



MEETING AGENDA

Public Transportation Advisory Committee

Thursday, July 25, 2019 | 9:00 A.M. (local time)

Texas Department of Transportation (TxDOT)

200 E. Riverside Drive, Room 2B.1, Austin, TX 78704

1. Call to Order.

2. Safety Briefing.

3. Approval of minutes from April 30, 2019 meeting. (Action)

4. TxDOT's Public Transportation Division Director's report to the Public Transportation Advisory Committee regarding public transportation matters.

5. Presentation and discussion on transit agency risk assessment.

6. Presentation and discussion on Capital Area Rural Transportation System's intercity bus service program.

7. Presentation and discussion on Intercity Bus Program Strategic Direction Report. (Action)

8. Public Comment – Public comment will only be accepted in person. The public is invited to attend the meeting in person or listen by phone at a listen-in toll-free number: 1-855-437-3563 [US] with attendee access code: 598 304 40. The meeting transcript will be placed on the Internet following the meeting.

9. Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action)

10. Adjourn. (Action)

I certify that I have reviewed this document and that it conforms to all applicable Texas Register filing requirements.

CERTIFYING OFFICIAL: Becky Blewett, Deputy General Counsel, (512) 463-8630

AGENDA ITEM 3

MINUTES FOR ADOPTION

Public Transportation Advisory Committee – Teleconference Meeting
200 E. Riverside Drive Room 2B.1, Austin, Texas
April 30, 2019 10:00 A.M.

Committee Members Present and Participating:

John McBeth, Chair
J.R. Salazar
Ken Fickes
Marc K. Whyte
Dietrich M. Von Biedenfeld

Committee Members Participating via Teleconference:

Jim Cline, Vice Chair

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Josh Ribakove, Communications Manager, PTN

AGENDA ITEM 1: Call to Order.

John McBeth called the meeting to order at 10:00 A.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove gave a safety briefing for attendees at 10:01 A.M.

AGENDA ITEM 3: Approval of minutes from January 24, 2019 meeting (Action).

John McBeth opened this item at 10:04 A.M.

MOTION Ken Fickes moved to approve the May 8, 2018 meeting minutes.

SECOND Jim Cline seconded the motion.

The motion passed unanimously at 10:04 A.M.

AGENDA ITEM 4: TxDOT's Public Transportation Division Director's report to the committee regarding public transportation matters.

Eric Gleason began his report at 10:04 A.M. The report touched on committee membership, legislation, commission activity, TxDOT-PTN's current call for projects for the federal Enhanced Mobility of Seniors and Individuals with Disabilities program (FTA Section 5310), Agency Safety Plans, and updates to the January 24 meeting presentation on Texas' Intercity Bus Program.

Questions and comments: John McBeth.

AGENDA ITEM 5: Presentation and discussion on state-funded intercity bus service in the United States, and potential implications for program approach in Texas (Action).

Eric Gleason introduced this topic at 10:17 A.M. The presenter was Kelly Blume, Associate Research Scientist, Texas A&M Transportation Institute.

Questions and comments: Ken Fickes, Jim Cline, Eric Gleason, John McBeth

No action taken.

AGENDA ITEM 6: Presentation and discussion on state-funded intercity bus service in the state of Washington, and potential implications for program approach in Texas (Action).

Eric Gleason introduced this topic at 10:48 A.M. The presenter was Greg Wright, Community Liaison – Intercity Bus Program, Washington State Department of Transportation

Questions and comments: John McBeth, Eric Gleason.

No action taken.

AGENDA ITEM 7: Public Comment

John McBeth introduced this item at 11:24 A.M.

Greg Goodman of Goodman Corporation inquired about TxDOT's collection of intercity bus ridership data from Greyhound.

AGENDA ITEM 8: Propose and Discuss Agenda Items for Next Meeting; confirm date of next meeting (Action).

John McBeth initiated and led this discussion beginning at 11:26 A.M.

Membership agreed to send TxDOT-PTN item proposals and issues to address within one week.

The committee selected Thursday, July 25 at 9 A.M. for the next meeting.

No action taken.

AGENDA ITEM 9: Adjourn (Action).

MOTION Ken Fickes moved to adjourn.

SECOND Marc K. Whyte seconded the motion.

Meeting adjourned at 11:34 A.M.

Prepared by:

Josh Ribakove
Public Transportation Division

Approved by:

John McBeth, Chair
Public Transportation Advisory Committee

AGENDA ITEM 5



AGENCY ASSESSMENT

Public Transportation Division

PTN Agency Assessment - Revisited



Reminder: How Scores are Determined

Profile Elements

- Type of Entity
- Funding Reimbursed
- Agency Changes

Profile Score

Compliance Elements

- Quarterly Deficiencies (PTN126)
- Annual Monitoring/Triennial Deficiencies (129/PTN137/FTA Triennials)
- Single Audits Results
- Late Improvement Action Plans

Compliance Score

Total Score

Example of Scoring for Typical 5311 Transit District

ABC Transit

The agency's Profile score is 85

Profile / Inherent Results	Score
5311 Agency/Local Government	25
FY18 Reimbursement: \$911,000	60
Staff or system changes: None	0
Profile Score	85

The agency's Compliance score is 40

Compliance Results		Score
Quarterly Review (PTN126)	1 - Financial Deficiency	20
Annual Review (PTN 129)	1 - Programmatic Deficiency	10
Single Audit	0 - Issued Identified	0
Late IAP	1 - Programmatic IAP	10
Compliance Score		40

Overall Score is:

$$85 + 40 = 125$$

(previously reported as 'medium' risk)

Previously Reported Risk Thresholds:

0 - 100	Low
101 - 200	Medium
200 +	High

Current Threshold:

Compliance Score over 60 may trigger additional oversight.

Reporting the Results on Agency-at-a-Glance for FY 18

ABC Transit's assessment score: 125

Previous Report Structure



PTN Compliance Information

ABC Transit total risk value is 125. This compares to an average value of 114 for all transit providers

ABC Transit	Inherent risk	85
	Compliance risk	40
	Total Risk Value	125

Inherent risk is based on organizational structure, organizational or staff changes, and grant funds reimbursed

Compliance risk is based on instances of non-compliant discovered/reported as part of subrecipient oversight

PTN considers a value of 0-100 to be low risk, 101 – 200 medium risk, and above 200 high risk.

Proposed Report Structure



PTN Compliance Information

PTN compiles information that measures an agency's performance in the regulatory environment. There are two components, a profile score and a compliance score.

ABC Transit	Compliance score	40
	Profile score	85
	Total Assessed Value	125

- The compliance score is base on instances of non-compliance discovered/reported as part of agency oversight.
- The profile score is based on organizational structure, operational changes, and grant funds received.

ABC Transit's total assessed value for FY 18 is 125, which compares to an average value of 114 for all transit agencies.

While a high profile score in itself is not cause for concern, a compliance score over 60 may trigger additional oversight.

AGENDA ITEM 6



CARTS INTERURBAN COACH SERVICES





U.S. Post Office

BARNSDALL
MOTOR FUEL

BARNSDALL
MOTOR FUEL

ARIZONA 3-3623A
15589

OKLA. CC. A5
TEX. R.R.C. 732
N.M. S.C.C. 143
341 396

PRINCE
ALBERT
THE NATIONAL OFFICIAL

MONA

WINTER
GIRL
SINGING

MAILBOXES
BABY CHICKS

Once upon a time...

