



PUBLIC TRANSPORTATION ADVISORY COMMITTEE

May 27, 2014 - 1:00 PM (local time)
Texas Department of Transportation (TxDOT)
Teleconference
3712 Jackson Ave, Bldg. 6, Room 323
Austin, Texas

Agenda

1. Call to Order.
2. Approval of Minutes from February 25, 2014 meeting.
(Action)
3. Division Director's report to the committee regarding public transportation matters.
4. Presentation and discussion of Texas Regional Coordination Public Transportation Planning.
(Action)
5. Presentation and discussion of TxDOT's Texas Transportation Plan 2040 (TTP).
(Action)
6. Presentation and discussion of Transportation Development Credit Awards for Transit Projects.
(Action)
7. Review and discussion of PTAC Work Plan consistent with committed duties as described in 43 Texas Administrative Code §1.84(b)(3) and update on current activities related to work plan elements.
(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: 1-866-637-1408 (US) with conference code: 838 499 7579. An audio recording of the meeting will be placed on the Internet following the meeting.
9. 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: Joanne Wright, Deputy General Counsel, (512) 463-8630.

AGENDA ITEM 2

MINUTES FOR ADOPTION – Draft 3/13/14
Public Transportation Advisory Committee – Teleconference Meeting
3712 Jackson Avenue, Room 323
February 25, 2014

Committee Members Participating:

Michelle Bloomer, Chair
J.R. Salazar, Vice Chair
Glenn Gadbois
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)

AGENDA ITEM 1: Call to Order

Michelle Bloomer called the meeting to order at approximately 1:34 P.M.

AGENDA ITEM 2: Approval of Minutes from November 26, 2013 Meeting

MOTION Glenn Gadbois moved to approve the November 26, 2013 meeting minutes.

SECOND J.R. Salazar seconded the motion.

The motion passed unanimously at 1:35 P.M.

Safety Briefing

Bobby Killebrew provided a safety briefing at 1:36 P.M.

AGENDA ITEM 3: Division Director's Report

Eric Gleason spoke about Commission Items, FY 2014 Federal Program Apportionments, TxDOT Executive Staff changes, and MAP-21 Program Implementation at 1:37 P.M.

Questions and comments from Michelle Bloomer and Glenn Gadbois.

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

Michelle Conkle gave a presentation on the update to the Texas long-range transportation plan at 1:41 P.M.

Comments from Glenn Gadbois, Michelle Bloomer, Brad Underwood and Eric Gleason.

No action taken.

AGENDA ITEM 4: Presentation and discussion of Texas Regional Coordination Public Transportation Planning

Steve Wright spoke briefly and addressed questions about regional planning coordination at 2:39 P.M.

Questions from Eric Gleason, Michelle Bloomer, J.R. Salazar and Glenn Gadbois. Eric Gleason illustrated PTAC's role in the planning process. Ms. Bloomer expressed a desire for more input from the transit community. Mr. Gleason reiterated that input was requested at the recent Semi-annual Operators' Meeting, but that none was received.

A comment was made by Ms. Bloomer on behalf of committee member Rob Stephens, who could not join the meeting today.

MOTION At 3:33 P.M., Glenn Gadbois moved that Steve [Wright, TxDOT] and PTN staff work to develop a more refined assessment of what has worked and what has not worked with regards to the coordination program. And get that to us in ample time to consider what we might want to make in terms of directions going forward, recommendations on directions going forward for this program. We then meet in April, concomitant with the April TTA meeting in Fort Worth, and have a – have our March meeting at that time. So switch from March to April. At that meeting we have scheduled enough time to have a serious discussion about what we found in [the] assessments and what we think the program ought to be doing going forward, and how to make those into statements that we can – well, so make those into statements. We can then open up for public comment for any TTA members that want to be there to add to that discussion. We then also ask PTN staff to help us arrange for a meeting with TTA, either full group or some key stakeholders, to talk with them in more detail about these are the directions we want to go, which – would it – what would the impacts be or what can we predict the impacts would be, how might that be implemented, et cetera, so that we can then develop as a – as a body a much more consistent, holistic set of recommendations.

SECOND Brad Underwood

Clarifying question from Eric Gleason

The motion passed unanimously at 3:38 P.M.

Public Comment: Mr. Lyle Nelson of Capital Area Rural Transit System (CARTS) commented on Agenda item 5 at 3:26 P.M.

AGENDA ITEM 6: Review and discussion of PTAC Work Plan consistent with committed duties as described in 43 Texas Administrative Code §1.84(b)(3) and update on current activities related to work plan elements

This Agenda item was skipped and will be addressed at a later meeting. No action taken.

AGENDA ITEM 7: Public Comment

See Public Comment under Agenda item 5.

AGENDA ITEM 8: Confirm Date of Next Meeting

See Motion under Agenda item 5.

AGENDA ITEM 10: Adjourn

MOTION Brad Underwood moved to adjourn the meeting.

SECOND J.R. Salazar

Meeting adjourned at 3:37 P.M.

Prepared by:

Approved by:

Josh Ribakove
Public Transportation Division

Michelle Bloomer, Chair
Public Transportation Advisory Committee

AGENDA ITEM 3

Division Director's Report – PTAC 5/27/2014

New Executive Director

Retired Marine Lt. General Joe Weber was elected TxDOT's new executive director by the Texas Transportation Commission on April 4. General Weber is a 36-year military veteran who comes to the department from his previous job as vice president of student affairs at Texas A&M University, where he was responsible for strategic planning, development, and direction of fiscal and human resources for nearly 57,000 college students. He received his bachelor's degree from Texas A&M and later earned his master's degree from the LBJ School of Public Affairs at the University of Texas. General Weber has two children and five grandchildren. He joined the department on April 23.

March – May Commission Actions: “Getting the money out the door.”

March Commission action – plus recommended actions for the May Commission meeting – total over \$90 million in state and federal public transportation program grant funds.

These approved and recommended awards span the full range of the public transportation grant programs administered by TxDOT. They are a combination of formula allocations, competitive program results, and efforts by the department to help agencies (or successful pilot projects) achieve sustainable levels of service with transition funding – also called “bridge” funding.

All told, transit agencies supported by these programs reported over 34 million trips and almost 68 million revenue miles of service in FY 2013. These totals represent 4.7% and 1.3% increases, respectively, over reported FY 2012 results for those same programs.

Transportation Development Credits are used throughout to support eligible capital project investments that include fleet, facilities, equipment, and preventative maintenance. Use of TDCs as match for needed capital investments allows cash-starved local transit agencies to maximize their use of state grant funds, farebox, and other local revenues as match for operating purposes, drawing down an equal amount of federal funding for the same purpose. Over time, this strategy has allowed programs supported by the department to keep pace with increases in federal transit funding under SAFETEA-LU and MAP-21.

For your information, a more complete description of the recommendations scheduled for action at the May 29th Commission meeting is attached. Agenda language for March and May actions is below.

March 27, 2014 Texas Transportation Commission Meeting **Public Transportation Agenda Items (approved)**

113876 8a. Various Counties - Award federal §5311 funds, Formula Grants for Rural Areas Program for FY 2014

Division Director's Report – PTAC 5/27/2014

113877 8b. Various Counties - Award federal §5339 capital investment program funds and transportation development credits to transportation providers for capital projects

113878 8c. Various Counties - Award federal §5317 New Freedom grant program funds to the Texas State Independent Living Council

113879 8d. Galveston County - Award STP-MM funds through the §5311 grant program to the City of Galveston for a transit preventative maintenance project.

