



MEETING AGENDA

Transit Operators Semi-Annual Business Meeting

Wednesday, January 23 | 8:30 A.M. – 4:00 P.M.

200 E. Riverside Drive - Auditorium

Austin, TX

8:30 – 8:40 A.M. **Settling In**

8:40 – 8:50 A.M. **1. Welcome / Safety Briefing**

2. Opening Remarks / Director's Report

3. Advisory Committee and Association Updates

- PTAC
- ACT – TTA - SWTA

4. FTA Region VI

10:15 – 10:30 A.M. **Break**

5. TxDOT's 2050 Plan

6. Agency Safety Plans / SMS

11:30 A.M. – 12:50 P.M. **Lunch (on your own)**

12:50 – 1:00 P.M. **Settling In**

7. Agency Spotlight – VIA (Arlington)

8. Medicaid Medical Transportation Program – Panel Discussion

2:15 – 2:30 P.M. **Break**

9. Program Updates

10. Q&A / Closing



TEXAS TRANSPORTATION
PLAN 2050

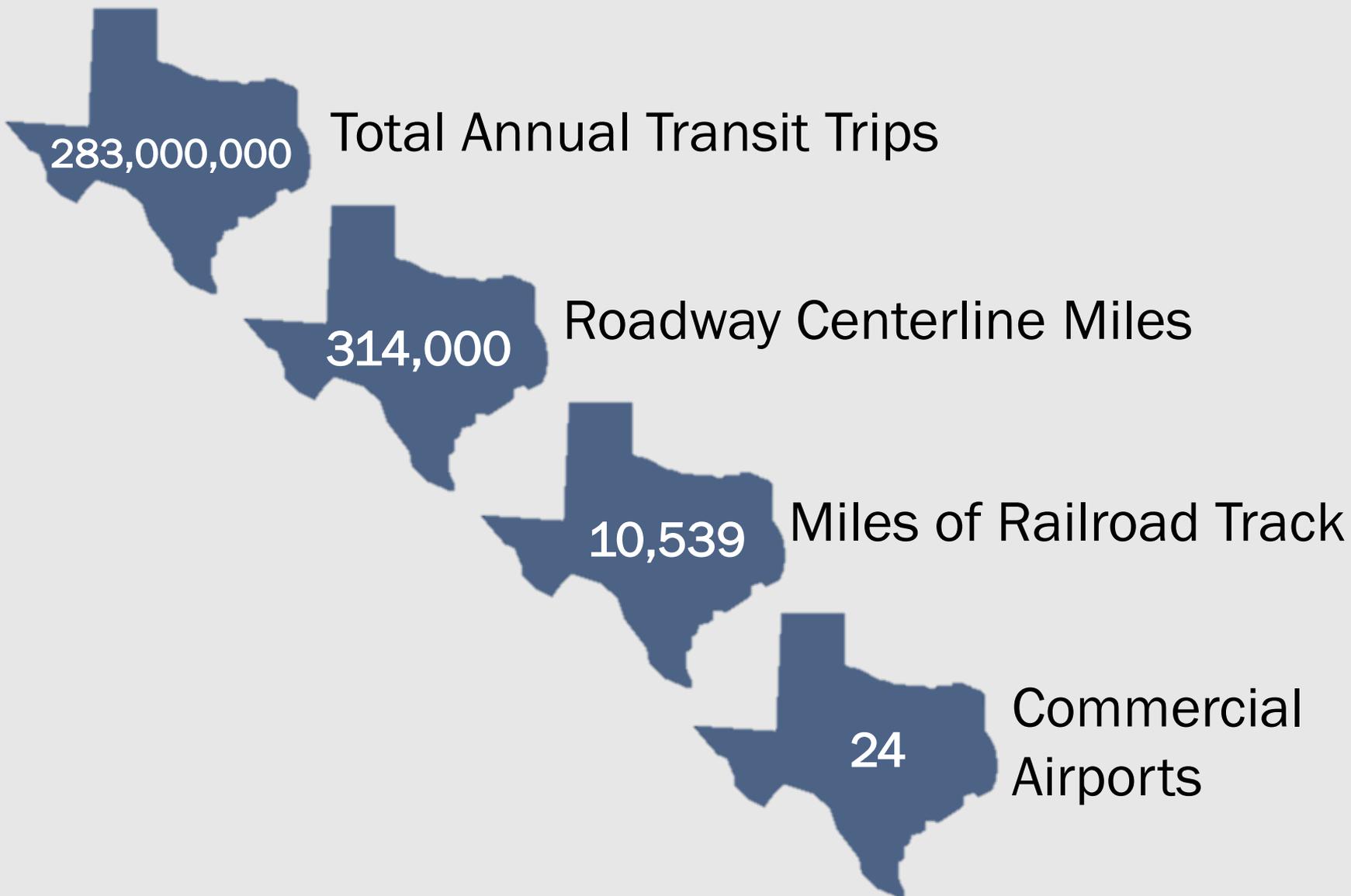
Transit Operators Meeting – Jan. 22 2019