1988 – Fred Curry (Greyhound) determined to reinvent intercity bus business

Idea for the Rural Connection Program



OCKERS

RESTROOMS ↓

Fuller Transit
CONNECTING AMERICA



Rural Connections Grow

Rural providers became bus agents

Built new facilities

Supported marginally profitable ICB routes

Greyhound discontinued Rural Connection, but legacy of program continues

ISTEA: 1991

**Changed face of
transportation funding**

**Creates National Intercity Bus
Program**

**15% of Section 18 funding to
“enhance” ICBs in rural areas**

**Opportunity to
boost partnership
with ICBs**



Connecting the Dots

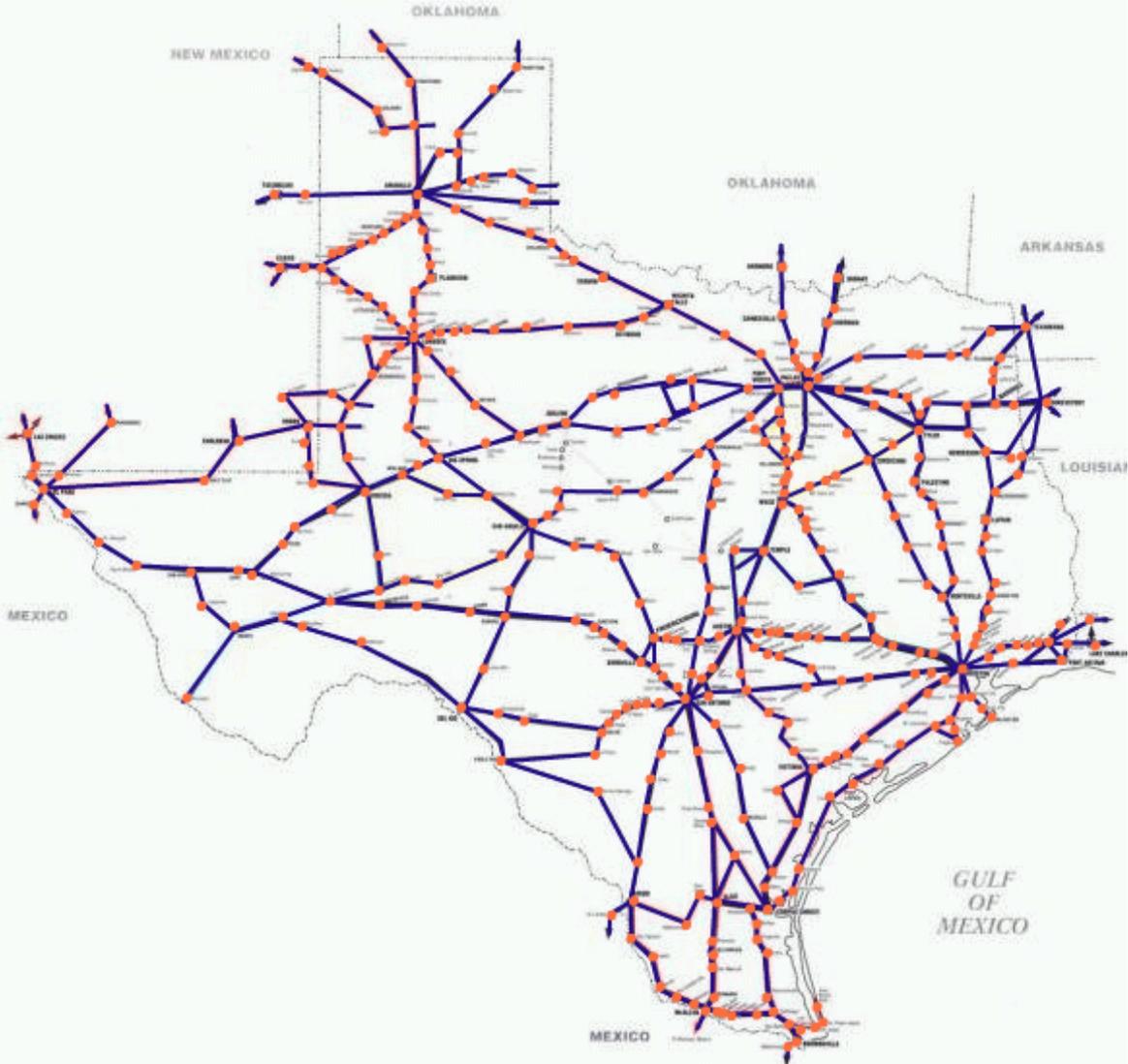
28 years of ICB Enhancement investments

GLI abandoned routes and stops, regionals pick up some

Significant ICB service remains, but it largely connects urban areas

Still no national network connecting rural transit to ICB service

Intercity Bus Service in Texas Before Deregulation



Some left in lurch as Greyhound cuts stops

By Tom Kenworthy, USA TODAY

GLENDIVE, Mont. — It's a 220-mile bus ride to Billings from this isolated community on the northern Plains. And despite being in a wheelchair with multiple sclerosis, Delores Wade often makes the trip so she can see her doctor.



Greyhound is cutting service to several communities in its northern route across the country.

