



PUBLIC TRANSPORTATION ADVISORY COMMITTEE

January 28, 2014 - 1:00 PM (local time)

Texas Department of Transportation

Teleconference

3712 Jackson Ave, Bldg. 6, Room 323

Austin, Texas

Agenda

1. Call to Order
2. Approval of Minutes from November 26, 2013 meeting
(Action)
3. Division Director's report to the committee regarding public transportation matters
4. Presentation and discussion of TxDOT's Texas Transportation Plan 2040 (TTP)
(Action)
5. Presentation and discussion of Texas Regional Coordination Public Transportation Planning
(Action)
6. Review and discussion of PTAC Work Plan consistent with committee duties as described in 43 Texas Administrative Code §1.84(b)(3) and update on current activities related to work plan elements
(Action)
7. 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: 1-866-637-1408 (US) with conference code: 838 499 7579. An audio recording of the meeting will be placed on the Internet following the meeting.
8. Confirm date of next meetings
(Action)
9. Adjourn
(Action)

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

CERTIFYING OFFICIAL: Joanne Wright, Deputy General Counsel, (512) 463-8630.

AGENDA ITEM 2

MINUTES FOR ADOPTION – Draft 1/6/2014
Public Transportation Advisory Committee – Teleconference Meeting
3712 Jackson Avenue, Room 323
November 26, 2013

Committee Members Participating:

Michelle Bloomer, Chair
J.R. Salazar, Vice Chair
Glenn Gadbois
Rob Stephens (via teleconference)
Brad Underwood

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Bobby Killebrew, Deputy Division Director, PTN
Steve Wright, Coordination Planner, PTN
Michelle Conkle, Planner, Transportation Planning and Programming Division (TPP)

Note: The committee addressed agenda items out of order. They appear below in the order that they were addressed at the meeting.

AGENDA ITEM 1: Call to Order

Michelle Bloomer called the meeting to order at approximately 1:05 P.M. One member participated via conference call.

AGENDA ITEM 2: Approval of Minutes from September 24, 2013 Meeting

MOTION J.R. Salazar moved to approve the September 24, 2013 meeting minutes.

SECOND Brad Underwood seconded the motion.

The motion passed unanimously.

AGENDA ITEM 5: Presentation and discussion of Texas Regional Coordination Public Transportation Planning

PTN's Coordination Planner, Steve Wright, spoke about the background and history of the public transportation coordination planning efforts since 2006. He also described the current status of TxDOT support for continued planning work, including funding for FY 2014 activities. He further described the recent review and analysis of the coordination planning process made by a statewide working group at the request of PTN. Bobby Killebrew described how the funding to support regional coordinated planning can vary from year-to-year. Public comments were received from three people on this item.

Public Comments on this topic came from:

- Wendy Weedon, Brazos Transit District
- Dave Marsh, CARTS
- Lyle Nelson, CARTS

AGENDA ITEM 4: Presentation and discussion of TxDOT's Texas Transportation Plan 2040 (TTP)

Michelle Conkle, Planner, TxDOT-Transportation Planning and Programming Division, gave a presentation on the update to the Texas long-range transportation plan. This plan covers the years 2015-2040, and it updates the plan covering 2010-2035. In addition to describing the plan development process, she noted that the planning team is making a significant effort to collect public input.

MOTION Glenn Gadbois moved that PTAC members Glenn Gadbois and Michelle Bloomer develop a letter containing preliminary comments on the TTP 2040 to be reviewed by PTAC members and discussed and approved for submittal at the January 2014 PTAC meeting. The preliminary comments should include PTAC's recommendations: (1) movement of people and goods should take priority over movement of vehicles, (2) economic vitality should be considered, and (3) customer service in development of the plan, described as educating transportation stakeholders, soliciting feedback, and integrating the feedback into the plan, is noted and encouraged to be continued by TxDOT.

SECOND Brad Underwood seconded the motion.

The motion passed unanimously.

AGENDA ITEM 3: Division Director's Report

Division Director Eric Gleason reported that the administrative code changes, due to the federal transportation legislation known as MAP-21, were passed by the commission and are now in effect.

The process for recommending projects to be funded through the FTA Section 5310 (Special transportation needs for seniors and persons with disabilities) was initiated somewhat later than usual this year, in order to make best use of the changes in the administrative code. The process includes additional public outreach efforts.

The coordinated call process (for funding projects in various categories) has been published. The application due date is in February (2014).

The Transportation Commission acted to expand the Bicycle Advisory Committee from seven to eleven members.

AGENDA ITEM 7: Public Comment None. (Public comments were made during the discussion of agenda item 5, above.)

AGENDA ITEM 8: Confirm Date of Next Meeting

The next scheduled meeting date is January 28, 2014. The committee decided informally to leave that date intact.

AGENDA ITEM 10: Adjourn

MOTION Brad Underwood moved to adjourn the meeting.

SECOND No one seconded the motion.

The motion passed unanimously.

The meeting adjourned at 3:37 P.M.

Prepared by:

Approved by:

Kelly Kirkland
Public Transportation Division

Michelle Bloomer, Chair
Public Transportation Advisory Committee

AGENDA ITEM 3

Director's Report

Commission Items:

December, 2013 – The Commission took action on two items related to public transportation: the first awarded state public transportation grant funds to three transit districts – CARTS, Hill Country Transit, and Galveston County – to help mitigate 2010 Census impacts on funding; the second awarded Rural Transportation Assistance Program (RTAP) funds to the Texoma Area Paratransit System for development of a video series conveying information on the positive socio-economic impact that public transportation provides to a given region or community. Both items were approved.

January, 2014 – No Commission action scheduled.

February, 2014 – Staff is recommending Transportation Development Credits (TDC) be awarded to Corpus Christi RTA and VIA (San Antonio) to support their FY 13 5310 program of projects.

FY 2014 Federal Program Apportionments:

Following passage of a budget for FY 14 programs in Washington, we are awaiting information on apportionments from FTA. Once we have received these we will recommend awards by the Commission. We are tentatively targeting the March Commission meeting for an award of formula program funds.

Moving On:

Executive Director – TxDOT Executive Director Phil Wilson has tendered his resignation. The Commission is conducting a search and intends to announce his replacement in February.

Chief of Staff – TxDOT Chief of Staff Scott Haywood has also tendered his resignation.

Map-21 Program Implementation

5310:

Kris Dudley shared information on the 5310 program. Following adoption of Texas Administrative Code changes last Fall, efforts to implement significantly changed or new programs under MAP-21 are moving forward. A concerted effort is underway to bring a greater degree of consistency in approach and increased levels of public involvement for the revamped 5310 program. Best practice Safety and Asset Management Planning were discussed at the recent semi-annual meeting of transit agency sub-recipients in

anticipation of federal rules on both programs. The department is participating in the advanced and proposed rule-making processes at the Federal level.

Safety:

Mark Sprick shared information on the evolving FTA Public Transportation Safety Program (Section 5329), newly created in MAP-21. He reviewed safety performance data from the past five years, showing the relatively low rate of incidents for Small Urban and Rural Transit Providers, both nationally and within Texas. Mark also summarized the major safety program requirements in the Section 5329 law and how they, along with the FTA Safety Management System principles, are likely to form the basis of the new national safety regulations. Mark showed the FTA's rulemaking road ahead, emphasized maintaining current safety reports and programs, and wrapped up with suggestions to assist agencies in preparing for future requirements.

Asset Management:

Paul Moon presented the transit asset management planning and reporting requirements of MAP-21, as provided by 49 USC §5326 and the related TAC rule §31.51. His presentation outlined the principles of asset management, described the current best practices that are underway in Texas, and recommended steps that transit agencies could take to implement asset management.

