160	2,659	5,819
Gregory	1,551	1,995	3,546
Banquete	849		
North San Pedro	787		
Rancho Banquete	665		
Driscoll	664		
La Paloma-Lost Creek	541		
San Patricio	527		
Agua Dulce	514		
Sandy Hollow-Escondidas	439		
Tierra Verde	237		
Spring Gardens	194		
Tierra Grande	59		



CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY

Rural Affairs Subcommittee Memo

January 13, 2012

**Subject: Memorandum of Agreement (MOA) with Transportation Coordination
Network (TCN)**

Background

The Transportation Coordination Network of the Coastal Bend (TCN) is an organization of transportation providers and stakeholders whose objective is to coordinate transportation services in the Coastal Bend region. Coordination of services is required of providers by the Texas Transportation Code and is a requirement in several Federal Transit Administration programs. The TCN is recognized by the Texas Department of Transportation as the lead coordinating agency for the region. The Corpus Christi RTA is a participant in the TCN.

Identified Need

To date, the TCN has been funded by various grant programs, and as a result has been limited in work efforts to specific tasks as required by grant agreements. The TCN is seeking a stable local funding source to ensure it is able to provide transportation coordination going forward and to expand its scope of work for the benefit of its partners.

Benefits the RTA could accrue as the result of the work of the TCN and through improved coordination is operational efficiencies as overlapping services are reduced, improved mobility management for trips requiring more than one provider, coordination of technology, and improved marketing of coordinated services.

Financial Impact

The impact of the agreement would be \$25,000 for Fiscal Year 2012. The item was not included in the annual budget.

Recommendation

Staff requests the Rural Affairs Subcommittee recommend to the Operations Committee the TCN Memorandum of Agreement for consideration.

Respectfully Submitted,

Submitted by: Carl Weckenmann
Carl Weckenmann
Director of Planning

Approved by: Sharon Montez
Sharon Montez
Managing Director, Program Development

Final approval: Scott Neeley
Scott Neeley
Chief Executive Officer

ATTACHMENT A

Transportation Coordination Network Deliverables and Work Plan

- **Mobility Management Plan Deliverables**
 - Hold a workshop or workshops that include stakeholders within the region that would provide transportation services.
 - Develop a written service plan. (The plan would include a written statement of the consensus decisions reached during the workshops. Also, documented as part of this written service plan should be key steps and milestones for implementation of coordinated transportation services. This plan would also include performance standards that are reviewed and approved by RTA.)
 - Develop an inventory list of transportation providers in the region.
 - Provide best practices examples to help community transportation stakeholders implement transportation coordination.
 - Develop an “action plan” to implement the written service plan.
 - Develop a system to document the coordinated trips and any customer complaints/requests.
 - Hold monthly meetings with the transportation providers.

- **Information Technology Plan Deliverables**
 - Develop a database of users for coordinated services
 - Develop a database of transportation providers.
 - Develop a scheduling system.
 - Develop a trip planning system.
 - Develop a website to meet the information needs of the region.
 - Develop performance standards that are approved by the RTA.

- **Marketing and Education Plan Deliverables**
 - Develop a Marketing and Education Plan that will provide information to the region regarding coordinated transportation services.
 - Develop marketing collateral materials for the public.
 - Conduct marketing and education outreach efforts.
 - Develop “How to Ride Guides”
 - Develop performance standards that are approved by the RTA.

- **Review/Evaluation Plan Deliverables**
 - Annually, evaluate the effectiveness of the Mobility Management and Marketing and Education Plan, the Written Service Plan, as well as the Information Technology Plan and make a presentation to the RTA Board regarding the findings.
 - Make quarterly presentations to the RTA’s Board of Directors on the status/performance standards of all plans.

MEMORANDUM OF AGREEMENT
(Regional Transportation Coordination)

This Memorandum of Agreement sets forth the agreement made by and among the Coastal Bend Transportation Collaborating Partners (“Collaborating Partners”): Bee Community Action agency (“BCAA”), the Jim Wells County (JWC), Kleberg County Human Services (“KCHS”), the Metropolitan Planning Organization (“MPO”), the Rural Economic Assistance League, Inc. (“REAL”), the Regional Transportation Authority (“RTA”), and the Transportation Coordination Network of the Coastal Bend (“TCN”).