Bus Depot

 **COMMUNITY TRANSIT**
Going Places For You


Greyhound

CAPITAL AREA

CARTS
RURAL
TRANSPORTATION
SYSTEM

**Arrow
Trailways**





55781

KERRVILLE

KERRVILLE

COMMUNITY

TRAVEL

KERRVILLE
TRAVEL



CARTS

80°

CARTS
INTERURBAN
COACH

CARTS
INTERURBAN
COACH

TAYLOR - RR - GEORGETOWN

WE GO EVERY

CARTS

INTERURBAN LOCAL

MC 651812C
USDOT 1765983
TXDMV 006597037C

RUR



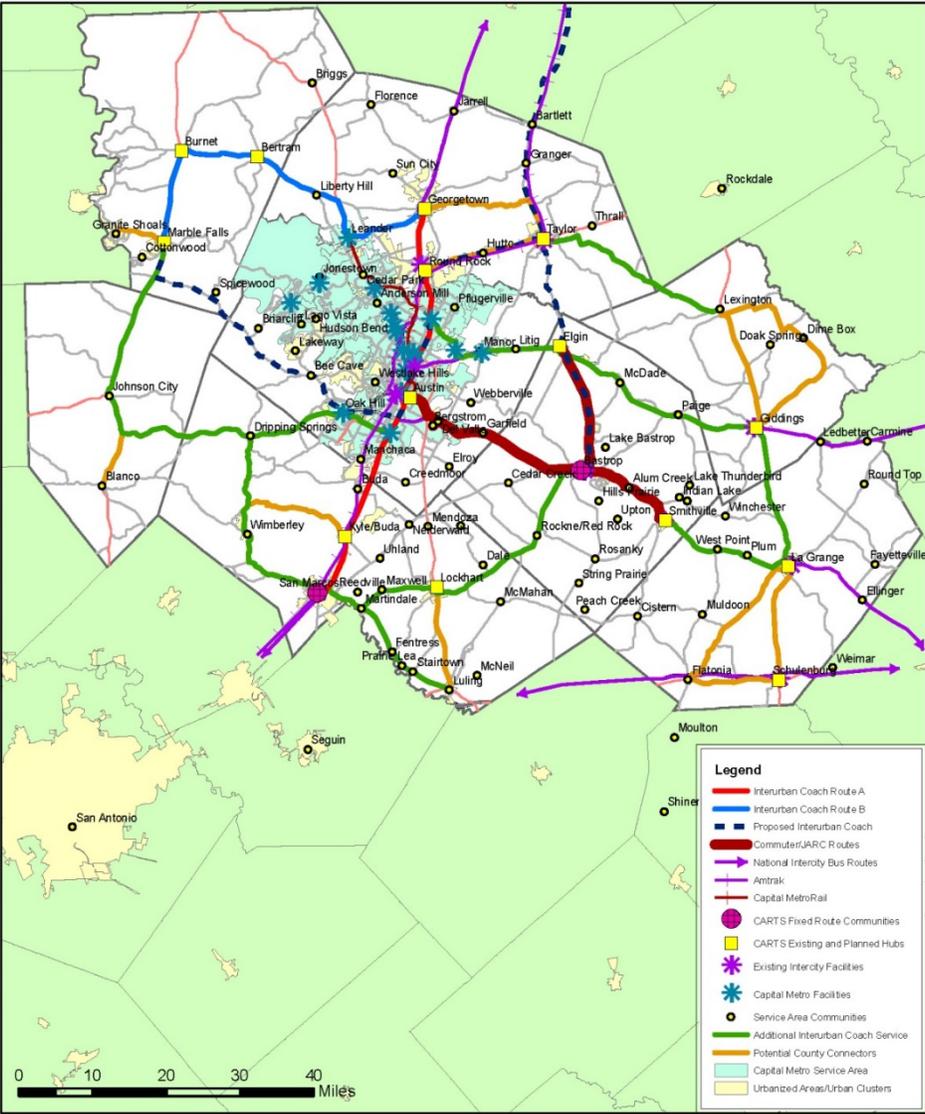
CARTS GEORGETOWN STATION

Grand Opening & Open House

CARTS
INTERURBAN
COACH

STATE
105-6112

Existing and Proposed Services with Potential Interurban Services



Name	M	T	W	R	F	2M/mo.	2T/mo.	2W/mo.	2R/mo.	2F/mo.	1M/mo.	1F/mo.
Bastrop to Austin	X	X		X								
Bastrop to Alum Creek	X	X		X								
Alum Creek to Smithville	X	X		X								
Bastrop to Hills Prairie			X									
Bastrop to Cedar Creek					X							
Bastrop to Lake Bastrop				X								
Bastrop to Elgin	X	X		X								
Elgin to McDade	X	X		X								
Elgin to Taylor										X		
Elgin to Austin	X						X					
Bastrop to Rockne & Red Rock			X									
Smithville to La Grange			X									
Smithville to Center Union/Indian Lake/Lake TB		X										
Smithville to Upton/Rosanky/SP/PC		X	X									
Blanco to Johnson City		X										
Johnson City to Fredericksburg						X						
Johnson City to Marble Falls						X						
Johnson City to Austin											X	
Blanco to San Marcos										X		
Blanco to San Antonio												X
Bertram to Austin		X										
Bertram to Georgetown						X						
Georgetown to Round Rock						X						
Bertram to Temple								X				
Burnet to Bertram	X	X	X	X	X							
Burnet to Marble Falls	XX	XX	XX	XX	XX							
Burnet to Briggs	X											
Briggs to Georgetown or Austin		X				X						
Marble Falls to Granite Shoals	XX	XX	XX	XX	XX							
Marble Falls to Spicewood										X		
Spicewood to Briarcliff				X								
Lockhart to Dale	X				X							
Fentress to San Marcos				X								
Lockhart to Fentress	X											
Fentress to Prairie Lea					X							
Lockhart to Maxwell	XX		XX		XX							
Maxwell to Martindale	X		X		X							
Lockhart to Luling		X		X								
Lockhart to Austin		X		X								
Lytton Springs to Lockhart												
McMahan to Lockhart						X						
McNeil to Lockhart	X											
McNeil to Luling					X							
Neiderwald to Mendoza												
Prairie Lea to Stairtown					X							
Stairtown to Luling					X							
Reedville to San Marcos	X		X		X							
Neiderwald to San Marcos		X		X								
Uhland to Lockhart							X					
Luling to Seguin			X									
La Grange to Ellinger				X								

Name	M	T	W	R	F	2M/mo.	2T/mo.	2W/mo.	2R/mo.	2F/mo.	1M/mo.	1F/mo.
Ellinger to Columbus			X									
Winchester to La Grange		X										
Fayetteville to Ellinger				X								
Schulenburg to Weimar	X	X										
Weimar to Columbus	X											
Schulenburg to La Grange			X									
Schulenburg to Hallettsville				X								
Hallettsville to Victoria				X								
Schulenburg to Flatonia	X		X						X			
Flatonia to Moulton									X			
Moulton to Shiner									X			
Cistern to Flatonia									X			
Muldoon to Flatonia									X			
Carmine to Round Top											X	
Carmine to Brenham												X
Carmine to Giddings												X
Round Top to La Grange												X
Buda to Austin	X		X									
Kyle to Buda	X		X									
San Marcos to Kyle	X		X									
San Marcos to San Antonio												X
Wimberley to San Marcos			X									
Dripping Springs to Wimberley	X			X								
Giddings to McDade											X	
Giddings to La Grange	X											
Lexington to Rockdale												X
Lexington to Elgin											X	
Lexington to Giddings				X								
Dime Box to Doak Springs												X
Doak Springs to Lexington												X
Dime Box to Giddings				X								
Pflugerville to Austin	X	X	X	X	X							
Pflugerville to Round Rock				X								
Manchaca & Oak Hill to Austin	X	X	X		X							
Briarcliff to Bee Cave				X								
Hudson Bend to Lakeway				X								
Lakeway to Bee Cave				X								
Bee Cave to Westlake Hills				X								
Westlake Hills to Austin				X								
Creedmoor to Austin	X	X	X	X	X							
Elroy to Austin	X	X	X	X	X							
Webberville & Litig to Austin	X		X		X							
Anderson Mill to Round Rock		X		X								
Bartlett to Temple											X	
Bartlett to Granger		X	X	X								
Florence to Sun City	X		X							X		
Granger to Georgetown		X		X								
Granger to Taylor		X		X								
Sun City to Georgetown		X		X								
Taylor to Round Rock		X		X								
Thrall to Taylor			X									
Round Rock to Austin	X		X		X							

Table 2: Southbound-CARTS/Greyhound Interurban/Intercity Timetable

City	Direction	Time	Notes
Dallas	Leave	2:00	Americanos
Houston		5:35	
La Grange			Route D-TTh
Bastrop		6:35	
Elgin		7:05	
Taylor		7:30	
Round Rock		8:00	
Marble Falls	Leave	6:15	Route B
Burnet	Leave	6:35	
Bertram	Leave	6:50	
Liberty Hill	Leave	7:05	
Leander	Leave	7:20	
Georgetown	Arrive	7:40	
Marble Falls		7:10	Route C
Spicewood		7:35	
Bee Cave		8:00	
Oak Hill		8:15	
Austin	Arrive	8:40	
Killeen		4:45	Route A
Georgetown	Leave	7:55	
Round Rock		8:10	
Austin	Arrive	6:00	
Austin	Leave	6:15	
Kyle/Buda		9:30	
San Marcos		7:00	
San Antonio	Arrive	8:10	
Kerrville		10:15, 12:25, 13:05	
Arrow		13:15	
Amtrak		17:00, 17:30, 17:55, 18:06, 18:25	
Arrow		18:30	
Amtrak		19:00	
Arrow		19:35	
Amtrak		22:25	
Other Cities		10:30, 10:40, 12:05, 12:40, 13:35, 14:45, 15:05, 15:25, 16:35, 16:50, 17:35, 18:40, 18:55, 19:20, 19:30, 20:05, 20:10, 20:25, 20:30, 21:10, 21:20, 22:05, 22:15, 22:30, 23:10, 23:20, 0:10, 0:20, 0:35, 1:10, 1:20, 2:25, 2:35	

Table 2: Northbound-CARTS/Greyhound Interurban/Intercity Timetable

City	Direction	Time	Notes
Monterey, MX	Leave	21:30	
San Antonio	Leave	5:00	
San Marcos		5:30	Route A
Kyle/Buda		5:50	
Austin	Arrive	4:00	Arrow
Austin	Leave	4:10	
Round Rock		4:30	
Georgetown		7:20	
Killeen		5:35	
Austin	Leave	5:35	
Oak Hill		9:30	Route C
Bee Cave		9:55	
Spicewood		10:10	
Marble Falls		10:35	
Georgetown		7:40	Route B
Leander		8:00	
Liberty Hill		8:15	
Bertram		8:30	
Burnet		8:45	
Marble Falls		9:05	
Round Rock		8:00	Route D-TTh
Taylor		8:30	
Elgin		8:55	
Bastrop		9:25	
La Grange			
Houston			
Dallas	Arrive	10:25	
San Marcos		6:10	
Kyle/Buda		8:32	
Austin		6:30	
Austin		6:55	
Round Rock		7:05	
Georgetown		9:31	
Killeen		9:15	
Austin		12:30	
Austin		14:15	
Round Rock		13:00	Kerrville
Georgetown		14:15	
Leander		13:30	
Liberty Hill		14:00	
Bertram		15:00	
Burnet		15:15	
Marble Falls		15:45	Arrow
Georgetown		16:10	
Leander		16:35	
Liberty Hill		16:45	
Bertram		16:10	
Burnet		17:05	
Marble Falls		17:20	
Georgetown		17:50	
Leander		17:20	
Liberty Hill		17:50	
Bertram		18:15	
Burnet		18:30	
Marble Falls		18:45	
Georgetown		19:00	
Leander		18:15	
Liberty Hill		19:00	
Bertram		21:15	
Burnet		21:50	
Marble Falls		23:45	
Georgetown		2:50	
Leander		4:20	
Liberty Hill		5:20	
Bertram		6:30	
Burnet		7:00	
Marble Falls		7:00	
Georgetown		9:00	
Leander		12:01	
Liberty Hill		17:00	
Bertram		18:00	
Burnet		18:00	
Marble Falls		18:00	
Georgetown		18:00	
Leander		18:00	
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Burnet		18:00	
Marble Falls		18:00	
Georgetown		18:00	
Leander		18:00	
Liberty Hill		18:00	
Bertram		18:0	