AGENDA ITEM 4



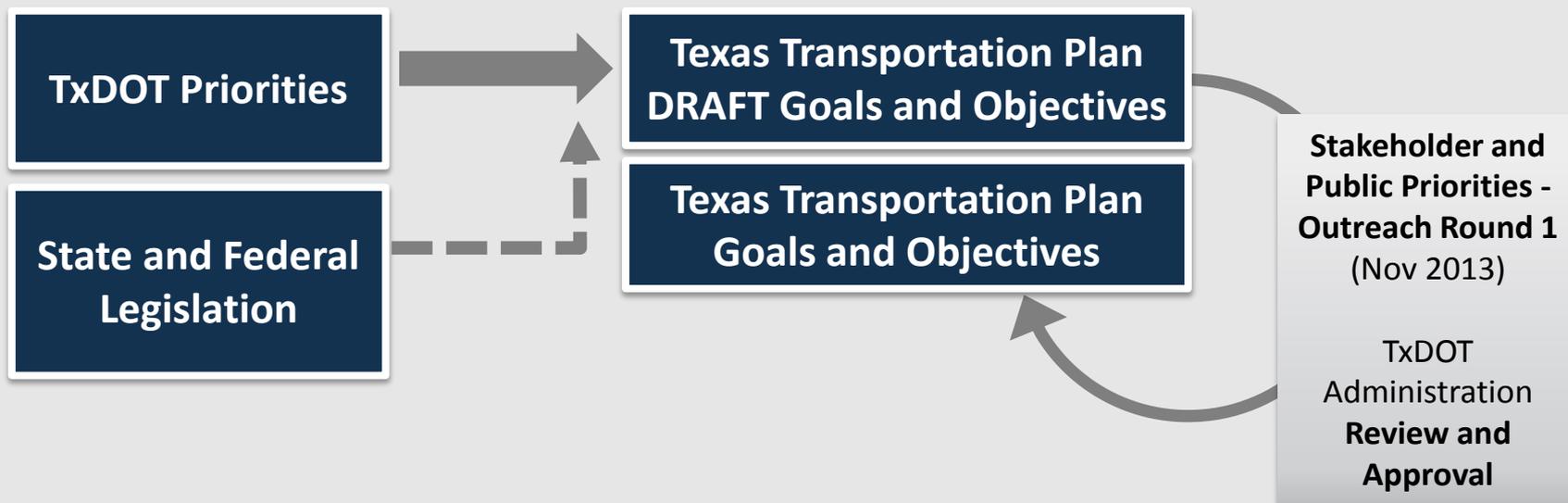
TEXAS TRANSPORTATION PLAN

Round 1–Stakeholder and Public Input Results

Stakeholder/Public Participation – Round 1

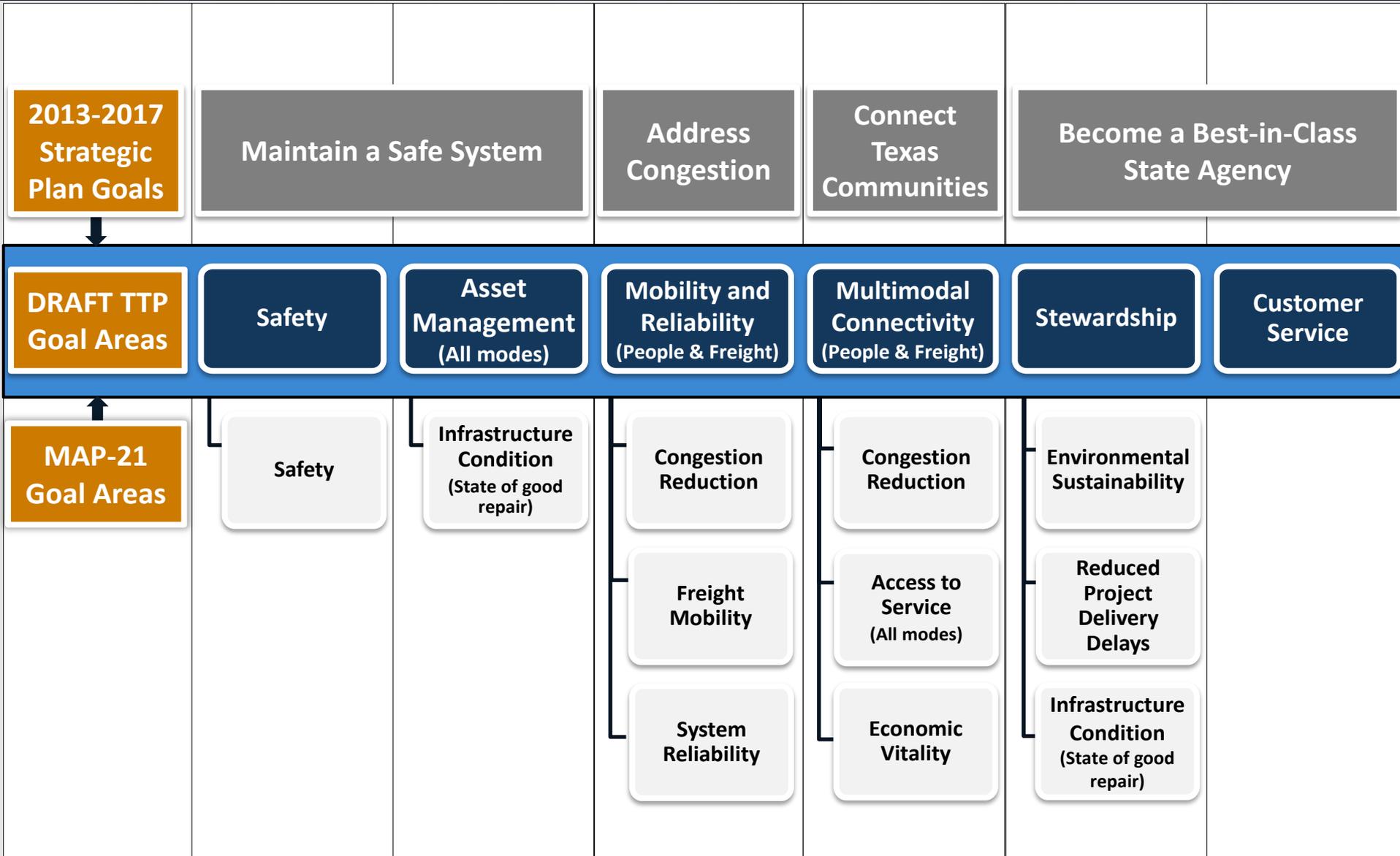
DATE	LOCATION	WEBEX	WORKSHOP ATTENDANCE	SURVEY/COMMENT TOTALS	MEETING ATTENDANCE	SURVEY/COMMENT TOTALS
November 6	San Antonio	✓	1	0/0	6	1/1
November 7	Pharr		15	9/0	17	13/7
November 13	Houston		15	3/0	17	13/7
November 14	Bryan		10	6/2	10	7/4
November 18	Lubbock		7	7/1	1	1/1
November 19	Wichita Falls		2	0/0	8	5/1
November 20	Dallas	✓	17	15/4	14	5/2
November 21	Abilene		8	6/0	17	8/4
November 26	Austin (PTAC Meeting)		12			
December 5	Austin (Bike Texas WebEx)	✓	7			
December 6	El Paso (MPO Meeting)				40+	4
December 11	San Antonio (Stakeholder)		6	6/0		

TTP Goals and Objectives Development Process



- TxDOT's Priorities – Implement Strategic Plan Goals
 - *Maintain a Safe System*
 - *Connect Texas Communities*
 - *Address Congestion*
 - *Become a Best-in-Class State Agency*
- State and Federal Legislation
- TTP Goals and Objectives
- Stakeholder and Public Priorities

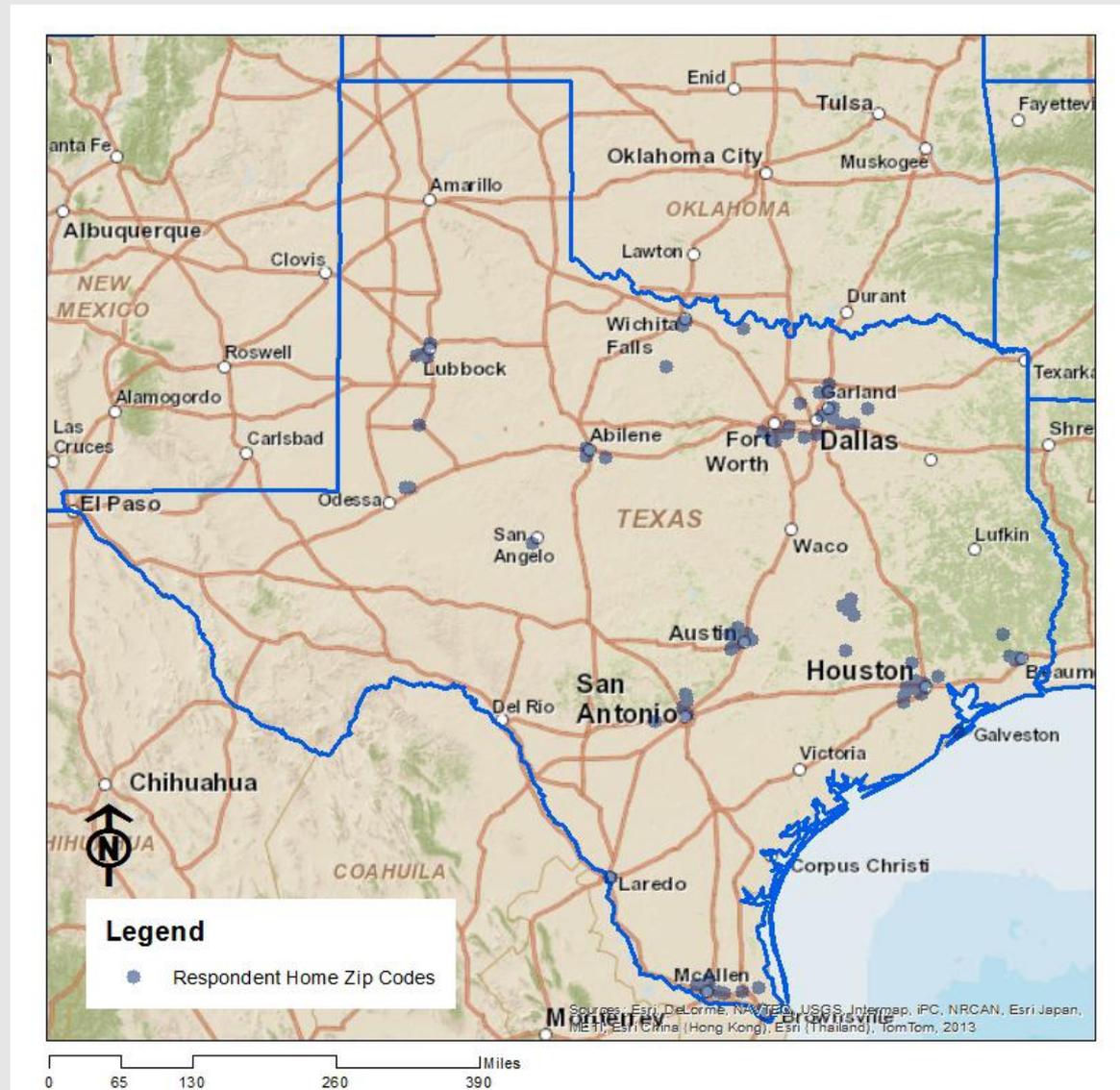
Texas Transportation Plan DRAFT Goal Areas – Summary



Survey Results

Where do you live?

n = 120



Survey Results

How do you commute from home to work/ school most of the time?

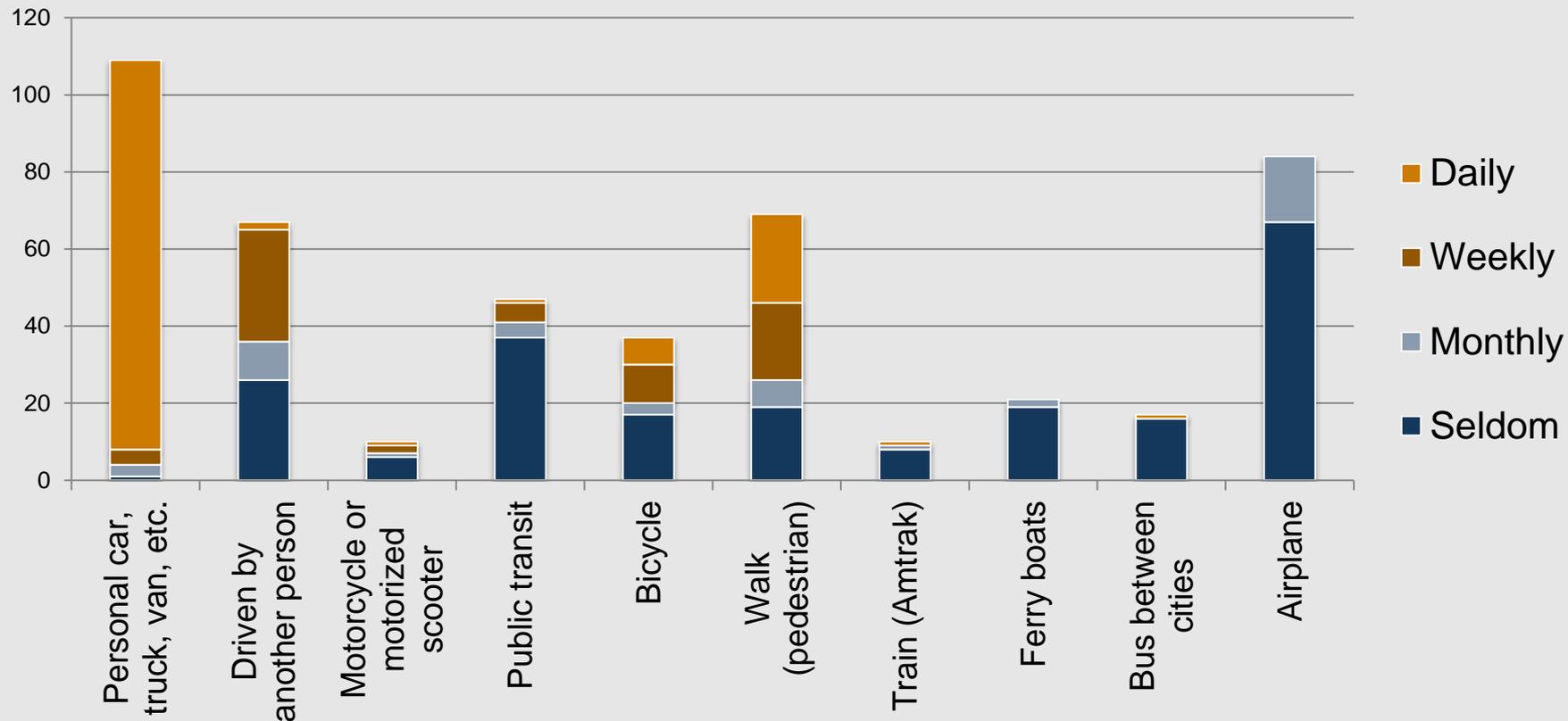
n = 116

Commute Mode	Respondents
Personal car, truck, van, etc.	90.5%
Driven by another person	1.7%
Motorcycle or motorized scooter	0.0%
Public transit	2.6%
Bicycle	3.4%
Walk (pedestrian)	0.9%
Ferry boat	0.0%
Airplane	0.0%
Do not commute	0.9%

Survey Results

What other ways do you travel in Texas? Check all that apply.

