

PUBLIC HEARING FY2019 PROPOSED SERVICE CUTS

Hill Country Transit District

the **HOP**



“Central Texas’ Regional Public Transit System”

HCTD SERVICES

Fixed Route Service (FRS)
(backbone)



Special Transit Service (ADA)

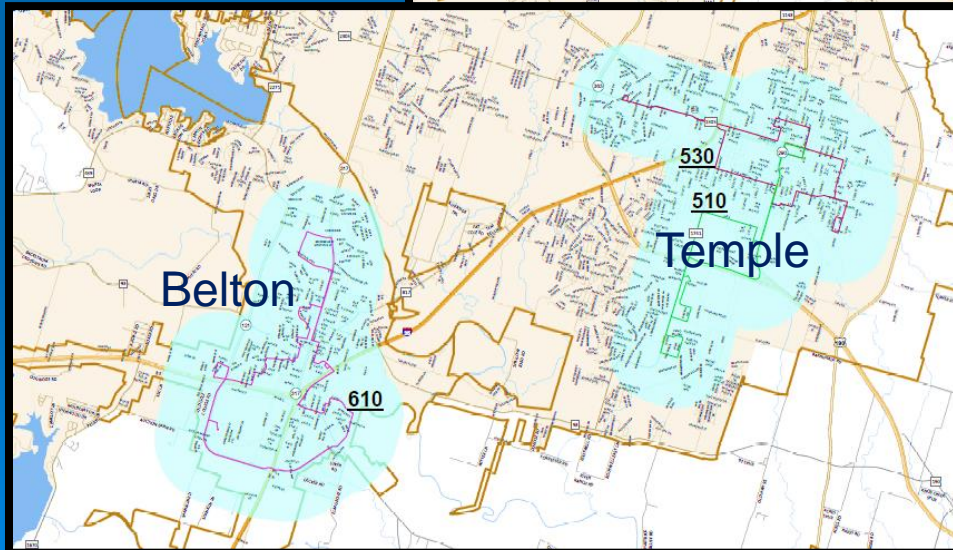
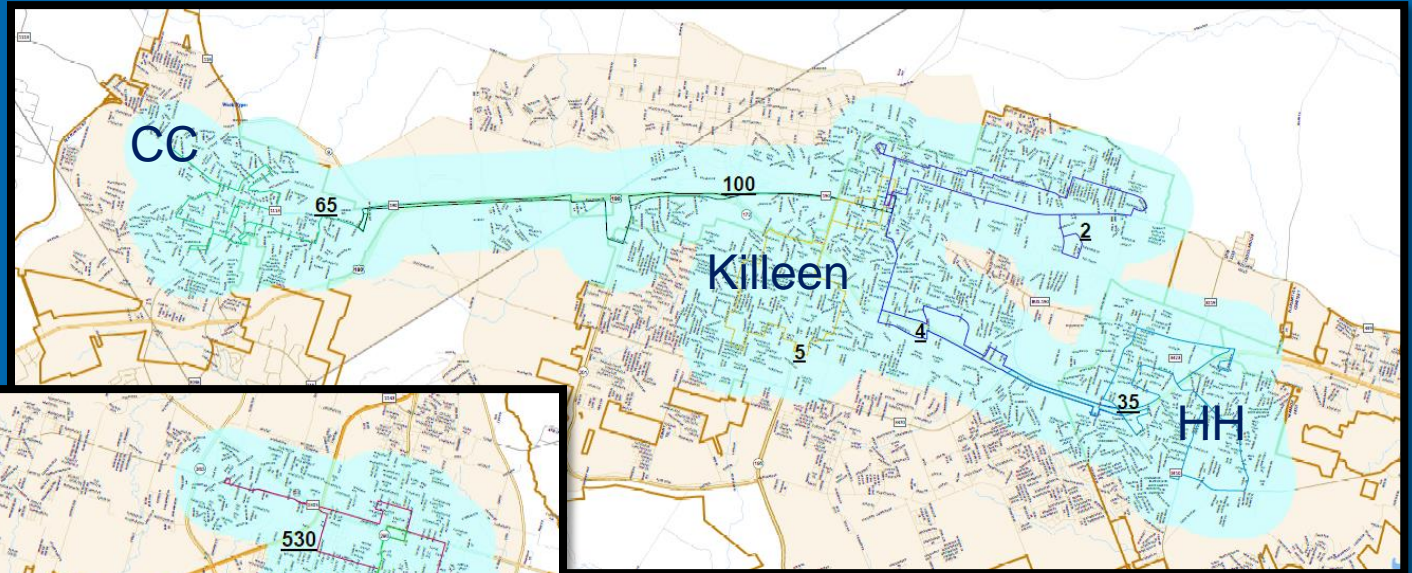


All are designed for mass transportation and are shared rides open to the public

Rural Transit Service



URBAN DIVISION'S GEOGRAPHIC COVERAGE



Fixed Route and
ADA Service Area

FIXED ROUTE SERVICE



10 Urban Fixed Routes
24 FRS Buses
24 FRS Drivers
483 Total Fixed Route Bus Stops
194 Passenger Shelters
45,907 Passengers per Month (2017 Avg.)
550,884 FRS Passengers Last Year...backbone

SPECIAL TRANSIT SERVICE (STS/ADA)