CARTS Intercity Routes

Round Trips Possible in One-Day

Going		Returning			
Route A	5:30	San Marcos	Route B	16:55	Marble Falls
	5:50	Kyle / Buda		17:15	Burnet
	6:30	Austin layover		17:30	Bertram
	6:40	Austin		17:45	Liberty Hill
	7:05	Round Rock		18:00	Leander
Route B	7:20	Georgetown	Route A	18:20	Georgetown
	7:40	Georgetown		18:40	Georgetown
	8:00	Leander		18:55	Round Rock
	8:15	Liberty Hill		19:20	Austin layover
	8:30	Bertram		19:30	Austin
Route B	8:45	Burnet	Route A	20:10	Kyle / Buda
	9:05	Marble Falls		20:30	San Marcos

Going		Returning			
Tues & Thurs Only		Tues & Thurs Only			
Route A	5:30	San Marcos	Route D	17:00	Bastrop
	5:50	Kyle / Buda		17:30	Elgin
	6:30	Austin layover		17:55	Taylor
	6:40	Austin		18:25	Round Rock
	7:05	Round Rock		Route A	18:55
Route D	8:00	Round Rock	19:20		Austin layover
	8:30	Taylor	19:30		Austin
	8:55	Elgin	20:10		Kyle / Buda
9:25	Bastrop	20:30	San Marcos		

Going		Returning			
Route B	6:15	Marble Falls	Route A	15:30	San Marcos
	6:35	Burnet		16:10	Kyle / Buda
	6:50	Bertram		16:30	Austin layover
	7:05	Liberty Hill		16:40	Austin
	7:20	Leander		17:05	Round Rock
Route A	7:40	Georgetown	Route B	17:20	Georgetown
	7:55	Georgetown		18:20	Georgetown
	8:10	Round Rock		18:40	Leander
	8:40	Austin layover		18:55	Liberty Hill
	8:50	Austin		19:10	Bertram
Route A	9:30	Kyle / Buda	Route B	19:25	Burnet
	9:50	San Marcos		19:45	Marble Falls

Going		Returning				
Route C	7:10	Marble Falls	Route A	15:30	San Marcos	
	7:35	Spicewood		16:10	Kyle / Buda	
	8:00	Bee Cave		16:30	Austin	
	8:15	Oak Hill		Route C	19:20	Austin
	8:40	Austin			19:45	Oak Hill
Route A	8:50	Austin	20:00		Bee Cave	
	9:30	Kyle / Buda	20:15		Spicewood	
	9:50	San Marcos	20:40		Marble Falls	

Going		Returning			
Tues & Thurs Only		Tues & Thurs Only			
Route D	6:35	Bastrop	Route A	15:30	San Marcos
	7:05	Elgin		16:10	Kyle / Buda
	7:30	Taylor		16:30	Austin layover
	8:00	Round Rock		16:40	Austin
Route A	8:10	Round Rock	Route D	17:05	Round Rock
	8:40	Austin layover		17:20	Round Rock
	8:50	Austin		18:10	Taylor
	9:30	Kyle / Buda		18:35	Elgin
9:50	San Marcos	19:05	Bastrop		

Capital Area Rural Transportation System (CARTS) Interurban Timetable

PROPOSED CARTS INTERURBAN TIMETABLE

The assignment is to develop a timetable for CARTS interurban routes previously developed by CARTS and the Texas Transportation Institute (TTI) to provide for a high level connectivity with the existing national intercity network operated by Greyhound and other intercity bus carriers in the CARTS region. The proposed schedules were developed for the following four routes previously developed by CARTS, which are mapped separately:

Route A—Georgetown to San Marcos, via Round Rock, Austin, and Kyle/Buda

Route B—Marble Falls to Georgetown, via Burnet, Bertram, Liberty Hill, and Leander

Route C—Marble Falls, Spicewood, Bee Cave, Oak Hill, and Austin.

Route D—Bastrop to Round Rock or Temple, via Elgin and Taylor.

Each of the proposed routes would be operated twice per day, weekdays only.

Assumptions

In the development of timetables for these routes, the following assumptions have been made:

Close connections to and from scheduled intercity services are to be made, with close defined as a maximum wait time of one hour for a connection into or from the intercity service. Minimum connection times at rural points are set to allow for vehicle-to-vehicle transfers (scheduled for the same time), on the assumption that interline ticketing will permit passengers to have through tickets from their origin points.

Greyhound Lines or other intercity carriers would object to services that are directly competitive in terms of schedule and points served, and therefore new CARTS interurban services should complement existing intercity schedules wherever they serve the same points.

Meaningful connections with the national intercity bus network (rather than Amtrak or local transit) are the primary focus of the schedule development, in order to support the use of Pilot Project match under the Section 5311(f) program of rural intercity bus assistance.

The span of service would allow riders to spend the bulk of the day in Austin before making a return trip to their rural origin point, so as to expand the market to include not only persons making intercity bus connections, but those needing to make medical appointments, shop, etc.

STOPS

MUST HAVE EXACT FARE OR TICKET

- ACC ELGIN
- AUSTIN VA OUTPATIENT CLINIC
- BERTRAM (SHELL STATION)
- BURNET (CITY PARKING LOT)
- DOWNTOWN GEORGETOWN
- DOWNTOWN HUTTO
- ELGIN (MEMORIAL PARK)
- ELGIN (VETERAN'S PARK)
- GARFIELD LIBRARY
- GIDDINGS (LIBRARY)
- HUTTO HOME DEPOT
- LA GRANGE DOWNTOWN (COURTHOUSE)
- LA GRANGE WAL-MART
- LIBERTY HILL (VALERO STATION)
- LOCKHART (HEB)
- LOCKHART (WAL-MART)
- LULING (AMERICAN LEGION)
- MARBLE FALLS CITY HALL
- MARBLE FALLS WAL-MART
- PAIGE (CHEVRON STATION)
- TANGER OUTLET MALL
- TAYLOR TEMPLE COLLEGE
- TEXAS STATE UNIVERSITY
- UNIVERSITY OAKS (IKEA)

TARIFAS

Zona 1 - Local/Intra-County **\$2.00***
Viajes dentro de un condado

Zona 2 - Regional/Inter-County **\$4.00***
Viajes en cualquier parte de el distrito de CARTS

Regional/All Day Pass **\$6.00 (todo el día)**
Viaje todo el día en cualquier Ruta de Interurban Coach

*Tarifas de Zona 1 y Zona 2 son de una sola dirección.

METRO AT THESE LOCATIONS

Plaza Saltillo
1117 Comal St.
Austin, TX 78702

Tech Ridge Park & Ride
900 Center Ridge Dr.
Austin, TX 78753

Southpark Meadows
Northeast Corner of
Cullen & Cullen
Austin, TX 78748

BIKES / BICICLETAS

BRING YOUR BIKE

CARTS vehicles are equipped with easy to use front-mounted bike racks. For instructions visit RideCARTS.com or ask the driver.

