



MEETING AGENDA

Public Transportation Advisory Committee

Tuesday, March 31, 2015 | 1:00 P.M.
 3712 Jackson Ave, Bldg. 6, Room 324
 Austin, TX 78731

1.	Call to Order.
2.	Safety Briefing.
3.	Approval of minutes from November 18, 2014 meeting. (Action)
4.	TxDOT's Public Transportation Division Director's report to the committee regarding public transportation matters.
5.	Briefing and discussion of federal funding authorization efforts. (Action)
6.	Discussion and development of Public Transportation Advisory Committee (PTAC) Work Plan, based on PTAC's guiding principles and comments made at the January 22, 2015 meeting. (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: 897 305 0787. An audio recording of the meeting will be placed on the Internet following the meeting.
8.	Propose and discuss agenda items for next meeting; confirm date of next meeting. (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 4

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

PTAC Meeting - March 31, 2015: Director's Report

Commission Actions

At its February meeting, the Commission awarded \$20.1 million in FTA Section 5311 funding following receipt of the first installment on FY15 federal apportionments. They also awarded funds to support the Texas Transit Association's 2015 Rodeo scheduled for April 11th in Dallas. No items are scheduled for the March or April meetings.

Discretionary Programs – Update on Various Calls for Projects

2015 Coordinated Call for Projects: Call closed on February 9, 2015. A total of 34 proposals were received, totaling approximately \$68 million. All proposals have received an initial score, and more specific follow-up conversations with proposers are underway. Targeting May 2015 for award.

2015 Section 5310 Program of Projects: Call closed on February 9, 2015. A total of 81 proposals were received, totaling \$9.8 million. Assuming federal apportionments keep pace with FY 14 levels, an estimated \$6.4 million is available for award. TxDOT district-based stakeholder scoring teams have prepared financially constrained recommendations for projects submitted in their respective areas during the process. Targeting May 2015 for award.

2015 Transportation Alternatives Program (TAP) Call for Projects in areas of the state under 200,000 in population: Project proposals due on May 4, 2015. New under MAP-21, this is the first TxDOT effort to solicit project proposals for areas of the state under 200,000 in population. Four years of federal funding are anticipated to be available for award – F13-16, totaling just over \$50 million. Funds are available for construction of bicycle and pedestrian projects. Targeting late summer, early fall awards.

Regional Coordination Planning Call for Plan Update Proposals: Project proposals due on May 7, 2015. Consistent with Federal program guidance, each of the 24 Regional Planning Areas of the state are encouraged to update their existing Regional Transportation Coordination Plans in 2016. The Department anticipates funding a significant portion of that overall effort. Approximately \$1.8 million is expected to be available for award. This amount will be split over two years of federal and state funding. Four regional workshops on this effort were held between February 18 and March 6.

State Legislative Update

Below is a summary of key legislation filed with impacts on transit and the Department's grant program responsibilities. Staff will be available to answer specific questions committee members may have.

HB 20 – Ron Simmons

Brief Description: Transportation Planning: requires TxDOT, and RTD/UTD/MTAs to use commission-approved project prioritization and selection process.

Potential Transit Impacts: Transit districts will likely have to change the way they choose "projects", which could include where they provide service, and how they make capital investment decisions, such as maintenance and replacement of vehicles.

HB 499 – Ryan Guillen

Brief Description: Establishes staggered, six-year term limits for PTAC members.

Potential Transit Impacts: PTAC member selection will remain with Gov., Lt Gov., and Speaker; and representation will stay transit providers, transit users, and general public.

HB 501 – Ryan Guillen

Brief Description: Exempts RTDs from state fuel tax, amount paid would be refunded from Comptroller.

Potential Transit Impacts: Estimated refunds to RTDs total \$1 million per year. Would require RTDs to maintain supporting documentation and file refund requests, including vehicle mileage, hours of service provided, and fuel consumed.

HB 1136 – Celia Israel

Brief Description: Calls for the creation of a Transportation Safety Access Advisory Committee to study methods, including infrastructure additions such as sidewalks and bicycle lanes, that the Department can use to improve the safety and access of all users of state or federally funded transportation projects.