47 STS Buses
51 STS Drivers
13,659 Passengers per Month (2017 Avg.)
163,355 Passengers Last Year

TOTAL RIDERSHIP SYSTEM WIDE

Division	CYTD (Thru May 2018)	Calendar Year 2017
Fixed Route	198,538	550,884
Special Transit	44,597	163,355
Rural	54,434	133,531
Totals	297,569	847,770



Urban Fixed Route Ridership

Fixed Route Performance for CY 2017

Route	City	Passengers	Passengers/Hour
Route 2	Killeen	70,417	21.6
Route 4	Killeen	91,249	25.1
Route 5	Killeen	67,514	20.5
Route 7	Killeen	11,527	5.5
Route 21	Killeen	19,447	7.9
Route 30	Killeen	23,261	9.4
Route 35	Harker Heights	30,055	9.2
Route 65	Copperas Cove	41,103	13.8
Route 100	Killeen ^{*55%} & Cove ^{*45%}	41,585	14.0
Connector	HH, Belton, & Temple	34,157	5.6
Route 510	Temple	59,653	18.2
Route 530	Temple	39,342	11.1
Route 610	Belton	21,574	7.0
TOTAL		550,884	12.97

2017 Performance Measures



Measure	2017 Performance	Goal
Fixed Route Ridership	✓ 13.0 Passengers/ Service Hour	10.0 Passengers/ Service Hour
Paratransit Ridership	✓ 2.0 Passengers/ Service Hour	2.0 Passengers/ Service Hour
ADA Ride Length	✓ 4% of ADA Trips Over an Hour in Length	Less than 5% of ADA Trips Over an Hour in Length
Missed FRS Trips	✓ 0.5% of Trips Missed	2.0% of Trips Missed
Customer Complaints	✓ 0.05 Complaints/100 Passengers	1.00 Complaints/100 Passengers
Safety Performance	✓ 1.92 Accidents/100k Miles	4 Accidents/100k Miles
Maintenance Road Calls	✓ 5.29 Road Calls/100k Miles	10 Road Calls/100k Miles
Customer Service Telephones	✓ 46 Second Wait Time	Wait Times Under Two Minutes
Travel Training	✓ Twelve Training Programs in 2017	No Fewer Than Twelve Training Programs per Year

Funding Process

Each year, HCTD plans budgetary expenses for the upcoming fiscal year, and develops its budget accordingly. After applying funding available from the Federal Transit Administration, TXDOT, and contract revenue, HCTD still faces an annual shortfall.

Funding Process Con't.

In order to make up for that shortfall and continue providing the current level of service, HCTD asks each city in the two urbanized areas to provide local funding in amounts corresponding to the number of fixed route service hours provided within each city.

Funding Process Con't.

Added
Together
For Ops



Federal (FTA)

State (TxDOT)

HCTD (Medicaid)

Local (Cities & Co.)

Farebox (Riders)

= If Shortfall*

* Based on Fixed Route
Service Hour Formula

Federal Apportionment – FTA Calculation of a Proportional Amount

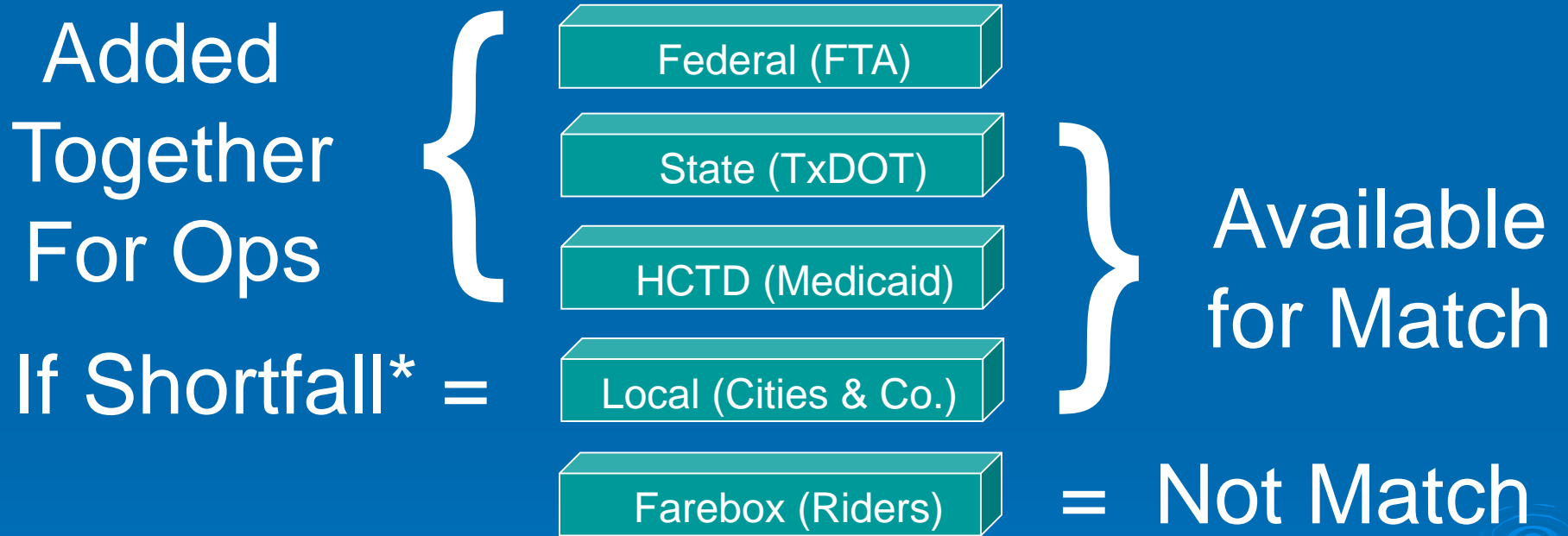
- Each Federal fiscal year, the FTA apportions Federal transit funds for each urbanized area based on the urbanized area's population.
- Such apportionments are calculated separately for urbanized areas with a population of 200,000 and greater (Killeen UZA) and urbanized areas with a population of less than 200,000 (Temple UZA).
- Each apportionment must be used specifically for that particular urbanized area.