May 29, 2014 Texas Transportation Commission Meeting **Public Transportation Agenda Items (recommended)**

6a. Various Counties - Award federal §5304 and state match, §5311, §5311(f), Rural Transit Assistance Program funds for the FY 2014 coordinated call for projects, and award transportation development credits

6b. Various Counties - Award federal §5311, Formula Grants for Rural Areas Program, funds and Transportation Development Credits to rural transit districts for FY 2014

6c. Various Counties – Award federal §5311, Formula Grants for Rural Areas Program, funds to rural transit districts for FY 2014

6d. Various Counties – Award federal §5310 funds, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, and award transportation development credits for FY 2014

6e. Various Counties – Award state funds to public transportation providers for FY 2015 as appropriated by the 83rd Texas Legislature

6f. Various Counties – Award transportation development credits to various transit agencies for public transportation projects

6g. Tarrant County – Award federal §5310 funds, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, to Mental Health and Mental Retardation of Tarrant County to continue a demonstration project for mobility management

6h. Various Counties - Award state funds to Panhandle Community Services

PUBLIC TRANSPORTATION MAY AGENDA ITEMS SUMMARY

Page I of IV

PTN has seven Minute Orders scheduled for action at the May Commission meeting. Collectively, these seven award an approximate total of \$60 million in federal and state public transportation grant program funds, and approximately 6 million transportation development credits (TDCs). These awards span the full range of public transportation grant programs administered by TxDOT. Recommended awards are a combination of formula allocations, competitive program results, and efforts by the department to assist agencies, or successful pilot projects, achieve sustainable levels of service with transition, or “bridge” funding.

All told, transit agencies supported by these programs reported over 34 million trips and almost 68 million revenue miles of service in FY 2013. These totals represent a 4.7% and a 1.3% increase, respectively, over reported FY 2012 results for those same programs.

Transportation Development Credits are awarded throughout to support eligible capital project investments including fleet, facilities, equipment, and preventative maintenance. Use of TDC’s as match for needed capital investments allows cash-starved local transit agencies to maximize their use of state grant funds, farebox, and other local revenues as match for operating purposes, drawing down an equal amount of federal funding for the same purpose. Over time, this strategy has allowed programs supported by the department to keep pace with increases in federal transit funding under SAFETEA-LU and MAP-21.

Agenda item 6a: Each year the department publishes a call for project proposals for competitively allocated public transportation grant programs under its administration. The call is published in advance of receipt of federal apportionments so that funds can be awarded in an expeditious manner once funding is available. This year’s call for projects generated 60 project proposals totaling \$49 million. The total amount available for award is \$12 million.

Project proposals were sorted into one of four available program areas and scored by Division staff using criteria listed in the RFP. Criteria emphasize consistency with Department and specific program goals, project eligibility, sustainability, projected outcomes, and level of community support. Sources of funding include: FTA Section 5304 (Statewide Planning), 5311 (Rural Discretionary funds as described in the TAC), Rural Transportation Assistance Program (RTAP), and Intercity Bus (5311f). These results and recommendations are being discussed with each project applicant. Examples of successful project proposals include:

1. Operating subsidy for a new intercity bus connection from San Angelo to Ft. Worth
2. Funds to complete a new vehicle maintenance facility for the Austin area Rural Transit District – CARTS.
3. Technical assistance to help better understand veterans’ transportation needs in north Texas.
4. Funds to conduct an evaluation of transit services in the Abilene urbanized area.

Fourteen agencies are recommended for funds totaling approximately \$11.5 million and 1.1 million TDC’s.

PUBLIC TRANSPORTATION MAY AGENDA ITEMS SUMMARY

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Agenda item 6b: TAC requirements for allocation of FTA Section 5311 (Formula Grants for Rural Areas Program) include a proportional share distribution among all Rural Transit Districts based on previous fiscal year reported revenue mile totals. The total award amount is calculated once recommended coordinated call awards for FTA Section 5311 funding (Rural Discretionary) are known. These funds may be used by individual Rural Transit Districts for any eligible operating and capital program expenses. A total of \$10.8 million is recommended for award.

The Minute Order also awards just over 2 million TDCs, anticipating that some significant portion of these funds will be used by RTD's for capital program purposes. More specific uses for these funds are identified prior to accessing federal grant program funds; TDCs will be finalized at that time.

Individual agency award amounts are not significantly different from amounts received last year.

Agenda item 6c: The 2010 Census, applied for the first time in FY 2013, changed Rural Transit District proportional shares of population, which, in turn, triggered changes in proportional share-based formula allocations. In this case, half of the Rural Transit Districts in Texas (19) suffered a decrease in funding due to the new Census. This award, of approximately \$355,000 in FTA Section 5311 program funding, offsets that decrease for each of them. This action complements similar offsetting awards with state public transportation grant funds called for in the TAC through 2017. The intent of these awards is to allow transit districts time to adjust their budgets to the revised award amounts.

Agenda item 6d: FTA Section 5310 – Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program – provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities. These funds are intended to augment existing transportation services for this target population in urbanized areas under 200,000 and non-urban areas of the state (Previously, under SAFETE-LU, TxDOT administered the program on a statewide basis). TxDOT uses a district-based public involvement and stakeholder group project evaluation process through which projects are identified and recommended for funding. Final funding recommendations are made by the Division Director.

This year's recommended program of projects results from an enhanced public involvement and stakeholder engagement effort, with guidance and staff training from TxDOT's Office for Public Involvement. Additionally, TxDOT's Communication Division provided assistance with local media stories and notices on the program.

PUBLIC TRANSPORTATION MAY AGENDA ITEMS SUMMARY

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Recommended projects include funding for operations, fleet procurement, preventative maintenance, equipment, and purchase of service. Examples include:

1. El Paso District: Big Bend Community Action serves Brewster, Culberson, Hudspeth, Jeff Davis, and Presidio Counties, providing over 18,000 trips per year.
2. Tyler District: Smith County partners with NDMJ, a private taxi company, to provide 24/7 public transportation service in areas of Smith County that otherwise have no service.
3. Houston District: Mounting Horizons provides transportation for transitional students from high school special educational programs to employment related training workshops at the Center for Independent Living.

Approximately \$7.3 million in FTA Section 5310 funds are awarded with this Minute Order. The Minute Order also awards just over 1.4 million TDCs, anticipating the use of these with capital projects included in the recommended program of projects.

Agenda item 6e: Each year TxDOT awards approximately \$30 million of non-dedicated state highway funds to rural and urban transit districts throughout Texas. These funds may be used for both operating and capital program purposes. Flat funding levels since 2000, population growth, and inflation have led to the situation where, over time, the vast majority of these funds have grown to be used as match to draw down an equal amount of federal funding for service. Critical capital program investments to replace aging assets, including fleet, are routinely deferred or limited to federal program funds only and matched with TDCs.

Examples of urbanized areas receiving funding from this program include Sherman-Denison, Tyler, the Woodlands, Lubbock, and Brownsville. Rural Transit Districts receiving these funds operate in 246 out of 254 counties in Texas.

Funds are allocated by formula as specified in the TAC. 65 percent of the funding is allocated to rural areas and 35 percent is allocated to urbanized areas. For rural areas the calculation includes a combination of population, land area, and performance. Urbanized areas calculations include a combination of population and performance.

Agenda item 6f: Since 2005, TxDOT has routinely awarded TDCs to public transportation program grant sub-recipients for use as match to draw down federal formula and discretionary program funding. This minute order provides almost 1.3 million TDC's to five agencies, serving six areas of the state, for a variety of capital program investments that include fleet, information technology, and facilities. In this instance, TDCs are being used to match FTA program funds that each of these agencies receives directly from FTA. This is an example of how we continue to partner with agencies to create successful public transportation systems even if federal or state funds administered by us are not involved.

PUBLIC TRANSPORTATION MAY AGENDA ITEMS SUMMARY

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Agenda item 6g: This item awards \$150,000 of FTA Section 5310 program funds to assist in the transition of the Tarrant County Rides program from a pilot project funded by TxDOT to a more sustainable platform through an ongoing partnership between Tarrant County and the North Central Texas Council of Governments. In August 2012, the Commission awarded demonstration funds for a 12 month pilot program to MHMR of Tarrant County. The purpose of the pilot was to test the efficiency and effectiveness of multiple Tarrant County agencies coordinating transportation needs, ultimately buying down the cost of the trip and improving customer experiences with a more specific tailoring of service provider and customer needs. Tarrant County and NCTCOG have reached agreement on an approach to sustain the program. These funds will provide six months of additional funds to allow for this transition to take place.