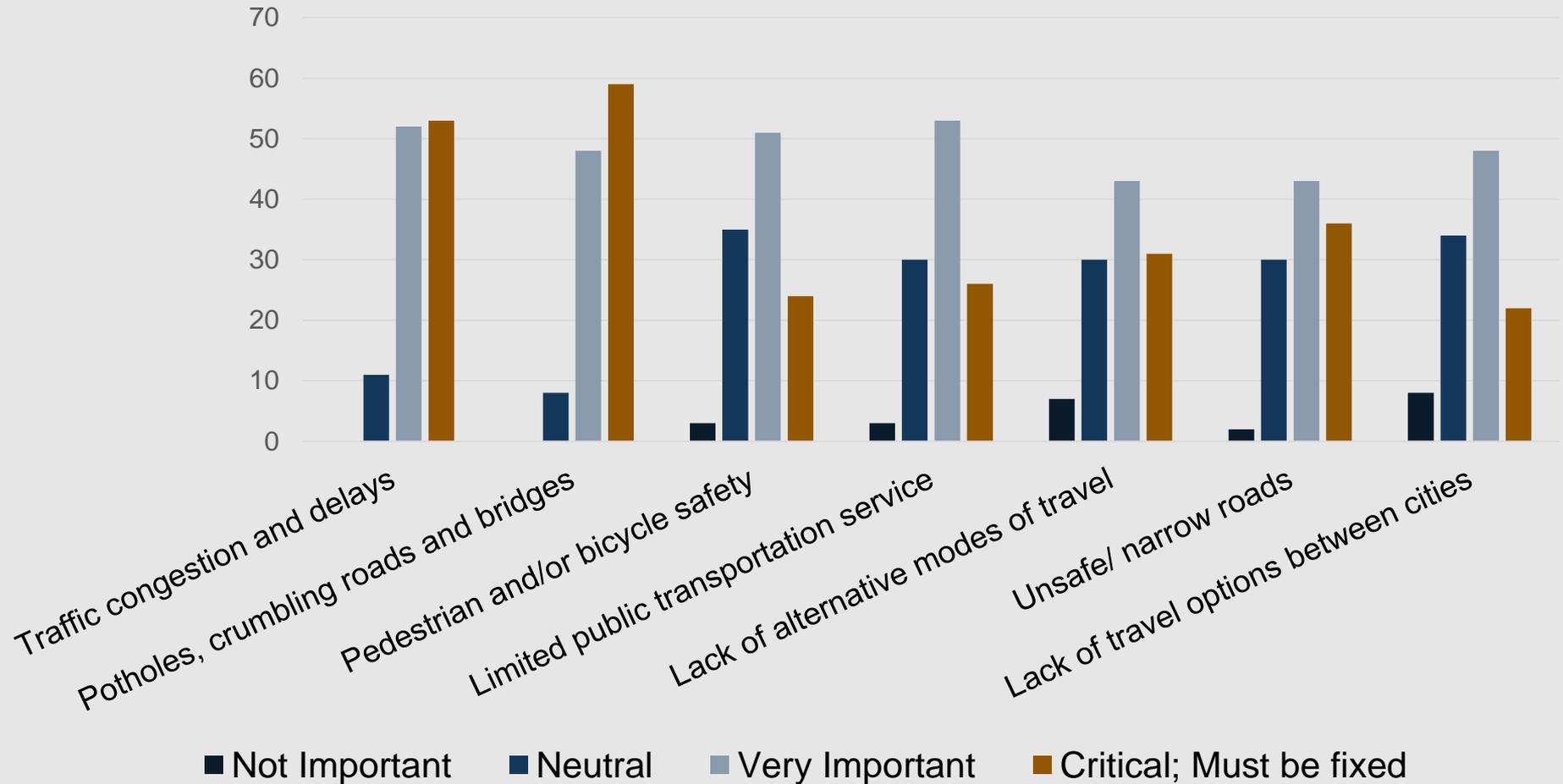
n = 116



Survey Results

How would you rate the following as Texas transportation problems?

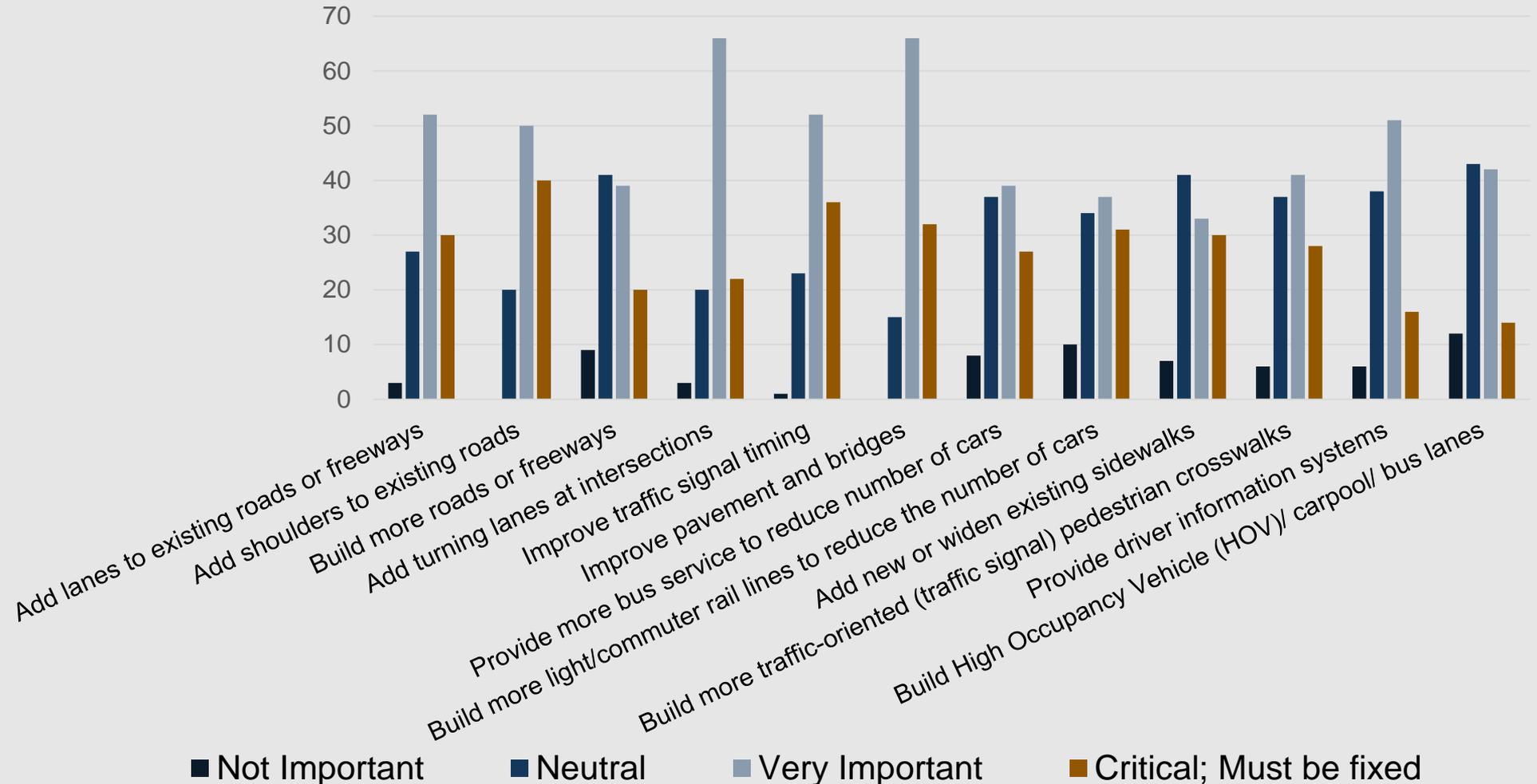
n = 117



Survey Results

How would you rate these potential solutions for improving Texas roads?

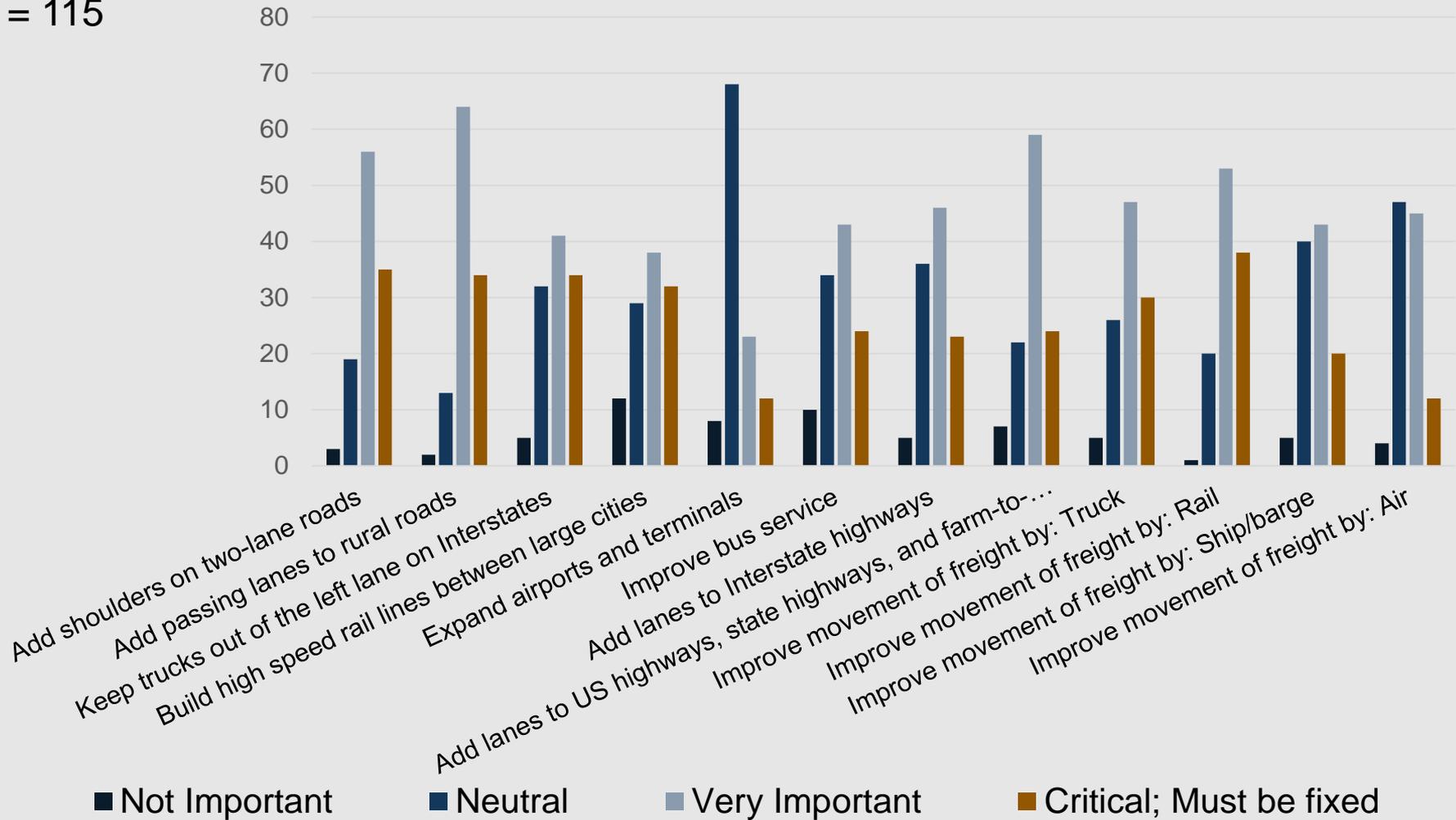
n = 114



Survey Results

How would you rate these potential solutions for improving travel between Texas cities?