Potential Transit Impacts: Transit is not specifically mentioned, but is likely to be evaluated. Advisory committee would coordinate with DADS, DSHS, and other organizations, and prepare a report to submit to TxDOT. Committee sunsets 1/1/2017.

HB 1957 / SB 697 – Rep. Wayne Faircloth and Sen. Larry Taylor

Brief Description: Changes definition for UTD (targeting Galveston) to include the phrase “a local government unit on a barrier island with a population between 45,000 and 50,000”. This does not make Galveston a UTD for state funds; but possibly removes several UTDs from eligibility for state funds.

Potential Transit Impacts: Attempts to reverse one impact of the 2010 Census, which changed Galveston from urbanized to rural (therefore resulting in a significant decrease in federal funding); however, a state bill cannot change their status from FTA's perspective. In state law the bill as written does not make Galveston urbanized, which remains a requirement for UTD status. Furthermore, if statute were amended to make Galveston a UTD (either through this bill or other means), they would receive less state formula funds as a UTD than they do as a RTD.

One perspective on the bill text is that many existing UTDs (eighteen) would lose their current eligibility to receive state formula funds. This would include any existing UTD that did not receive state urban funds as of 9/1/1994, and any UTD that is over 200,000 in population.

HB 3591 / SB 1764 – Rep. Will Metcalf and Sen. Brandon Creighton

Brief Description: Allocates state funds to “direct” recipient (targeting Conroe) to receive its share of urbanized area state funds directly from TxDOT, instead of through the existing UTD.

Potential Transit Impacts: Current statute permits UTDs that were receiving state urban formula funds on 9/1/1994 to continue to be eligible for such funds if their population later exceeds 200,000 (other UTDs have to be between 50,000 and 200,000 population). Therefore, only those "grandfathered" UTDs are eligible to directly receive those funds. In this case, the UTD (Brazos Transit) has an Interlocal agreement to provide those funds to Conroe and The Woodlands (separately). A similar situation exists in McAllen. However, Conroe desires to receive those funds directly from TxDOT, instead of through Brazos. This bill would not change the amount of state funds awarded to the Conroe-The Woodlands urbanized area; it would require the department

to manage those funds through two contracts instead of one, increasing staff workload due to compliance and grant administration.

HB 3794 – Alma Allen

Brief Description: Calls for the creation of a disability services database – a TxDOT-hosted website enabling transit providers to view each other’s lists of individuals eligible for ADA paratransit.

Potential Transit Impacts: This bill has two parts. First, TxDOT would include on its web page information regarding how an eligible individual may access ADA paratransit service when visiting another service area. This would require providers of ADA paratransit to provide and update that information to TxDOT.

Second, TxDOT would be required to host a website that ADA paratransit providers could use to see a list of customers eligible to receive ADA paratransit in all areas of the state. This would allow a provider to confirm that another provider has determined eligibility for an individual. This would require that providers would develop such a list (if they don't already have a list), and provide and update that list for TxDOT.

SB 20 – Jane Nelson

Brief Description: State purchasing (may limit Comptroller’s TXMAS system): ambiguous text could virtually eliminate this statewide contract (does not impact current vehicle procurement, which is a different program at the Comptroller).

Potential Transit Impacts: This bill makes significant revision to statute regarding state agency procurement contracting. It does not directly impact transit agencies, but it may ban a Comptroller procurement service that transit agencies might use, known as TEXMAS. TEXMAS is used for procurement of several products, but not vehicles (they are in a different program, and we believe that is not altered by the bill).

SB 1048 – Bob Hall

Brief Description: Prohibits TxDOT, local governmental entities, or other political subdivisions from using FTA funds for rail transit.

Potential Transit Impacts: We believe this would prevent FTA funds from being used for any kind of rail project, existing or proposed. It would apply to maintenance and rehabilitation of rail transit. It would also apply to FTA funds that might be used for the Galveston rail trolley (including operating expenses), and the McKinney Avenue trolley in Dallas.

PARTNERS IN MOBILITY OPTIONS

PUBLIC TRANSPORTATION DIVISION



Every year, the Texas Department of Transportation (TxDOT) receives approximately \$7 million in Federal Transit Administration specialized program funds to serve seniors and persons with disabilities.