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Your Texas Transportation System at a Glance



TxDOT: From Planning to Construction

TTP

- **Texas Transportation Plan**
- 25-30 year outlook
- Assess long-term needs and inform investment strategies

UTP

- **Unified Transportation Program**
- 10 year outlook
- Prioritize and advance project concepts for construction

STIP

- **Statewide Transportation Improvement Program**
- 4 year capital improvement program
- Identifies projects for construction with funding sources

What is the TTP?

- **Policy document, updated every 4 years, that:**
 - Guides planning and programming decisions for the development, management, and operation of the statewide, multimodal transportation system in Texas over the next 30 years; and
 - Provides a performance-based framework to link investment decisions to your vision for the transportation system



Passenger Rail



Ports/Waterways



Aviation



Bus Transit



Highway/Bridge



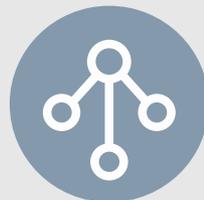
Bike/Ped



Freight Rail



Pipelines

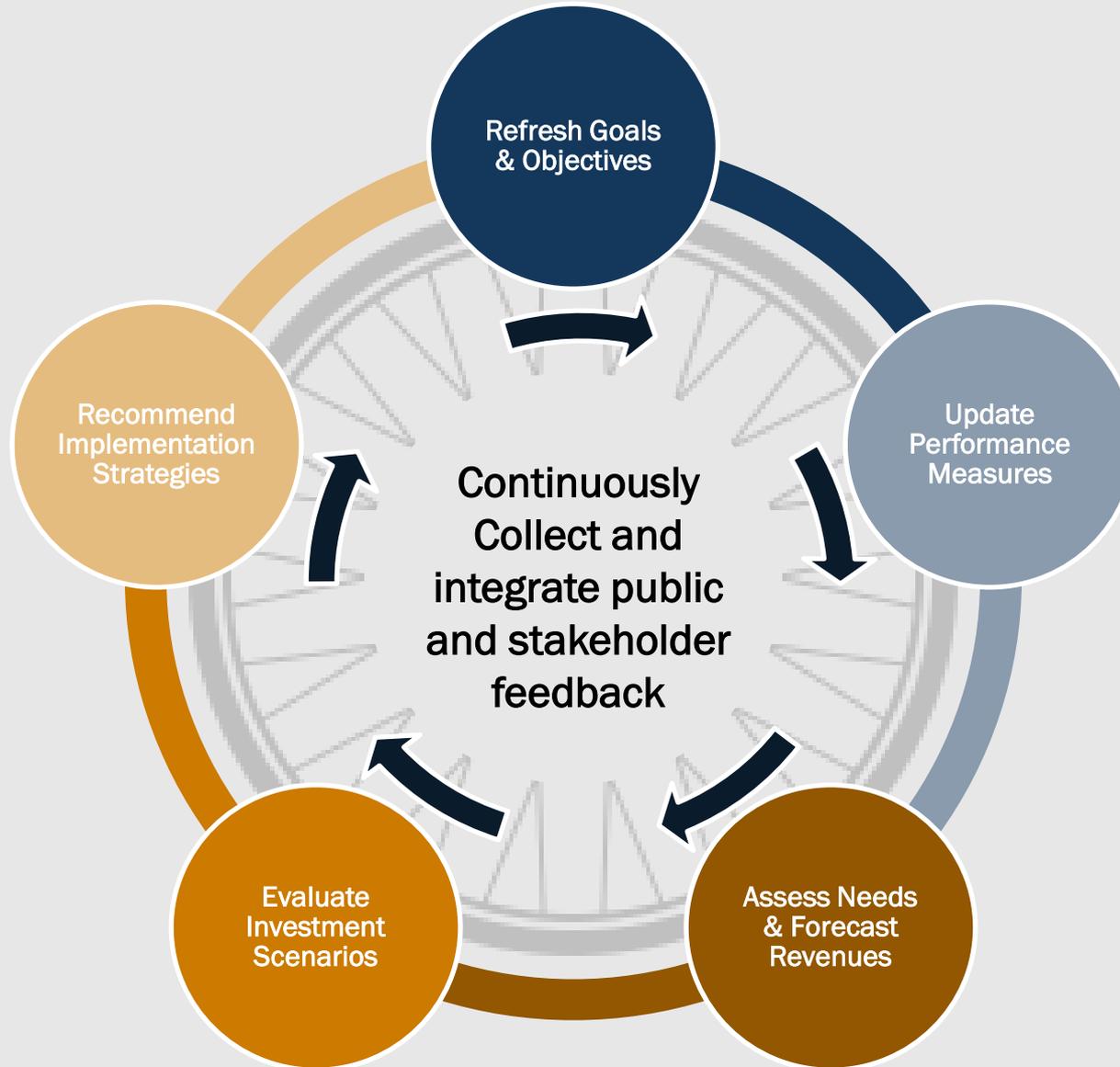


ITS



Truck Freight

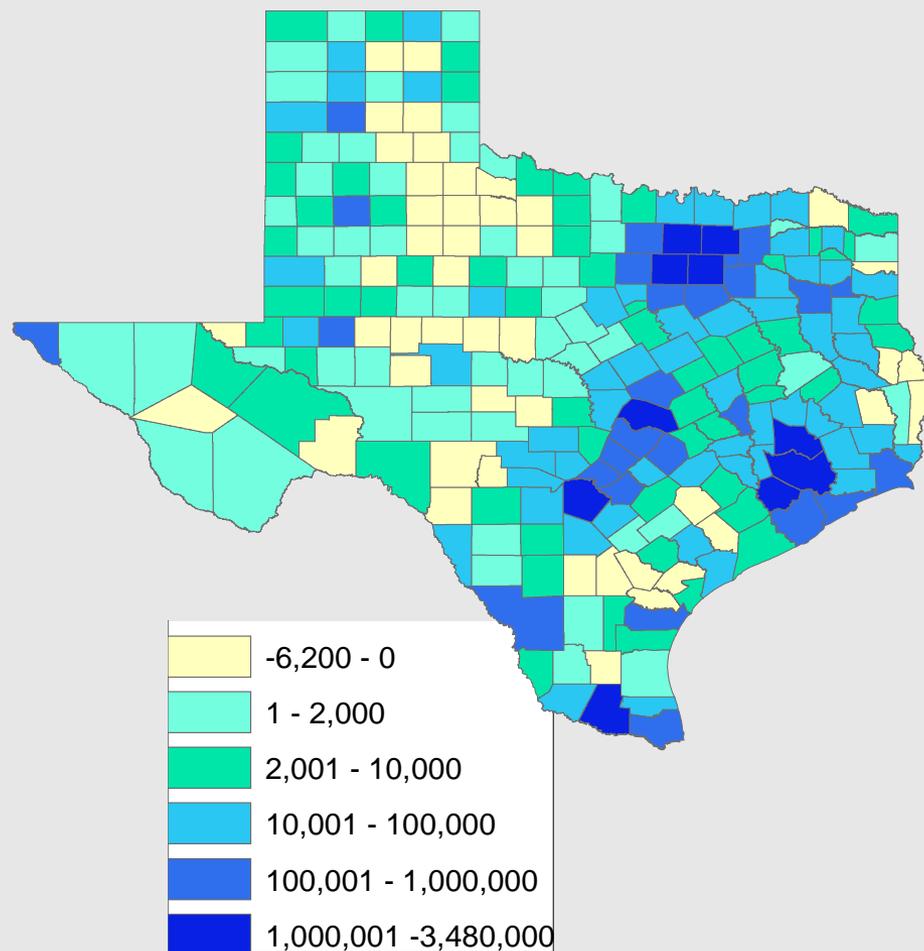
What is Involved in the TTP planning process?