Match: Non-Federal Funds Required

In order to access Federal funds, HCTD must have other non-Federal funds.

- Operations requires a 50/50, dollar-for-dollar match.
- Preventive maintenance requires an 80/20 match.
- Since HCTD began urban service in Killeen in 2000, HCTD has provided the majority of those matching funds.

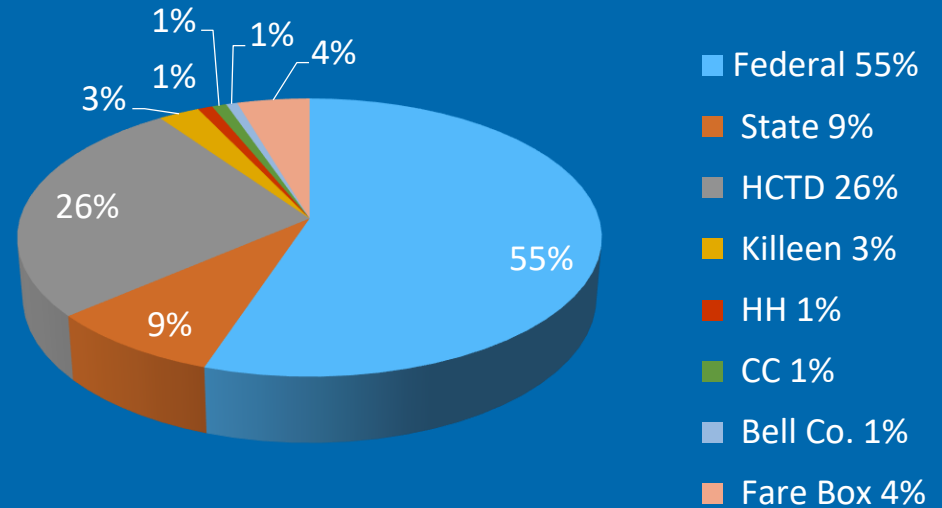
Funding Process Con't.



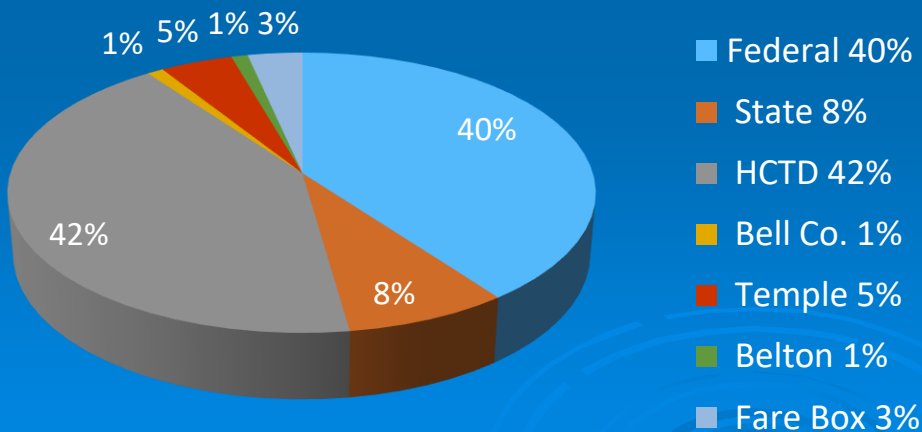
* Based on Fixed Route Service Hour Formula

FY2018 Funding Sources & Percentages

Killeen UZA Contributions



Temple UZA Contributions



FY2018 Regional Local Contribution in Dollars

All Other Contributions,
\$10,218,931 , 96%

System Total \$10,662,294

Location	Contribution (\$)	Percentage
All Other Contributions	10,218,931	96%
Bell County	64,590	1%
Killeen	120,850	1%
Copperas Cove	42,165	<1%
Harker Heights	43,235	1%
Temple	140,611	1%
Belton	31,912	<1%
System Total	10,662,294	

Bell County, \$64,590 , 1%

Killeen , \$120,850 , 1%

Copperas Cove, \$42,165 , <1%

Harker Heights, \$43,235 , 1%

Temple , \$140,611 , 1%

Belton , \$31,912 , < 1%

SFY19 Service Hours Formula (based on same service level as 2018)

Killeen Area	Routes	Annual Service Hours	%
Killeen	Weekday 2, 4, 5, & 100 and Saturday 2/5 & 4	11,513.64	50.56%
Copperas Cove	Weekday 65 & 100	4,000.00	17.56%
Harker Heights	Weekday 4 & 35 and Saturday 4	4,122.77	18.10%
Bell County	Weekday Connector	3,137.50	13.78%
		22,773.91	100.00%
Temple Area	Routes	Annual Service Hours	%
Temple	Weekday 510 & 530 and Saturday 510 & 530	6,883.36	68.78%
Belton	Weekday 610	1,562.50	15.61%
Bell County	Weekday 610	1,562.50	15.61%
		10,008.36	100.00%

