

Transportation Infrastructure Funding Update

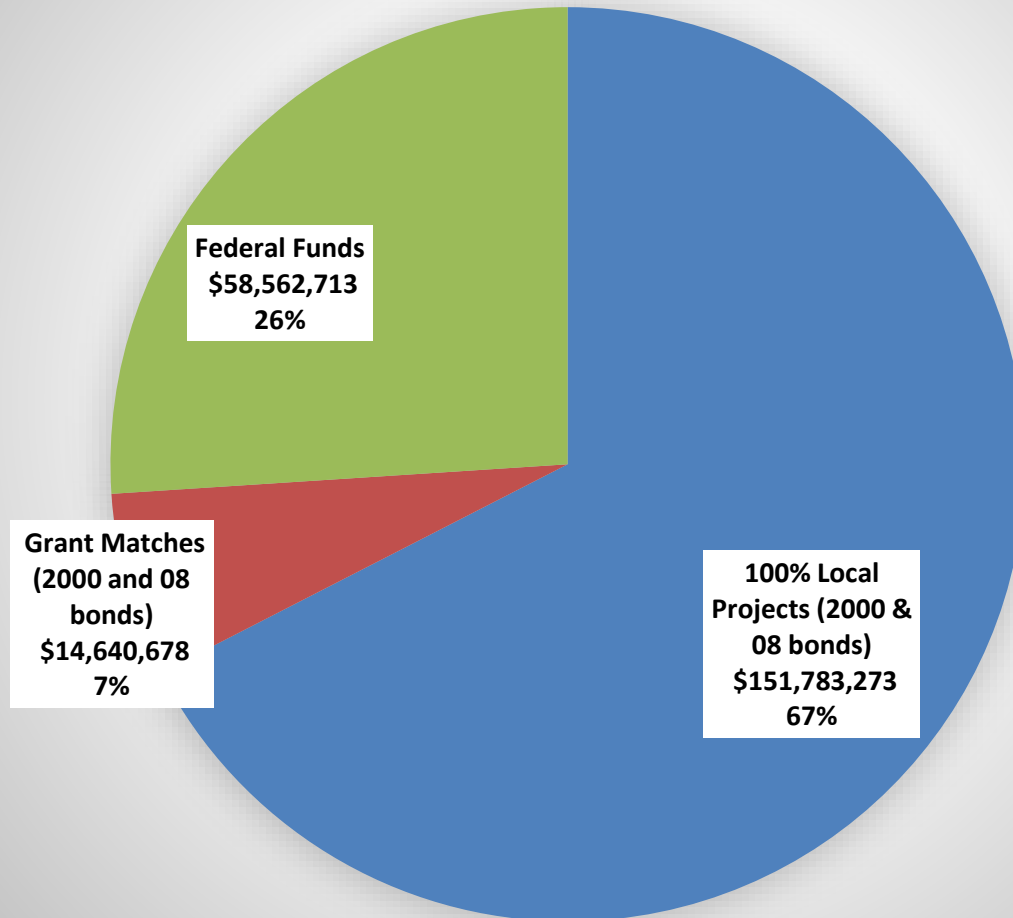


Tuesday, October 15, 2019

Infrastructure Spending & Accomplishments

Transportation Infrastructure Investment

Since 2008



Investments

- 9.5 miles roadway improvements
- 54 miles of independent sidewalk
- 11 Intersection Improvements

Current Bond Balance:

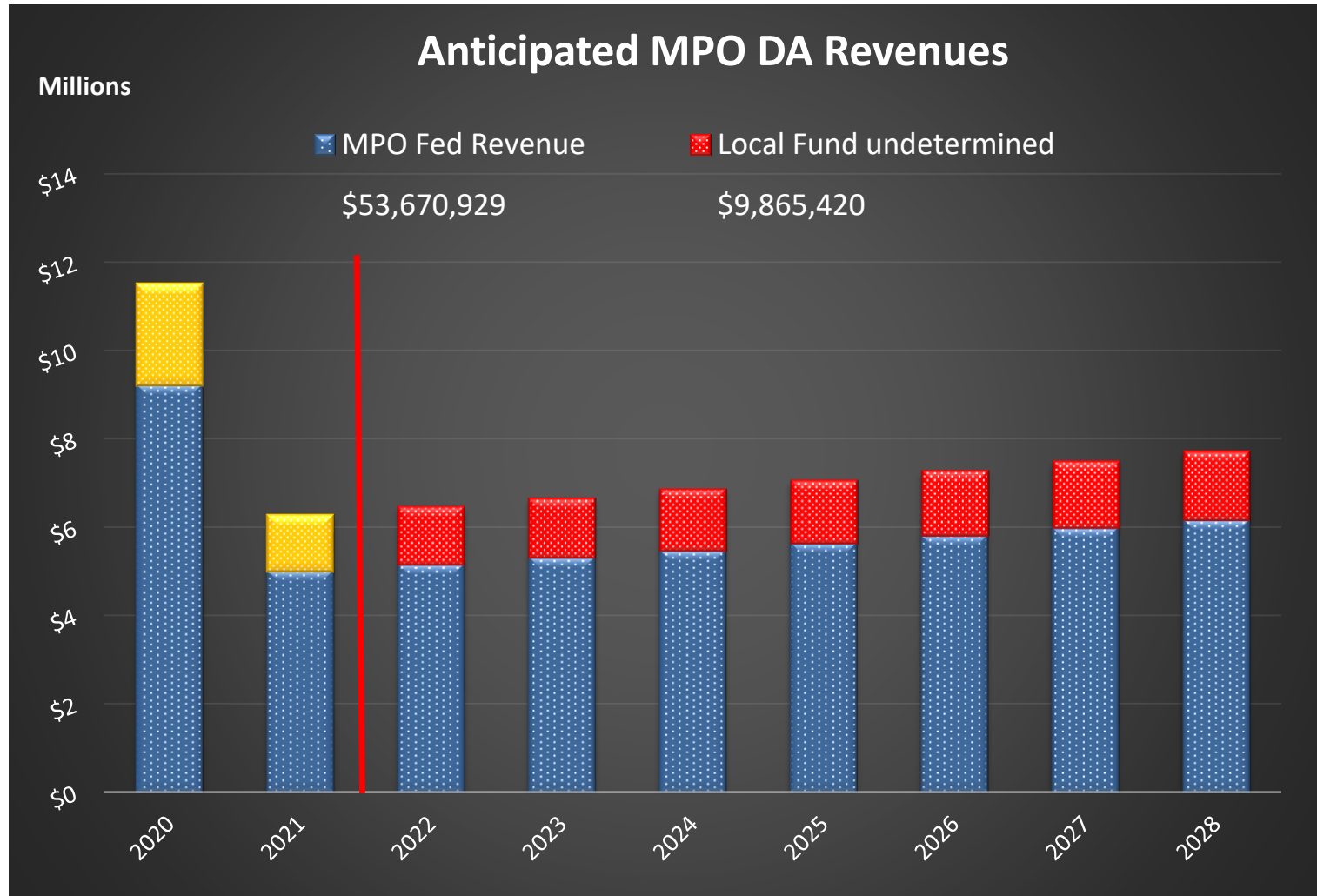
\$27 mil



Remaining Bonds & Pending Projects

- Available bond balance: approximately \$27 million
 - \$6 million to match \$24 mil in Fed Revenue
 - \$20 million for 2008 roadway bond projects
 - \$900,000/ year in internal services & salaries
- Pending projects include
 - 11 miles of roadway improvements
 - 36 miles of sidewalk construction
- Funds tied up with pending projects
- Little flexibility to address new projects
- Insufficient revenues to match anticipated federal funds