GRASSHOPPER SERVICE CARTS customers who use the Interurban into Austin can schedule a connecting ride from the CARTS Station to medical appointments or other business in Austin. Grasshopper Service must be booked in advance and passenger must meet certain eligibility requirements (registered CARTS customer of age 65 or older, persons pre-approved under the reduced Fare program, CARTS ADA Eligibility Guidelines or Veterans traveling to a VA Center).

Connecting rides subject to availability, and are offered at all CARTS stations.

SHARE THE ROAD

TRAE TU BICICLETA

Los vehículos de CARTS están equipados con racks para bicicletas. Instrucciones en RideCARTS.com o pregunte al chofer.

SERVICIO GRASSHOPPER Clientes de CARTS que usan el Interurban hacia Austin pueden programar conexiones de la estación de CARTS a citas médicas u otros negocios en Austin. El servicio Grasshopper debe ser reservado con anticipación y los pasajeros deben cumplir con ciertos requisitos de elegibilidad. (Clientes registrados con CARTS de edad 65 o mayor, personas preaprobadas bajo el programa de tarifas reducidas, Guías de elegibilidad de CARTS ADA o Veteranos que viajan a un centro de VA).

For More Information
RideCARTS.com

512/478 RIDE (7433)

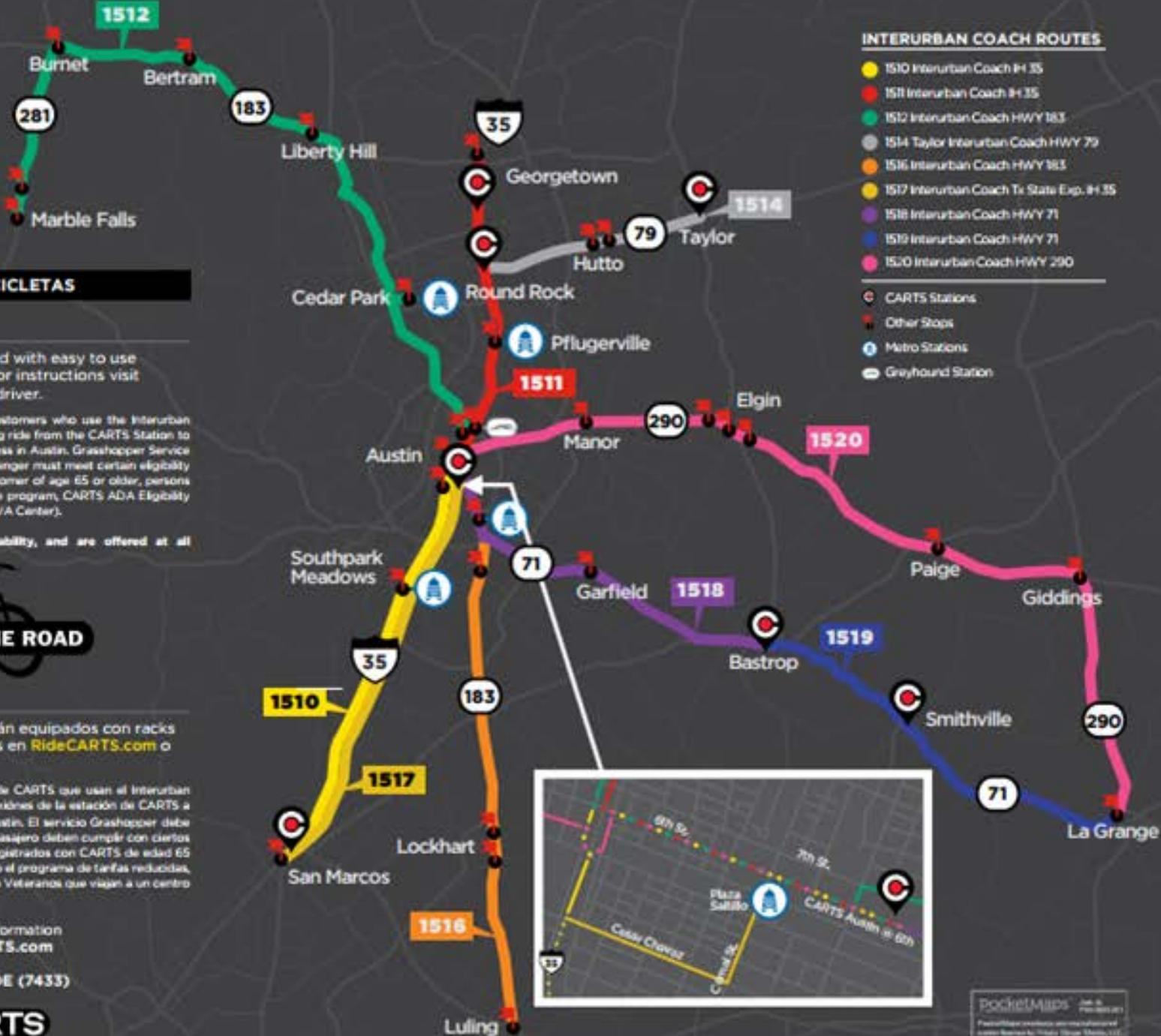
CARTS

Capital Area Rural Transportation System

INTERURBAN COACH ROUTES

- 1510 Interurban Coach HWY 35
- 1511 Interurban Coach HWY 35
- 1512 Interurban Coach HWY 183
- 1514 Taylor Interurban Coach HWY 79
- 1516 Interurban Coach HWY 183
- 1517 Interurban Coach Tx State Exp. HWY 35
- 1518 Interurban Coach HWY 71
- 1519 Interurban Coach HWY 71
- 1520 Interurban Coach HWY 290

- CARTS Stations
- Other Stops
- Metro Stations
- Greyhound Station



YELLOW ROUTE MONDAY - FRIDAY *Drop Off Only**1510 INTERURBAN COACH SOUTH IH 35****IH35 SOUTHBOUND & NORTHBOUND**

<i>Southbound: Austin to San Marcos</i>					
Plaza Saltillo	-	9:15a	12:05p	3:15p	5:40p
Southpark Meadows	-	9:35a	12:25p	3:35p	6:10p
Texas State	-	10:10a	1:00p	4:10p	*6:45p
CARTS San Marcos	-	10:15a	1:05p	4:15p	*6:50p
<i>Northbound: San Marcos to Austin *AR = As Requested</i>					
CARTS San Marcos	7:45a	10:15a	1:35p	4:15p	-
Centerpoint	-	10:25a	1:45p	-	-
Southpark Meadows	*AR	11:15a	2:25p	4:50p	-
Greyhound	-	11:45a	2:55p	5:25p	-
Plaza Saltillo	9:15a	12:05p	3:15p	5:40p	-

RED ROUTE MONDAY - FRIDAY**1511 INTERURBAN COACH NORTH IH 35****IH35 SOUTHBOUND & NORTHBOUND**

<i>Southbound: Georgetown to Austin</i>					
Georgetown Library	7:00a	10:55a	1:10p	-	-
CARTS Georgetown	7:10a	11:05a	1:20p	-	-
IKEA	7:35a	11:30a	1:45p	-	-
Round Rock Transit Center	7:50a	11:45a	2:00p	-	-
Metro Techridge	8:25a	-	2:25p	-	-
Austin Greyhound	8:50a	-	2:50p	-	-
Plaza Saltillo	9:15a	-	3:15p	-	-
<i>Northbound: Austin to Georgetown</i>					
Plaza Saltillo	9:15a	-	3:15p	-	-
Austin Greyhound	9:35a	-	3:35p	-	-
Metro Techridge	9:55a	-	3:55p	-	-
Round Rock Transit Center	10:15a	11:45a	4:15p	-	-
IKEA	10:30a	12:00p	4:30p	-	-
Georgetown Library	10:55a	12:10p	4:40p	-	-
CARTS Georgetown	-	12:15p	4:45p	-	-