In FY14, TxDOT was awarded **\$7.1 million**

- \$2m for 31 new vehicles
- \$2.3m to maintain 508 existing vehicles
- \$1.7m to buy rides from local vendors (taxis, etc.)
- \$1m for vehicle communications equipment
- \$200k for mobility management (ride coordination)
- Approximately **1.2 million rides** were provided for Texans.

“By 2045, the number of Americans over age 65 will increase by 77%. About one-third of people over 65 have a disability that limits mobility. Their access to critical services will be more important than ever.”

– US DOT, *Beyond Traffic 2045*



SERVICES FOR SENIORS AND INDIVIDUALS WITH DISABILITIES



Mobility options are critical for helping seniors and persons with disabilities to lead productive, independent lives. Across the state, Texans are benefitting from these and other innovative transportation programs.

TxDOT partners with many different organizations focused on providing transportation for seniors and individuals with disabilities.

- Since January 2014, an **Abilene** project, piloted with funds awarded to the State Independent Living Council (SILC), delivered more than 4,000 employment trips, 20+% of them with volunteer drivers.
- In **Amarillo**, travel training was provided to 1,521 disabled youth, adults and seniors. Travel training enables individuals to ride Amarillo City Transit (ACT) fixed-route buses instead of using the more costly special paratransit service.
- In **Victoria**, the transit provider developed the “Choose My Ride” ride program. 17 community-based organizations partnered with transit to provide seniors and persons with disabilities ride vouchers to social services and daily living activities. Many of these rides are provided by a local taxi partner, reducing the cost of the service. In the first two months of service, 512 rides were provided.
- In **Texas City**, a program was developed for transitioning high school students with disabilities. For half of the school day, students attend independent living classes at a local Center for Independent Living (CIL). 3,900 rides were provided in FY14.



OUR MISSION:

Work with others to provide a network of mobility options for people who use alternatives to driving alone.

AGENDA ITEM 5

The following pages are a series of one-page Authorization Priority summaries used in briefings with Congressional Staff in early March



Section 5339 – Bus and Bus Facilities Focus: Preservation and Maintenance of Existing Investment

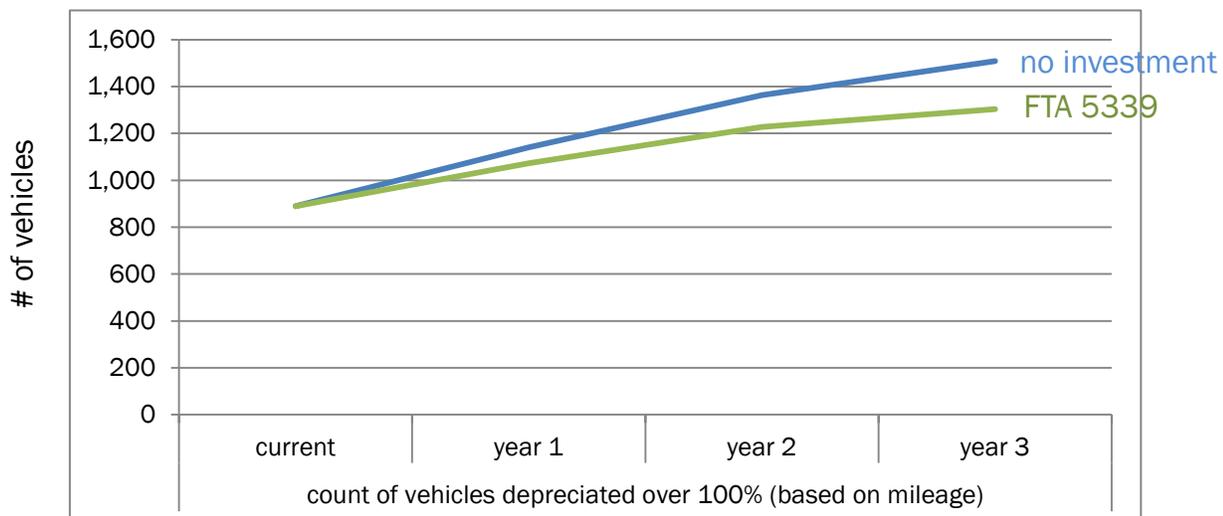
Authorization Priorities: Allocate Rural Area 5339 funding based at least partially on each state’s proportional share of rural area population. Create discretionary funding opportunities with targets for all population areas, and a focus on state of good repair (SGR) facility repair and replacement programs.