WITNESSETH

WHEREAS, in response to the State of Texas i.e. the Texas House Bill 3588 (H.B. 3588) which contains a new transit planning requirement focused on filling public transportation service gaps and eliminating overlaps in public transportation service, requires that each area of the state have a plan; and

WHEREAS, in response to Chapter 461 of the Transportation Code, (Sec. 461.004) Duties of the Texas Department of Transportation (TxDOT) requires that they identify: 1) overlaps and gaps in the provision of public transportation services, including services that could be more effectively provided by existing, privately funded transportation resources; 2) underused equipment owned by public transportation providers; and 3) inefficiencies in the provision of public transportation services by any public transportation provider; and

WHEREAS, in response to Chapter 461 of the Transportation Code, (Sec. 461.005) Elimination of Overlapping Service requires that TxDOT 1) encourage public transportation providers to agree on the allocation of specific services and service areas among the providers.; and 2) if public transportation providers do not reach an agreement on a service plan TxDOT may develop an interim service plan for that area; and

WHEREAS, the requirement for statewide coordination of public transportation services, as mandated in the Transportation Code - Chapter 461, imposed a requirement for the development of localized transit coordination plan; and

WHEREAS, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) human services transportation coordination provisions require that transportation services for persons with disabilities, older adults, lower incomes persons optimize efficiency and effectiveness by ensuring that communities coordinate transportation provided through multiple federal programs; and

WHEREAS, coordination will improve access, minimize duplication of services, and facilitate the most effective transportation possible with available resources; and

WHEREAS, SAFETEA-LU requires the establishment of a locally developed, coordinated public transit-human services transportation plan for all FTA human service transportation programs: Section 5310 Elderly Individuals and Individuals with Disabilities Program, Section 5316 Job Access and Reverse Commute Program and Section 5317 New Freedom Program; and

WHEREAS, SAFETEA-LU requires the plan to be developed by a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public; and

WHEREAS, the Collaborating Partners have been working together on regional transportation issues affecting the twelve counties of the Coastal Bend region, through their participation with the Regional Transportation Coordination Network of the Coastal Bend (TCN) ; and

WHEREAS, the Texas Department of Transportation has concurred that the Transportation Coordination Network of the Coastal Bend(TCN), has been selected by local stakeholders in the regional planning process to serve as the lead agency

NOW, THEREFORE, in consideration of the mutual covenants herein, the Collaborating Partners agree as follows:

1. **TERM.** The term of this Memorandum of Agreement is for the period beginning October 1, 2011, and continuing until terminated or amended by the parties that are part of this agreement.
2. **DESCRIPTION OF PROJECT.** The Project will fund the Transportation Coordination Network of the Coastal Bend to lead planning, coordination, and sustainability activities designed to increase access and capacity of public transportation services within the following 12 counties: Aransas, Bee, Brooks, Duval, Jim Wells, Kenedy, Kleberg, Live Oak, McMullen, Nueces, Refugio, and San Patricio (the "Region"). The project will identify and improving access to transportation, reduce, if not eliminate, overlaps and gaps in service, evaluate the effectiveness of equipment use, and influence efficiencies in the delivery of service.
3. **PROJECT GOALS AND OBJECTIVES.** TCN will: (a) lead the inter-county transportation planning effort that will address the elimination of service duplication and replace it with services that coordinate and possibly combine special-needs trips with general public service, (b) assist with seeking funding to support transportation projects in the region, (c) cultivate community partnerships to pursue creative alternatives for a variety of transportation services and programs, (d) increase knowledge and interest in ride-sharing, and (e) build an outreach network that promotes information on the services available throughout the region, (f) lead the effort in implementing the updated Regional Transportation Coordination Plan to support and involve the public transportation agencies, as well as the social service and workforce agencies, in the Region. The 2011 Updated Coordinated Plan will include an identification of the ways in which the regional coordination objectives will benefit both the rural and urbanized areas. In addition to goals listed here, Attachment A details project deliverables and on-going responsibilities of the TCN.
4. **CONTRIBUTION.** In consideration for these services, each agency agrees to a cash contribute towards the TCN budget, the following sums: BCAA - \$5,000; JWC - \$10,000; KCHS - \$5,000; MPO - \$10,000; REAL - \$5,000; RTA \$25,000
5. **ANNUAL OPERATING BUDGET.** Beginning for FY2013, TCN will approve an annual operating budget by July 31, to be effective October 1, of 2012 and each fiscal year thereafter. Each Collaborating Partner will contribute annually the same amount as for FY2012, subject to approval by each agency. For purposes of this agreement, expenses shall include salary, fringes, and expenses of the TCN, actual travel and training expenses, actual marketing and promotional expenses, actual telephone expenses, and any other expenses that can be directly attributed to the TCN in the performance of meeting the Project Goals and Objectives.
6. **PAYMENTS.** JWC on behalf of TCN will submit to each Collaborating Partner, not later than the tenth (10) working day of each month, a payment request for costs properly incurred under this agreement during the previous month. This request shall include documentation of costs related to Regional Transportation Coordination. All properly submitted requests for payment shall be paid by each agency to JWC within fifteen (15) calendar days of the receipt of the request for payment.
7. **PUBLIC PURPOSE.** This Memorandum of Agreement is among the Collaborating Partners for the purpose of providing governmental services and not for the benefit of any third party or individual. The parties acknowledge that their respective ability to serve the needs of the general public and the