Agenda item 6h: This item awards \$15,000 to Panhandle Community Services (PCS) Rural Transit District for the provision of emergency relief public transportation services to the community of Fritch, recently devastated by wildfires. The funds will support a temporary service in the community designed to address basic mobility needs for those residents who may have lost their regular form of transportation in the fires.

While this is a relatively small amount of money, the department is reacting swiftly to the situation to supplement agency resources needed for this service.

AGENDA ITEM 4

Regionally Coordinated Transportation Planning Assessment & Recommendations, by Topic

Recommendations from the Statewide Working Group Convened to Address Future Direction of
Regionally Coordinated Transportation Planning in Texas

**Texas Department of Transportation
Public Transportation Division**

Regionally Coordinated Transportation Planning – Assessment & Recommendations, by Topic

Recommendations listed in this document are from the statewide working group convened by TxDOT in 2013 to provide recommendations on future direction of the regionally coordinated transportation planning effort in Texas. Recommendations stem from the group’s discussions on what worked well and areas for improvement. Recommendations are documented in a final report completed in fall 2013. Items marked as “works well” and “needs improvement” are TxDOT’s summary from the working group discussion.

FUNDING

Works Well:

- TxDOT’s provision of funding (through an annual call) to lead agencies to conduct regional planning activities.
- Lead agencies that leverage other resources to support regional planning are less vulnerable to funding shortfalls & interruptions in planning activities.

Needs Improvement:

- State-level collaboration among TxDOT, health and human services agencies, work force agencies and others to track, compile and report relevant funding data.
- Assurance by TxDOT of consistent, predictable funding (to adequately plan for staffing and other needs and to help sustain the regional planning effort).
- Increase the number of lead agencies that leverage other funds to help sustain the regional transportation planning effort.

Recommendations:

- TxDOT provides a) adequate funding every few years for major plan updates, b) consistent & predictable funding to sustain this effort during interim years, and c) flexibility for funding additional planning activities.
- Various state agencies collaborate 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.
- Lead agencies continue to identify and leverage other resources to support this effort & TxDOT share Texas-specific examples of how other state, federal and private funds have been leveraged for transportation purposes.

PERFORMANCE METRICS

Needs Improvement:

- Each planning region should have local performance metrics, but many either do not or do not regularly collect and analyze performance data. Therefore, there is no way to demonstrate overall impact of this regional planning effort.
- There are no statewide performance metrics.

Recommendations:

- Local stakeholder committees define service priorities and ensure these are reflected in the regional plan.
- 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.
- Local stakeholders develop local 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.
- State and regional stakeholders collaborate to develop statewide 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.

MEMBERSHIP & ENGAGEMENT OF LOCAL STAKEHOLDERS

Works Well:

- Lead agencies that clearly explain the purpose and value of participation and provide regular opportunities for stakeholder engagement seem to have more productive stakeholder involvement.
- Lead agencies found it helpful when TxDOT provided individual planning regions with customized information on resources and potential stakeholders to help with recruiting and engaging stakeholders.

Needs Improvement:

- Interagency collaboration at the state and local levels to address (a) fragmentation of planning functions and funding, and (b) a lack of systems and infrastructure for assuring coordination within and among agencies.
- Assurances / safeguards that the regional transportation planning process includes active participation by diverse stakeholders as defined by statute and this program.
- All lead agencies should regularly convene stakeholders; facilitate discussion; provide stakeholders with meaningful roles; and follow up on identified needs, issues and solutions.
- Expand the definition of stakeholder to include veterans' organizations and education agencies.

Recommendations:

- TxDOT updates information on all potential stakeholders and resources that are relevant in each planning region and provides it to respective lead agencies.
- Executive Directors of relevant agencies encourage their relevant staff to participate in each regional planning effort.
- TxDOT's Executive Director to encourage his staff and lead agencies to participate in HHSC regional advisory committees.
- Lead agencies assure this 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.
- Stakeholders collaboratively develop a written statement of what is expected of them and be able to articulate the purpose and benefit of this process.
- Stakeholders actively seek participation in other relevant planning processes in their region, such as with MPOs and state agency field offices.
- Define the term "stakeholders" to include but not be 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 STAKEHOLDERS & THE GENERAL PUBLIC

Works Well:

- Various outreach efforts are effective in different planning regions. Outreach is most effective when the purpose for outreach is clear, the message is clear and targeted to specific audiences, and effective strategies are used to deliver this message to the targeted audience. Effective outreach strategies vary by audience and region, but include identifying the right gatekeepers, actively reaching out to connect with this individual(s), having face-to-face meetings with key individuals or groups, holding meetings at locations and times that are convenient for and accommodate stakeholders, providing light food and beverages at meetings, communicating in the dominant language of the target audience, use of promotoras, use of targeted radio, and other strategies.

Needs Improvement:

- Effective outreach strategies are not consistently planned and implemented within individual planning regions or across the state.
- Resources to effectively plan, implement and evaluate sound outreach activities.
- Identification and use of individuals or entities with expertise.

Recommendation:

- Lead agencies and other stakeholders collaborate to develop effective strategies for informing a) the public on the purpose and value of the regional planning process, and b) specific audiences (including but not limited to seniors and individuals with disabilities) about available transportation services.

CONTENT / COMPONENTS OF REGIONAL PLANS (INCLUDING PRIORITIZING PROJECTS)

Works Well:

- Those plans with particularly useful data resulted from partnering with individuals and/or entities (such as universities) with expertise in specific areas such as planning and conducting statistically valid needs assessments and audience research (including skills in survey design; focus group recruitment, design and facilitation; data collection and analysis; and so on).

Needs Improvement:

- Good plans, at a minimum, should include some items in addition to those spelled out in state or federal statute to make the plans more useful (see recommendations).
- Lead agencies' compliance with contract requirements.

Recommendation:

- Each regional plan includes the following elements in addition to elements required by federal or state statute:
 - A vision statement, mission statement, goal, and objectives; a description of the methodology used to develop the plan;
 - A prioritized financial plan for implementing the regional plan, including steps for leveraging multiple resources to sustain this planning process;
 - An assessment and description of how the plan will a) complement and be consistent with other metropolitan, regional and statewide planning processes and, b) promote integration of services for programs funded by FTA, FHA, health & human services agencies, work force agencies and others;
 - An assessment of the transportation needs of children;
 - Identification of underused equipment owned by public and private transportation providers;
 - An assessment of the region's capacity to sustain regional planning activities (including implementing and updating the regional plan; and
 - Performance measures to evaluate progress and effectiveness in achieving goals and objectives.

SELECTION & EXPECTATION OF LEAD AGENCIES

Works Well:

- A locally driven process works well.

Needs Improvement:

- TxDOT needs to clarify (a) the role and expectations of lead agencies, and (b) stakeholders' ability to re-assess lead agency status for their respective regions.

Recommendation:

- Stakeholders in each planning region continue to determine the lead agency for their 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.
- The role of the lead agency is to:
 - Continuously identify and engage stakeholders; regularly convene meetings, facilitate discussion and keep others engaged in a collaborative planning process; manage regional transportation stakeholder steering committees;
 - Manage development, implementation and updates of the regionally coordinated transportation plan through ongoing collaboration with other stakeholders and in accordance with federal and state requirements;
 - Assure activities in the regional plan move forward and goals, objectives and priorities are accomplished in a timely and inclusive manner;
 - Provide staff support to manage regional planning grants and carry out tasks in these grants; and
 - Participate in TxDOT-sponsored workshops, trainings and conferences on regional planning and related topics.

TXDOT ROLE IN PROVIDING GUIDANCE & DIRECTION

Works Well:

- Sharing of guidance and best practices through workshops and conferences such as TxDOT-sponsored regional workshops, the SOLVE conference and the Texas Institute for Transportation Coordination – all of which brought together health and human services agencies and transportation providers/planners.

Needs Improvement:

- TxDOT needs to provide consistent, thorough, and timely guidance and training specifically on developing and adopting the regional plan.
- TxDOT's quality assurance (QA) for development and content of the regional plans.