SILVER ROUTE MONDAY - FRIDAY**1514 TAYLOR INTERURBAN COACH HWY 79****HWY 79 WESTBOUND & EASTBOUND**

<i>Westbound: Taylor to Round Rock *these times are local service</i>									
CARTS Taylor	6:40a	*8:15a	*8:35a	*8:55a	9:25a	1:15p	*2:50p	*3:10p	3:30p
HEB & Wal-Mart	6:50a	*8:25a	*8:45a	*9:05a	9:35a	1:25p	*3:00p	*3:20p	3:40p
Downtown Hutto	7:05a	-	-	-	9:55a	1:40p	-	-	3:55p
Round Rock CARTS	7:25a	-	-	-	10:15a	2:00p	-	-	4:15p
<i>Eastbound: Round Rock to Taylor *these times are local service</i>									
Round Rock CARTS	7:25a	-	-	-	10:15a	2:00p	-	-	4:15p
Downtown Hutto	7:40a	-	-	-	10:35a	2:20a	-	-	4:35p
HEB & Wal-Mart	8:00a	*8:25a	*8:45a	*9:05a	10:50a	2:35p	*3:00p	*3:20p	4:50p
CARTS Taylor	8:10a	*8:35a	*8:55a	*9:15a	11:00a	2:45p	*3:10p	*3:30p	5:00p

GREEN ROUTE TUE & THUR**1512 INTERURBAN COACH HWY 183****HWY 183 EASTBOUND & WESTBOUND**

<i>Eastbound: Marble Falls to Austin</i>			
CARTS Marble Falls	6:50a	12:45p	-
Marble Falls City Hall	6:55a	12:50p	-
Marble Falls HEB	7:02a	12:57p	-
Marble Falls Wal-Mart	7:10a	1:05p	-
Burnet	7:25a	1:20p	-
Bertram	7:40a	1:35p	-
Liberty Hill	8:00a	1:55p	-
Metro Lakeline	8:30a	2:25p	-
Plaza Saltillo	9:15a	3:15p	-
<i>Westbound: Austin to Marble Falls</i>			
Plaza Saltillo	9:15a	3:15p	-
Austin Greyhound	9:30a	3:35p	-
Metro Lakeline	9:50a	4:00p	-
Liberty Hill	10:15a	4:25p	-
Bertram	10:35a	4:45p	-
Burnet	10:50a	5:05p	-
Marble Falls Wal-Mart	11:05a	5:20p	-
Marble Falls HEB	11:13a	5:28p	-
Marble Falls City Hall	11:20a	5:35p	-
CARTS Marble Falls	11:25a	5:40p	-

ORANGE ROUTE MONDAY & WEDNESDAY & FRIDAY**1516 INTERURBAN COACH HWY 183**

<i>Hwy 183 Westbound: Luling to Austin *AR = As Requested</i>				
Downtown Luling	8:00a	11:00a	2:00p	-
Lockhart Wal-Mart	8:20a	11:20a	2:20p	-
Lockhart HEB	8:25a	11:25a	2:25p	-
Austin VA Outpatient Clinic	*AR	*AR	*AR	-
Plaza Saltillo	9:10a	12:10p	3:10p	-
<i>Hwy 183 Eastbound: Austin to Luling</i>				
Plaza Saltillo	9:15a	12:10p	3:15p	-
Austin Greyhound	9:35a	12:30p	3:35p	-
Austin VA Outpatient Clinic	9:55a	12:50p	3:55p	-
Lockhart HEB	10:30a	1:25p	4:25p	-
Lockhart Wal-Mart	10:35a	1:30p	4:30p	-
Downtown Luling	10:55a	1:50p	4:50p	-

PURPLE ROUTE MONDAY - FRIDAY**1518 INTERURBAN COACH HWY 71****HWY 71 WESTBOUND & EASTBOUND**

<i>Westbound: Bastrop to Austin</i>				
CARTS Bastrop	8:00a	10:00a	2:00p	4:30p
THL	8:20a	10:20a	2:20p	4:50p
Garfield Library	8:25a	10:25a	2:25p	4:55p
ACC Riverside	9:00a	11:00a	3:00p	5:30p
Plaza Saltillo	9:15a	11:15a	3:15p	5:45p
<i>Eastbound: Austin to Bastrop</i>				
Plaza Saltillo	9:15a	11:15a	3:15p	5:45p
Garfield Library	9:30a	11:30a	3:35p	6:00p
THL	9:35a	11:35a	3:55p	6:10p
CARTS Bastrop	9:55a	11:55a	4:15p	6:30p
1515 EXPRESS INTERURBAN COACH HWY 71				
HWY 71 WESTBOUND & EASTBOUND				
CARTS Smithville	6:00a	-	-	*All times are approximate & can fluctuate depending on traffic
CARTS Bastrop	6:15a	-	-	
THL	-	-	4:00p	
ACC Riverside	6:50a	-	*4:25p	
4th and Lavaca	7:09a	-	4:43p	
7th and Lavaca	7:10a	-	4:44p	
15th and Lavaca	7:14a	-	4:46p	
17th and Congress	7:15a	-	*4:49p	
14th and San Jacinto	7:16a	-	4:52p	
11th and San Jacinto	7:20a	-	4:53p	
8th and San Jacinto	7:21a	-	4:55p	
Plaza Saltillo	7:30a	-	*5:00p	
Bastrop Station	-	-	6:00p	
Smithville Station	-	-	6:15p	

GOLD ROUTE MONDAY - FRIDAY**1517 EXPRESS INTERURBAN COACH IH 35****IH35 SOUTHBOUND & NORTHBOUND**

<i>Southbound: Austin to San Marcos</i>								
Plaza Saltillo	6:45a	7:45a	8:45a	10:45a	12:45p	1:45p	4:00p	6:15p
Southpark Meadows	7:05a	8:05a	9:05a	11:05a	1:05p	2:05p	4:25p	6:40p
Texas State University	7:40a	8:40a	9:40a	11:40a	1:40p	2:40p	5:10p	7:25p
CARTS San Marcos	7:45a	8:45a	9:45a	11:45a	1:45p	2:45p	5:15p	7:30p
<i>Northbound: San Marcos to Austin</i>								
CARTS San Marcos	7:45a	8:45a	9:45a	11:45a	1:45p	2:45p	5:15p	7:30p
Southpark Meadows	-	9:20a	10:20a	12:20p	2:20p	3:20p	5:50p	8:00p
Plaza Saltillo	8:45a	9:45a	10:45a	12:45p	2:45p	3:45p	6:15p	8:15p

BLUE ROUTE MONDAY & WEDNESDAY & FRIDAY**1519 INTERURBAN COACH HWY 71****HWY 71 WESTBOUND & EASTBOUND**

<i>Westbound: La Grange to Bastrop</i>					
La Grange Downtown	7:15a	9:15a	1:15p	3:45p	5:45p
La Grange Wal-Mart	7:20a	9:20a	1:20p	3:50p	5:50p
CARTS Smithville	7:40a	9:40a	1:40p	4:10p	6:10p
CARTS Bastrop	8:00a	10:00a	2:00p	4:30p	6:30p
<i>Eastbound: Bastrop to La Grange</i>					
CARTS Bastrop	8:00a	10:00a	2:00p	4:30p	6:30p
CARTS Smithville	8:20a	10:20a	2:20p	4:50p	6:50p
La Grange Wal-Mart	8:40a	10:40a	2:40p	5:05p	7:05p
La Grange Downtown	8:45a	10:45a	2:45p	5:15p	7:10p

PINK ROUTE TUESDAY & THURSDAY**1520 INTERURBAN COACH HWY 290****HWY 71 WESTBOUND & EASTBOUND**

<i>Westbound: La Grange, Giddings to Austin</i>			
La Grange	7:15a	1:15p	-
Giddings	7:42a	1:42p	-
Paige	7:57a	1:57p	-
Elgin	8:20a	2:20p	-
ACC Elgin	8:33a	2:33p	-
Austin Greyhound	9:00a	3:00p	-
Plaza Saltillo	9:15a	3:15p	-
<i>Eastbound: Austin to Giddings, La Grange</i>			
Plaza Saltillo	9:15a	3:15p	-
Elgin ACC	9:40a	3:40p	-
Elgin	9:53a	3:53p	-
Paige	10:19a	4:19p	-
Giddings	10:35a	4:35p	-
La Grange	11:02a	5:02p	-