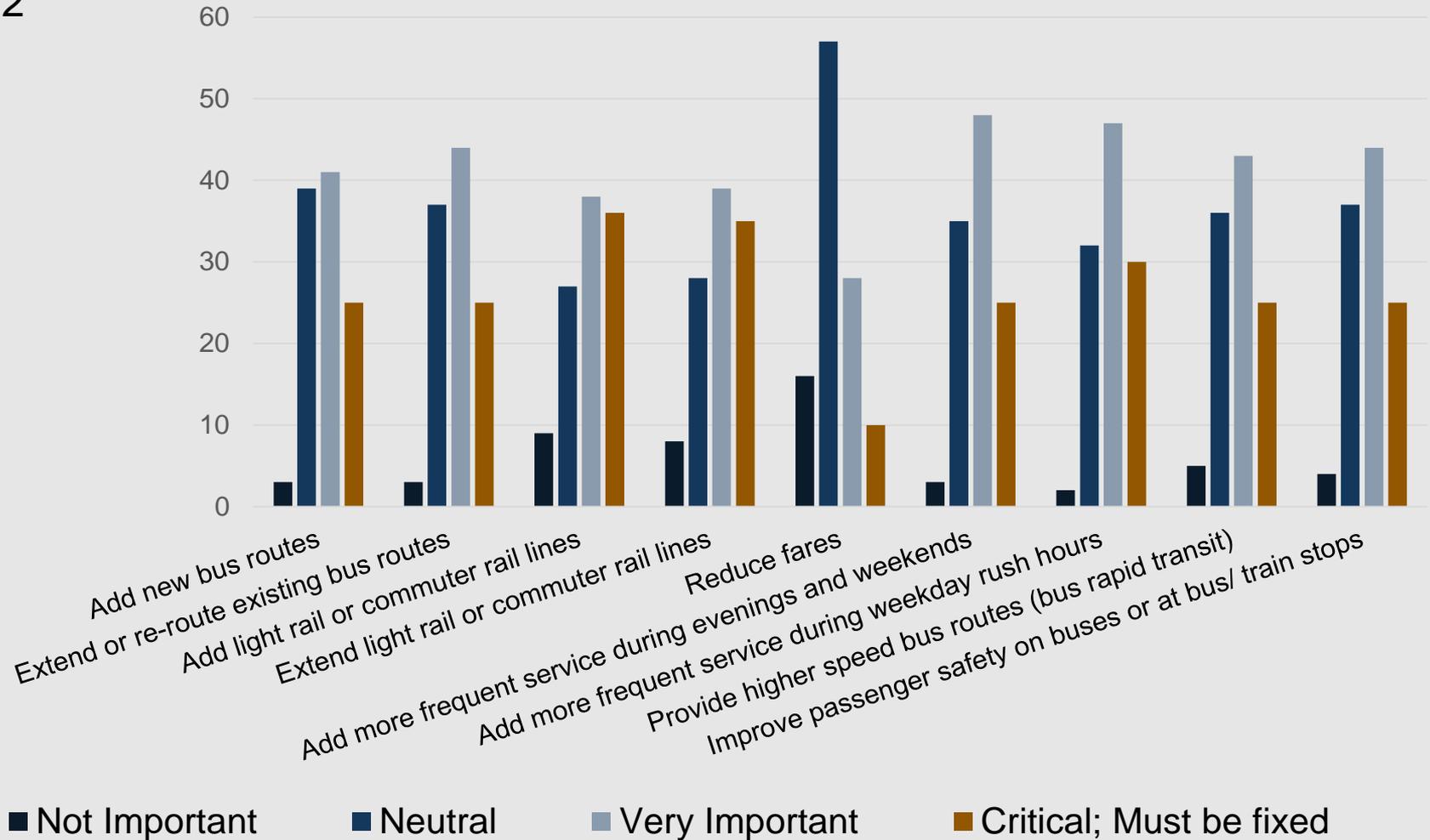
n = 115



Survey Results

How would you rate these potential solutions for improving public transportation (bus/rail) in Texas?

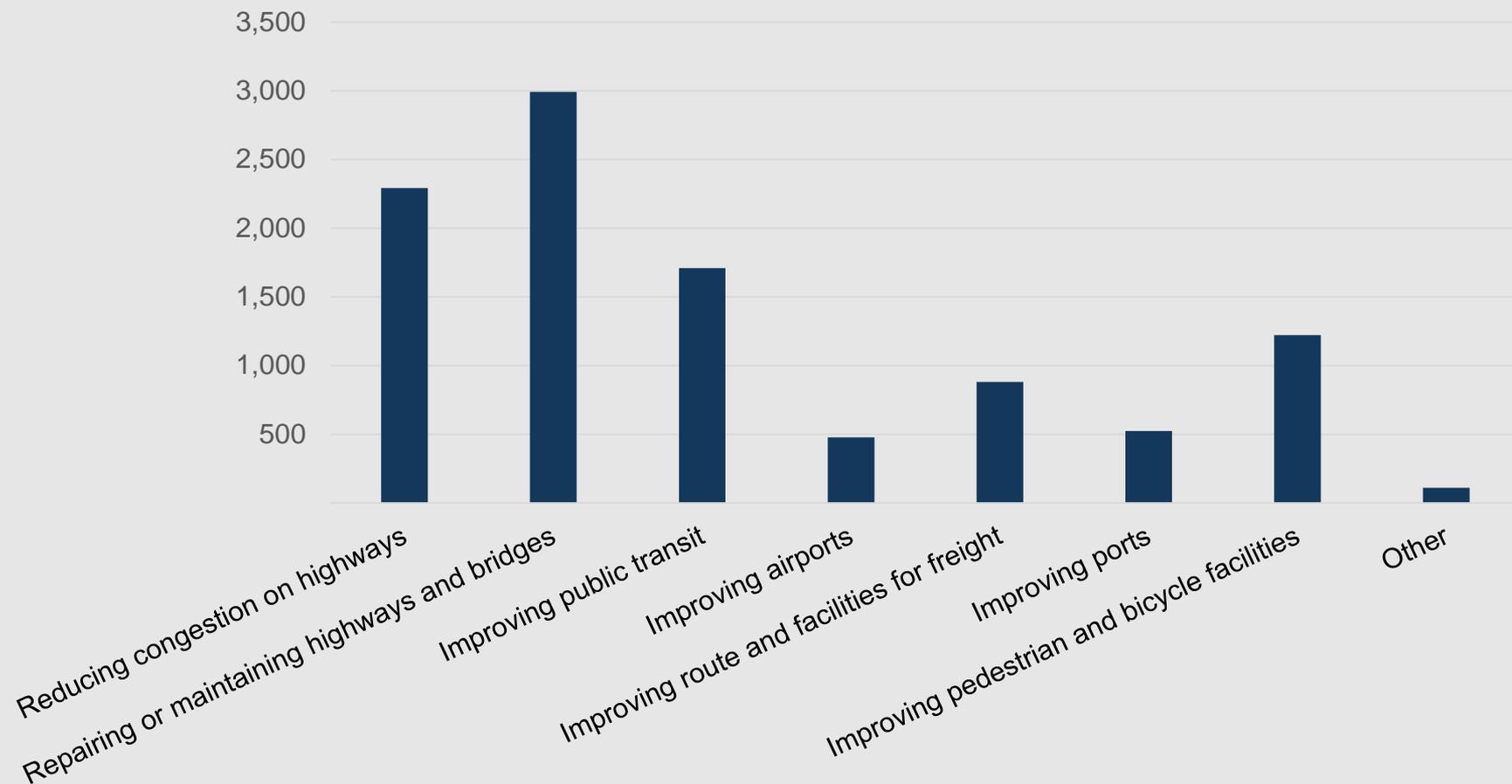
n = 112



Survey Results

Respondents were asked “If you could spend \$100 to improve transportation facilities in Texas, how much would you spend on the following?”

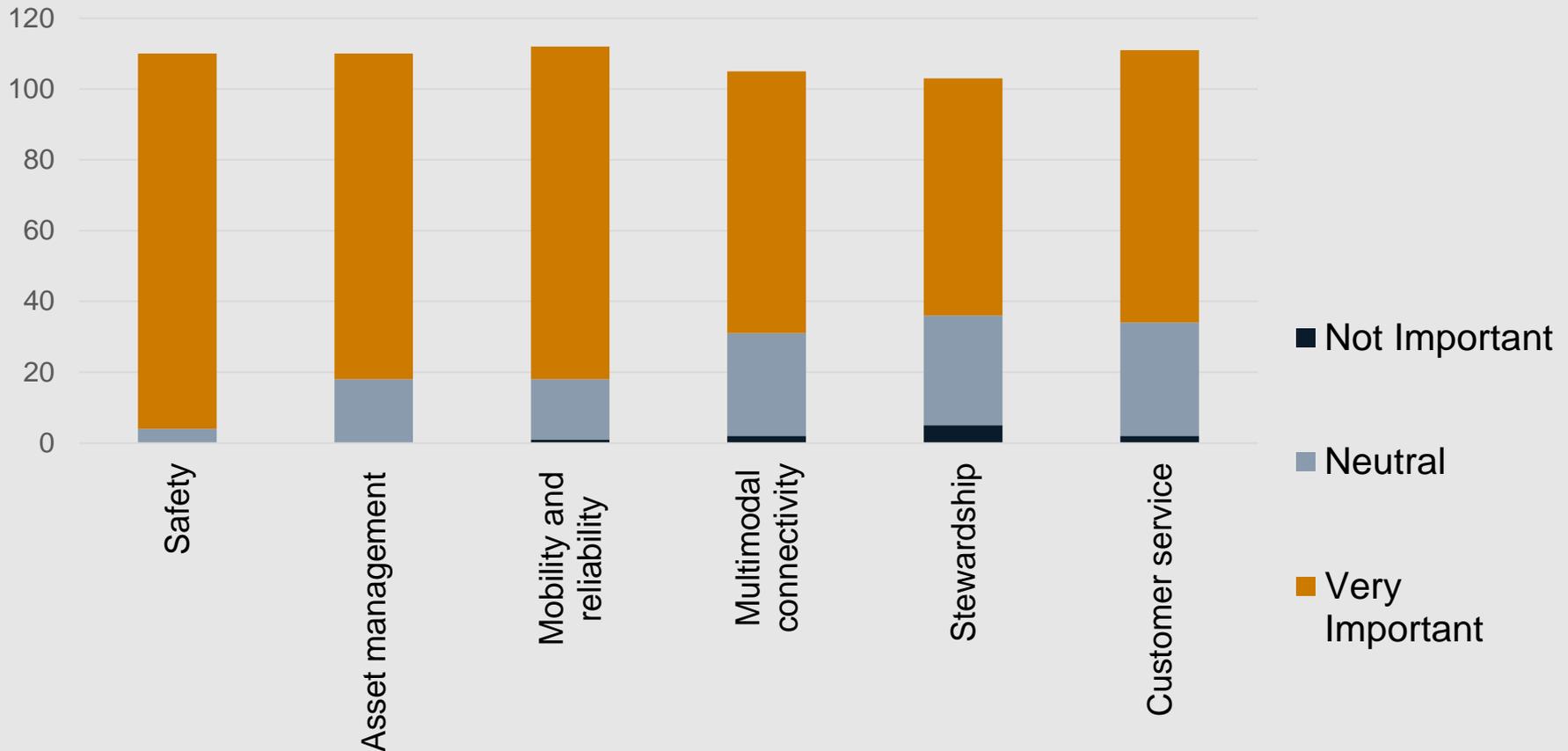
n = 102, data is aggregated



Survey Results

As we prioritize transportation investments, how important are these goals to you?