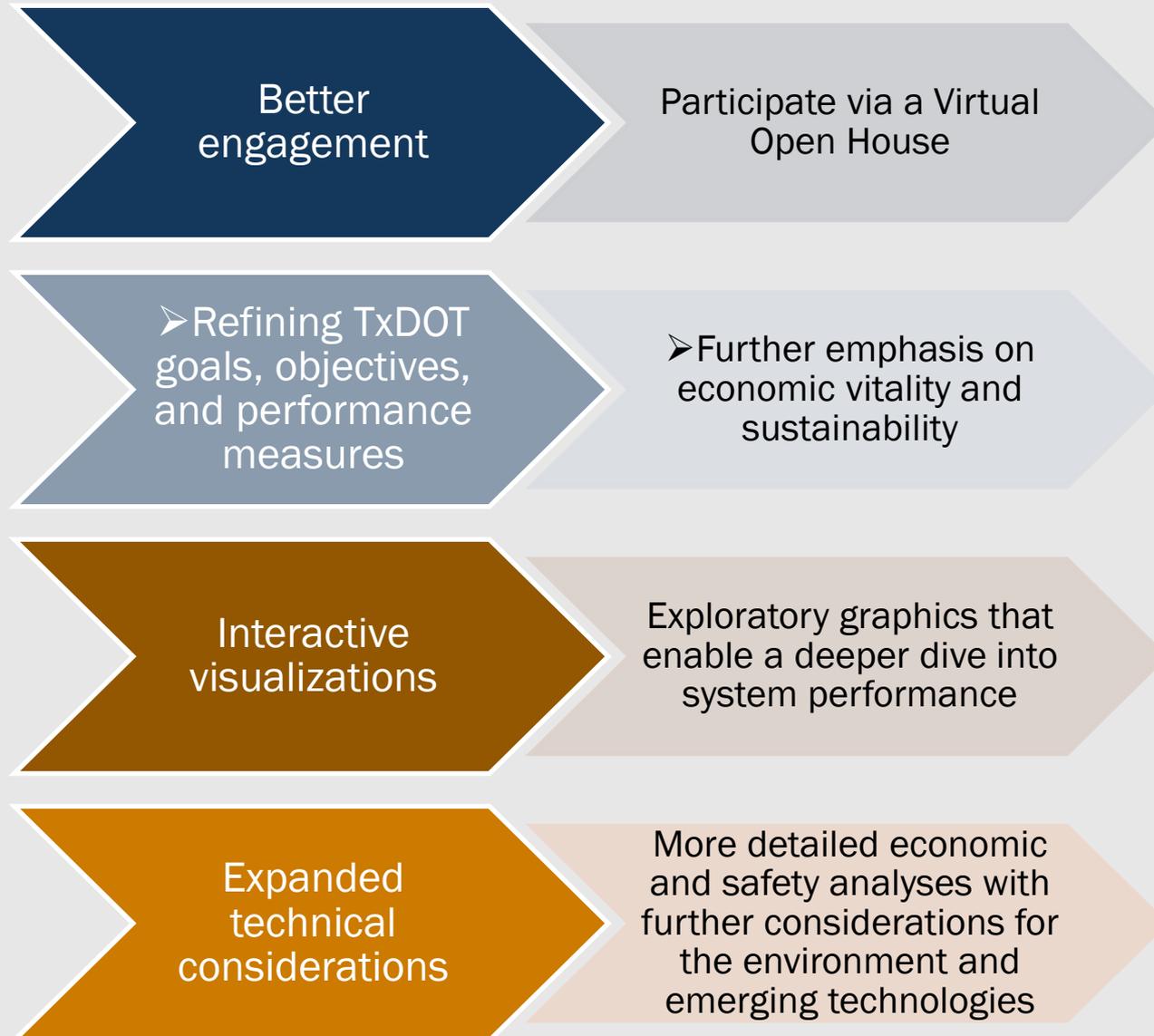
Long-Term Challenges in Texas Transportation