All routes connect with Cap Metro Greyhound.
All stops make Greyhound connection and all CARTS stations are Greyhound Stations



INTERURBAN

AUSTIN • BASTROP • BERTRAM • BURNET • GEORGETOWN
LIBERTY HILL • LOCKHART • LULING • MARBLE FALLS
ROUND ROCK • SAN MARCOS • TAYLOR • TEXAS STATE UNIVERSITY
LAGRANGE • GIDDINGS • PAIGE • SMITHVILLE • ELGIN

\$4 ONE WAY • \$6 ALL DAY

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EVERYWHERE**

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INTERURBAN

AUSTIN • BASTROP • SAN MARCOS • ROUND ROCK • GEORGETOWN • TAYLOR
BURNET • BERTRAM • LIBERTY HILL • MARBLE FALLS • LOCKHART • LULING

3302



The Interurban Coach is a regional intercity route providing connections between Austin, Bastrop, Bertram Burnet, Georgetown, Liberty Hill, Lockhart, Luling, Marble Falls, Round Rock, San Marcos, Taylor, Texas State University, LaGrange, Giddings, Paige, Smithville and Elgin. This service also makes connections to Greyhound and Capital Metro.

Timeline of CARTS and its Interaction with the Intercity Bus Industry

1980: CARTS overcomes objections of Intercity Carriers that were blocking rural transit \$\$

1988: CARTS joins Rural Connection Program

1990: CARTS begins construction of its first 2 bus stations.

1993-5: 2 more bus stations are built

2001: Partners with Greyhound to build and operate San Marcos Bus Station

2006-2008: Plans interurban services with technical assistance for the Texas Transportation Institute

2010: First 2 Interurban routes open

2009-11: 2 more bus stations are built

2010-2015: Interurban network completed

2017: 7th Station opened

2019: 8th Station under construction

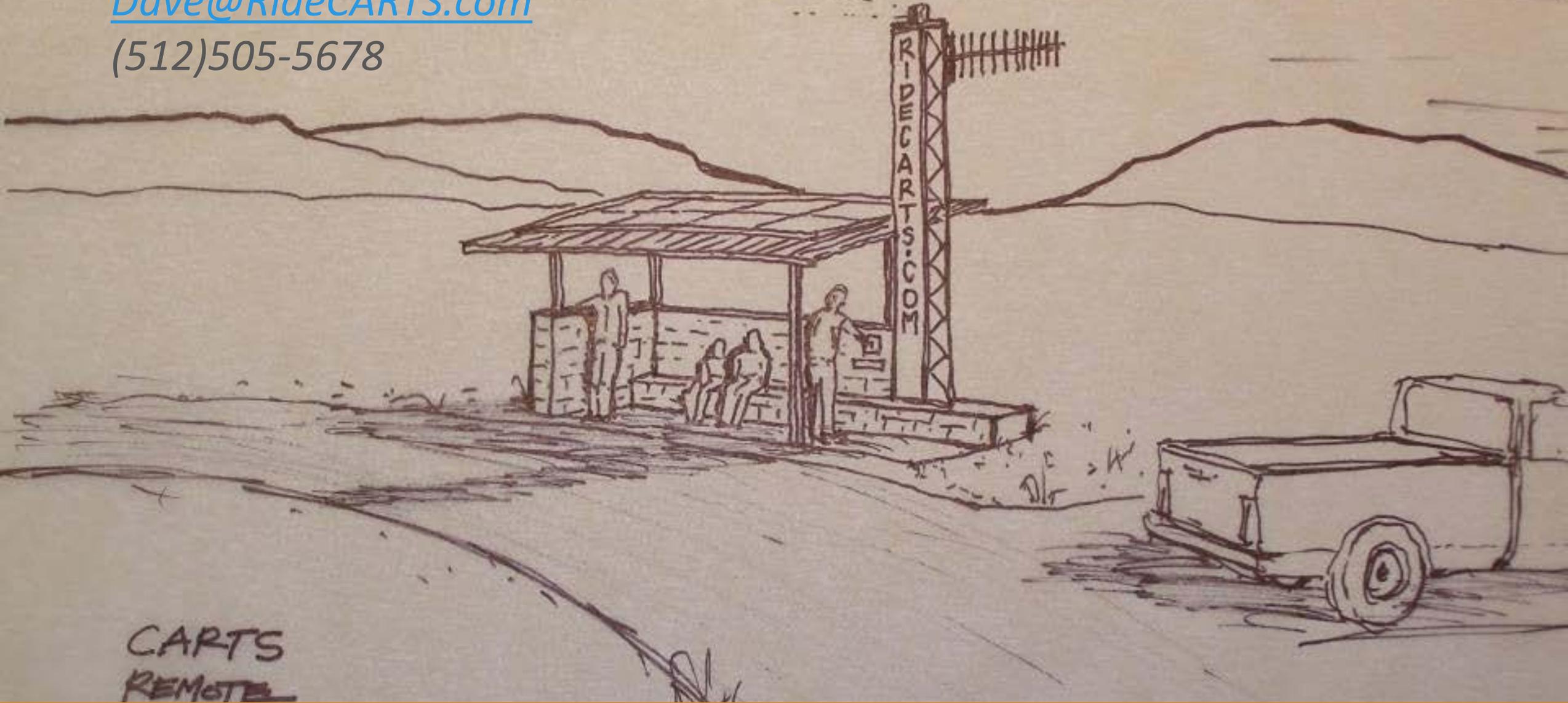
2020: Opening of Intermodal hub in Austin



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CARTS
REMOTE

AGENDA ITEM 7



Draft Intercity Bus Program Strategic Direction Report

Public Transportation Advisory
Committee Discussion Document

Summary

Review of current program approach, performance, and market changes argues for a greater degree of strategic direction from TxDOT to ensure outcomes that maximize the use of intercity bus funding to address rural area mobility needs. In general, moving to a program delivery model with characteristics more in line with Colorado and North Carolina DOT programs is described.

Committee action on this report will initiate subsequent efforts on the part of TxDOT to determine appropriate actions to address recommendations of the Committee.

Report Purpose and Scope

The Intercity Bus Strategic Direction Report describes how Intercity Bus (ICB) service is currently provided in Texas, identifies alternative approaches used in other states, and discusses a desired future state of the ICB program. The focus of this document is on providing context for overall program approach, key conclusions, goals and objectives, and short term and long-range planning efforts.

Each federal fiscal year, 15% of the total Section 5311 apportionment is required to be used to develop and support intercity bus services in the state of Texas. In Fiscal Year 2019 (FY19) the set aside amount was approximately \$7.1M dollars. Historically, TxDOT has requested applications for ICB and various public transportation projects via a biennial Coordinated Call for projects. The next Coordinated Call for projects opportunity will take place in the fall of 2019, to solicit operating and capital project proposals from private, intercity bus carriers as well as Rural Transit Districts (RTD) in support of program goals identified in federal program guidance.

Committee Discussion Topics

Material presented and provided to the Public Transportation Advisory Committee (PTAC) has covered the following:

- Current program investments and performance
- An overview of alternative program approaches used in other states
- Description of the ICB market
- Methods for estimating demand
- A detailed look at Washington State's program delivery model for greater insight into an alternative model and results

Presentation materials for these topics and meeting minutes of Committee discussions can be found on the TxDOT Public Transportation website. <https://www.txdot.gov/inside-txdot/division/public-transportation/committee.html>

Conclusions

Current Program Delivery Model

Non-prescriptive. Federal program goals are embraced in their entirety, and project proposals drive investment decisions. Funding is used to provide operating subsidy for services in lower density areas of the state, to support Interurban operations in the growing metropolitan regions of the state, and for capital assets supporting the service investment. In all cases, the emphasis is on connecting rural area services to urban area destinations and/or national intercity passenger services.

The following table outlines key conclusions on the current delivery model from the presentations.