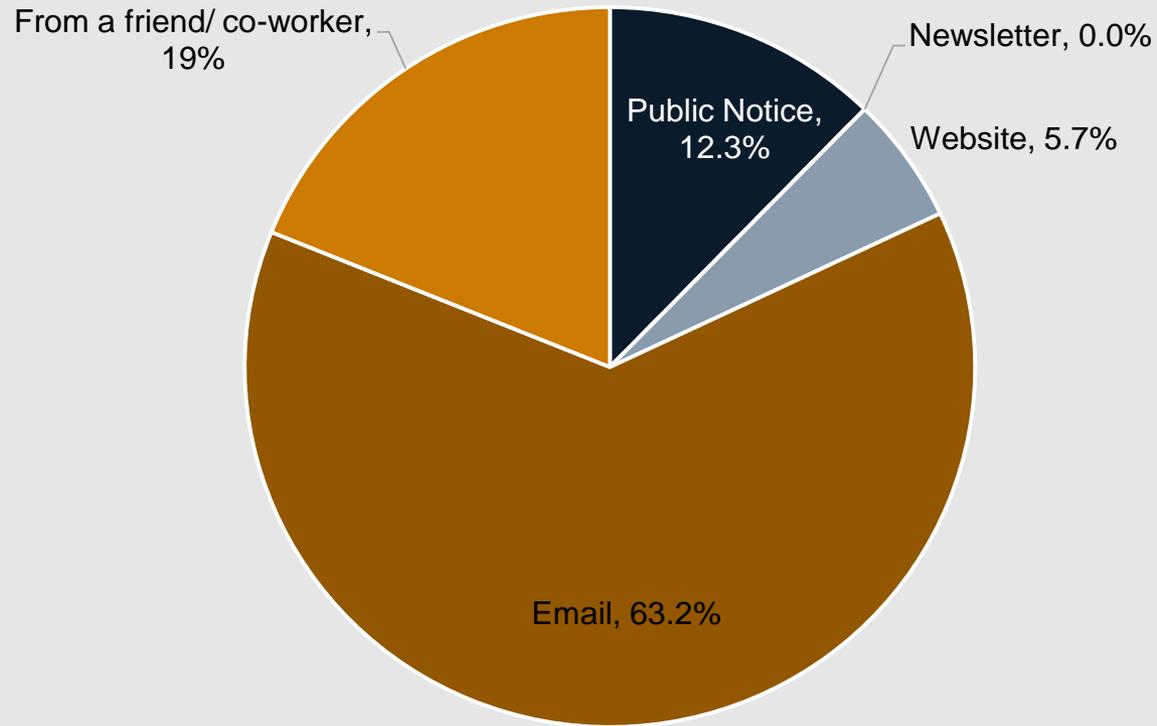
n = 113



Survey Results

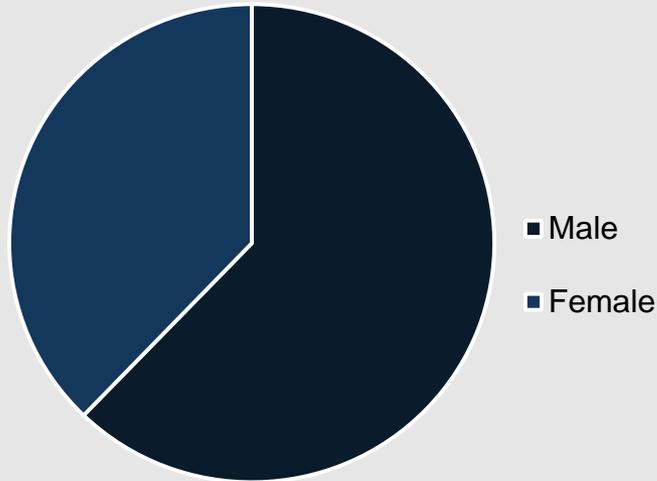
How did you hear about the project?

n = 106

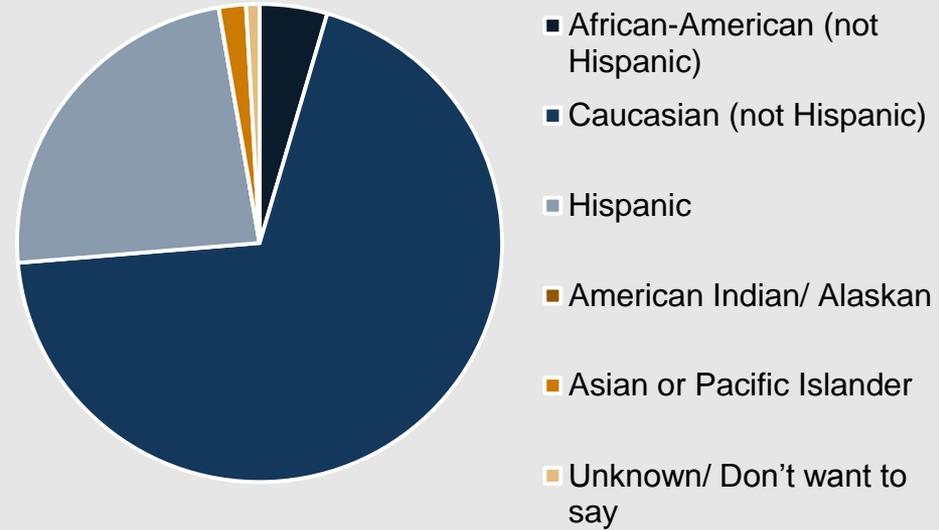


Survey Results - Who filled out the questionnaire?

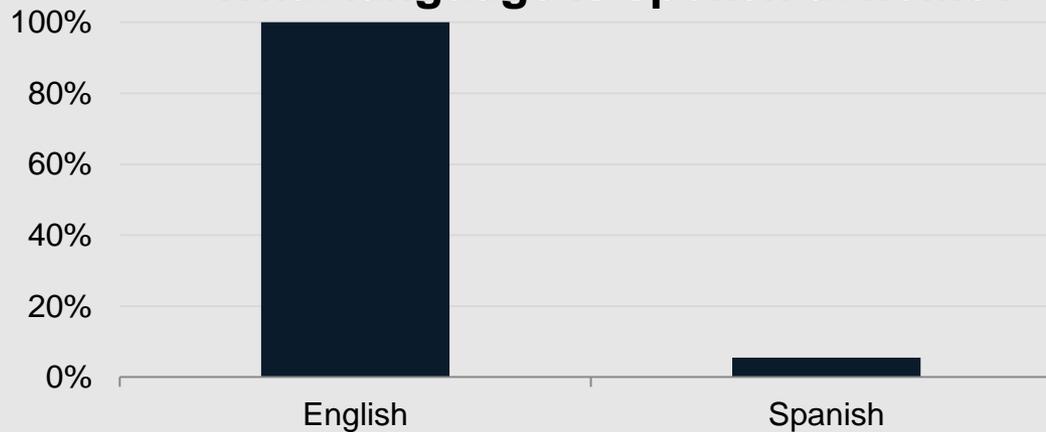
Gender Identity



Your Race/ Ethnicity



What language is spoken at home?



Texas Transportation Plan Development Schedule

	2013			2014										
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Plan Development	Review existing TxDOT plans and collect modal data													
	Develop Plan goals and objectives													
	Analyze current and forecasted multimodal conditions, demand, and needs													
	Develop performance measures and targets (in coordination with ongoing TxDOT initiatives)													
	Develop and evaluate multimodal investment strategies and trade-offs based on performance measures and current and expected future revenues in coordination with the Technical Advisory Committee, Stakeholders (transportation policy-makers and providers), and the Public													
	Review TxDOT project selection and project development processes													
													Draft Plan	
														Final Plan
Stakeholder and Public Outreach	Ongoing coordination with TxDOT Technical Advisory Committee													
		Open Houses						Open Houses				Public Hearing		
	Transportation Survey													
	Ongoing distribution of information to the public via the TxDOT website, social media, E-mail, newsletters, and other methods													



THANK YOU!

Michelle Conkle, TTP Project Manager

Michelle.Conkle@txdot.gov

512-486-5132

Casey Dusza, Deputy PM

Casey.Dusza@txdot.gov

512-486-5149

AGENDA ITEM 5

Regionally Coordinated Transportation Planning Update

**Semi-Annual Meeting
January 2014**

State & Federal Mandates

Transportation Code 461.004

Identification of:

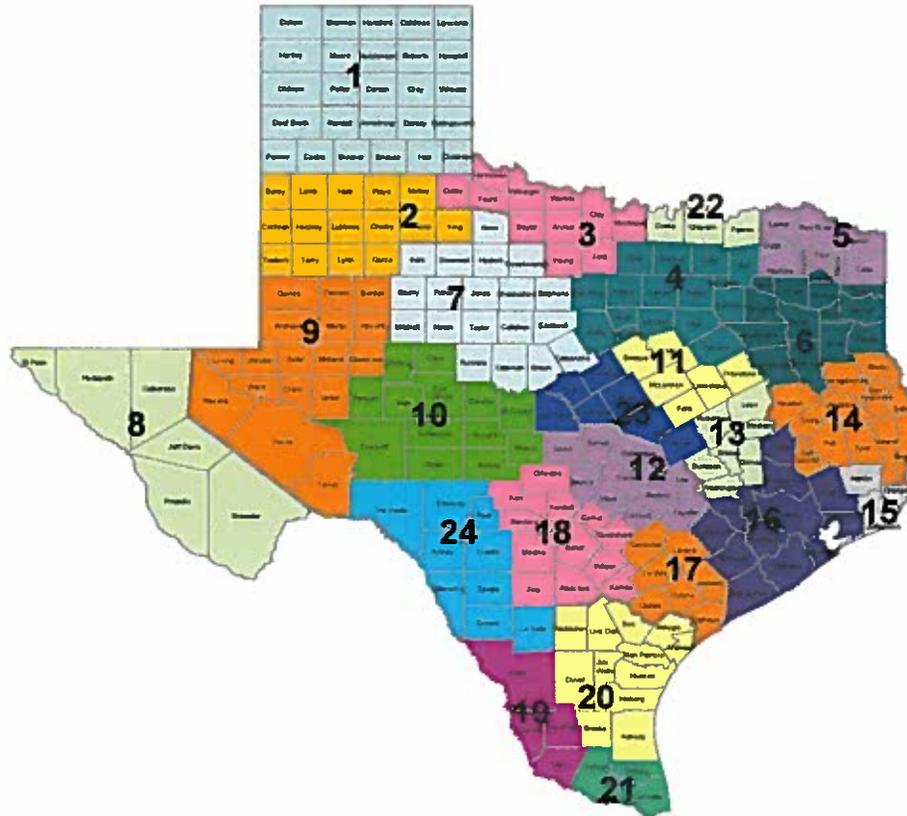
- Overlaps & gaps in provision of public transportation services
- Underused equipment owned by public transportation providers
- Inefficiencies in provision of public transportation services

MAP-21

- Minimum elements of regional plans
- Inclusive process for developing & adopting plans

Texas Planning Regions

- 24 regions; 24 plans
- Locally driven process
- Lead agency in each region



Statewide Working Group

- 30 members
- Diverse interests & geographic areas
- Purpose
 - Assess existing effort to regionally coordinate public transportation
 - Provide input on future direction

What Works Well

Various approaches for:

- Stakeholder engagement
- Data collection
- Outreach
- Other

Future Direction Recommendations

- Funding
- Membership / Engagement
- Metrics
- Definition of Stakeholder
- Outreach
- TxDOT Role
- Selection & Expectations of Lead Agencies
- Lead Agencies' Role
- Content of Regional Plans

Future Direction Recommendations

Funding

- TxDOT provide adequate funding for major plan updates; consistent & predictable funding for interim years
- TxDOT assure flexibility for funding additional planning activities & offer competitive funding opportunities
- Lead agencies leverage other resources to support planning process
- TxDOT ED & other state agency EDs agree to track, compile & report data on how much money each agency spends on transportation & who decides how dollars are spent
- TxDOT & lead agencies identify examples of how other funds have been leveraged for transportation purposes

Future Direction Recommendations

Membership / Engagement

- TxDOT update stakeholder resources & provide to each region
- Each state agency's ED encourage staff participation at local level
- TxDOT's ED encourage TxDOT staff & lead agencies to participate in HHSC committees
- Lead agencies assure a transparent & inclusive process for developing & adopting the plan
- Stakeholders participate in other planning processes

Future Direction Recommendations

Metrics

- Local stakeholders define priorities & ensure inclusion in plan
- Local stakeholders develop a metric for measuring whether each local transportation service priority or gap is met/filled
- Local stakeholders develop *local* metrics for demonstrating that individuals have improved access to an efficient network of transportation services
- State & local stakeholders develop *statewide* metrics for demonstrating that individuals have improved access to an efficient network of transportation services

Future Direction Recommendations

Stakeholder Definition

“Stakeholders” includes seniors (individuals 65 and older), individuals with disabilities, representatives of public, private & nonprofit transportation & human services providers, representatives of workforce agencies, education agencies, veterans’ organizations & other members of the public.