Future Revenue & Matching Funds



Additional local revenue needed to match grants starting 2021/22



GTA Capital Funding Overview

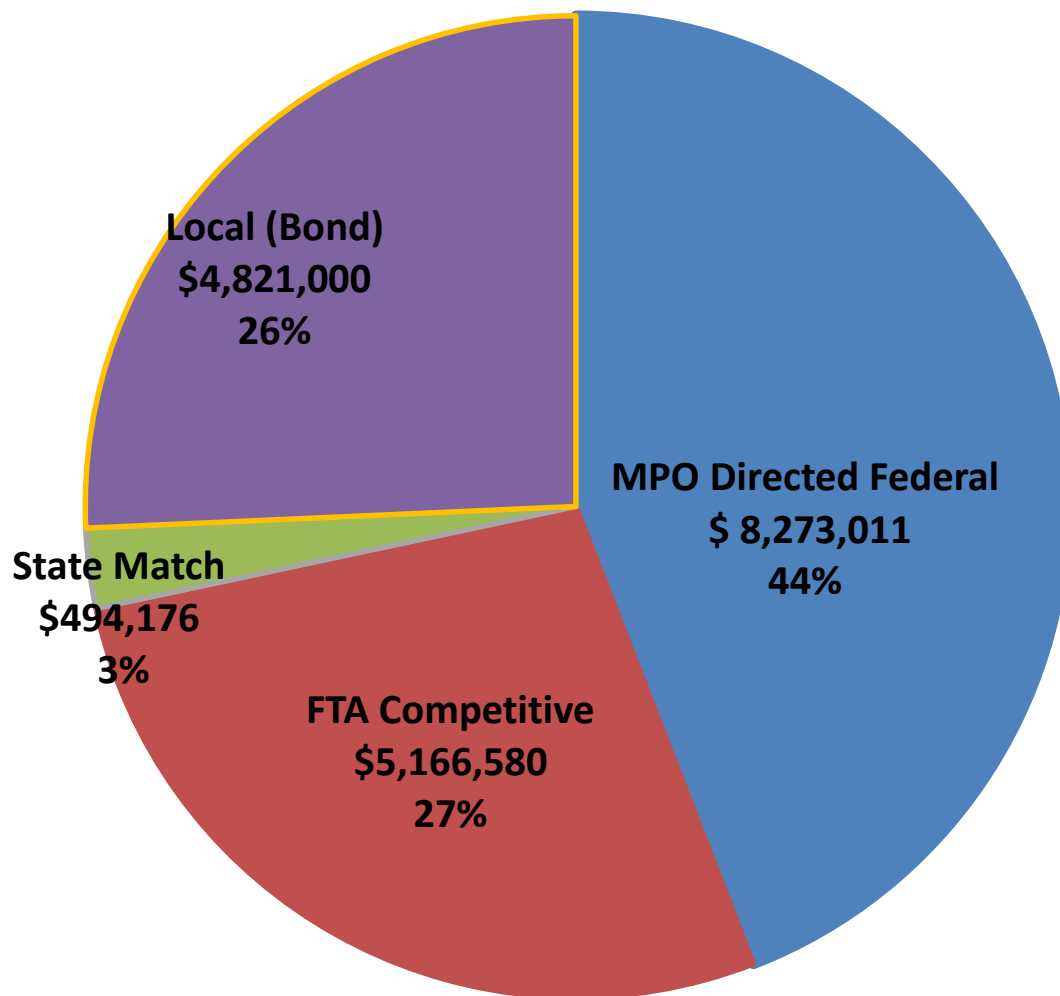


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GTA Capital Funding Overview

- 2016 bonds included \$5 million for GTA capital needs
 - leveraged \$13 million federal funds & \$500,000 state funds
 - Highlights: 22 buses, electric chargers, 36 paratransit vans, bus shelters & pending Depot renovation
- GTA short term bus replacement needs (20-21): 17 fixed route buses and 14 paratransit vans
- Annual MPO transit capital funds \$2.5 million, \$500,000 match needed annually
- **2016 Transit Bond Balance: \$179,000**