Hill Country Transit District
Killeen Division
 State FY2019 (Sep 18 - Aug 19)

Proposed Operating Budget	Amount	% of budget
Labor (salaries, fringe, testing, training, etc.)	\$3,219,700	59.98%
Bus Maintenance (maintenance staff, parts, tires, repairs, etc.)	\$1,320,000	24.59%
Fuel	\$430,000	8.01%
All other	\$398,400	7.42%
Total Proposed Operating Budget	\$5,368,100	100.00%

Projected Revenues	Amount	% of budget
Federal	\$2,456,558	45.76%
HCTD Fares, Medicaid & Other Misc. Revenues	\$1,575,884	29.36%
State	\$434,256	8.09%
subtotal	\$4,466,698	83.21%
shortfall	\$901,402	16.79%

Amount requested from each applicable urban entity (based on % of service hours provided for that entity)	Amount	% of service	Amount contributed in	
			FY18	\$ increase
City of Killeen	\$455,749	50.56%	\$120,850	\$334,899
City of Copperas Cove	\$158,286	17.56%	\$42,165	\$116,121
City of Harker Heights	\$163,154	18.10%	\$43,235	\$119,919
Bell County	\$124,213	13.78%	\$32,678	\$91,535
	\$901,402	100.00%	\$238,928	\$662,474

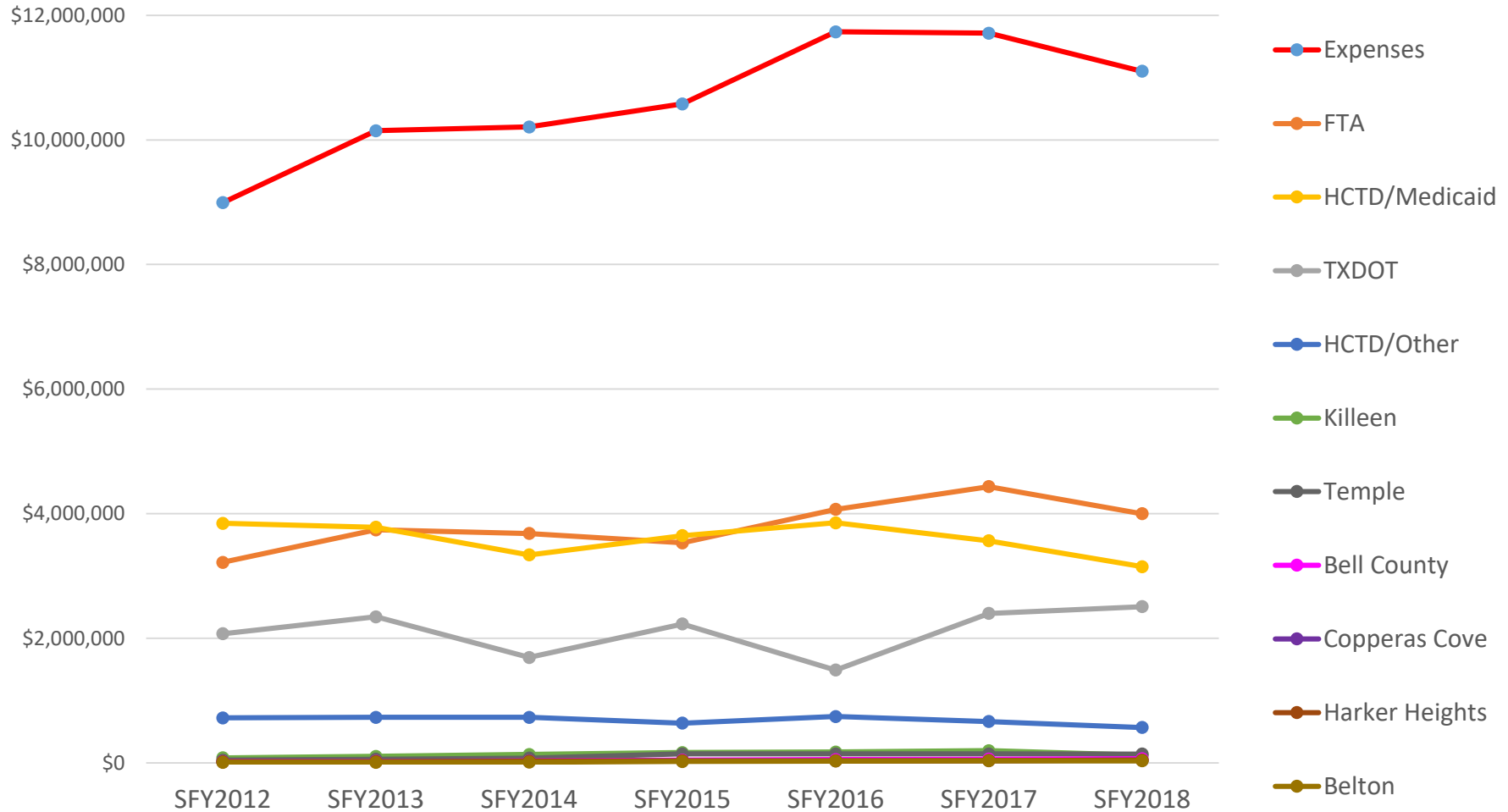
Hill Country Transit District
Temple Division
 State FY2019 (Sep 18 - Aug 19)