Recommendation:

- TxDOT provides guidance to lead agencies on developing and adopting the next updated regional plan.
- TxDOT provides ongoing guidance to lead agencies and shares information on best practices concerning a) performance metrics, b) stakeholder engagement, c) expectations concerning the regional planning process and outcomes, d) effective principles and strategies for conducting outreach and sharing information with specific audiences, and e) other relevant and timely topics.
- TxDOT carries out ongoing QA measures for all aspects of the regional planning process, including development, content and implementation of the plan.

Regionally Coordinated Transportation Planning

Goal & Model Options for Texas

Goal: To develop a plan(s) to more efficiently and effectively meet the public's transportation needs in Texas.

Model A: Status Quo (24 Individual Plans)

Model B: Status Quo + Statewide Performance Metrics

Model C: Eight or 11 Individual Plans + Statewide Performance Metrics

Model D: Centrally Developed Statewide Plan to Include Locally Developed Regional Plans + Statewide Performance Metrics

Model E: Centrally Developed Statewide Plan + Statewide Performance Metrics

Primary Considerations

- **Statewide Performance Metrics**

Models B through E call for establishing statewide performance metrics.

- **Number of (Sub)Regional Plans**

Model C calls for reducing the number of regional plans to eight or 11 to align with Texas health and human services districts.

- **Centrally Developed Statewide Plan**

Models D and E call for a centrally developed statewide plan.

- Model D calls for a centrally developed statewide plan that is inclusive of individual locally developed regional plans.
- Model E allows the entire plan to be centrally developed using a process that includes collaboration with local stakeholders to assure inclusion of regional interests.

- **Local Collaboration**

All models call for collaboration among local and state stakeholders in developing plans.

Regionally Coordinated Transportation Planning

Model A: Status Quo (24 Individual Plans)

24 Individual Plans are Locally Developed, Managed and Implemented

Develop and Adopt 24 Regional Plans

Regional Stakeholders: Manage the development of and adopt the regional plan every 5 years; develop local metrics to assess regional plan performance.

TxDOT: Set criteria; provide funding; provide guidance; manage contracts; monitor, review and approve plans; collaborate w/other state agencies.



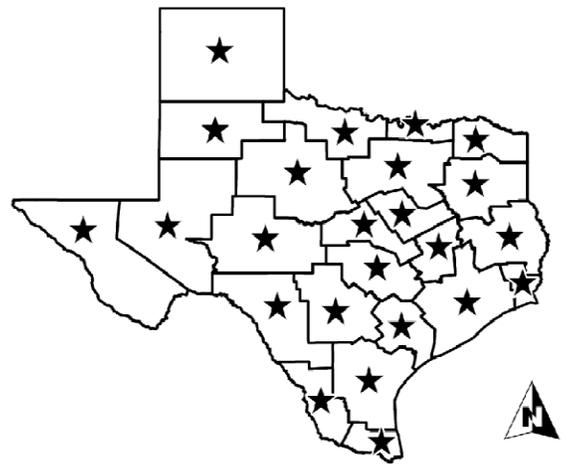
Implement Plans

Regional Stakeholders: Annually prioritize activities for that year to address needs identified in regional plans.

TxDOT: Provide funding through various streams to sustain regional planning efforts and to implement solutions; manage and monitor contracts.

Assess Progress on Plans*

Regional Stakeholders: collect and assess data to evaluate regional performance.



*All regional transportation plans should currently have performance measures, but not all do, and there is little or no assessment for plans that do have measures.

Advantage

- Familiarity

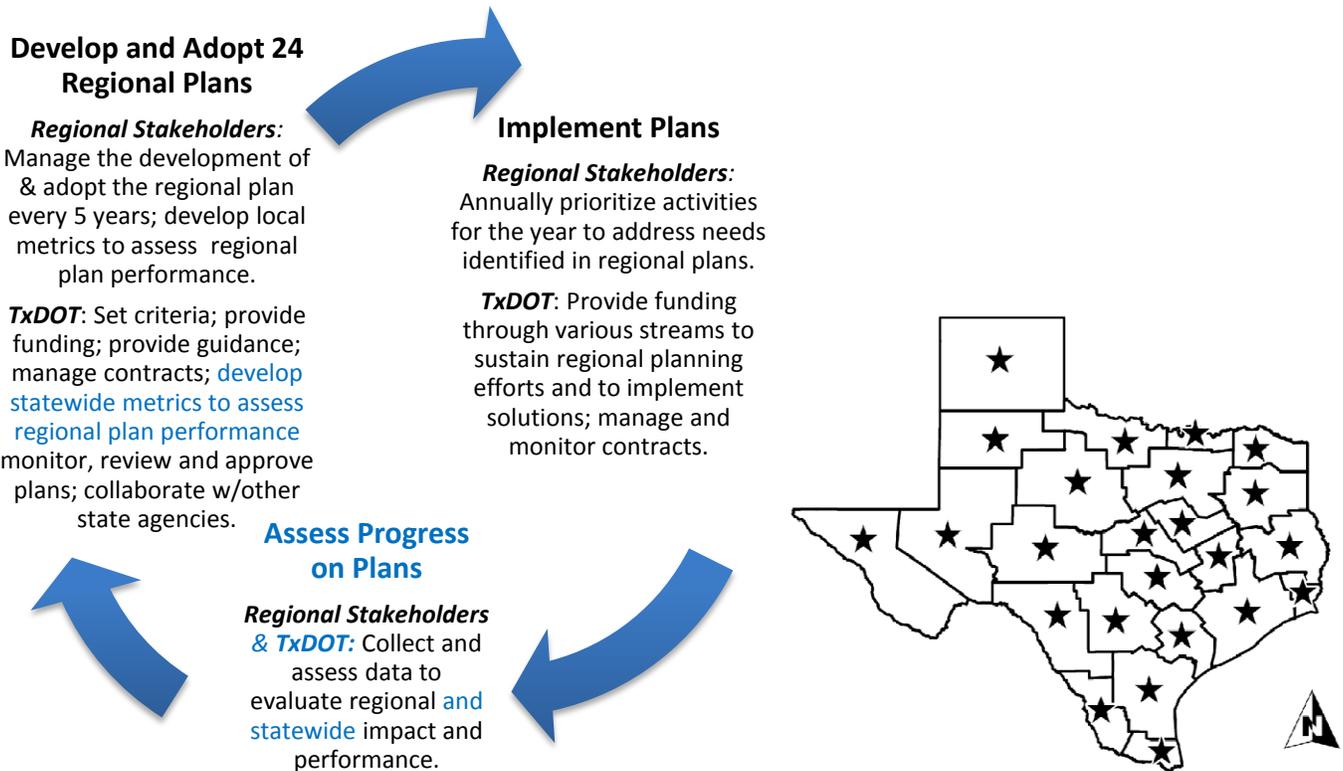
Disadvantage / Challenge

- May be an inefficient use of limited resources
- Does not provide for the development of performance metrics at the state and/or local levels nor for the collection and assessment of such data; demonstration of the value and success of this effort will be limited as long as there are no performance metrics
- Does not include a comprehensive, integrated statewide plan for the state of Texas; instead, the state remains with 24 individual, fragmented regional plans that are not coordinated and are not cohesive in a statewide sense

Regionally Coordinated Transportation Planning

Model B: Status Quo + Statewide Performance Metrics

24 Individual Plans are Locally Developed, Managed and Implemented



Changes to status quo highlighted in blue

Advantage

- Familiarity
- Allows opportunity to address most recommendations of the statewide working group, including the development of performance metrics at the state and/or local levels and for the collection and assessment of such data; this will allow demonstration of the value and success of this effort

Disadvantage / Challenge

- Does not include a comprehensive, integrated statewide plan for the state of Texas; instead, the state remains with 24 individual regional plans that are not coordinated and are not cohesive in a statewide sense
- Potential need for additional resources at the local and state levels for data collection, reporting and analysis concerning performance metrics

Regionally Coordinated Transportation Planning

Model C: Eight or 11 Individual Plans + Statewide Performance Metrics

Sub-Regional Plans Collapsed to Align with Texas Health and Human Services District/Regional Boundaries*; Centrally Developed and Managed in Collaboration w/Local Stakeholders

*Some Texas health and human services agencies operate with 11 districts; others with eight regions.