Transit Capital Revenue 2016-2020



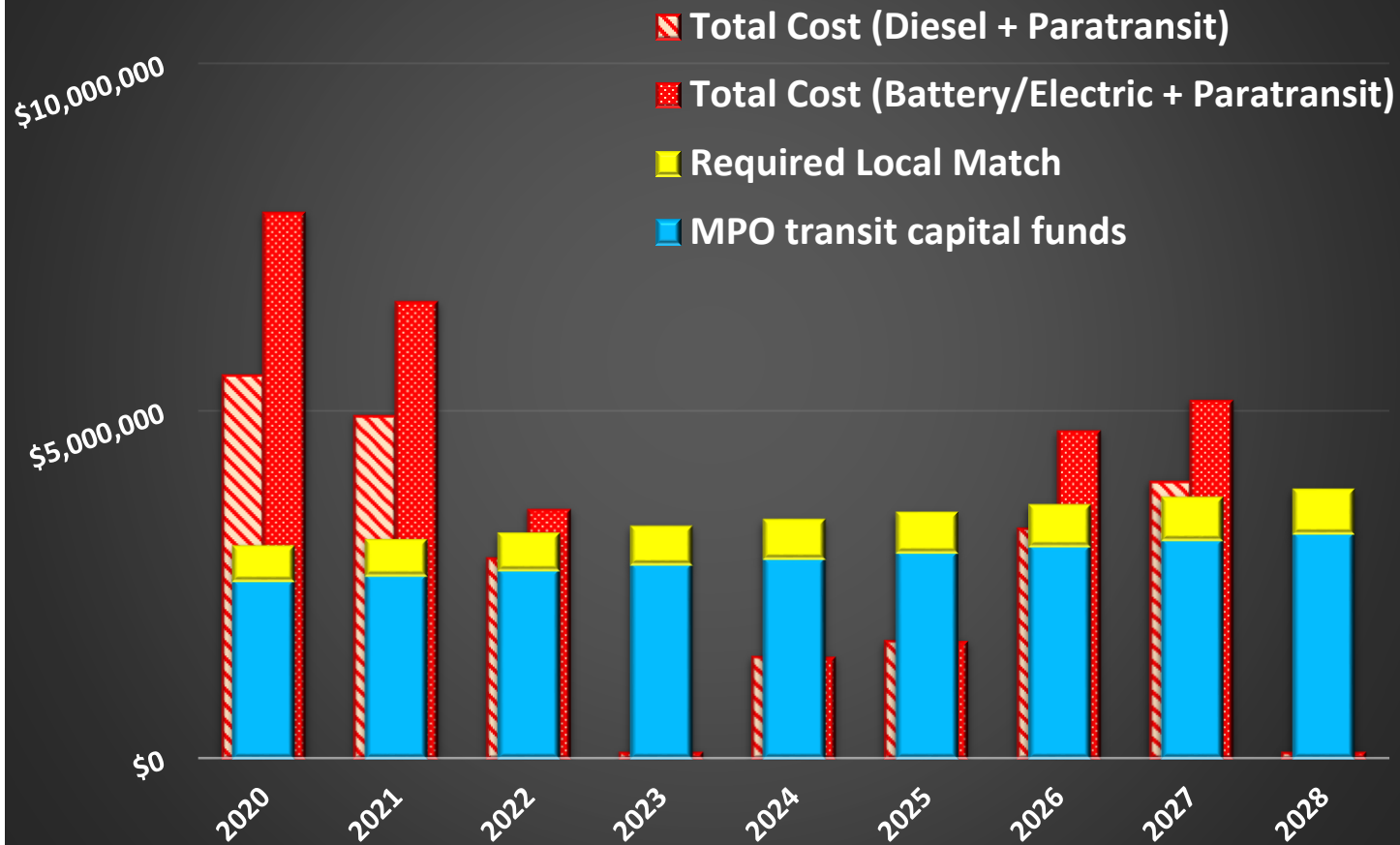
Investments

- 6 clean diesel buses
- 16 electric buses & overnight charger
- 1 fast charger
- 36 paratransit vans
- Pending Depot renovation

**2016 Transit Bond
Balance: \$179,000**

Transit Capital Funding & Needs

GTA Bus Replacement



GTA Budget Forecast



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GTA Funding Overview

- There has been an average 5% decrease in bus fare revenue for the past 5 years and a 3% average increase in expenditures
 - This trend is expected to continue
- In FY 19 GTA lost significant State funding (\$1.6m)
 - It is expected to recover \$1.3m in FY 20
- In FY 19 GTA exhausted all remaining Fund Balance
- To balance the current FY budget, GTA received increased funding of \$2.5m from the General Fund
- In FY 2023 the Congestion Mitigation Air Quality (CMAQ) grant will expire
 - This grant funded a new route (Route 13 – Randleman Road)
 - \$700,000 annual revenue loss (\$2.1m over three years)
- In FY 2028 the Duke Power Installment Payment will expire
 - \$1.5m annual revenue loss

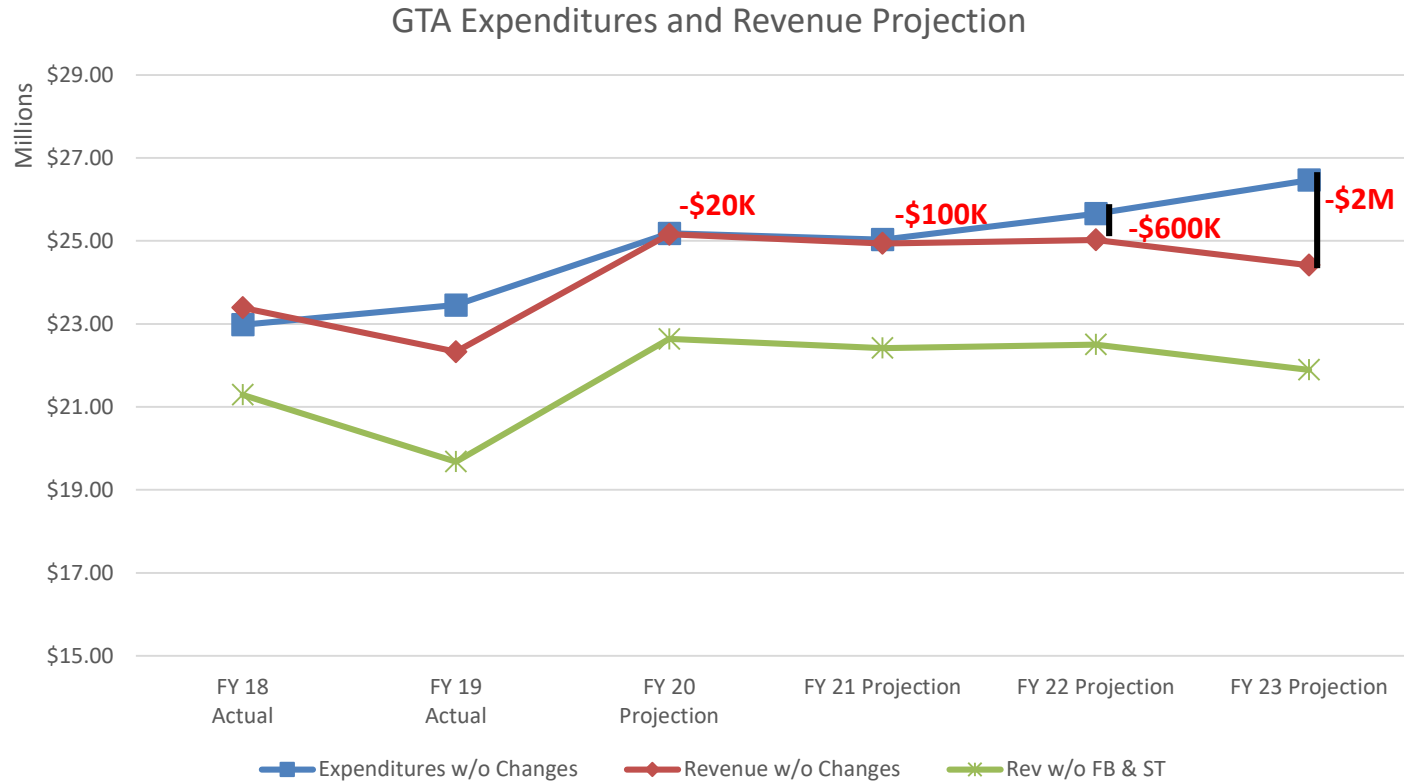
Proposed Fare and Policy Changes

- Fare Increase on Fixed Route and SCAT
 - \$.50 increase over 2 years
 - July 1, 2020 = \$1.75
 - July 1, 2021 = \$2.00
- Eliminate the policy that allows registered SCAT riders to ride for free on fixed route buses and discontinue free rides to meetings.
- Revise the current complementary pass policy to allow staff to have discretion relating to when a pass is issued.