Issues: Unfair and inadequate funding for basic asset maintenance and replacement needs in growing states.

1. Each state receives \$1.25 million in formula funding for rural area needs. Comparing rural area populations, Rhode Island receives \$12.40 per capita and Texas receives \$.20 per capita. With the average per capita amount being \$1.44, only 17 receive amounts above the average, with 33 states receiving amounts below the average. (See **Table 1.**) Basing funding at least partially on each state’s proportional share of rural population yields more equitable results. (See **Table 2** for alternative distributions.)
2. Without additional funding, 60 percent of Texas’ 2,166 rural and small urban area fleet will be in excess of 100 percent of its useful life in two years. (See **Data/Example Situation** below.)
3. Known facility repair and replacement needs exceed \$50 million.

Data/Example Situation:

FTA § 5339 Impacts on Texas Transit Fleet* Replacement Needs



* Rural and Small Urban fleet only. Texas has a total of 2,166 vehicles in these areas.

For additional information, please contact:

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Table 1: Per Capita FTA Section 5339 Rural Apportionments by State

Rank	State	Rural Population ¹	\$1.25M per State, Divided by Population ²
50	Texas	6,197,604	\$0.20
1	Rhode Island	100,466	\$12.44
2	Delaware	280,952	\$4.45
3	Nevada	364,329	\$3.43
4	Hawaii	388,226	\$3.22
5	Alaska	394,475	\$3.17
6	North Dakota	403,535	\$3.10
7	Wyoming	425,490	\$2.94
8	Vermont	517,001	\$2.42
9	Utah	520,444	\$2.40
10	Connecticut	542,117	\$2.31
11	South Dakota	570,593	\$2.19
12	Massachusetts	634,929	\$1.97
13	New Jersey	681,986	\$1.83
14	New Hampshire	693,302	\$1.80
15	Montana	727,278	\$1.72
16	Idaho	775,739	\$1.61
17	Nebraska	844,144	\$1.48
18	Maryland	950,683	\$1.31
19	New Mexico	952,458	\$1.31
20	Maine	980,224	\$1.28
21	Colorado	1,163,725	\$1.07
22	West Virginia	1,237,740	\$1.01
23	Arizona	1,274,234	\$0.98
24	Kansas	1,421,694	\$0.88
25	Oregon	1,437,681	\$0.87
26	Washington	1,683,065	\$0.74
27	Louisiana	1,752,966	\$0.71
28	Arkansas	1,763,081	\$0.71
29	Iowa	1,777,391	\$0.70
30	Oklahoma	2,033,779	\$0.61
31	South Carolina	2,045,319	\$0.61
32	Mississippi	2,147,775	\$0.58
33	Minnesota	2,227,893	\$0.56
34	Florida	2,361,374	\$0.53
35	Virginia	2,416,985	\$0.52
36	Alabama	2,454,432	\$0.51
37	Wisconsin	2,513,604	\$0.50
38	Kentucky	2,560,839	\$0.49

Above
average
of
\$1.44

Below
Average
of \$1.44

39	Illinois	2,569,961	\$0.49
40	Missouri	2,598,866	\$0.48
41	Indiana	2,647,218	\$0.47
42	Tennessee	2,895,390	\$0.43
43	Michigan	3,323,477	\$0.38
44	Georgia	3,353,382	\$0.37
45	New York	3,359,958	\$0.37
46	Pennsylvania	3,724,842	\$0.34
47	California	3,826,267	\$0.33
48	Ohio	4,001,818	\$0.31
49	North Carolina	4,302,684	\$0.29
50	Texas	6,197,604	\$0.20
	Total:	88,823,415	

¹ The rural population shown is the non-urbanized population from the 2010 Census.

² MAP-21 fixed the apportionments at \$1.25M per state, a total of \$62.5M for the 50 states.

Note that Texas is repeated at the top.