Develop and Adopt eight or 11 Regional Plans

Regional Stakeholders:

Manage the development of and adopt the regional plan every 5 years; develop local metrics to assess regional plan performance.

TxDOT: Set criteria; provide funding; provide guidance; manage contracts; **develop statewide metrics to assess regional plan performance** monitor, review and approve plans; collaborate w/other state agencies.



Implement Plan

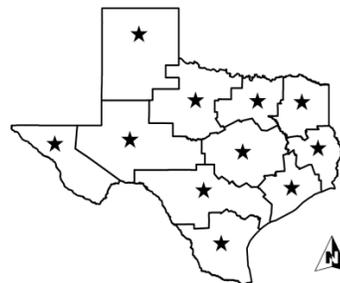
Regional Stakeholders:

Annually prioritize activities for year to address needs identified in respective regional sub-plans.

TxDOT: provide funding through various streams to sustain regional planning efforts and to implement solutions; manage & monitor contracts.

Assess Progress on Plans

Regional Stakeholders and TxDOT: Collect and assess data to evaluate impact and performance.



Changes to status quo highlighted in blue

Advantage

- Provides opportunities for more efficient collaboration with sister state and regional agencies by aligning district/regional boundaries
- Allows opportunity to address most recommendations of the statewide working group, including the development of performance metrics at the state and/or local levels and for the collection and assessment of such data; this will allow demonstration of the value and success of this effort

Disadvantage / Challenge

- Lack of familiarity; calls for change management, especially concerning the role of lead agencies
- Need for additional resources to develop and manage
- Potential need for a) additional resources at the local and state levels for data collection, reporting and analysis concerning performance metrics, and b) redistribution of resources due to aligning district/regional boundaries

Regionally Coordinated Transportation Planning

Model D: A Statewide Plan to Include Locally Developed Regional Plans + Statewide Performance Metrics

Centrally Developed and Managed Statewide Plan; Locally Developed and Managed Regional Plans

Develop a Statewide Plan and 8, 11 or 24 Planning Regions

Regional Stakeholders: Manage the development of & adopt the regional plan every 5 years; develop local metrics to assess regional plan performance.

TxDOT: Collaborate w/ regional stakeholders and other state agencies to develop a statewide plan to include sub-plans for each region; develop local and statewide metrics to assess plan performance.

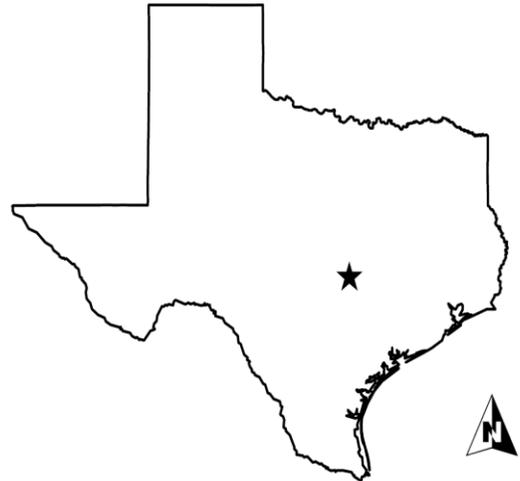
Implement Plan

Regional Stakeholders: Annually prioritize activities for year to address needs identified in respective regional sub-plans.

TxDOT: provide funding through various streams to sustain regional planning efforts and to implement solutions; manage and monitor contracts.

Assess Progress on Plans

Regional Stakeholders & TxDOT: Collect and assess data to evaluate regional and statewide impact and performance.



Changes to status quo highlighted in blue

Advantage

- Includes a statewide perspective
- Allows opportunity to address most recommendations of the statewide working group, including the development of performance metrics at the state and/or local levels and for the collection and assessment of such data; this will allow demonstration of the value and success of this effort

Disadvantage / Challenge

- Potentially works against cohesion by having a statewide plan that is inclusive of already-disconnected individual regional plans
- Potential need for a) additional resources at the local and state levels for data collection, reporting and analysis concerning performance metrics, and b) additional resources at the state level for development of a statewide plan

Regionally Coordinated Transportation Planning

Model E: A Statewide Plan + Statewide Performance Metrics

Centrally Developed and Managed in Collaboration w/Local Stakeholders

Develop a Statewide Plan

Regional Stakeholders: Collaborate w/TxDOT in providing information and input.

TxDOT: Collaborate w/ regional stakeholders and other state agencies to develop a statewide plan; develop local and statewide metrics to assess plan performance.



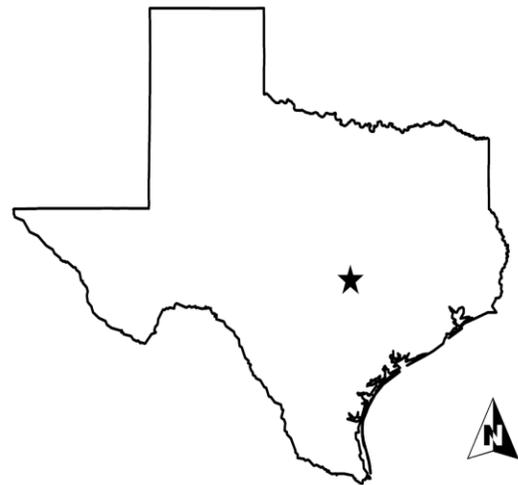
Implement Plan

Regional Stakeholders: Annually prioritize activities for the year to address needs identified in respective regional sub-plans.

TxDOT: provide funding through various streams to sustain regional planning effort and to implement solutions; manage and monitor contracts.

Assess Progress on Plans

Regional Stakeholders & TxDOT: Collect and assess data to evaluate impact and performance.



Changes to status quo highlighted in blue

Advantage

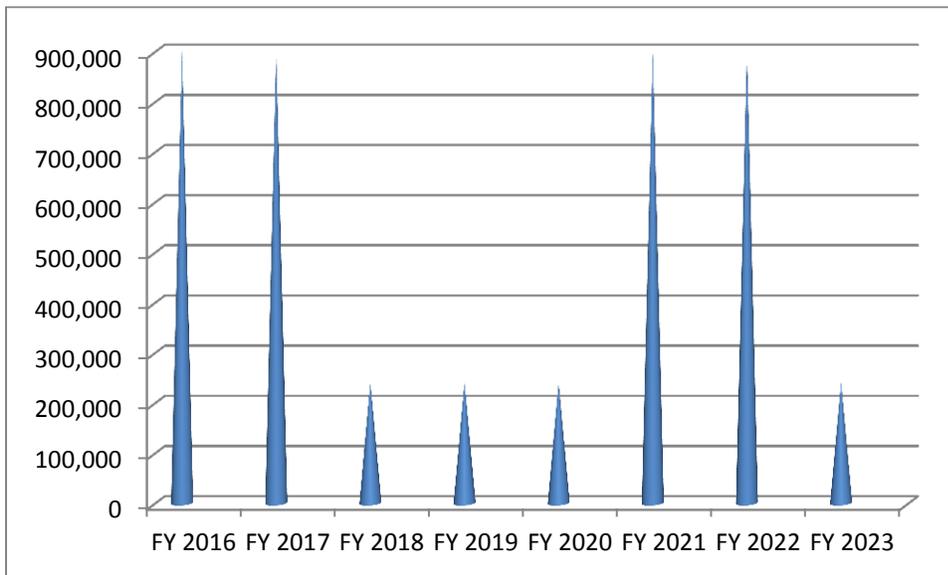
- Potentially maximizes efficiency in plan-development
- Includes a comprehensive, cohesive, integrated statewide plan for Texas
- This plan would be centrally developed and managed *in collaboration with local stakeholders to assure the process considers and addresses regional interests.*
- Allows opportunity to address most recommendations of the statewide working group, including the development of performance metrics at the state and/or local levels and for the collection and assessment of such data; this will allow demonstration of the value and success of this effort
- May provide opportunities for more efficient collaboration with sister state and regional agencies

Disadvantage / Challenge

- Lack of familiarity; calls for change management, especially concerning the role of lead agencies and the absence of locally developed regional plans; need to consult with FTA to see if this model complies with federal statute (MAP-21 calls for a “locally developed, coordinated public transit-human services transportation plan.”)
- Need for reallocation of resources to develop and manage

Regionally Coordinated Transportation Planning Funding Cycle for FY 2016 – FY 2023, by Estimated Dollar Amount DRAFT

TxDOT anticipates increased funding will be available to lead agencies every five years to reimburse for major updates of regionally coordinated transportation plans. During the interim years, some level of funds will be available to lead agencies to help sustain regional coordination activities. Additionally, some funds may be available for projects to be awarded competitively through the annual call for projects. The charts below are presented for illustrative purposes.