Proposed Operating Budget	Amount	% of budget
Labor (salaries, fringe, testing, trainig, etc.)	\$1,762,500	61.50%
Bus Maintenance (maintenance staff, parts, tires, repairs, etc.)	\$670,000	23.38%
Fuel	\$220,000	7.68%
All other	\$213,250	7.44%
Total Proposed Operating Budget	\$2,865,750	100.00%

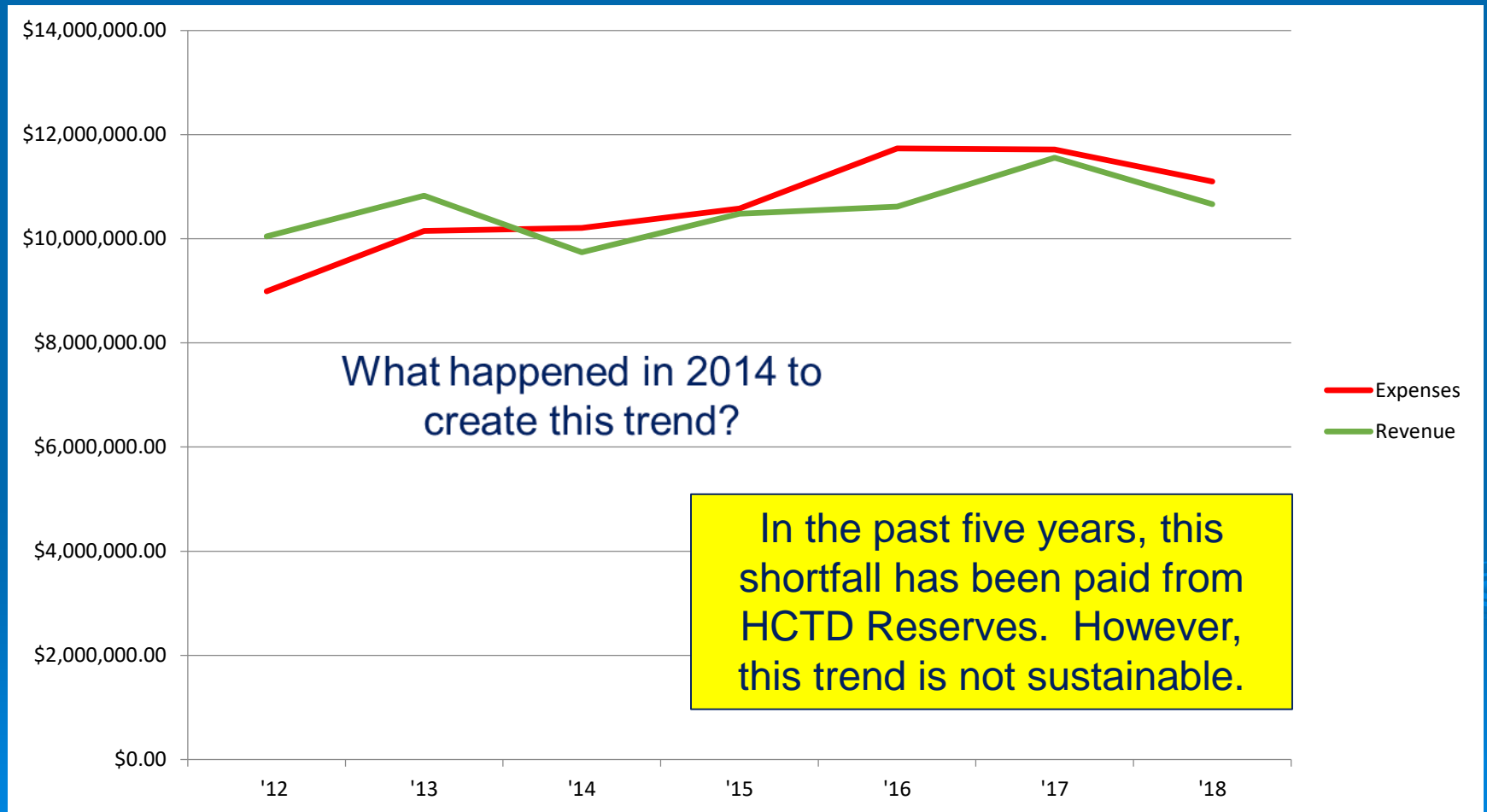
Projected Revenues	Amount	% of budget
Federal	\$1,311,574	45.77%
HCTD Fares, Medicaid & Other Misc. Revenues	\$989,267	34.52%
State	\$360,473	12.58%
subtotal	\$2,661,314	92.87%
shortfall	\$204,436	7.13%

Amount requested from each applicable urban entity (based on % of service hours provided for that entity)	Amount	% of service	Amount	\$ increase
			contributed in FY18	
City of Temple	\$140,611	68.78%	\$140,611	\$0
City of Belton	\$31,912	15.61%	\$31,912	\$0
Bell County	\$31,912	15.61%	\$31,912	\$0
	\$204,436	100.00%	\$204,436	\$0

HCTD Operating Revenues & Expenses State FY2012 – SFY2018 (Urban Div.)



Total Operating Revenues & Expenses Urban Trend Analysis (Total Overlay)



Reserves

- Over a period of many years, HCTD built and maintained a cash reserve of approximately \$5,000,000.
- The reserve was to manage fluctuations and delays in funding and unexpected costs.
- It was also for purchase of capital assets. Current assets \$14,549,608.