Table 2: Alternative Distributions of FTA Section 5339 (Bus and Bus Facility) Funding for Rural Public Transportation Program

		Alternative Distributions				
Rank	State	Rural Population ¹	A: Proportionate Share Based on Rural Population	[Add'l Amount Needed for \$1.25M ² Minimum]	B: Sum of Alternative "A" and the Additional Amounts	C: Same Process as "B" but Base of \$62.5M is Doubled
50	Texas	6,197,604	\$4,360,902	\$0	\$4,360,902	\$8,721,805
1	Rhode Island	100,466	\$70,692	\$1,179,308	\$1,250,000	\$1,250,000
2	Delaware	280,952	\$197,690	\$1,052,310	\$1,250,000	\$1,250,000
3	Nevada	364,329	\$256,358	\$993,642	\$1,250,000	\$1,250,000
4	Hawaii	388,226	\$273,173	\$976,827	\$1,250,000	\$1,250,000
5	Alaska	394,475	\$277,570	\$972,430	\$1,250,000	\$1,250,000
6	North Dakota	403,535	\$283,945	\$966,055	\$1,250,000	\$1,250,000
7	Wyoming	425,490	\$299,393	\$950,607	\$1,250,000	\$1,250,000
8	Vermont	517,001	\$363,784	\$886,216	\$1,250,000	\$1,250,000
9	Utah	520,444	\$366,207	\$883,793	\$1,250,000	\$1,250,000
10	Connecticut	542,117	\$381,457	\$868,543	\$1,250,000	\$1,250,000
11	South Dakota	570,593	\$401,494	\$848,506	\$1,250,000	\$1,250,000
12	Massachusetts	634,929	\$446,764	\$803,236	\$1,250,000	\$1,250,000
13	New Jersey	681,986	\$479,875	\$770,125	\$1,250,000	\$1,250,000
14	New Hampshire	693,302	\$487,837	\$762,163	\$1,250,000	\$1,250,000
15	Montana	727,278	\$511,744	\$738,256	\$1,250,000	\$1,250,000
16	Idaho	775,739	\$545,844	\$704,156	\$1,250,000	\$1,250,000
17	Nebraska	844,144	\$593,976	\$656,024	\$1,250,000	\$1,250,000
18	Maryland	950,683	\$668,942	\$581,058	\$1,250,000	\$1,337,883
19	New Mexico	952,458	\$670,191	\$579,809	\$1,250,000	\$1,340,381
20	Maine	980,224	\$689,728	\$560,272	\$1,250,000	\$1,379,456
21	Colorado	1,163,725	\$818,847	\$431,153	\$1,250,000	\$1,637,695
22	West Virginia	1,237,740	\$870,927	\$379,073	\$1,250,000	\$1,741,855
23	Arizona	1,274,234	\$896,606	\$353,394	\$1,250,000	\$1,793,212
24	Kansas	1,421,694	\$1,000,365	\$249,635	\$1,250,000	\$2,000,731

25	Oregon	1,437,681	\$1,011,615	\$238,385	\$1,250,000	\$2,023,229
26	Washington	1,683,065	\$1,184,277	\$65,723	\$1,250,000	\$2,368,555
27	Louisiana	1,752,966	\$1,233,463	\$16,537	\$1,250,000	\$2,466,926
28	Arkansas	1,763,081	\$1,240,580	\$9,420	\$1,250,000	\$2,481,160
29	Iowa	1,777,391	\$1,250,649	\$0	\$1,250,649	\$2,501,299
30	Oklahoma	2,033,779	\$1,431,055	\$0	\$1,431,055	\$2,862,110
31	South Carolina	2,045,319	\$1,439,175	\$0	\$1,439,175	\$2,878,350
32	Mississippi	2,147,775	\$1,511,267	\$0	\$1,511,267	\$3,022,535
33	Minnesota	2,227,893	\$1,567,642	\$0	\$1,567,642	\$3,135,284
34	Florida	2,361,374	\$1,661,565	\$0	\$1,661,565	\$3,323,130
35	Virginia	2,416,985	\$1,700,695	\$0	\$1,700,695	\$3,401,391
36	Alabama	2,454,432	\$1,727,045	\$0	\$1,727,045	\$3,454,089
37	Wisconsin	2,513,604	\$1,768,681	\$0	\$1,768,681	\$3,537,361
38	Kentucky	2,560,839	\$1,801,917	\$0	\$1,801,917	\$3,603,834
39	Illinois	2,569,961	\$1,808,336	\$0	\$1,808,336	\$3,616,672
40	Missouri	2,598,866	\$1,828,675	\$0	\$1,828,675	\$3,657,349
41	Indiana	2,647,218	\$1,862,697	\$0	\$1,862,697	\$3,725,394
42	Tennessee	2,895,390	\$2,037,322	\$0	\$2,037,322	\$4,074,643
43	Michigan	3,323,477	\$2,338,542	\$0	\$2,338,542	\$4,677,085
44	Georgia	3,353,382	\$2,359,585	\$0	\$2,359,585	\$4,719,169
45	New York	3,359,958	\$2,364,212	\$0	\$2,364,212	\$4,728,424
46	Pennsylvania	3,724,842	\$2,620,960	\$0	\$2,620,960	\$5,241,920
47	California	3,826,267	\$2,692,327	\$0	\$2,692,327	\$5,384,654
48	Ohio	4,001,818	\$2,815,852	\$0	\$2,815,852	\$5,631,705
49	North Carolina	4,302,684	\$3,027,555	\$0	\$3,027,555	\$6,055,109
50	Texas	6,197,604	\$4,360,902	\$0	\$4,360,902	\$8,721,805
	Total:	88,823,415	\$62,500,000	\$18,476,656	\$80,976,656	\$133,774,396