Net Annual Revenue
\$774,170



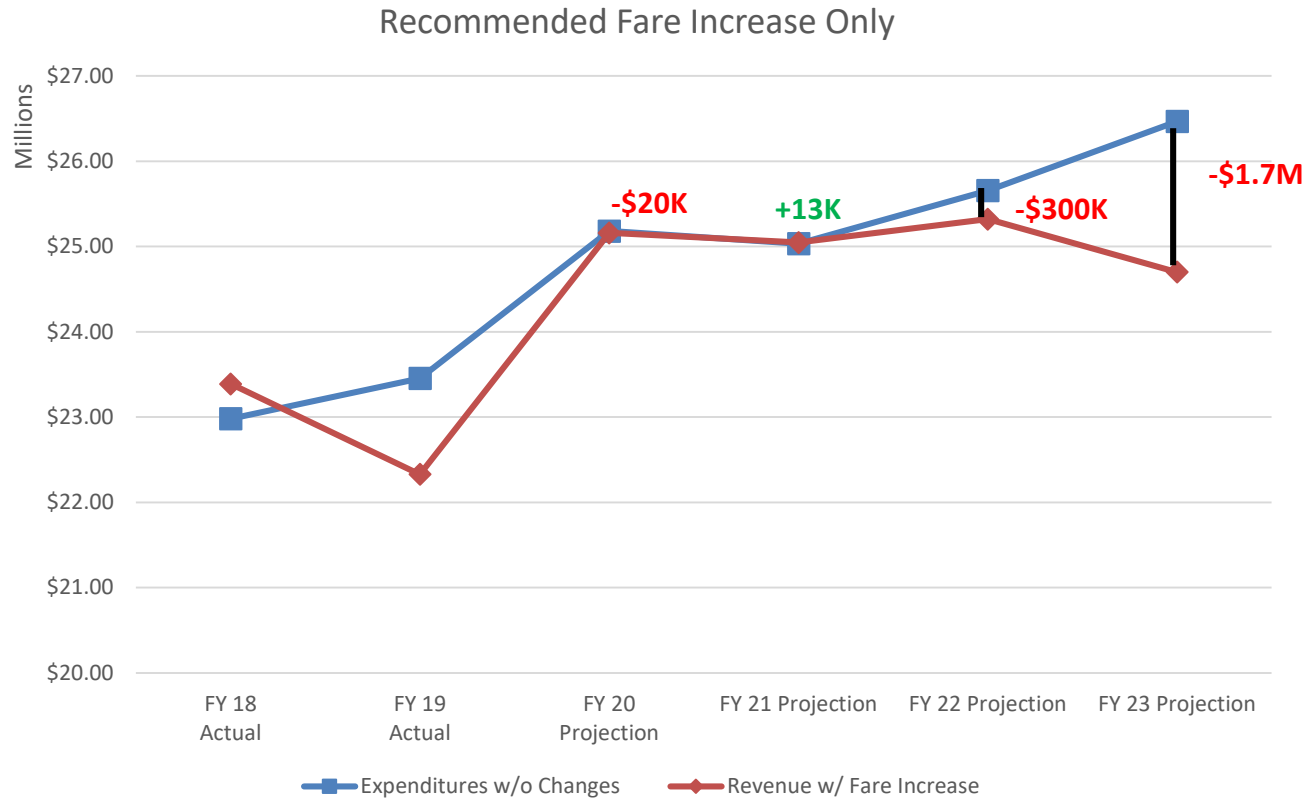
GTA Forecast: Current Trend w/o Changes



FB = Fund Balance
ST = Sales Tax



GTA Forecast: Fare Increase

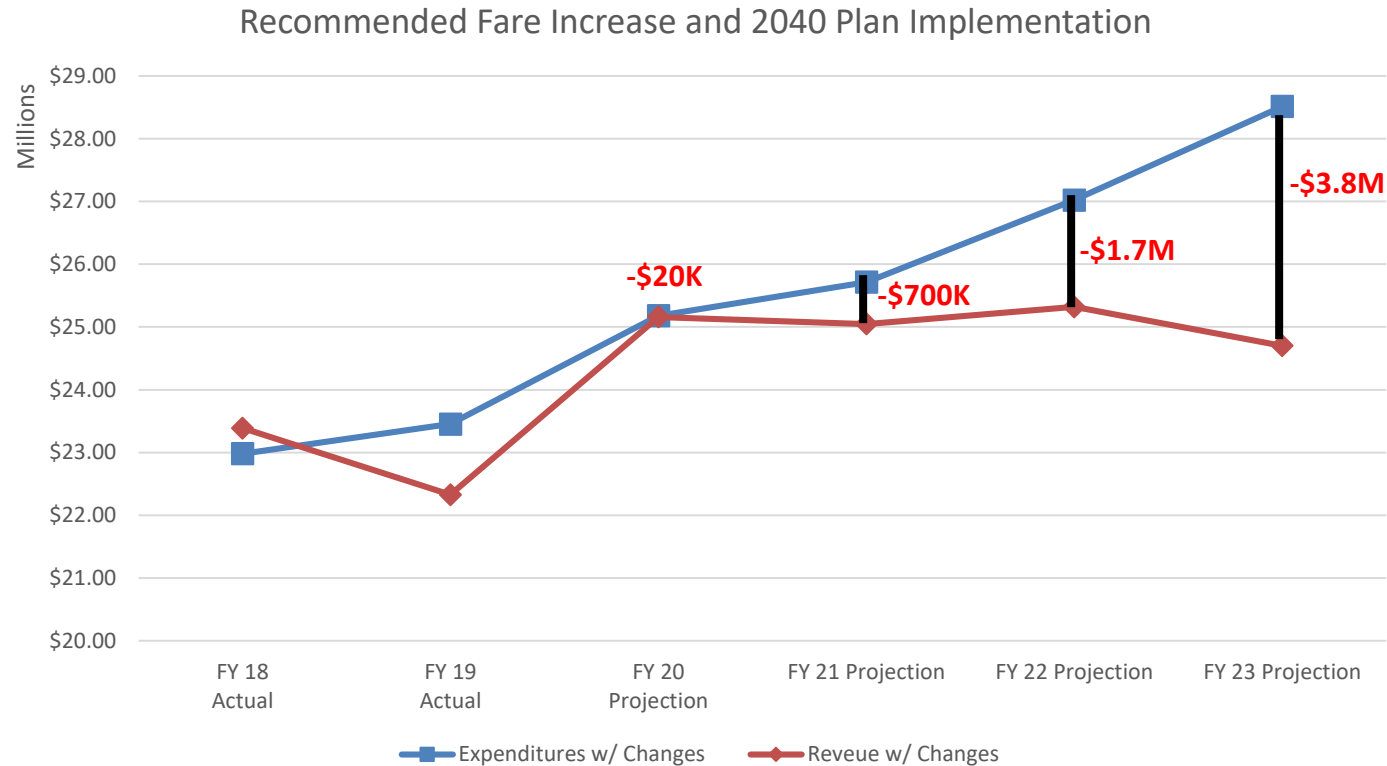


FY 21 increase \$.25

FY 22 increase \$.25



GTA Forecast: Mobility Greensboro 2040



2040 Implementation starts in FY 21;
Includes recommended fare increase



GTA Forecast: Considerations

- \$.50 fare increase (phased in over 2 years)
 - This will not close the funding gap
- Other fare and service change options to consider
- Article 43 Sales Tax
 - The Regional Transportation Authority (PART) would be the taxing agency
 - Requires an MOU between PART and the City
 - Requires county wide voter referenda

GTA Update



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Performance Measures

Fixed Route

	Passenger Per Hour	Passenger Per Mile	Cost Per Passenger	Cost Per Mile
FY 19	18.10	1.54	\$3.75	\$.98
% Change Since 2015	-32%	-27%	13%	12%
National Average	28.60	9.0	\$4.68	\$1.26