Balance of reserve in 2013 \$4,937,000

Current balance of reserve \$2,240,000

Balance projected end of SFY18 \$1,900,000

HCTD Operating Revenues & Expenses

SFY2012-SFY2018 and 2019 Requests

		Revenues										
Year	Expenses	FTA	HCTD/Medicaid	TXDOT	HCTD/Other	Bell County	Killeen UZA			Temple UZA		Total Revenue
							Killeen	Copperas Cove	Harker Heights	Temple	Belton	
SFY2012	\$8,992,052.02	3,217,950.00	3,845,429.75	2,071,562.17	721,279.09	21,515.00	80,542.00	17,292.00	17,752.00	43,772.00	8,611.00	\$10,045,705.01
SFY2013	\$10,147,200.05	3,739,979.00	3,780,330.51	2,344,504.52	731,092.58	22,613.00	104,739.00	18,579.00	19,063.00	58,766.00	8,737.00	\$10,828,403.61
SFY2014	\$10,208,627.02	3,681,393.00	3,337,209.62	1,690,775.83	729,293.34	29,722.00	134,198.00	24,593.00	25,241.00	76,295.00	11,343.00	\$9,740,063.79
SFY2015	\$10,578,414.71	3,530,802.00	3,646,649.07	2,229,605.59	635,667.25	43,843.00	165,909.00	30,404.00	31,200.00	142,040.00	21,121.00	\$10,477,240.91
SFY2016	\$11,733,946.91	4,068,350.00	3,853,530.20	1,490,254.68	743,551.73	52,466.00	172,820.00	31,745.00	32,600.00	142,825.00	27,916.00	\$10,616,058.61
SFY2017	\$11,712,235.94	4,433,138.00	3,563,718.80	2,397,792.00	661,901.32	58,966.00	195,981.00	36,000.00	36,939.00	142,040.00	31,186.00	\$11,557,662.12
SFY2018	\$11,100,662.02	3,998,471.75	3,148,045.00	2,506,334.44	566,080.20	64,590.00	120,850.00	42,165.00	43,235.00	140,611.00	31,912.00	\$10,662,294.39
Totals	\$74,473,138.67	\$26,670,083.75	\$25,174,912.95	\$14,730,829.23	\$4,788,865.51	\$293,715.00	\$975,039.00	\$200,778.00	\$206,030.00	\$746,349.00	\$140,826.00	\$73,927,428.44

Avg. Cumulative % of Revenue by Source	36.08%	34.05%	19.93%	6.48%	0.40%	1.32%	0.27%	0.28%	1.01%	0.19%	100.00%
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1.87%

1.20%

3.47%

		2019 Requests										
Year	Expenses	FTA	HCTD/Medicaid	TXDOT	HCTD/Other	Bell County	Killeen UZA			Temple UZA		Total Revenue
							Killeen	Copperas Cove	Harker Heights	Temple	Belton	
2019 Request		33.54%	28.46%	22.64%	5.52%	1.39%	4.06%	1.41%	1.45%	1.25%	.28%	100.00%
		\$3,768,132	\$3,197,151	\$2,542,729	\$620,001	\$156,125.00	\$455,749.00	\$158,286.00	\$163,154.00	\$140,611.00	\$31,912.00	\$11,233,850.00

6.92%


1.53%

9.84%

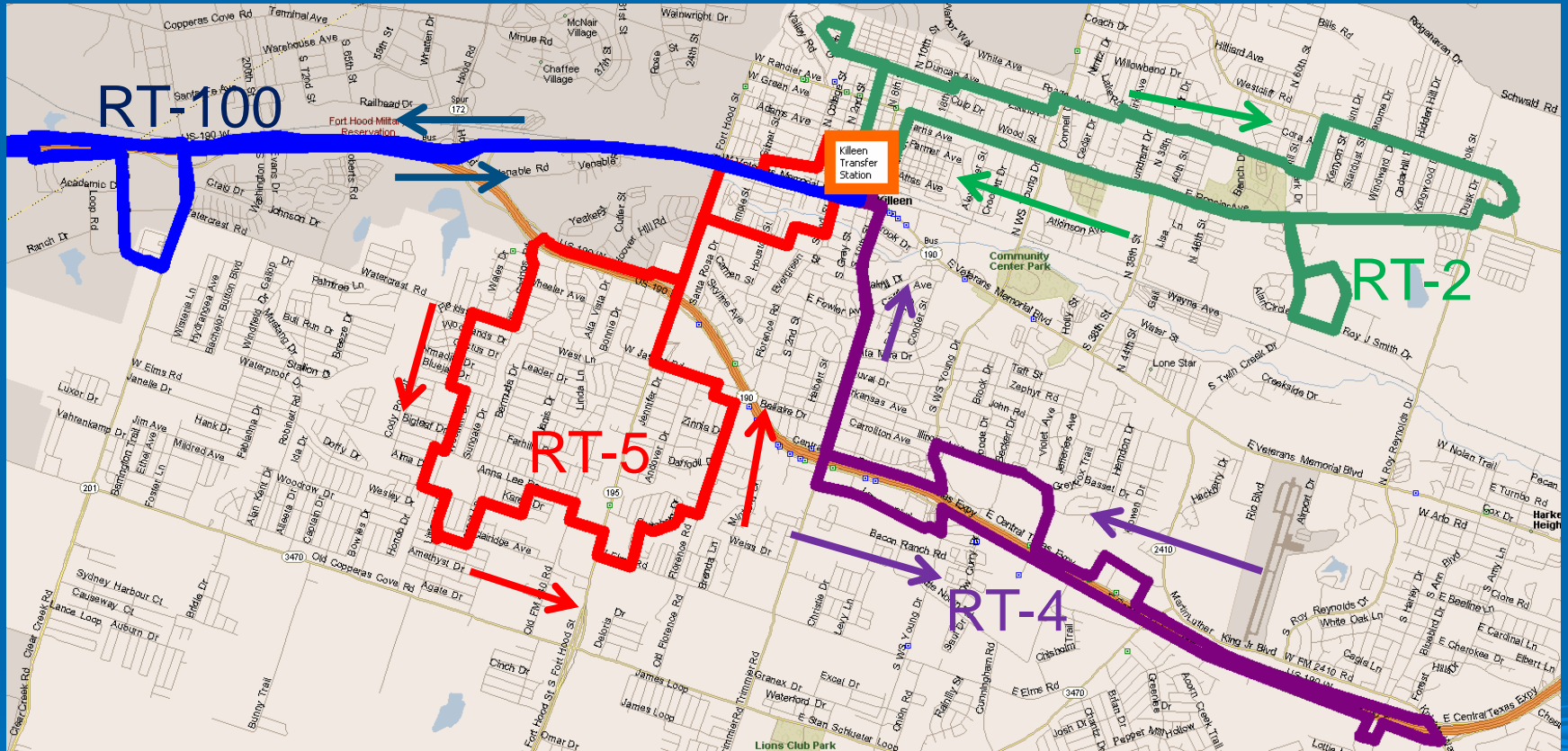
What If ...