¹ The rural population shown is the non-urbanized population from the 2010 Census.

² MAP-21 fixed the apportionments at \$1.25M per state.

Note that Texas is repeated at the top.

Transit Without Borders

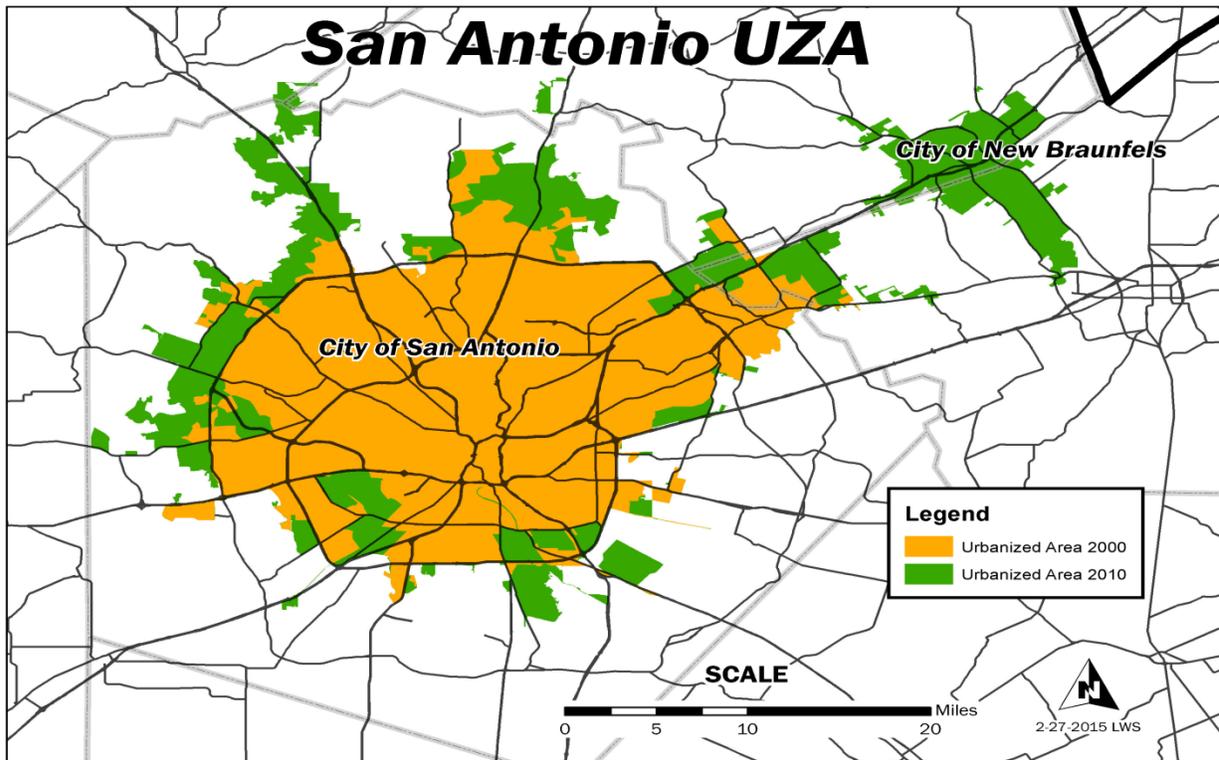
Focus: Flexibility and Funding to Address Growth and Census Impacts

Authorization Priorities: Reduce per capita funding disparity between rural (5311) and urbanized area (5307) formula programs. Provide regional flexibility to address federal program funding impacts from US Census urbanized area determinations.