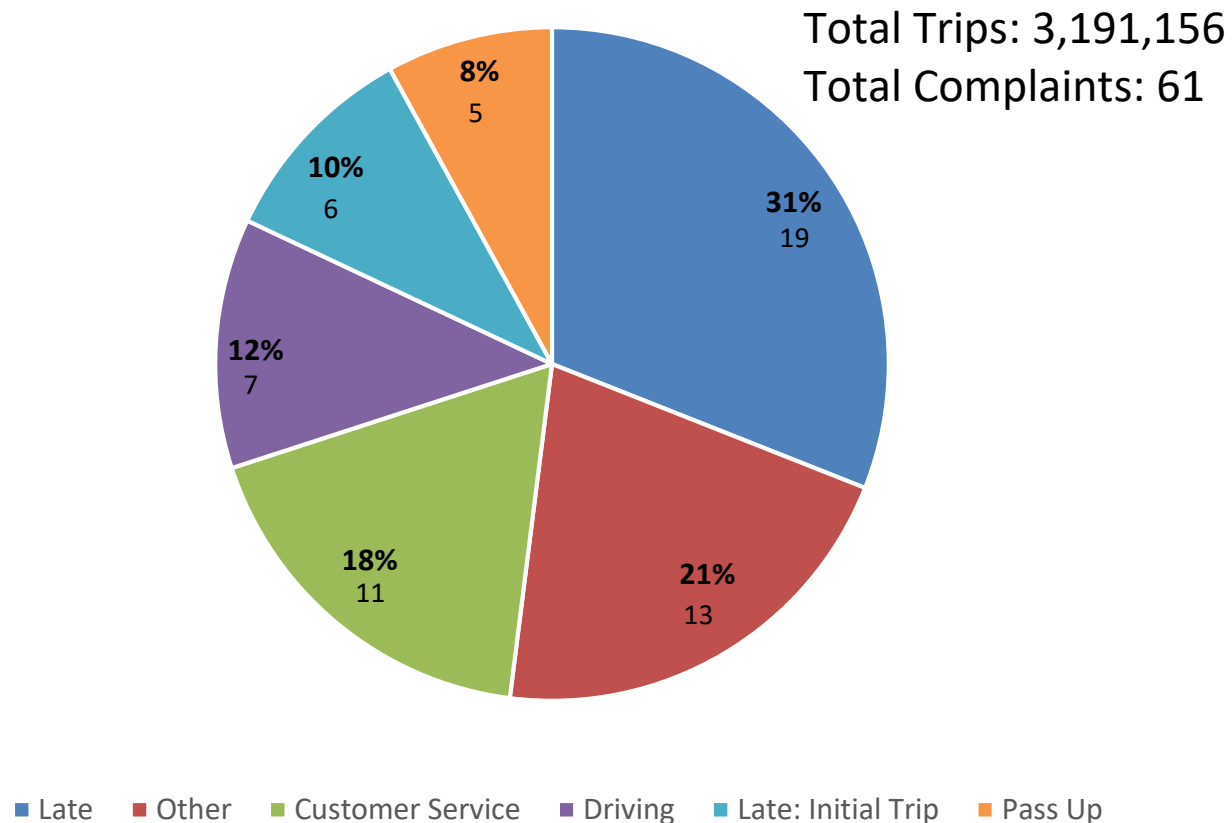
SCAT

	Passenger Per Hour	Passenger Per Mile	Cost Per Passenger	Cost Per Mile
FY 19	1.96	.12	\$34.48	\$4.52
% Change Since 2015	11%	20%	9%	10%
National Average	1.90	1.10	\$37.69	\$4.49