- **More people, more needs:**
Texas population is expected to triple by 2050
- **Emerging technology:**
connected and autonomous vehicles are on their way
- **Environmental risk:** clean air amidst growing traffic and increased need for a resilient transportation network

Projected Population Change by County, 2010-2050



What's New?



Draft TTP 2050 Goals and Objectives



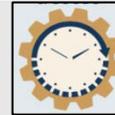
Enhance Safety

- Design and build infrastructure to reduce crashes and lessen crash severity
- Improve incident response times
- Promote safe driving, bicycling, and pedestrian activities
- Coordinate with law enforcement



Maintain our Infrastructure

- Preserve structural integrity
- Provide smooth roads
- Keep transit fleet running and devices operating
- Reduce long-term costs
- Mitigate asset risks
- Integrate resilience into planning and project considerations



Optimize Movement

- Reduce congestion
- Improve travel time reliability
- Connect the system across modes
- Implement technology and alternative strategies that reduce peak demand
- Ensure freight can move efficiently
- Strengthen connections from population clusters to job and economic activity centers



Protect and Preserve the Human and Natural Environment

- Protect cultural, natural, and historic resources
- Enhance communities' quality of life through infrastructure and design choices
- Incorporate environmental resource considerations early in the planning process
- Mitigate adverse impacts from construction and use



Efficiently Deliver the Right Projects

- Reduce user costs
- Maintain sustainable funding
- Improve analytic capabilities to maximize the value of investments
- Fairly distribute transportation benefits and costs



Invest in People

- Value our employees
- Communicate effectively with customers
- Be accountable and transparent in decision-making
- Solicit feedback from the public and stakeholders
- Inform the public and stakeholders on costs, funding, and investment tradeoffs
- Improve coordination with all planning partners and stakeholders



TRANSIT APPROACH

TTP 2050

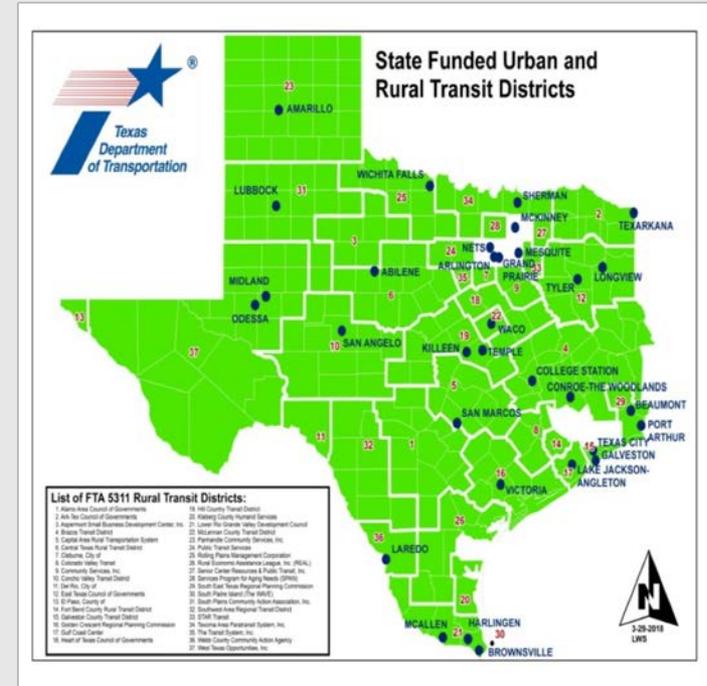
Texas Transit by the Numbers

30 million Transit Trips in 2017*

283 million Total transit trips in 2017**

2,855 Transit vehicles (including buses & vans)