Problem: Population and urbanized area growth create pressures on rural area transit systems between decennial censuses as formula-based distributions rely on previous census results. Based on Transportation Authorization language, Census urbanized area determinations trigger sudden and dramatic changes in funding use and eligible service area provider, placing continuous provision of critical mobility services at risk.

1. Urbanized area per capita funding levels exceed rural area levels by 130% (\$15.74 vs. \$6.81, respectively).
2. In 2010, 2,855,733 Texans living in formerly rural and small urban areas were included in large urbanized areas. This shift triggers loss of federal funds for operating, and precludes previous rural or small urban service provider from continuing to receive federal reimbursement for service provided.

Data/Example Situation: San Antonio Urbanized Area Changes



Section 5310 – Enhanced Mobility for Seniors and Individuals with Disabilities

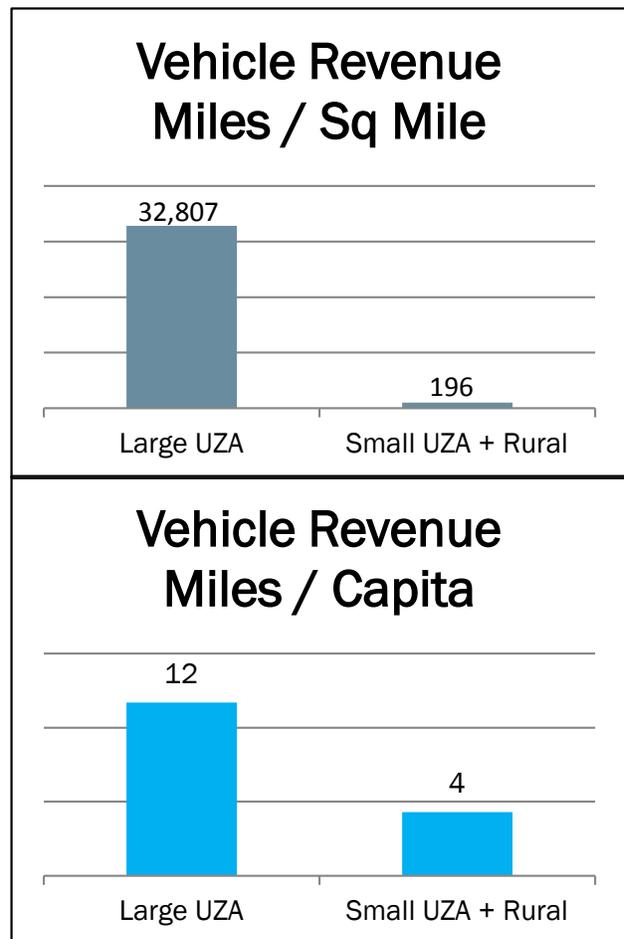
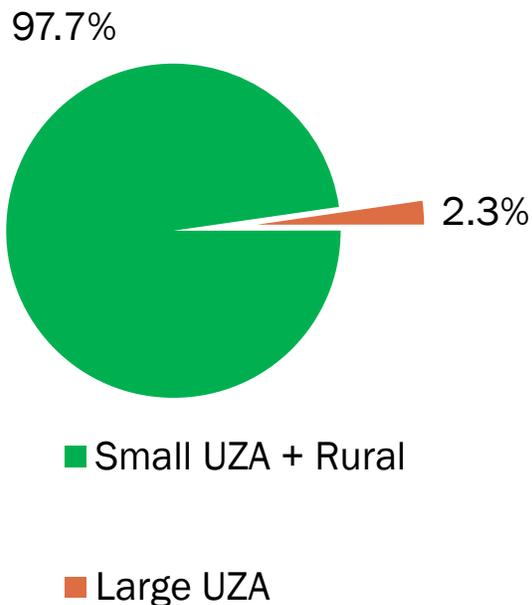
Focus: Revise Program Allocations and Increase Flexibility of Use

Authorization Priorities: Revise allocations among Large Urban, Small Urban and Rural areas – 40% large urban, 60% small urban and rural combined. Provide flexibility to move funding between all areas as needed. Allow local determinations of need to guide decisions to move funding among areas as needed to address priority access and service needs.