users of their services within their service areas is dependent upon the coordination of transportation and development efforts in the Coastal Bend region.

8. LIMITED OBLIGATION. This Agreement shall be limited solely to the TCN and Regional Transportation Coordination as described above, no obligation, whether expressed or implied shall exist for funding any future programs or efforts in subsequent years after Fiscal Year 2013 without prior approval.
9. WITHDRAWAL. If any agency determines that it cannot participate in this project, the agency must notify all of the other parties to this agreement in writing at least ninety (90) days in advance of its intent to withdraw from this agreement and terminate its participation in the regional transportation efforts.
10. ENFORCEABILITY. This Agreement shall be governed by and construed in accordance with the laws of the State of Texas, and it shall be performable in Jim Wells County, Texas.
11. NOTICES. All notices, requests or other communications related to this Agreement shall be made in writing and may be given by: (a) depositing same in the United States Mail, postage prepaid, certified, return, receipt requested, addressed as set forth in this paragraph; or (b) delivering the same to the party to be notified. Notice given in accordance with (a) hereof shall be effective upon deposit in the United States mail. The notice addressed of the parties shall, until changed as provided herein, be as follows:

BCAA David Silva
 Bee County Judge
 Bee Community Action Agency
 P.O. Box 1540
 Beeville, TX 78104

JWC L. Arnoldo Saenz
 Jim Wells County Judge
 Jim Wells County
 200 N. Almond Street
 Alice, TX 78332

KCHS Juan M. Escobar
 Kleberg County Judge
 Kleberg County Human Services
 700 E. Kleberg
 Kingsville, TX 78363

MPO Tom Niskala
 Transportation Planning Director
 Metropolitan Transportation Organization
 5151 Flynn Parkway, Ste 404
 Corpus Christi, TX 78411

REAL Gloria Ramos
 Executive Director
 REAL, Inc.
 301 Lucero St.
 Alice, TX 78332

RTA Scott Neeley
 CEO
 Corpus Christi Regional Transportation Authority
 5658 Bear Lane
 Corpus Christi, TX 78405

12. SEVERABILITY. If for any reason any section, paragraph, subdivision, clause, phrase, word or provision of this Agreement shall be held invalid or unconstitutional by final Judgment at a court of competent jurisdiction, it shall not affect any other section, paragraph, subdivision, clause, phrase, word or provision of this Agreement, nor is the definite intent of the parties that every section, paragraph, subdivision, clause, phrase, word or provision hereof be given full force and effect for its purpose,

13. ENTIRE AGREEMENT. This Memorandum of Agreement expressed the entire agreement between the parties. Any modification, amendment, or addition to this Agreement is not binding upon the parties unless reduced to writing and signed by persons authorized to make such agreements on behalf of the respective party.

EXECUTED IN SEVEN (7) ORIGINALS on this ___ day of _____, 2011.

BCAA _____ Date: 10/1/11
 David Silva Bee County Judge

JWC _____ Date: 10/1/11
 L. Arnoldo Saenz Jim Wells County Judge

KCHS _____ Date: 10/1/11
 Juan M. Escobar Kleberg County Judge

MPO _____ Date: 10/1/11
 Tom Niskala Transportation Planning Director

REAL _____ Date: 10/1/11
 Gloria Ramos Executive Director

RTA _____ Date: 10/1/11
 Scott Neeley Chief Executive Officer

TCN _____ Date: 10/1/11
 James Sullivan Chairman