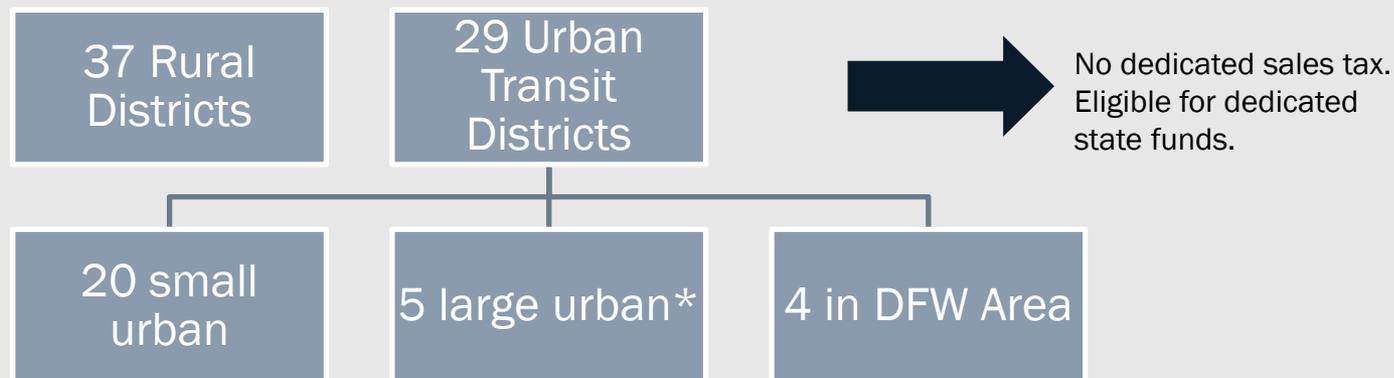
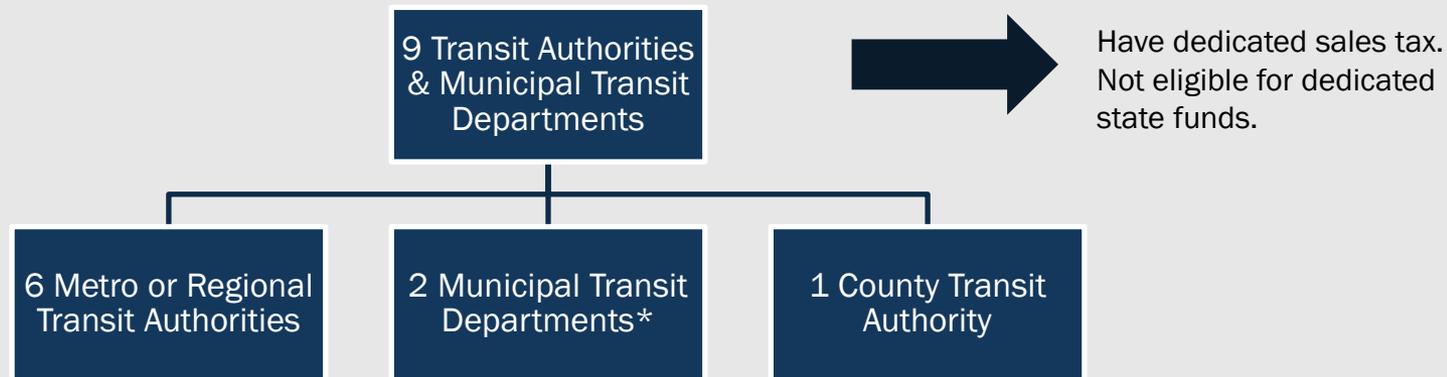
\$597 million Typical annual federal & state apportionments**



*State-funded urban and rural transit districts. **All public transit, including metro transit authorities.

Source: [TTI 2017 Urban and Rural Area Transit Needs Assessment](#)

Types of Transit Systems in Texas



*Laredo, a large urban transit district eligible for state funds, is counted as a municipal transit department in this illustration.