Problem: Traditional allocation percentages among large urban, small urban, and non-urban areas (60/20/20) do not match needs, based on the availability of existing services. Provisions restricting movement of funds between large urbanized areas and other areas of the state preclude resolution of access and service issues for target program population living outside of large urbanized areas.

1. Density of current service availability in metropolitan areas is significantly higher than in rural and small urban areas – revenue miles per square mile and revenue miles per capita (see below).
2. Combined demand for service outstrips available rural and small urban area resources by over 40%.

Data/Example Situation: Texas Land Area



AGENDA ITEM 6

Public Transportation Advisory Committee Guiding Principles

1. Support Public Transportation

Goal: Implement an efficient, effective, and sustainable public transportation system.

Objective: Strategically leverage all available resources to maximize service provided throughout the State.

Task: Develop consistent and transparent methods to award funds (e.g., Section 5310 Program, Section 5311 Program, and Transportation Development Credits.)

Objective: Increase financial stability of State's transit providers.

Task: Identify, develop, and implement options to accommodate the lag in federal funding availability.

Task: Explore the creation of a reserve fund to provide gap funding, loans, and/or lines of credit.

Goal: Support financial sustainability of local, state, and federal investments in the maintenance and expansion of critical transportation assets.

Objective: Strategic and aggressive pursuit of competitive federal grant funding.

Task: Develop 3-year list of capital project needs statewide.

Task: Develop long-term, strategic plans for investment.

Objective: Improve individual and collective planning competencies and financial capacity within agencies.

Task: Develop and implement leadership forum (particularly focused on best practices for financial sustainability)

Objective: Encourage and support the recruitment, retention, and training of personnel.

Task: Develop innovative financing training/knowledge sharing opportunities.

Goal: Conduct regular evaluations of funding initiatives and results to guide future direction and decision-making activities.

Objective: Achieve continuous service performance improvements.

Task: Review past program funding, develop best practices, and performance metrics for investments that maximize services.

Task: Review past investments and develop best practices for evaluation of new fund development the impacts for maintenance and capital.

2. Promote Coordinated Transportation

Goal: Increase coordination to maximize the availability and use of transportation resources (funding, services, etc.).

Objective: Develop and implement an approach to the coordinated call for projects that exhibits a commitment to coordination.

Task: Review previous 5310, 5311, JARC and New Freedom investments under the coordinated call and evaluate coordination best practices for coordination of funding, services, and/or community participation.

Task: Develop metrics and funding criteria that promote best practices in coordinated call for projects.

Task: Develop advance trainings that builds coordinated applicants' understanding of the desired outcomes, requirements, and suggested approaches for a successful application.

Objective: Develop metrics that will allow evaluation of the funding formula's consistency with strategic values of regional coordination.

Task: Define strategic values for coordination.

Task: Develop metrics for coordination.

Task: Test evaluation of the funding formulas based on coordination metrics.

Goal: Encourage and reward innovation.

Objective: Develop investment practices and grant management policies that support innovations and entrepreneurial approaches to regional coordination.

Task: Research and review best practices at all levels for innovation and entrepreneurial approaches to coordination.

Task: Establish metrics and goals for TxDOT implemented best practices.

Goal: Support initiatives to create sustainable communities.

Objective: Understand what local jurisdictions are doing to promote sustainability and the implications for public transportation in Texas.

Task: Research what local jurisdictions are doing to create sustainable communities.

Task: Evaluate research to determine possible implications for PTN.

Goal: Conduct regular evaluations of funding initiatives to guide future direction and decision-making activities.

Objective: Achieve continuous service performance improvements.

Task: Review past programs and develop best practices for performance-based evaluation of coordination activities, projects, and programs.

Task: Review past investments and develop best practices for evaluation of investments via the coordinated call for projects.