TxDOT anticipates awarding increased funds in FY 2016 to lead agencies to reimburse for the next major update of regionally coordinated transportation plans. Contracts likely will span 16 to 18 months.

Fiscal Year	Amount
FY 2016	900,000
FY 2017	900,000
FY 2018	240,000
FY 2019	240,000
FY 2020	240,000
FY 2021	900,000
FY 2022	900,000
FY 2023	240,000

AGENDA ITEM 5



TEXAS TRANSPORTATION PLAN

Technical Advisory Committee (TAC)
Meeting #3

Agenda

1	TTP 2040 Schedule	3
2	TAC #2 Recap/ TTP Draft Goals	4-5
3	Stakeholder/ Public Outreach Round 2 -- Overview	6
4	Outreach Schedule	7
5	Outreach Tool and Investment Approaches	8-14
6	Unconstrained Needs Assessment by Mode	15-24
7	TTP 2040 Next Steps	25

TAC #2 Recap

- Summarized Round 1 outreach and early survey findings
- Discussed DRAFT TTP goals and objectives
 - General consensus on goals and objectives with some language modifications suggested
 - “Financial Sustainability” goal and objectives added

TTP DRAFT Goal Areas – Summary

2013-2017 Strategic Plan Goals

Maintain a Safe System

Address Congestion

Connect Texas Communities

Become a Best-in-Class State Agency



DRAFT TTP Goal Areas

Financial Sustainability

Safety

Asset Management (All modes)

Mobility and Reliability (People & Freight)

Multimodal Connectivity (People & Freight)

Stewardship

Customer Service

MAP-21 Goal Areas



Safety

Infrastructure Condition (State of good repair)

Congestion Reduction

Freight Mobility

System Reliability

Congestion Reduction

Access to Service (All modes)

Economic Vitality

Environmental Sustainability

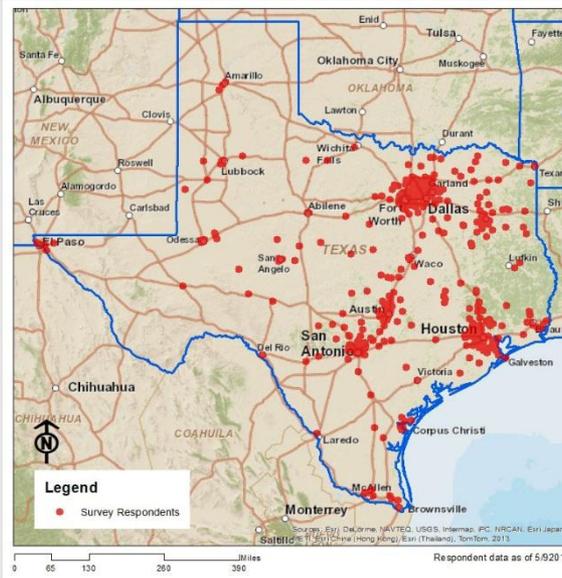
Reduced Project Delivery Delays

Infrastructure Condition (State of good repair)

Stakeholder/ Public Outreach Round 2 -- Overview

- **Notice Strategy:** News releases, personal calls, emails, MPO/RPO correspondences, twitter/ Facebook, TxDOT web
- **Format:** Facilitated workshop (stakeholders)/ individual discussions (public) featuring outreach tool
- **Other ongoing efforts to provide information/ collect feedback:**

- Survey Monkey
- TxDOT Website
- MetroQuest Tool



Survey Responses as of 5/9/2014
N = 875

Outreach Round 2 – Schedule

Week 7: 7/28-30

- T&P Depot (Abilene)
- Childress City Auditorium
- Amarillo TxDOT District Office
- Lubbock TxDOT District Office

Week 2: 6/16-18

- San Angelo Visitors Center
- Odessa TxDOT District Office
- El Paso Multi-Purpose Center

Week 8: 8/4-5

- San Antonio TxDOT District Office
- Austin TxDOT District Office

Week 5: 7/14-17

- Laredo TxDOT District Office
- Pharr TxDOT District Office
- Corpus Christi TxDOT District Office
- City of Victoria

Week 4: 7/7-10

- DalTrans Transportation Management Center
- Wichita Falls Transit Center
- Fort Worth TxDOT District Office
- Brownwood TxDOT District Office

Week 3: 6/24-26

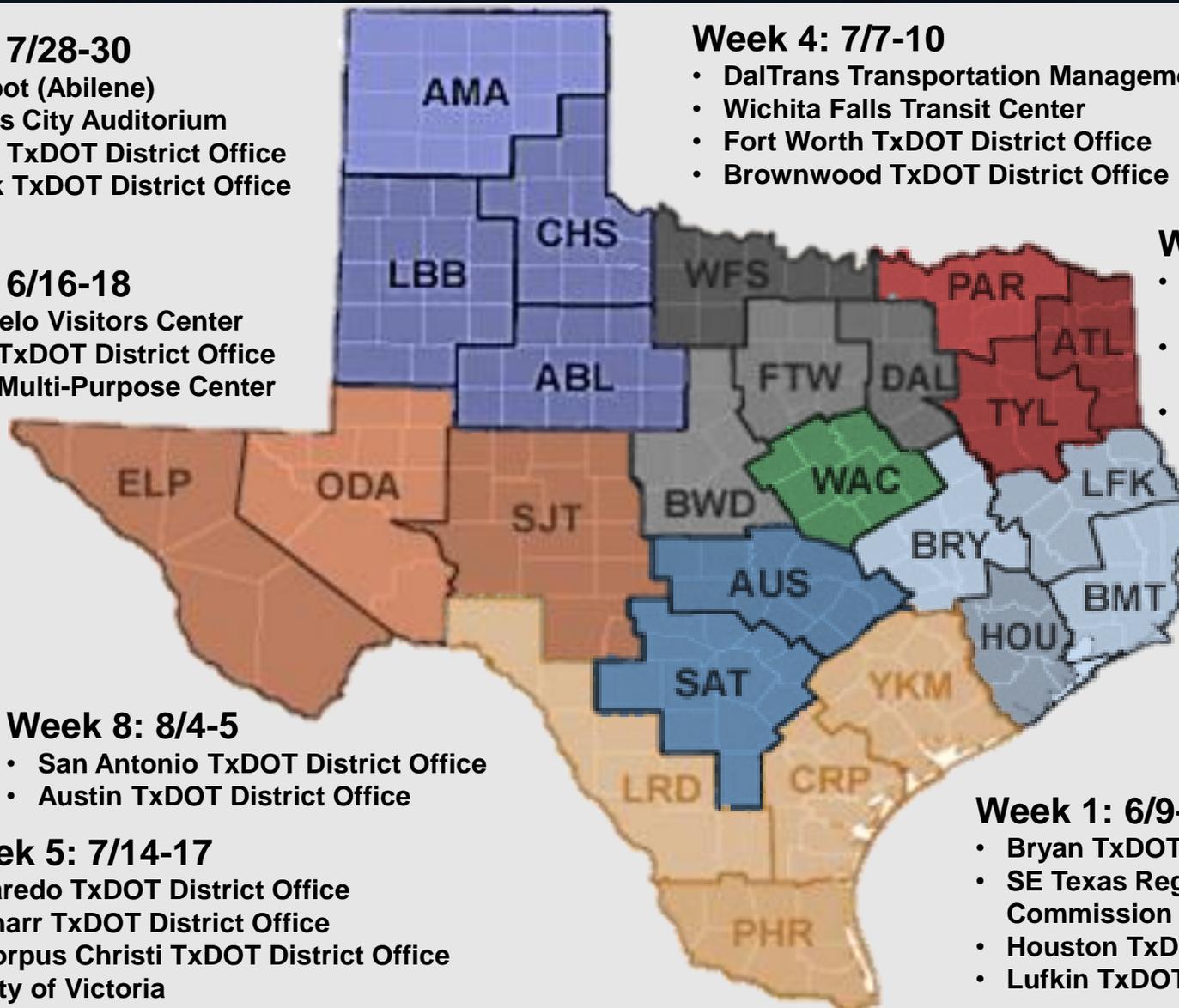
- Atlanta TxDOT District Office
- Paris Junior College
- Tyler TxDOT District Office