Funding remains the same as 2018?

Proposed 3-STEP
SERVICE CUT PROCESS

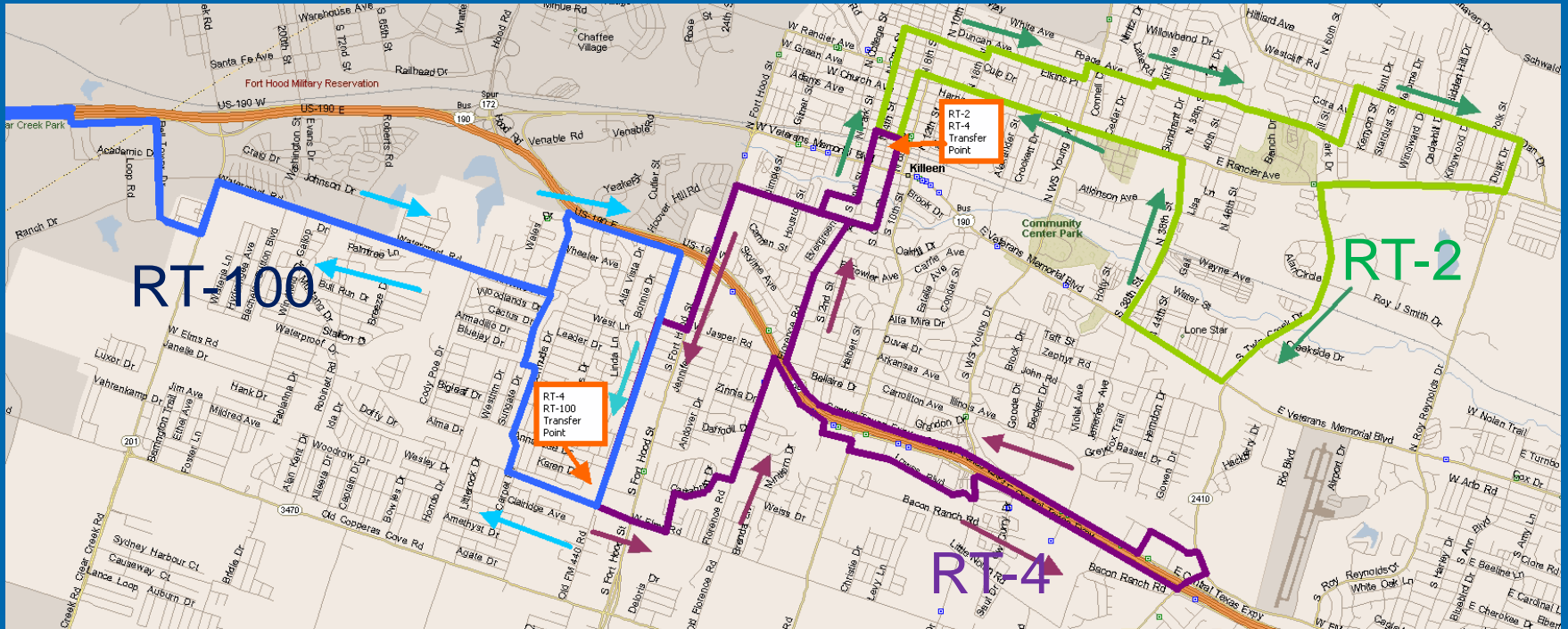


KILLEEN CURRENT FIXED ROUTES



Routes 2, 4, 5, and 100 spread through city with the Killeen Transfer Station located downtown.

STEP 1: SERVICE CUTS (Rt. 5)



Route 5 removed. Routes 2, 4, and 100 adjusted from low-ridership areas to cover Rt. 5 high-ridership areas. Transfer station added at Old 440 Road. Saves approximately 3,060 hours per year.