Future Direction Recommendations

Outreach

Stakeholders collaborate to develop effective strategies for informing:

- specific audiences about available transportation services
- the public on the purpose & value of the regional planning process

Future Direction Recommendations

TxDOT Role

- Provide guidance on how to develop & adopt the next updated regional plan (workshops, webinars & other means)
- Provide guidance & share best practices:
 - Performance metrics
 - Stakeholder engagement
 - Outreach
 - General program expectations
- Carry out quality assurance measures (for developing & implementing plans)

Future Direction Recommendations

Selection & Expectations of Lead Agencies

- Local determination; confirmation every 5 years
- Role:
 - Continuously identify & engage stakeholders
 - Regularly convene meetings, facilitate discussion & keep others engaged in collaborative planning process
 - Manage stakeholder committee meetings
 - Manage development, implementation & updates using a collaborative process
 - Assure activities in the plan move forward
 - Provide staff support
 - Participate in TxDOT-sponsored workshops, trainings, conferences

Future Direction Recommendations

Plan Content

In addition to state & federal requirements:

- Vision, mission, goal, objectives
- Methodology
- Financial component
- How this plan will
 - Complement other metro, regional & statewide planning processes
 - Seek to integrate services of various programs from multiple agencies
- Transportation needs of children

Future Direction Recommendations

Plan Content

- Identification of underused equipment
- Assessment of region's capacity to:
 - Sustain regional planning activities
 - Implement the regional plan
 - Update the plan
- Performance measures to evaluate progress & effectiveness in achieving goals & objectives

Next Steps

TxDOT will:

- Receive additional input from stakeholders statewide
- Take under advisement
- Establish guidance & plans for moving forward
- Provide guidance

Regionally Coordinated Transportation Planning in Texas

Thank You

Steve Wright

(512) 374-5226

steve.wright@txdot.gov

www.regionalserviceplanning.org

**Regionally Coordinated Transportation Planning
State & Federal Mandates**

Texas Transportation Code 461

- Eliminate waste in the provision of public transportation services;
- Generate efficiencies that will permit increased levels of service
- Further the state's efforts to reduce air pollution
- Identify overlaps and gaps in the provision of public transportation services, including services that could be more effectively provided by existing, privately funded transportation resources
- Identify underused equipment owned by public transportation providers;
- Identify inefficiencies in the provision of public transportation services by an public transportation provider
- Encourage public transportation providers to agree on allocation of specific services & service areas among providers (to eliminate waste & maximize efficiency)
- May require that all or a percentage of vehicles used to provide public transportation services comply with specified emissions standards

MAP-21

FTA requires the following elements, at a minimum, be included in the plans:

- (a) An assessment of available services that identifies current transportation providers (public, private, and nonprofit);
- (b) An assessment of transportation needs for individuals with disabilities and seniors;
- (c) Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- (d) Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified. Additionally, the plan must be developed and adopted with representation from seniors, individuals with disabilities, representatives of public, private, nonprofit transportation and human services providers, and other members of the public."

Section 5310: PROJECT SELECTION AND NPLAN DEVELOPMENT. Before receiving a grant under this section, each recipient shall certify that –

- (i) The projects selected by the recipient are included in a locally developed, coordinated public transit-human services transportation plan;
- (ii) The plan described in clause (i) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public; and
- (iii) To the maximum extent feasible, the services funded under this section will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services.

Invited Working Group Participants
Future Direction for Regionally Coordinated Transportation Planning in Texas

Participant	Title	Organization
Regina Blye	Executive Director	Texas State Independent Living Council
Bruce Bower	Deputy Director	Rural Transportation Alliance
Margaret Bruch	Branch Manager for Case Management	Texas Department of State Health Services (DSHS)
Gracie Cantu	Public Transportation Coordinator	TxDOT Public Transportation Division, Pharr Dist.
Marion Denney	Senior Manager Mobility and Planning	Dallas Area Rapid Transit (DART) (large urban transportation provider)
Karen Dunlap	Planner/Program Manager for Section 5304 (Planning)	TxDOT Public Transportation Division
Kris Dudley	Program Manager for Section 5310 Program (Seniors and Individuals with Disabilities) and Rural Transit Assistance Program (RTAP)	TxDOT Public Transportation Division
Janice Ferguson	Program Specialist, Strategic Workforce Initiatives	Texas Workforce Commission
Sue Fielder	Manager, Area Agencies on Aging Section	Texas Department of Aging and Disability Services (DADS)
Joe Gambill	Director of Community and Economic Development	Nortex Regional Planning Commission (lead agency for Planning Reg. 3)
Mary Grinsfelder / Millie DeAnda	Manager, MY RIDE Dallas	Community Council of Greater Dallas / Dallas Area Agency on Aging
Kari Hackett	Manager of Special Studies	Houston-Galveston Area Council (COG, MPO & lead agency for Planning Reg. 16)
John Hendrickson	General Manager	Waco Transit (small urban transportation provider)
Frankie Martin	Vice President	Presa Community Center (5310 provider in urbanized San Antonio)
Elba Martinez	Public Transportation Coordinator	TxDOT Public Transportation Division, San Antonio and Laredo Dists.

Participant	Title	Organization
John McCann	Transition Program Specialist	Texas Department of Assistive and Rehabilitative Services (DARS)
Michelle Meaux	Senior Planner	Capital Area Metropolitan Planning Organization (lead agency for Planning Reg. 12)
Sarah Mills	Senior Policy Analyst, Medicaid/CHIP Office of Policy Development	Texas Health and Human Services Commission
Jamal Moharer	President	NDMJ Transportation (private taxi company in the Tyler area)
Cindy Mueller	Statewide Metropolitan Planning Organization (MPO) Coordinator	TxDOT Transportation Planning and Programming Division
Martin Ornelas	Director	Transportation Coordination Network of the Coastal Bend (lead agency for Planning Reg. 20)
Vanessa Owens	Public Transportation Coordinator	TxDOT Public Transportation Division, Austin Dist.
Elena Quintanilla	Director of Regional Services	South Plains Association of Governments (lead agency for Planning Reg. 2)
Donna Roberts	Director, Program Services Section	TxDOT Public Transportation Division
Bob Schwab	Regional Transportation Coordinator	El Paso County (rural transportation provider & lead agency for Planning Reg. 8)
Jonas Schwartz	Manager of Stakeholder Relations, Medicaid/CHIP Division	Texas Health and Human Services Commission
Brad Underwood	Chief Executive Officer	Texoma Area Paratransit System (transportation provider and lead agency for Planning Reg. 22)
Jeff Williford	Legislative Liaison	Texas Veterans Commission
Steve Wright	Planner/Program Manager for Regionally Coordinated Transportation Planning	TxDOT Public Transportation Division
Mark Ximinez	Center Director for Guadalupe and Gonzales Counties	Bluebonnet MHMR (5310 provider in rural areas of Planning Regs. 12, 17 & 18)

2013

Final Report
TxDOT Working Group
Facilitated Process:
Future Direction for
Regionally Coordinated
Transportation Planning
in Texas

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BACKGROUND

The Texas Department of Transportation, Public Transportation Division (TxDOT-PTN) contracted with the Center for Public Policy Dispute Resolution (Center) at The University of Texas School of Law to conduct a facilitated process for a selected working group charged with addressing the future direction of Regionally Coordinated Transportation Planning (RCTP) in Texas. TxDOT selected members of the working group to represent various stakeholders and geographic areas throughout the 24 planning regions (see Figure 1). The resulting list of working group participants included thirty individuals, including representatives of lead agencies, other stakeholders, and TxDOT. The goals of the group were to a) assess the existing effort to regionally coordinate public transportation (in particular human services transportation services), and b) provide input on the future direction of the RCTP process.

The timing of this facilitated process was largely prompted by a) the desire to revisit desired outcomes of the RCTP process after several years of planning, and b) the need to evaluate and incorporate the impact of federal changes in transportation planning and funding when considering the future direction of RCTP in Texas.

In particular, revised federal regulations highlighted in the 2012 “Moving Ahead for Progress in the 21st Century” (MAP-21) brought about significant changes and eliminated two programs previously tied to the regional planning effort (Job Access Reverse Commute and New Freedom).



Figure 1: Texas State Planning Regions

PROCESS PREPARATION

Center facilitators participated in preliminary meetings with TxDOT-PTN staff members to coordinate responsibilities, set goals, clarify expectations, and discuss process steps.

- Selecting and Interviewing Participants - the first step was to select participants to represent diverse interests and geographic areas of individuals and organizations impacted by RCTP. TxDOT identified a number of potential participants and provided a

list of individuals to the facilitators. The facilitators then conducted phone interviews with each of the potential participants to ascertain their willingness to engage in this facilitated process, their role in the RCTP process, and their expectations of issues to be discussed. Phone interviews were also helpful as an opportunity to address expectations for the process and role of participants. The final list of participants invited to join the working group and participate in the facilitated meetings appears in **Appendix A**.

- **Drafting Meeting Agendas** - Based on information gathered during the phone interviews, the facilitators in coordination with TxDOT drafted agendas for the two scheduled meetings on August 22 and September 17, 2013. These two agendas appear in **Appendices B and D**.

PROCESS

Given the ambitious goals to have the working group a) assess the existing effort to regionally coordinate public transportation (in particular human services transportation services), and b) provide input on the future direction of the RCTP process, two meetings were scheduled. The first was to allow for a full analysis of the RCTP process and start identifying themes around which the working group wanted to craft recommendations. The second meeting was centered on the working group drafting recommendations for the future direction of the RCTP process and seeking consensus where possible.

- **August 22 Meeting** – This first meeting was a one-day meeting. Facilitators had learned during phone interviews that while the participants are all involved in the RCTP process, they don't have much opportunity to get to know one another. Introductions and a networking lunch were built into the agenda to encourage personal connections. In addition to the agenda, the facilitators presented a list of proposed issues extrapolated from the phone interviews to frame the first meeting's discussion about what in the RCTP process was working and what could be improved. The list of issues that the working group adopted to direct their discussion was as follows:
 - (1) **RCTP Process – what works well, what needs improvement:**
 - Roles / Expectations of Lead Agencies & Other Stakeholders, including representative membership
 - Goals of the RCTP Process
 - Content of Regional Plans and Updates
 - Process for Approving & Overseeing Regional Plans
 - How to Make Regional Plans Meaningful

- (2) **Funding for Regional Planning** - what works well, what needs improvement:
 - Cycle
 - Eligibility
 - Process
- (3) **Implementing RCTPs** - what works well, what needs improvement:
 - Identifying Resources
 - Coordinating Resources
 - Tracking Projects

Facilitators captured the main points that working group participants made as to each issue, and these points are included in **Appendix C – Meeting Summary**.

While many comments focused on what could be done to improve the process globally, participants also shared individual stories about what was working well within their own region. In particular: for good stakeholder attendance, regions suggested serving food and holding their meetings during lunch time; for good data collection, regions suggested partnering with other organizations or institutions of higher education. Participants appreciated hearing from others what worked well for their process.

Following the first meeting, the facilitators considered participants' comments to draft a list of suggested topics for recommendations. The list, as shown below, was forwarded to the participants ahead of the second meeting and was subject to the will of the participants:

- Selection and expectations of lead agencies (including possible training)
- Membership and engagement of local stakeholder groups (inclusiveness)
- Process for developing the plan (including representative decision-making)
- Content of regional plan (including prioritizing projects)
- Development of performance measures/metrics
- TxDOT role in providing guidance and direction to regional planning process
- Coordination of information and resources at the state level (bridging silos)
- Coordination of funding resources
- Methods to inform and educate stakeholders and general public on process and services

Along with the list of suggested topics, facilitators sent participants the meeting summary from the first meeting and the proposed agenda for the second meeting ahead of the second meeting.