Week 6: 7/22

- Waco Transit Center

Week 1: 6/9-12

- Bryan TxDOT District Office
- SE Texas Regional Planning Commission (Beaumont)
- Houston TxDOT District Office
- Lufkin TxDOT District Office



MetroQuest Tool Features

- Scenario planning – Allows for education using three different multimodal investment approaches through 2040 and documents their costs and performance outcomes
- Budgeting – Allows users to create their own budget to better understand investment tradeoffs and the impact of these tradeoffs on overall system performance

Investment Approach 1: System Preservation



This scenario is focused on investing in the existing State transportation system to achieve state-of-good-repair for highway, bridge, and transit assets. Deficient assets with respect to condition and/ or performance (e.g., functional obsolescence) will be prioritized and addressed.



Investment Approach 2: Metropolitan Mobility



This scenario is focused on addressing congestion in urban and suburban areas through strategic capacity enhancements, operational improvements, and investments in multimodal facilities. Focus will be placed on increasing travel time reliability and on enhancing transit in the fastest-growing areas.



Investment Approach 3: Connectivity & Freight Mobility



This scenario is focused on rural investment to facilitate the movement of goods and services and support Texas industry. Focus will be placed on improving interregional connectivity, specifically along primary freight corridors identified in the TFMP and between economic activity centers, and on providing rural residents with access to goods and services.



✓ Our Challenge How should money be spent over the next 26 years.

WELCOME



Texas Transportation Plan 2040



Texas' population is growing with more than 400,000 people moving here each year. All these new people and a growing economy create new demands on Texas' transportation system. With limited resources, TxDOT must invest wisely to keep Texans and the economy moving.



?
help

➔ Click here to begin

2

INVESTMENT PRIORITIES

3

SCENARIOS

4

BUDGET

5

NEXT STEPS

Share



Outreach Tool (cont'd)

Allows users to:

- Rank transportation priorities:

- Bridge Condition
- Pavement Condition
- Transit Condition
- Transit/Rail Ridership
- Traffic Congestion
- Job Creation

- Observe how their top priorities and others are expected to change under three distinct investment approaches

This screenshot shows the 'Priorities' step of the Outreach Tool. The main heading is 'Priorities: What is important to you?'. On the left, there is a vertical sidebar with 'WELCOME' and 'INVESTMENT PRIORITIES'. The main content area features a list of priorities: 'Pavement Condition' (ranked 1), 'Transit Condition' (ranked 2), and 'Job Creation' (ranked 3). Below this list are buttons for 'Transit/ Rail Ridership', 'Traffic Congestion', and 'Bridge Condition'. A note says 'Drag your TOP THREE priorities above this line.' To the right, there is a section for 'Pavement Condition' with an image of a road and the text 'Keeping our pavements smooth and pothole free'. Below the image is a 'Comment' button. At the bottom, there are buttons for 'Suggest Another Priority' and 'Next'. On the right side, there is a vertical sidebar with 'SCENARIOS', 'BUDGET', and 'NEXT STEPS'. At the bottom right, there are social media sharing icons for Facebook, Twitter, and Email, along with a plus sign for more options.

This screenshot shows the 'Explore Approaches' step of the Outreach Tool. The main heading is 'Explore Approaches'. On the left, there is a vertical sidebar with 'WELCOME' and 'INVESTMENT PRIORITIES'. The main content area features three approach cards: 'Approach A: System Preservation', 'Approach B: Metropolitan Mobility', and 'Approach C: Connectivity and Freight Mobility'. Below these cards, there is a detailed view for 'Approach A: System Preservation'. It includes a description: 'Ensuring that highway and transit systems are maintained in good condition so they remain safe and able to serve their intended purpose.' There is a 'Full description' button. To the right, it shows the 'Cost of this approach' as '\$XXXXXXX' and a section titled 'How this approach might perform on your top priorities:'. This section includes a 'Your Priorities:' section with a chart for 'Pavement Condition' and 'Transit Condition', and an 'Other Priorities:' section with charts for 'Job Creation', 'Transit/ Rail Ridership', 'Traffic Congestion', and 'Bridge Condition'. Below the charts, there is a 'Please rate this approach:' section with a 5-star rating system (1 star = least appealing, 5 stars = most appealing) and an 'Optional comment' button. At the bottom right, there is a 'worse' to 'better' color scale. On the right side, there is a vertical sidebar with 'SCENARIOS', 'BUDGET', and 'NEXT STEPS'. At the bottom right, there are social media sharing icons for Facebook, Twitter, and Email, along with a plus sign for more options.

Outreach Tool (cont'd)

Enables users to:

- “Spend” hypothetical “new” dollars on different types of transportation investments
- Observe how the system performs given the specified budget allocation

The screenshot shows the 'Create a Budget' interface. The left sidebar has tabs for WELCOME, INVESTMENT PRIORITIES, SCENARIOS, and BUDGET (selected). The main content area has a 'Budget' tab and a 'Dashboard' tab. The 'Budget' tab is active, showing a 'Define your priorities by building a budget!' section. It includes a text box: 'Now is your chance to show TXDOT how you would spend new money if it became available! Drag the money below to the categories at right. Silver items are planned spending and gold items can be moved.' Below this is a stack of gold coins labeled '\$50M'. To the right are six categories: Pavement Preservation (\$750), Roadway Expansion (\$250), Transit Service Expansion (\$250), Bridge Preservation (\$500), Transit Service Preservation (\$0), and Freight Projects (\$0). Each category has a '\$50M' coin icon and an 'info' button. At the bottom left, there are two summary boxes: 'Budget: \$2500 Remaining: \$2500 Spent: \$0' and 'Planned: \$1750 Total: \$4250'. The right sidebar has a 'NEXT STEPS' tab (5) and social media icons (Share, Facebook, Twitter, Email, Plus).

The screenshot shows the 'Create a Budget' interface after budget allocation. The left sidebar is the same. The main content area has a 'Budget' tab and a 'Dashboard' tab. The 'Dashboard' tab is active, showing a 'Based on your budget allocation, this is how well your priorities perform.' section. It includes a 'Next' button and 'Back to Budget' and 'Finish' buttons. Below is a table with performance metrics for each category.

Goal Area and Performance Measure	Performance	Goal Area
Pavement Preservation		Subtitle field
Bridge Preservation		
Roadway Expansion		
Transit Service Preservation		
Transit Service Expansion		
Freight Projects		

The right sidebar is the same as the previous screenshot.