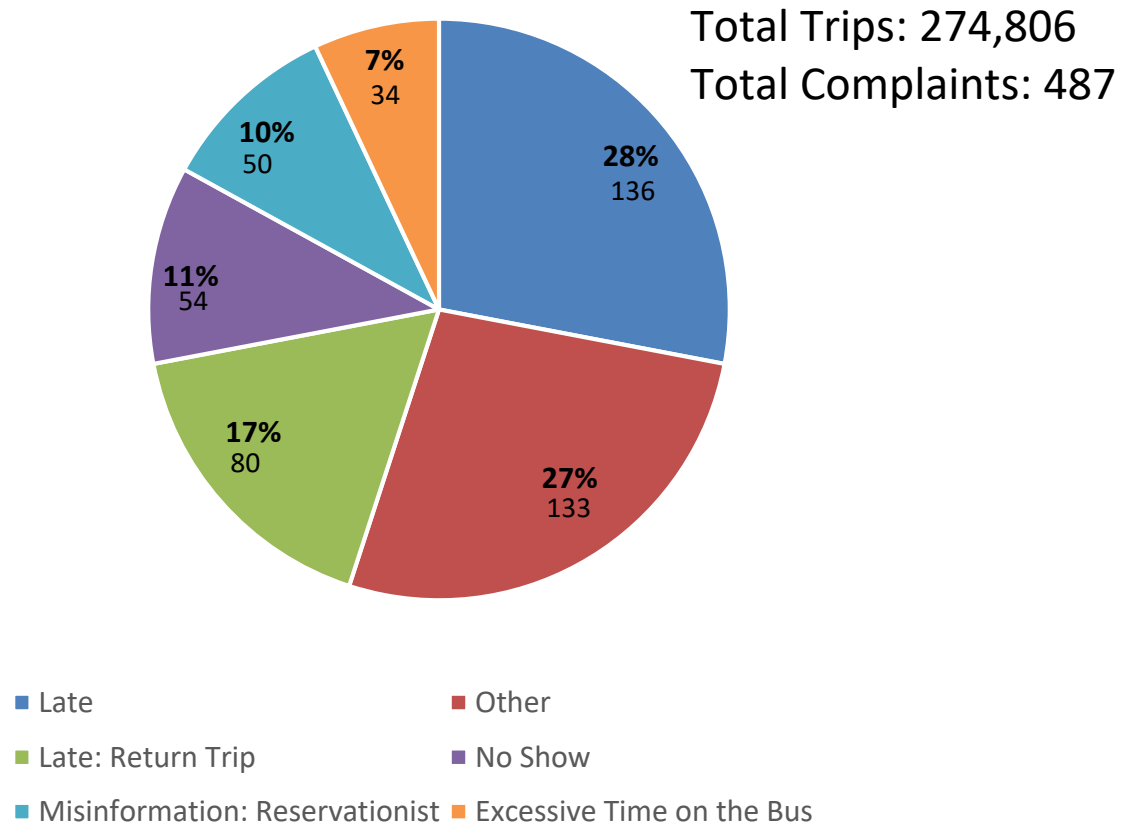
Fixed Route Complaints

Valid Fixed Route Complaints Since January 2019

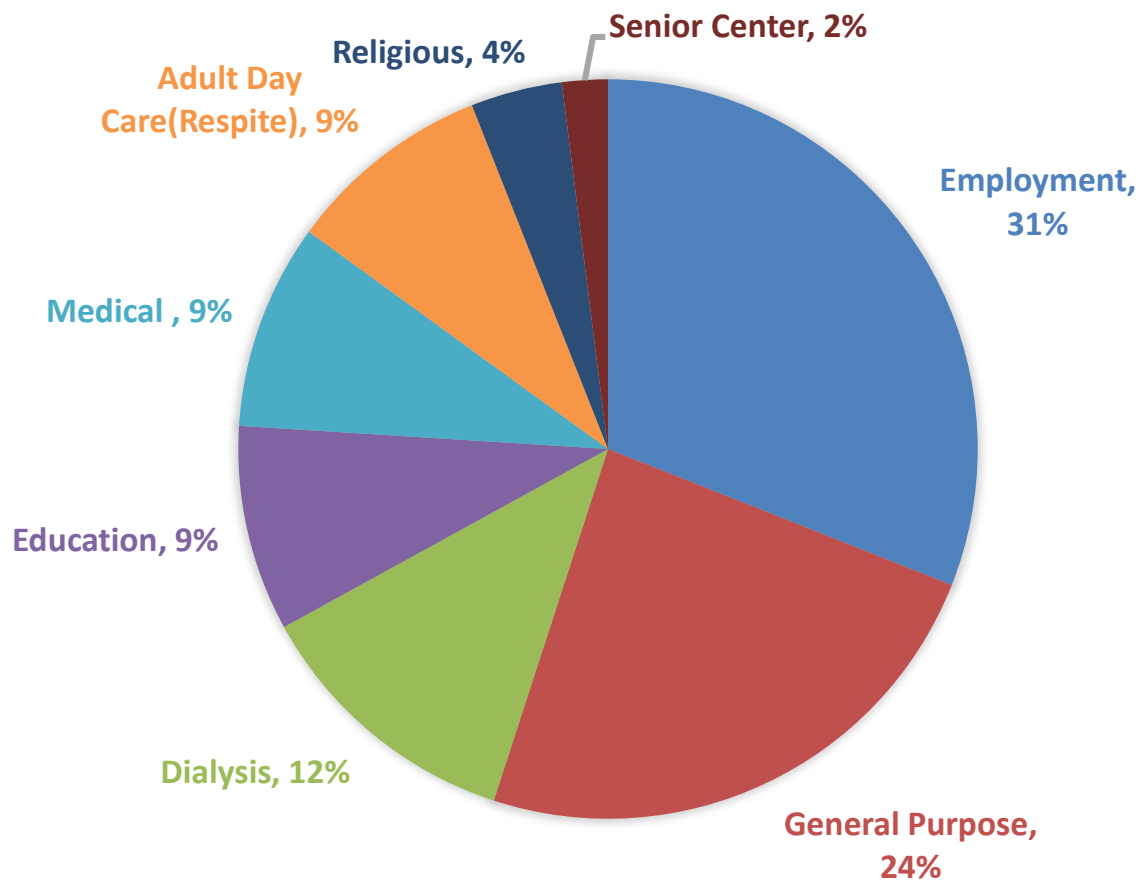


SCAT Complaints

Valid Fixed Route Complaints Since January 2019



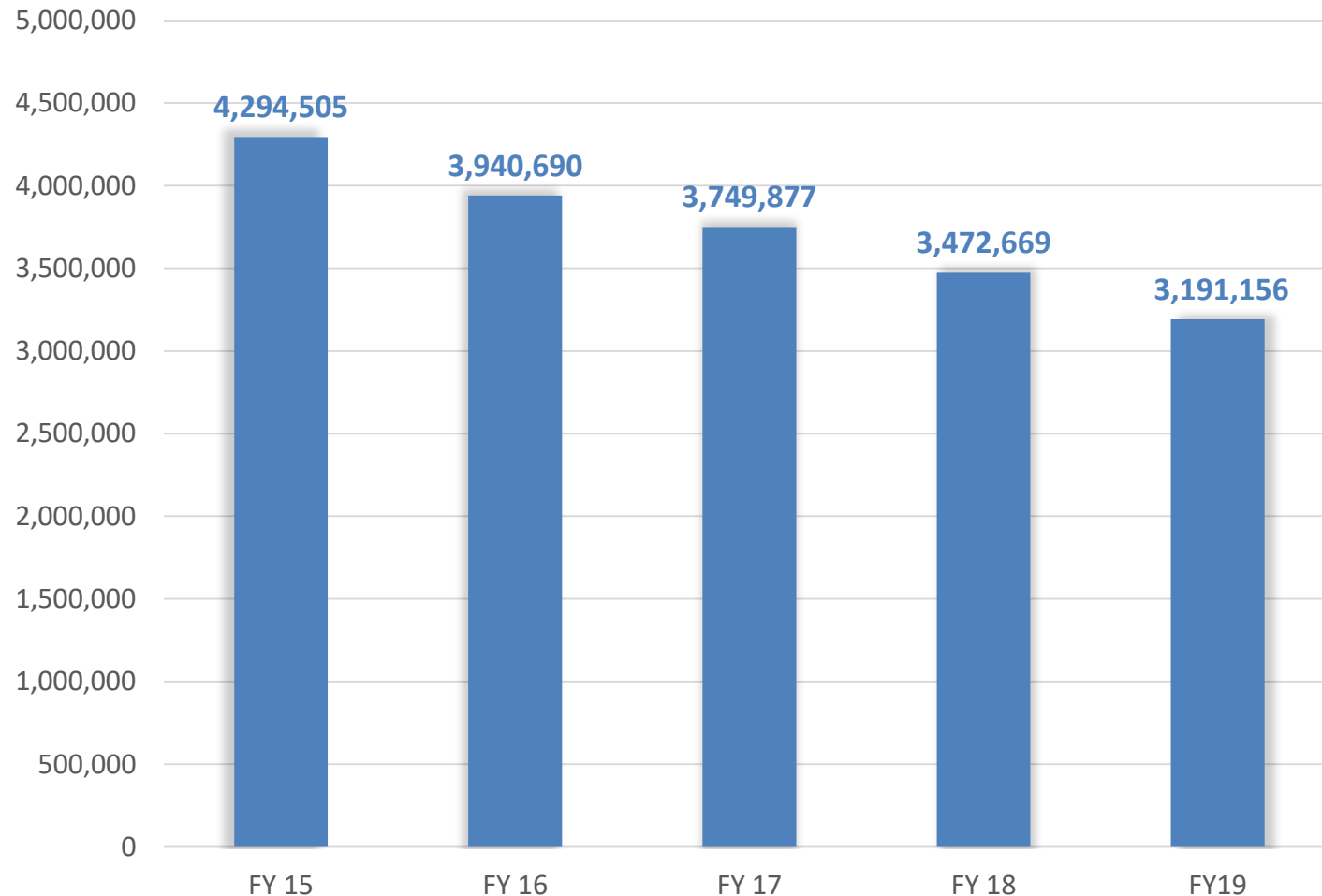
FY 19 SCAT Trip Purpose



Total Trips: 274,806 of which 9.52% were provided in the Premium ADA service area.