CURRENT OPERATING HOURS

35 - HARKER HEIGHTS LOOP						
INBOUND			OUTBOUND			
D	E	A	A	B	C	D
WALMART GROCERY	INDIAN TRL AT HEB	WAL-MART AT MODOC	WAL-MART AT MODOC	HARKER HEIGHTS CITY HALL	NOLA RUTH & PRESWICK	WALMART GROCERY
-	-	-	-	-	6:05	6:20
6:20	6:27	6:45	6:45	6:50	7:05	7:20
7:20	7:27	7:45	7:45	7:50	8:05	8:20
8:20	8:27	8:45	8:45	8:50	9:05	9:20
9:20	9:27	9:45	9:45	9:50	10:05	10:20
10:20	10:27	10:45	10:45	10:50	11:05	11:20
11:20	11:27	11:45	11:45	11:50	12:05	12:20
12:20	12:27	12:45	12:45	12:50	1:05	1:20
1:20	1:27	1:45	1:45	1:50	2:05	2:20
2:20	2:27	2:45	2:45	2:50	3:05	3:20
3:20	3:27	3:45	3:45	3:50	4:05	4:20
4:20	4:27	4:45	4:45	4:50	5:05	5:20
5:20	5:27	5:45	5:45	5:50	6:05	6:20
6:20	6:27	6:45	6:45	6:50	7:05	7:20

NO SATURDAY SERVICE

65 - COPPERAS COVE LOOP						
INBOUND				OUTBOUND		
C	D	E	A	A	B	C
LIBRARY	CIVIC CENTER	CASA DRIVE	WAL-MART	WAL-MART	ROBERTSON & ELMS	LIBRARY
-	-	-	-	6:45	6:52	6:59
6:59	7:16	7:26	7:45	7:45	7:52	7:59
7:59	8:16	8:26	8:45	8:45	8:52	8:59
8:59	9:16	9:26	9:45	9:45	9:52	9:59
9:59	10:16	10:26	10:45	10:45	10:52	10:59
10:59	11:16	11:26	11:45	11:45	11:52	11:59
11:59	12:16	12:26	12:45	12:45	12:52	12:59
12:59	1:16	1:26	1:45	1:45	1:52	1:59
1:59	2:16	2:26	2:45	2:45	2:52	2:59
2:59	3:16	3:26	3:45	3:45	3:52	3:59
3:59	4:16	4:26	4:45	4:45	4:52	4:59
4:59	5:16	5:26	5:45	5:45	5:52	5:59
5:59	6:16	6:26	6:45	-	-	-

NO SATURDAY SERVICE

STEP 2: OFF-PEAK HOURS

35 - HARKER HEIGHTS LOOP						
INBOUND			OUTBOUND			
D	E	A	A	B	C	D
WALMART GROCERY	INDIAN TRL AT HEB	WAL-MART AT MODOC	WAL-MART AT MODOC	HARKER HEIGHTS CITY HALL	PRESWICK LN	WALMART GROCERY
-	-	-	-	-	6:05	6:20
6:20	6:27	6:45	6:45	6:50	7:05	7:20
7:20	7:27	7:45	7:45	7:50	8:05	
					12:05	12:20
12:20	12:27	12:45	12:45	12:50	1:05	1:20
1:20	1:27	1:45	1:45	1:50	2:05	2:20
2:20	2:27	2:45	2:45	2:50	3:05	3:20
3:20	3:27	3:45	3:45	3:50	4:05	4:20
4:20	4:27	4:45	4:45	4:50	5:05	5:20
5:20	5:27	5:45	5:45	5:50	6:05	6:20
6:20	6:27	6:45	6:45	6:50	7:05	7:20
NO SATURDAY SERVICE						

65 - COPPERAS COVE LOOP						
INBOUND				OUTBOUND		
C	D	E	A	A	B	C
LIBRARY	CIVIC CENTER	CASA DRIVE	WAL-MART	WAL-MART	ROBERTSON & ELMS	LIBRARY
-	-	-	-			
8:59	9:16	9:26	9:45	8:45	8:52	8:59
9:59	10:16	10:26	10:45	9:45	9:52	9:59
10:59	11:16	11:26	11:45	10:45	10:52	10:59
11:59	12:16	12:26	12:45	11:45	11:52	11:59
12:59	1:16	1:26	1:45	12:45	12:52	12:59
1:59	2:16	2:26	2:45	1:45	1:52	1:59
2:59	3:16	3:26	3:45	2:45	2:52	2:59
3:59	4:16	4:26	4:45	3:45	3:52	3:59
				-	-	-
NO SATURDAY SERVICE						

By not servicing routes 35 and 65 during off-peak hours, this will save approximately 4,000 service hours per year.

STEP 3: DISCONTINUE SATURDAY SERVICE SYSTEM WIDE

Routes, 2, 4, 5, 510, 530, and ADA service currently operating on Saturdays. Discontinuing Saturday service will save approximately 5,300 service hours per year.

SERVICE HOURS SAVED

Rt. 5 Discontinued	3,060	SH
Off Peak Hours in HH & CC	4,000	SH
Saturday Service Sys. Wide	<u>5,300</u>	<u>SH</u>
	12,360	SH

*Or ... Some PROPORTIONATE
variation thereof*

THANK YOU



Central Texas' Regional Public Transit System