Performance-Based Needs Assessment

- Multimodal needs assessments serve as the basis for investment approaches and will be documented in two ways:
 - Unconstrained needs by mode (DRAFT needs to be shared today)
 - Investment scenarios and outcomes (In development)
 - Presented in \$2014 constant dollars for the 25-year horizon

DRAFT Unconstrained Needs – Pavement

- Unconstrained Needs to 2040: **\$107.7 B (\$4.0 B average annual calculated over 27 years, from 2014-2040)**
 - **Includes:** Preservation, rehabilitation, and reconstruction costs required to maintain pavements on state system in “good or better” condition
 - **Does not include:** Expansion needs

DRAFT Unconstrained Needs – Highway Expansion

- Unconstrained Needs to 2040: **\$297.6 B (\$9.9 B average annual calculated over 30 years, from 2010-2040)**
 - **Includes:** Costs to achieve goal of Level-of-Service C
 - **Does not include:** Pavement/ bridge preservation

DRAFT Unconstrained Needs – Bridge/ Culvert

- Unconstrained Needs to 2040: **\$41.5 B (\$1.5 B average annual calculated over 27 years, from 2014-2040)**
 - **Includes:** Costs to maintain all bridges on system to an NBI rating of 6 or better for all bridge components and to eliminate functional obsolescence
 - **Does not include:** Expansion needs (unless functionally obsolete)

DRAFT Unconstrained Needs – Transit

- Unconstrained Needs to 2040: **\$105.1 B (\$97.0 B MTAs/ \$8.1 B non-MTAs) -- (\$3.9 B average annual calculated over 27 years, from 2014-2040)**
 - **Includes:** Capital and Operating costs for existing transit assets and services to maintain “good or better” level of service, as well as expansion needs by region (major urban, collar, small urban, rural)
 - **Does not include:** Passenger rail

DRAFT Unconstrained Needs – Passenger Rail

- Unconstrained Needs to 2040: **\$22.4 B (\$0.8 B average annual calculated over 27 years, from 2014-2040) (expansion only)**
 - **Includes:** Capital costs for two new High Speed Rail corridors (\$22 B), as well as costs to expand existing Amtrak services (\$400 M)
 - **Does not include:** Other proposed routes (High Speed Rail and Amtrak) that lack funding; Transit; operating costs for Amtrak

DRAFT Unconstrained Needs – Bicycle/ Pedestrian

- Unconstrained Needs to 2040: **\$2.3 B (\$0.1 B average annual calculated over 27 years, from 2014-2040)**
 - **Includes:** MPO-identified projects (\$1.87 B) with additional unconstrained needs (\$ 0.4 B) for rural areas
 - **Does not include:** Expansion needs given population projections

DRAFT Unconstrained Needs – Aviation

- Unconstrained Needs to 2040: **\$21.2 B (\$0.8 B average annual calculated over 27 years, from 2014-2040)**
 - **Includes:** Extrapolated needs from TxDOT's RAMP and TADS systems and other costs identified by Commercial Services and General Aviation airports and reported to TxDOT
 - **Does not include:** Expansion projects from large commercial airports; preservation needs for facilities and runways

DRAFT Unconstrained Needs – ITS

- Unconstrained Needs to 2040: **\$13.7 B (\$0.5 B average annual calculated over 26 years, from 2015-2040)**
 - **Includes:** Costs to operate/ maintain/ replace existing ITS assets; costs to implement / operate/ maintain future planned assets as identified by TxDOT
 - **Does not include:** Operations strategies identified in the State Freight Plan; technologies required for future changes to revenue collection

DRAFT Unconstrained Needs – Freight

- Unconstrained Needs to 2040: **In development**
- Note: Investment Approach 3 will include bottleneck reduction on the Primary Freight Network as well as completing of the Texas Trunk System; freight-significant projects not captured in bottleneck/Texas Trunk/ other needs will be added if available

TTP 2040 Next Steps

- Vet unconstrained needs estimates with TAC and other TxDOT staff and executives
- Finalize costs for all Investment Approaches
- Launch MetroQuest Tool (June 1)
- Complete Outreach Round 2



THANK YOU!

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Casey Dusza, Deputy PM

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AGENDA ITEM 6

FY 2014 TDCs	15,000,000.00
HGAC Transfer (see MO 113728)	3,825,255.00

M.O.	Award	Utilized	Balance
113728	3,825,255.00	-	3,825,255.00
113858	90,319.00	-	90,319.00
113877	2,000,000.00	-	-
May Award	5,978,515.00	-	5,978,515.00

TOTAL	11,894,089.00	-	11,894,089.00
BALANCE OF FY 14 TDCs	6,931,166.00		

FY 2013 TDCs	15,000,000.00
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M.O.	Award	Utilized	Balance
113351	291,781.00	105,358.40	186,422.60
113393	421,788.00	81,390.00	340,398.00
113395	176,000.00	109,920.00	66,080.00
113479	619,211.00	481,368.01	137,842.99
113550	294,158.00	-	294,158.00
113578	300,000.00	-	300,000.00
113579	28,072.00	28,072.00	-
113580	754,670.00	40,958.00	713,712.00
113583	20,400.00	20,400.00	-
113616	758,464.00	163,810.38	594,653.62
113617	40,000.00	-	40,000.00
113641	715,300.00	-	715,300.00

TOTAL	4,419,844.00	1,031,276.79	3,388,567.21
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BALANCE OF FY 13 TDCs	10,580,156.00
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5/6/2014

AGENDA ITEM 7

Feb 2012 Version

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.

TIME LINE/ACTIVITIES
PTAC GUIDING PRINCIPLES
(Work Plan)

June 30, 2011	PTN presents the Committee a draft of possible principles. Al Abeson, Glenn Gadbois and Kelly Kirkland to work on refinements.
Sep 8, 2011	Revised principles presented and agreed upon. Glenn Gadbois volunteers to put together a matrix to ascertain individual member's emphasis areas
Nov 2, 2011	Preliminary matrix shared with members – not all have completed. Remaining members to complete, then Michelle Bloomer and Glenn Gadbois look at four highest scoring items and create a list of tasks and completion dates
Feb 9, 2012	Refinement work leads to two summary goals: #1 support public transportation and #2 promote coordinated transportation. Committee needs to look at policy recommendations to PTN staff, not actually doing the work, e.g., individual project selection. Committee decided to work on refining the work plan and two “low-hanging” fruits – coordination and an item to be identified by JR Salazar.
April 16, 2012	Committee decided to work on the two goals above, looking at transportation development credits, regional coordination and the coordinated call. Under goal #1, Brad Underwood, Michelle Bloomer and Glenn Gadbois will work on TDCs. JR Salazar, Al Abeson and Christina Crain will look at #2, focusing on regional coordination and the coordinated call.
June 7, 2012	<p>Working group number one is working on Goal #1, to support public transportation - Brad Underwood, Glenn Gadbois and Rob Stephens. Rule-making on TDCs is moving quickly; and as there does not appear to be an issue with the proposed TAC language, the group will examine on how the application of TDCs can best support Principle #1, along with developing other activities to advance the goal.</p> <p>Working group number two is focusing on Goal #2, to promote coordinated transportation – Al Abeson, Christina Crain and JR Salazar. Using TTI's work on review of the regional plans to seek out practices that “incentivize” the development of additional coordination and build them into the coordinated call documents for FY 2014.</p>

July 12, 2012	<p>Guiding Principles not on the agenda, per se. However discussion on the state and federal priorities while considering the LAR is tied to Principle #1. From that Work Group 1 decided to look at transit project eligibility for grants from the Texas Enterprise Fund, and a legislative rider to earmark a specific amount for award, 2. permit TxDOT-PTN to participate in planning for the Medicaid non-emergency medical transportation program operated by the Texas Health and Human Services Commission, and 3. that the legislature provide statutory exemption from the state motor fuels tax for public transportation providers. The working group also recommended that transit agencies and non-traditional providers of public transportation services develop three-year financial plans, to help understand needs and potential impacts from recent changes in the federal transit statutes.</p> <p>The committee decided to prepare two letters to submit to the commission, one for state legislative/statutory issues, and another for federal issues.</p>
Sep 13,2012	<p>No work on Guiding Principles. Only action under this heading was a request for letters concerning the LAR and rural transportation plan.</p>
Nov 12, 2012	<p>Committee heard from Texas Transit Assn. concerning their legislative agenda which includes the Medicaid and motor fuel tax exemption discussed in July. This generated considerable discussion on the Medicaid transportation program with a decision to send a letter to HHSC. Discussion on the Enterprise Fund was deferred.</p>
Jan 23, 2013	<p>Letter requested at Nov. meeting not sent. Conversation about Phil Wilson's meeting with HHSC director and possible TxDOT-funded evaluation of the program. No other action on work plan.</p> <p>This was the last meeting where the Work Plan was discussed.</p>

Link to PTAC website

<http://www.txdot.gov/inside-txdot/division/public-transportation/committee.html>