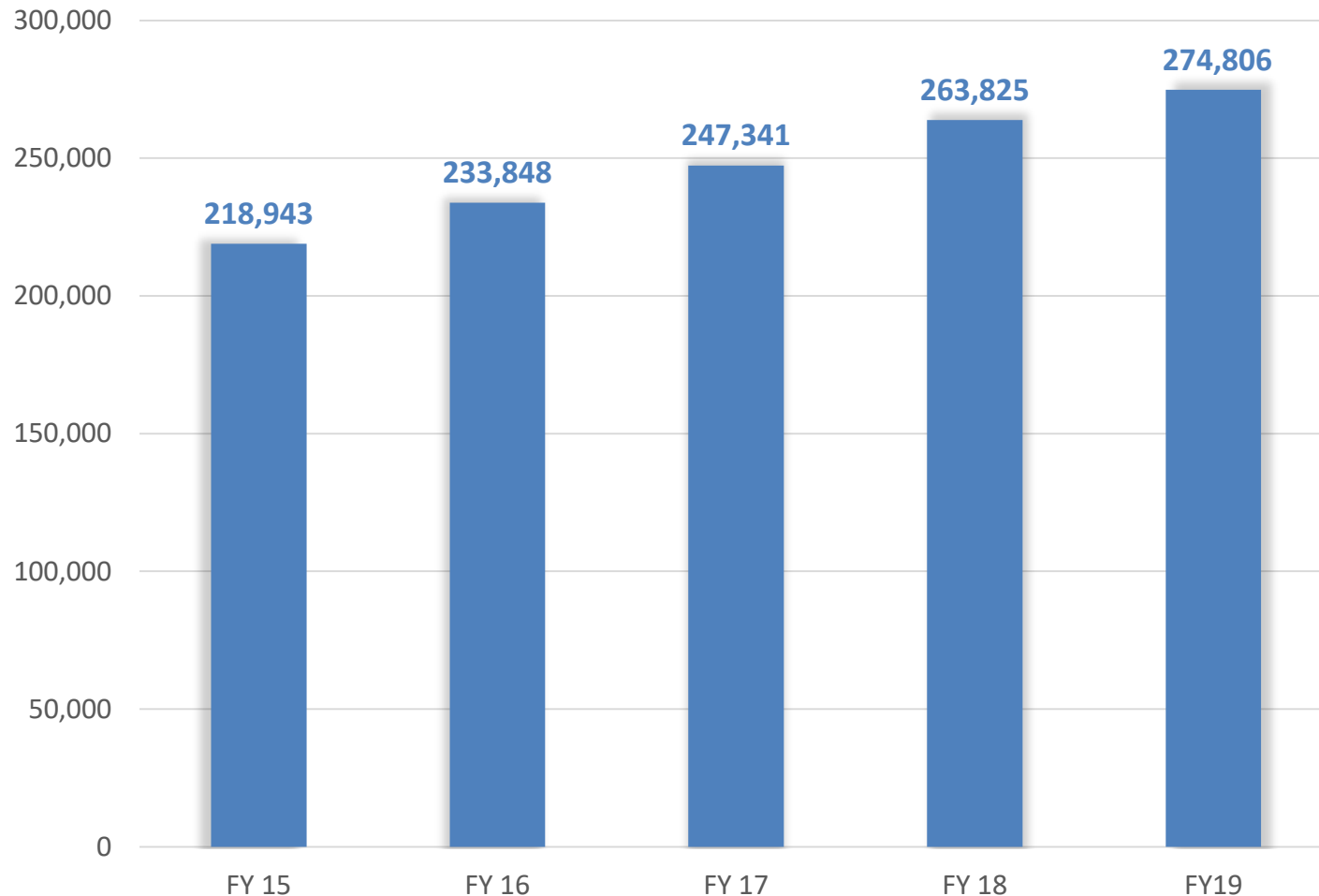
Fixed Route Ridership History



Ridership has declined by 26% since FY 15.



SCAT Ridership History



Ridership has increased by 26% since FY 15.

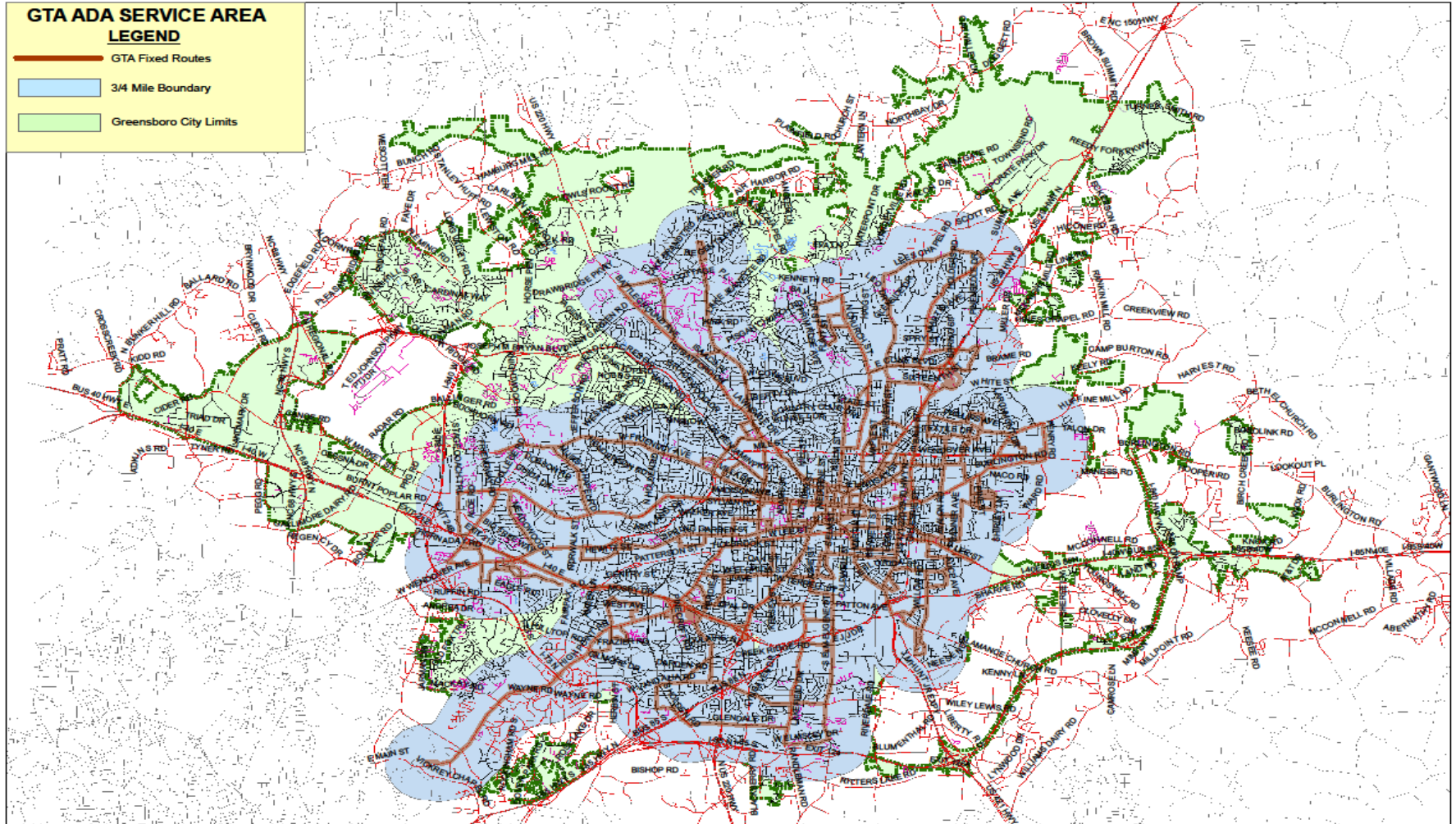


Specialized Community Area Transportation (SCAT) Service Eligibility

- FTA requirement for any transit service offering fixed route bus service.
- Designed for Persons with Disabilities whose functional abilities limits or prevents the use of GTA's fixed route bus service
- 3,394 individuals currently certified
 - 3,170 or 93% reside in the ADA required $\frac{3}{4}$ mile serve area
 - 224 or 7% reside in the Premium service area (outside of the required $\frac{3}{4}$ mile service area)
- 2,218 riders made at lease one trip on SCAT during FY 19
- Average of 124 trips per rider annually