- **September 17 Meeting** – The second meeting was a half-day meeting. At the beginning of the meeting, facilitators assisted the group in deciding on the decision-making format. The group decided that they would seek to reach consensus on each recommendation and, where consensus was not reached, reflect the majority and minority votes.

The adopted meaning of “consensus” was that every participant could support the recommendation because concerns had been addressed and the discussion had resulted in some give-and-take. While participants might not like each part of the recommendation, they could live with it. If one participant could not support the recommendation, then consensus was not reached.

At this meeting, participants spent most of their time discussing and developing recommendations. Participants selected the order in which to take up each topic by indicating their top three priorities, understanding that time might run out. The list below reflects the selected topics and their order of priority:

1. Membership and engagement of local stakeholders
2. Coordination and understanding of funding resources
3. Coordination of information and resources at the state level (bridging silos)
4. Development of performance measures/metrics
5. Method to inform and educate stakeholders and general public on process and services
6. Selection and expectations of lead agencies (including possible training)
7. Process for developing the plan (including representative decision-making)
8. Content of regional plan (including prioritizing projects)
9. TxDOT role in providing guidance and direction to regional planning process

Participants reached consensus on several recommendations during the meeting. However, time ran out before the group could deliberate on recommendations under each topic. Participants then decided to continue their deliberation and attempt at consensus by emails routed through the facilitators. After several rounds of emails during which proposed recommendations received comments and were modified, participants indicated whether they could support each of the remaining recommendations.

OUTCOME

Below are three sets of recommendations: (1) Consensus Recommendations reached by all participants during the second meeting; (2) Consensus Recommendations reached by those participants who responded by email – two participants did not respond; and (3) Recommendations on which consensus was not reached but were supported by most participants as indicated in the “Tally” column.

Topic	(1) Consensus Recommendations Reached at 9-17-13 meeting	Responsible Entity	
		Lead Agency	TxDOT
Funding	We propose that TxDOT provide consistent and predictable funding to the lead agencies to sustain coordination efforts through the interim years and adequate funding during major plan update years.		★
	We propose that TxDOT assure flexibility during interim years for additional planning activities that may arise; offer funding opportunities on a competitive basis.		★
	We propose that lead agencies also identify and leverage other funding sources and resources that support the planning process.	★	
	We propose that TxDOT provide guidance on criteria for funding in interim years.		★
	We propose that, by September 2014, TxDOT executive director and other relevant state agency directors as identified in federal publication "United We Ride" agree to track, compile, and report data on how much money each agency spends on transportation and who makes the decisions on how transportation dollars are spent.		★
	We propose that TxDOT and lead agencies identify recent Texas-specific examples of how other state, federal, and private funds have been leveraged for transportation purposes.	★	★
Membership and engagement	We propose that TxDOT update all potential stakeholders and resources that are relevant in each RCTP region and provide appropriate list to each lead agency.		★
	We propose that each agency's Executive Director encourage their relevant staff to participate in each regional planning effort.		
	We propose that TxDOT Executive Director encourage his staff and lead agencies to participate in HHSC regional advisory committees.		★
Metrics	We propose that the local stakeholder committee define service priorities and ensure those are reflected in the regional plan.	★	

Topic	(2) Consensus Recommendations reached by email by those who responded – 2 participants did not respond	Responsible Entity	
		Lead Agency	TxDOT
Definition	For purpose of these recommendations, we propose that the term “stakeholders” includes but is not limited to seniors (individuals 65 or older), individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, representatives of workforce agencies, education agencies and veterans’ organizations; and other members of the public.	★	★
Outreach - to inform and educate stakeholders and general public on process and services	We propose that lead agencies collaborate with other stakeholders to develop effective strategies for informing the public on the purpose and value of the RCTP process.	★	
	We propose that lead agencies collaborate with other stakeholders to develop effective strategies for informing specific audiences (including but not limited to seniors and individuals with disabilities) about available transportation services.	★	
TxDOT role in providing guidance and direction to regional planning process	We propose that TxDOT provide timely guidance to lead agencies on how to develop and adopt the next updated regionally coordinated transportation plan through regional workshops, webinars, websites, and other means of communication.		★
	We propose that TxDOT provide ongoing guidance to lead agencies and share information on best practices concerning: <ul style="list-style-type: none"> a. performance metrics that can be customized for individual planning regions; b. stakeholder engagement; c. expectations concerning the RCTP process & outcomes; d. effective principles and strategies concerning outreach and sharing of information with specific audiences; and e. other relevant and timely topics. 		★
	We propose that TxDOT carry out ongoing quality assurance measures for all aspects of the RCTP process, including development of the regional plan, content of the plan, and implementation of the plan.		

Topic	(3) Recommendations on which consensus was not reached	Tally: from 18 responses
Membership and Engagement of Local Stakeholders	We propose that lead agencies be accountable to regional stakeholders and TxDOT for ensuring that the regionally coordinated transportation planning (RCTP) process is transparent and inclusive. At a minimum, each regional plan will indicate that it was developed and adopted with participation from stakeholders by including a list of (1) stakeholders involved in developing the plan, and (2) regional stakeholder committee members who participated in adopting the plan and their signatures.	Yes: 17 No: 1
	We propose that stakeholders in the RCTP process collaboratively develop a written statement of what is expected of them and be able to articulate the purpose and benefit of this process.	Yes: 17 No: 1
	We propose that stakeholders in the RCTP process actively seek to participate in other relevant planning processes that occur within their region, such as with MPOs and field offices of state agencies.	Yes: 17 No: 1
Metrics	We propose that lead agencies with the assistance of other stakeholders develop and include in regional plans a metric for each local transportation service priority or identified gap in service that empirically measures the extent to which that service priority was met or the gap in service was filled.	Yes: 16 No: 2
	We propose that lead agencies with the assistance of other stakeholders develop <i>local</i> performance metrics relevant to their respective planning regions for demonstrating that individuals throughout their region have improved access to an effective and efficient network of public transportation services, especially for seniors and people with disabilities.	Yes: 16 No: 2
	We propose that state and regional stakeholders, including TxDOT and lead agencies, collaborate to develop <i>statewide</i> performance metrics for demonstrating that individuals throughout Texas have improved access to an effective and efficient network of public transportation services, especially for seniors and people with disabilities.	Yes: 17 No: 1
Selection and expectations of lead agencies (including possible training)	We propose that stakeholders in each planning region continue to determine the lead agency for their respective region. Stakeholders may designate a new lead agency at any time but, at a minimum, shall re-confirm the lead agency designation every five years before the funding application to update the plan is prepared and submitted.	Yes: 15 No: 3

	<p>We propose that the role of lead agencies is to:</p> <ul style="list-style-type: none"> a. continuously identify and engage stakeholders; b. regularly convene meetings, facilitate discussion and keep others engaged in a collaborative planning process; c. manage regional transportation stakeholder steering committees; d. manage development, implementation and updates of the regionally coordinated transportation plan through ongoing collaboration w/other stakeholders and in accordance w/federal & state requirements; e. assure activities in the regional plan move forward and goals, objectives and priorities are accomplished in a timely and inclusive manner; f. provide staff support to manage regional planning grants and to carry out tasks in these grants; and g. participate in TxDOT-sponsored workshops, trainings and conferences on RCTP and related topics. 	<p>Yes: 17 No: 1</p>
<p>Content / Components of regional plans (including prioritizing projects)</p>	<p>We propose the following elements be included in each regional plan as best practices:</p> <ul style="list-style-type: none"> a. a vision statement, mission statement, goal, and objectives; b. a description of the methodology used to develop the plan; c. a prioritized financial plan for implementing the regional plan including steps for leveraging multiple resources to sustain this planning process; d. an assessment and description of how this plan will a) complement and be consistent with other metropolitan, regional and statewide planning processes and, b) seek to integrate services of various programs funded by the Federal Transit Administration, Federal Highway Administration, programs funded through health and human services agencies, work force agencies, and others; e. an assessment of the transportation needs of children; f. identification of underused equipment owned by public and private transportation providers; g. an assessment of each planning region's capacity to sustain regional planning activities, implement, and update the regional plan; and h. performance measures to evaluate progress and effectiveness in achieving goals and objectives. 	<p>Yes: 17 No: 1</p>

EVALUATIONS

After each of the meetings, participants were invited to fill out an evaluation form regarding the effectiveness of the process and the facilitators. The aggregated results of these forms are included as Appendices E and F.

APPENDIX A

Invited Working Group Participants Future Direction for Regionally Coordinated Transportation Planning in Texas

Participant	Title	Organization
Regina Blye	Executive Director	Texas State Independent Living Council
Bruce Bower	Deputy Director	Rural Transportation Alliance
Margaret Bruch	Branch Manager for Case Management	Texas Department of State Health Services (DSHS)
Gracie Cantu	Public Transportation Coordinator	TxDOT Public Transportation Division, Pharr Dist.
Marion Denney	Senior Manager Mobility and Planning	Dallas Area Rapid Transit (DART) (large urban transportation provider)
Karen Dunlap	Planner/Program Manager for Section 5304 (Planning)	TxDOT Public Transportation Division
Kris Dudley	Program Manager for Section 5310 Program (Seniors and Individuals with Disabilities) and Rural Transit Assistance Program (RTAP)	TxDOT Public Transportation Division
Janice Ferguson	Program Specialist, Strategic Workforce Initiatives	Texas Workforce Commission
Sue Fielder	Manager, Area Agencies on Aging Section	Texas Department of Aging and Disability Services (DADS)
Joe Gambill	Director of Community and Economic Development	Nortex Regional Planning Commission (lead agency for Planning Reg. 3)
Mary Grinsfelder / Millie DeAnda	Manager, MY RIDE Dallas	Community Council of Greater Dallas / Dallas Area Agency on Aging
Kari Hackett	Manager of Special Studies	Houston-Galveston Area Council (COG, MPO & lead agency for Planning Reg. 16)

Participant	Title	Organization
John Hendrickson	General Manager	Waco Transit (small urban transportation provider)
Frankie Martin	Vice President	Presa Community Center (5310 provider in urbanized San Antonio)
Elba Martinez	Public Transportation Coordinator	TxDOT Public Transportation Division, San Antonio and Laredo Dists.
John McCann	Transition Program Specialist	Texas Department of Assistive and Rehabilitative Services (DARS)
Michelle Meaux	Senior Planner	Capital Area Metropolitan Planning Organization (lead agency for Planning Reg. 12)
Sarah Mills	Senior Policy Analyst, Medicaid/CHIP Office of Policy Development	Texas Health and Human Services Commission
Jamal Moharer	President	NDMJ Transportation (private taxi company in the Tyler area)
Cindy Mueller	Statewide Metropolitan Planning Organization (MPO) Coordinator	TxDOT Transportation Planning and Programming Division
Martin Ornelas	Director	Transportation Coordination Network of the Coastal Bend (lead agency for Planning Reg. 20)
Vanessa Owens	Public Transportation Coordinator	TxDOT Public Transportation Division, Austin Dist.
Elena Quintanilla	Director of Regional Services	South Plains Association of Governments (lead agency for Planning Reg. 2)
Donna Roberts	Director, Program Services Section	TxDOT Public Transportation Division
Bob Schwab	Regional Transportation Coordinator	El Paso County (rural transportation provider & lead agency for Planning Reg. 8)

Participant	Title	Organization
Jonas Schwartz	Manager of Stakeholder Relations, Medicaid/CHIP Division	Texas Health and Human Services Commission
Brad Underwood	Chief Executive Officer	Texoma Area Paratransit System (transportation provider and lead agency for Planning Reg. 22)
Jeff Williford	Legislative Liaison	Texas Veterans Commission
Steve Wright	Planner/Program Manager for Regionally Coordinated Transportation Planning	TxDOT Public Transportation Division
Mark Ximinez	Center Director for Guadalupe and Gonzales Counties	Bluebonnet MHMR (5310 provider in rural areas of Planning Regs. 12, 17 & 18)

Rev. Aug. 20, 2013

APPENDIX B

**Regionally Coordinated Transportation Planning
Future Direction Working Group
3712 Jackson Avenue, Building 6, Room 323
Austin, Texas 78731**

August 22, 2013

Proposed Agenda

- | | |
|-------------------|---|
| 8:00 am | Registration |
| 8:15 am | Welcome and Introductions <ul style="list-style-type: none">• Review Proposed List of Issues
Information Sharing <ul style="list-style-type: none">• Overview of federal and state regulations• The Texas approach to RCTP• Impact of recent changes on RCTP
Discussion of Issues Related to RCTP Process and Possible Options |
| 10:15 am | BREAK |
| 10:30 am | Discussion of RCTP Process Issues and Options (continued) |
| 12:00 noon | LUNCH |
| 12:45 pm | Discussion of Issues Related to RCTP Funding and Possible Options |
| 2:30 pm | BREAK |
| 2:45 pm | Discussion of Issues Related to Implementation of RCTPs |
| 3:45 pm | Next Steps and Adjourn |

APPENDIX C

Regionally Coordinated Transportation Planning Future Direction Working Group Meeting August 22, 2013

Meeting Summary

This summary outlines the issues set out in the agenda and highlights the participants' comments under each of these issues.