Item	Description
Characteristic	Applicant driven
Delivery Model	Demonstrated need
Minimum level of service	No minimum service level
Evaluation Criteria	<ul style="list-style-type: none">• Project description• Planning efforts• Demonstrated need• Benefits• Timeline• Personnel• TxDOT goals
Performance Measures	Performance measures reported; not formally used
Subgrantees	<ul style="list-style-type: none">• Private carriers• Public carriers

Program Markets

Traditional rural area intercity markets are a diminishing share of the overall intercity bus market nationally. Highly competitive choice traveller markets continue to be the focus driving changes and innovations in intercity travel and intercity carriers.

TxDOT Program investments focus on passengers in more traditional markets with lower incomes, low car ownership, mobility impairments, and senior citizens. Typical trip purposes include:

- Connections to state and national travel networks, including Amtrak, intercity bus, and airports
- Educational institutions
- Government offices and facilities such as Veterans Administration, military bases, and social service agencies

- Health care
- Vacation/special event travel

Program Performance

The current program does not have formally-established, measurable performance expectations or targets.

Current service performance varies widely within and between general categories of ICB services. Low density, basic connectivity services such as those operated in West and Northeast Texas, generally exhibit lower performance (cost per passenger and mile) than those operating in higher density rural areas surrounding growing metropolitan regions, such as CARTS’ Interurban Service program.

Using the most current, available data from West Texas and CARTS Interurban services, the following table documents service performance in lower and higher density areas of the state:

Summary of Current Service Performance*

<u>Service type</u>	<u>Cost per passenger</u>	<u>Cost per mile</u>	<u>Daily passengers</u>
Lower Density	\$65.89	\$9.11	134
Higher Density	\$49.13	\$3.43	91

*Averages across multiple routes in each instance. Routes within each service type contribute a range of performance outcomes to the average.

Individual route revenues (fares and other sources) cover a broad range of operating expenses (Operating Revenues / Operating Expenses [OR/OE]). Reported data from 2017 show a range from less than 1% (service provided in Bowie and Lamar Counties by Ark-Tex Council of Governments [ATCOG]) to 77% (Greyhound service between Amarillo and San Antonio).

Discussion Proposal: A Revised Strategic Direction

Program Intent

Integrate and leverage ICB funding with general rural program funding to support and sustain access to intercity service connections for rural area residents to longer distance urbanized area destinations, including, but not limited to, connections to the national intercity bus, passenger rail, and general aviation networks.

Service Profile and Target Markets

Intercity Bus service characteristics:

- Provides rural area access to and among urbanized areas with concentrations of employment, healthcare, and educational opportunities as well as connections to state and national travel networks
- Integrates ticketing, scheduling, marketing and coordination of services among service providers and stakeholders to maximize convenience of access and use for the customer and performance outcomes
- Allows for the transport of luggage and baggage generally associated with longer distance travel needs
- Operates as a fixed route, fixed schedule service

Performance

Use available market and performance data to forecast and evaluate use and effectiveness, and to guide ongoing operating subsidy investments. Evaluate against established performance expectations. Progress towards performance expectations is a condition of continuation funding.

Integration and Coordination

Through selection criteria and performance expectations, prioritize investments demonstrating high levels of service integration and coordination among stakeholders and providers benefitting from the intercity program investment.

Capital Investments

Support cost-effective, proportional share-based capital investments in facilities, fleet, and equipment necessary to maintain a state of good repair and expand rural area access to intercity travel options.

Program Delivery Model

Applicant driven in response to state-identified access and connection priorities, and target service levels. Key characteristics include:

- Maximize potential impact of investment by targeting areas of highest need based on a more detailed study of rural area intercity travel
- Encourage local and regional initiatives/priorities through competitive processes emphasizing coordination among stakeholders and integration of services
- Progress towards established performance expectations as a basis for continuation of funding
- Identified priority areas for program growth, should additional funding become available

Table one (last page of this report) provides a comparison of this model with information compiled from other states.

In general, the Texas program moves from a non-prescriptive model to one relying on research and analysis to identify priorities, and then using competitive processes to solicit project proposals to be evaluated against those priorities. In this respect it becomes more closely associated with approaches taken by the Colorado and North Carolina DOT's.

Proposed Near-Term and Longer-Term Actions

Steps consistent with a desire to make adjustments to the ICB Program in Texas may begin as early a fall 2019, depending on outcomes from Committee discussion in July and October 2019. Near-term and longer-term actions will likely include, but not be limited to the following:

- Make minor modifications to 2019 Coordinated Call for Projects, accommodating program adjustments associated with moving towards a different program delivery model
- Engage program stakeholders in dialogue about a different program model based on outcome of PTAC discussions
- Procure consultant services to identify investment priorities and expectations
- Amend the Texas Administrative Code as necessary to reflect changed program approach

Subsequent efforts associated with bulleted items 2, 3, and 4 will be done in conjunction with an appropriately scoped, cooperative effort providing sufficient opportunity for engagement of key stakeholders in development and review of outcomes.

**Table 1: Types of Program Delivery Models
(Comparison of State DOT 5311(f) Programs)**

	Texas (current)	Florida	Colorado	Texas (proposed)	North Carolina	California	Washington
Characteristic and Delivery Model	<ul style="list-style-type: none"> –Applicant driven. –Providers apply for funds based on their demonstration of need. 	<ul style="list-style-type: none"> –Applicant driven –Market-based: Providers apply for funds based on their demonstration of need. 	<ul style="list-style-type: none"> –Applicant driven –Demonstrated need –Additional separate process where state selects providers for specific routes. 	<ul style="list-style-type: none"> –Applicant driven in response to State priorities included in biennial competitive call for project proposals. 	<ul style="list-style-type: none"> –Grantor led –State issues call for projects. State has prioritized list of intercity bus needs. 	<ul style="list-style-type: none"> –Grantor led –State issues call for projects. State emphasizes filling gaps with ICB network. 	<ul style="list-style-type: none"> –Grantee led –State issues call for projects. –Fill gaps with ICB network.
Minimum level of service	No	Yes, within threshold criteria; regional/national system connection.	No	Target levels by service type	No	Yes	Yes, contractors must provide minimum runs.
Evaluation Criteria	<ul style="list-style-type: none"> – Project Description – Planning efforts – Demonstrated need – Benefits – Timeline – Personnel – TxDOT state goals 	<ul style="list-style-type: none"> – Improvement to ICB service – Support “feeder” service – Fill gap where service has been reduced or lost – Improve Amtrak facility – Proposed high-speed rail facility 	<ul style="list-style-type: none"> – Financial justification – Demonstrated need – Coordination with other organizations 	<ul style="list-style-type: none"> – Demonstrated need/benefit: consistency with State priorities/ local plans – Coordination/integration with supporting services and stakeholders – Anticipated performance outcomes – Readiness: implementation timeline – Partnerships – Sustainability 	<ul style="list-style-type: none"> – Anticipated ridership – Serves areas without existing intercity service – Potentially self-sustaining 	<ul style="list-style-type: none"> – Operations – Vehicle purchase – Transit infrastructure – Planning studies – Marketing studies 	<ul style="list-style-type: none"> – State evaluated intercity bus and established service priorities
Performance Measures	None	None	Yes. Meet 40% farebox recovery.	<u>Potential targets</u> <ul style="list-style-type: none"> –Ridership –Cost/rider –Cost/hour; cost/mile –Farebox recovery 	None	Yes. NTD reporting.	None
Subgrantees	<ul style="list-style-type: none"> – Private carriers – Public carriers 	– Undetermined	<ul style="list-style-type: none"> – Public agencies – Private providers 	<ul style="list-style-type: none"> – Private for-profit carriers – Public providers (Transit Districts) 	<ul style="list-style-type: none"> – Public agencies – Private for profits – Non-profits 	<ul style="list-style-type: none"> – Public providers – Rural providers – County transit providers 	<ul style="list-style-type: none"> –Private providers

Source: 2015 Intercity Bus Policy Options Report. Prepared for Texas Department of Transportation by CH2M Hill. The terms used are based on individual states’ responses to report.