SCAT Service Area Map

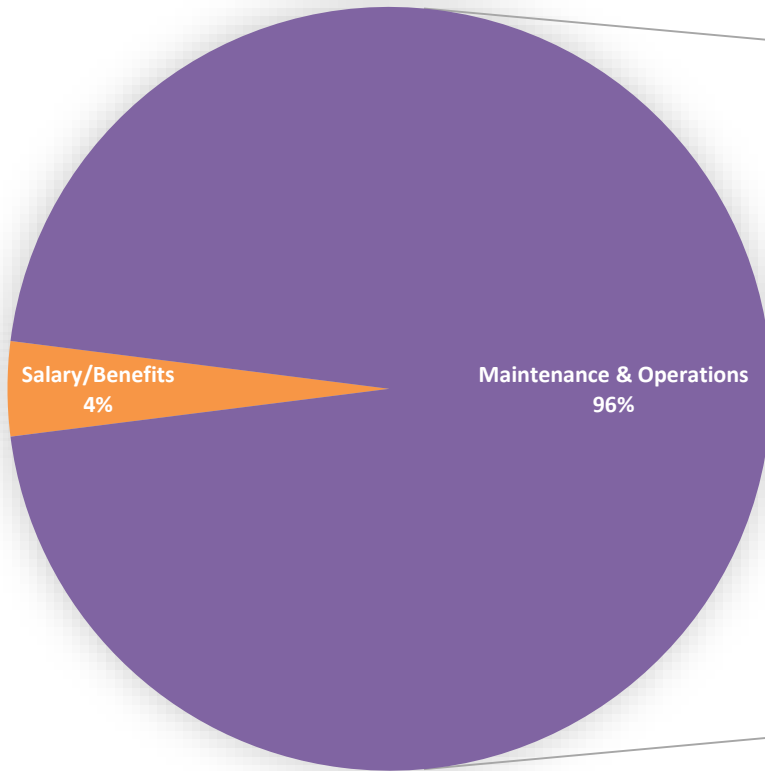




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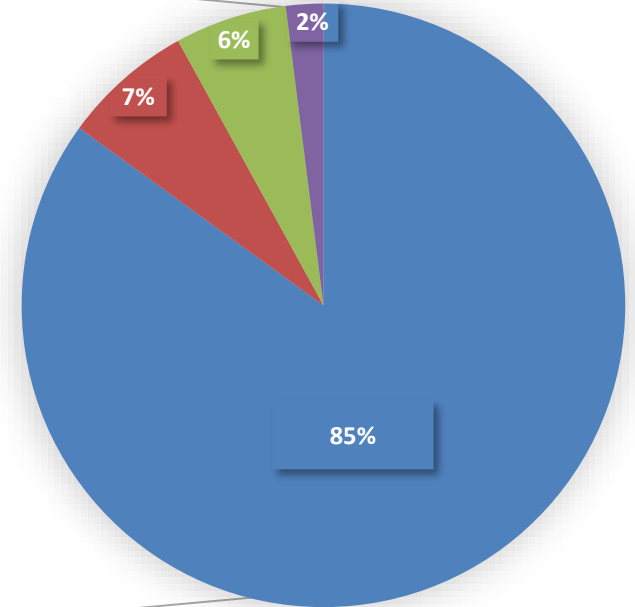
GTA Budget: Overview

Total Budget: \$23,960,330



Salary/Benefits

Maintenance and Operations



Contracted Transportation

Fuel

Miscellaneous

Other Contracted Services

GTA Forecast: Funding Gap Summary

- Funding Gap Projection

	2018	2019	2020	2021	2022	2023
No Change	\$407,130	-\$1,125,877	\$-21,549	-\$92,547	-\$631,983	-\$2 million
Fare Change	--	--	--	\$13,524	-\$336,789	-\$1.7 million
Fare Change & 2040 Implementation	--	--	--	-\$669,138	-\$1.7 million	-\$3.8 million

Proposed Fare Change

\$.50 increase over two years

Proposal	Change in Total Annual Cost	Estimated Change in Ridership	Estimated Change in Revenue	Net Annual Revenue
\$1.75 fare on fixed-route	\$0	-616,458	\$176,558	\$176,558
\$1.75 fare on SCAT	-\$513,220	-17,356	\$20,503	\$533,724
Annual Impact	-\$513,220	-178,814	\$197,062	\$710,282

\$2.00 fare on fixed-route	\$0	-130,781	\$168,979	\$168,979
\$2.00 fare on SCAT	-\$412,043	-13,934	\$19,803	\$431,845
Annual Impact	-\$412,043	-144,716	\$188,782	\$600,825

2,935,603 riders affected by 1st increase; 2,774,145 riders affected by 2nd increase



Proposed Policy Changes

- Eliminate the policy that allows registered SCAT riders to ride for free on fixed-route buses.
 - The intention of the policy was to encourage conditionally certified SCAT riders to utilize the fixed-route bus, when possible, to reduce overall SCAT operating cost.
 - SCAT ridership has not declined, but certified SCAT riders took 77,324 free trips on fixed-route buses in FY 19
 - It has been determined that there has been misuse by SCAT riders who are fully certified for SCAT. These riders are making trips on fixed route buses vs. SCAT
 - Change in policy will reduce the increasing number of SCAT eligibility applications riders submit for the purpose of using the fixed route bus at no cost.

Change in Total Annual Cost	Estimated Change in Ridership	Estimated Change in Revenue	Net Annual Revenue
\$0	-7,732	\$40,834	\$40,834



Proposed Policy Changes

- Revise the current complementary pass policy to allow staff to have discretion relating to when a pass is issued.
 - The free passes were intended to make up for the inconvenience of a late trip (or for a trip over one hour on SCAT) and were distributed only on request of the rider.
 - In FY 19, 24,613 free passes were given to SCAT riders; 29 free passes were give to fixed-route riders
 - SCAT riders will remain eligible to receive the “Half-Fare” discount on fixed-route when they show the appropriate GTA issued ID card

Change in Total Annual Cost	Estimated Change in Ridership	Estimated Change in Revenue	Net Annual Revenue
-\$72,866	-2,464	\$4,917	\$77,783