The Regional Coordinated Transportation Planning Process

- Roles and Expectation of Lead Agencies and Other Stakeholders
 - Lead Agency – selection is done at the local level by the stakeholder group.
Responsibilities need to include:
 - Identify appropriate stakeholders, including seniors and people with disabilities;
 - Facilitate stakeholder meetings;
 - Act as a resource, including knowing how funds are being used by transit providers;
 - Be inclusive: convene diverse and representative stakeholder group, including advocates and actual users of services;
 - Attract and sustain appropriate representatives;
 - Pay attention and address individual needs of stakeholders
 - Consider varying meeting locations or using conference calls
 - Promote constructive dialogue
 - Along with other stakeholders: develop and approve a plan
 - Challenges for lead agencies:
 - Getting HHS groups to the table
 - Getting transit providers to the table and keeping them engaged
 - Engaging actual users of the services
 - Challenges for other stakeholders
 - Learning about the process and expectations (training)
 - Feeling that the process will actually result in changes; having ownership of the process
 - Moving from planning to implementation
 - When the lead agency presents a perceived conflict of interest
- Goals of the RCTP Process (need to have a common understanding of what the stakeholder groups are being asked to do)
 - Identify unmet transportation needs for the transportation dependent
 - Provide inclusive process: have appropriate stakeholders at the table
 - Create efficiencies in transportation services

- Prioritize how gaps (unmet needs) are filled
- Coordinate among state and regional programs and services
- Identify barriers to coordination

➤ Content of Regional Plans and Updates

- Inventory of needed services and possible providers through interviews, focus groups, questionnaires, etc.
- Needs assessment
 - regions use a variety of methods, such as focus groups, public meetings, 211 call logs, overlaying origination of 211 calls over transit provider areas, using demographic data, using studies
 - Studies that are currently available include: growth and transportation studies published by the American Public Transportation Association (APTA), the National Association of Development Organizations (NADO), and MPOs.
 - Regions may also request their own studies to be made.
 - May want to have relevant available studies posted on TxDOT Regional Planning website.
- Federal requirements: under the new MAP-21, FTA requires the following elements be included:
 - Assessment of available services that identifies current transportation providers;
 - Assessment of transportation needs for individuals with disabilities and seniors;
 - Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery;
 - Priorities for implementation based on resources, time, and feasibility for implementing specific strategies and/or activities identified.
- Some regions already include a prioritized financial plan
- All must be included in plan
- Assessment of how this plan is consistent and coordinated with other relevant plans; how it aligns with relevant state agency plans.
- Evaluation/performance measures

➤ Process for Approving and Overseeing Regional Plans

- Plans are to be approved at the local level by stakeholder group (consensus)
- TxDOT to approve the regional plans – TxDOT PTCs, who manage contracts with lead agencies, approve the plan as one of the contract deliverables
- All projects submitted for Section 5310 funds must be included in regional plans

➤ How to Make the Regional Plans Meaningful?

- Share personal and organization success stories
- Provide information/training to educate stakeholders about process
- Provide a forum for problem-solving when you have challenges
- Communicate among regions and between regional and state stakeholders
- Consider innovative financing: e.g. leverage private money, form partnerships
- Seek changes in federal regulations that cause barriers

Funding

- Section 5304 funds used for planning
- Section 5311 funds used for annual call for projects (rural providers)
- Section 5310 funds used for service projects that are included in the regional plans
- 5307/5311 funds can be used for public awareness (to inform about the services)
- 5311 funds can be used on food
- 5304 planning funds can be used to develop a marketing plan and could be used to provide (reasonable/incidental) food at the planning meetings
- Planning funds can also be used to have a transportation study made
- Eligibility:
 - Must be a lead agency to receive 5304 funds designated specifically for RCTP – otherwise 5304 funds are not limited to lead agencies

Implementation of RCTPs

➤ Identifying Resources

- Who is entitled to purchase and provide services in each region?
- Need to overcome some of the structural silos of transportation funding (i.e. through high-level talks among relevant state agencies)
- State agencies could enter into MOUs to document commitment to pooling resources

➤ Coordinating Resources

- Relevant state agencies could work towards pooling their funds in a “pot of money” for transportation services to identified populations
 - Would be helpful to know how much and on what are agencies spending their transportation dollars
- Does Texas need a Transportation Coordinating Council (similar to the Veterans Services Coordinating Council)?
- Need to work on improving communications at the state level (among state agencies), from the state level to the regions, among regions, and with elected officials.
- Need consumer and general public education about available services

- Need better technology interaction and coordination of available services (especially across jurisdictions and regions) – discussion of the Veterans Transportation Community Living Institute (VTCLI) Grants for 5 regions in Texas: Dallas, San Antonio, Corpus Christi, El Paso, and East Texas to share information and develop an open source database to provide transportation to people with disabilities

- Tracking Projects
 - Develop appropriate metrics to show progress at the regional and state levels
 - Keep up with performance measures: how is the region progressing in meeting the identified needs? What is needed to show progress? Decide on data to track

- Overarching Themes:
 - Need for better communications among regions, between regional and state levels, and with the public and policy-makers
 - More guidance from TxDOT on RCTP process (expectations, goals)
 - Continued opportunities to share best practices and success stories

APPENDIX D

Regionally Coordinated Transportation Planning Future Direction Working Group

September 17, 2013

Proposed Agenda

- 10:00 am** **Registration**
- 10:15 am** **Overview of the Meeting**
- **Introduction of any new participant**
 - **Review of Proposed Topics for Recommendations**
 - **Review of Decision-Making Process for Recommendations**
- Drafting and Deciding on Recommendations**
- 12:00 noon** **Lunch**
- Continued Drafting and Deciding on Recommendations**
- Discussion of Technical Assistance / Professional Education / Training Needs**
- 2:45 pm** **Wrap Up**
- 3:00 pm** **Adjourn**

APPENDIX E

**Regionally Coordinated Transportation Planning
Future Direction Working Group**

August 22, 2013 Meeting

EVALUATION FORM

This evaluation will assist the Center for Public Policy and Dispute Resolution (CPPDR) in improving its processes. Please take a few minutes to answer the following questions. You do not need to sign this form. Thank you for your cooperation.

Had you participated in a multi-party facilitated meeting prior to this meeting?

Y: 15 N: 2

Please rate the following statements with 1 being poor and 5 being excellent.

- The phone interviews were helpful
- Facilitators adequately introduced the agenda for the day
- Facilitators captured issues and interests well
- Facilitators guided the discussion appropriately

1	2	3	4	5	NA
2	1	4	7	3	2
3	1	1	6	9	
2		3	8	6	
2	1	4	4	9	

Any additional comments on the above statements:

- At times, conversation drifted away from agenda for periods, because agenda was initially introduced, but then not followed.
- Great facilitators
- Facilitators were extremely neutral in morning discussions

	Yes, as much as I wanted	No, not nearly enough	No, did not feel comfortable
Were you given the opportunity to participate as much as you wanted to?	17		

Did the facilitators help you include your concerns as part of the discussion? Y: 18 N: 0

If not, please explain or provide an example:

Did the facilitators effectively assist the participants in staying on track and developing action items and/or recommendations? Y: 18 N: 0

If not, please explain

- Somewhat. Many of the topics discussed were outside the scope and issue of Regional Planning process and just transportation issues in general.

What was the most useful part of this meeting? (feel free to continue on back of paper):

- An intro to explain background was outstanding. My agency will incorporate into our meetings.
- Learning more about transportation issues. Learned a lot.
- Discussion/ideas
- Open discussion and charting
- Morning session
- Open discussion
- The dialogue
- Hearing what others are doing.
- Open comments
- Attentive listening by facilitators; constructive comments by participants
- Whole discussion

What could have made the meeting more effective for you? (feel free to continue on back):

- Truly excited to be a part of it.
- None
- All was fine.
- Perhaps calling on a few participants who did not speak much

Other comments (feel free to use back of paper):

- Excellent facilitation for tough issues.
- Very positive. Thank you!!
- More breaks

APPENDIX F

**Regionally Coordinated Transportation Planning
Future Direction Working Group**

September 17, 2013 Meeting

EVALUATION FORM

This evaluation will assist the Center for Public Policy and Dispute Resolution (CPPDR) in improving its processes. Please take a few minutes to answer the following questions. You do not need to sign this form. Thank you for your cooperation.

Had you participated in a multi-party facilitated meeting prior to this meeting?

Y: 16 N: 0

Please rate the following statements with 1 being poor and 5 being excellent.

- The phone interviews were helpful
- Facilitators adequately introduced the agenda for the day
- Facilitators captured issues and interests well
- Facilitators guided the discussion appropriately

1	2	3	4	5	NA
	1	3	6	5	
		1	4	11	
		3	4	9	
		2	5	9	

Any additional comments on the above statements:

	Yes, as much as I wanted	No, not nearly enough	No, did not feel comfortable
Were you given the opportunity to participate as much as you wanted to?	16		

Did the facilitators help you include your concerns as part of the discussion? Y: 16 N: 0

If not, please explain or provide an example:

- Facilitators excellent in keeping all moving along.

Did the facilitators effectively assist the participants in staying on track and developing action items and/or recommendations? Y: 15 N: 1

If not, please explain

- No, but more time should of been allowed to finish all the work the committee needed to complete.

What was the most useful part of this meeting? (feel free to continue on back):

- Summary and recommendation provided to committee and prepared by the facilitators
- The open forum environment
- The facilitation
- Very good at clarification
- Increased understanding of need to engage HHSC stakeholders
- Getting to see colleagues from around the state
- Break-out session
- Staying on task
- Large group facilitated discussion
- All good

What could have made the meeting more effective for you? (feel free to continue on back):

- More time
- Perhaps give a few more breaks. This meeting made the day very long with only 2 breaks and a lunch that didn't allow to go out.
- More Federal input if possible
- To have the federal listing by relevant program upfront
- More time, rushing @ the end.
- All good.

Other comments (feel free to use back of paper):

- Very informative – meeting was very informative
- Facilitators provided too much input on wording/word-smithing/meaning while scribing the given input, rather than recording thoughts then allowing added discussion.
- The problem I see is that TxDOT has set up expectations regarding regional planning that they may not be able to fulfill.
- Small group took more time than lg. facilitated discussion – good if more time had been possible overall, but not as productive w/limited time.