* Source: Urban and Rural Area Transit Needs Assessment

Transit Needs: Continuing Operations & Filling the Gaps

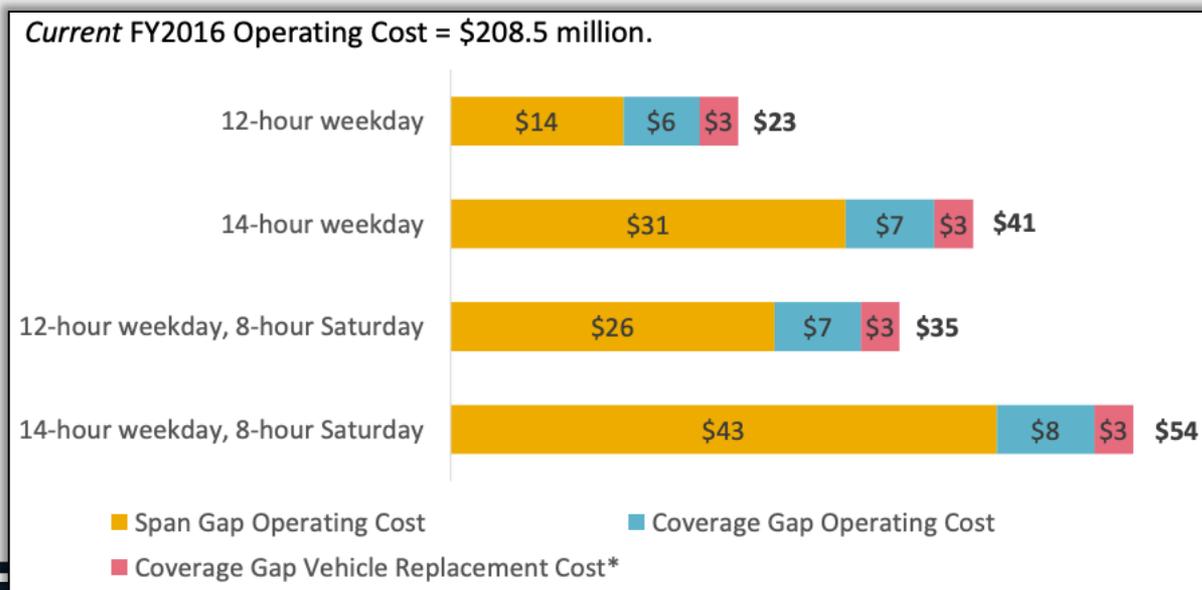
- The TTP 2050 will include a baseline of funding necessary to continue current operations (operating and capital expense), and
- Expansion of service to fill gaps in geography and schedule to address needs of under-served population (current and future).
- TTP 2050 will also include information about Metropolitan Transportation Authorities' needs.

Transit Needs: Continuing Operations

- Forecast of operating and capital needs for continuing operations will be developed using:
 - Inputs to TTI's *Urban and Rural Area Transit Needs Assessment*,
 - Current PTMS data (fleet & facilities),
 - TAM Plans (PTN and agency-developed, for projected fleet and facilities needs).
- TTI will be contacting transit districts for their TAM Plan data, starting early February.

Transit Needs Assessment: Filling the Gaps

- Build on TTI's *Urban and Rural Area Transit Needs Assessment* which estimated additional operating costs to close span and coverage gaps. Four scenarios were developed (below).
 - the *Needs Assessment* did not include additional facilities, therefore
 - TTI will contact transit districts for their forecasted needs for facilities, starting in early February.
- The consultant (WRA) will assess historical public investments pertaining to intercity bus operations (Section 5311-f grants) and TxDOT's contribution.



Transit in the Future

- How will statewide transit change over the next 30 years?
- What improvements do you see?
- What challenges do you see?

Goals & Objectives

- How do your current needs fit with our goals and objectives now and in the future?
- What else would you like to see in goals and objectives?

Draft TTP 2050 Goals and Objectives



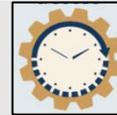
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NEXT STEPS

TTP 2050

Help Shape the Future of Texas Transportation

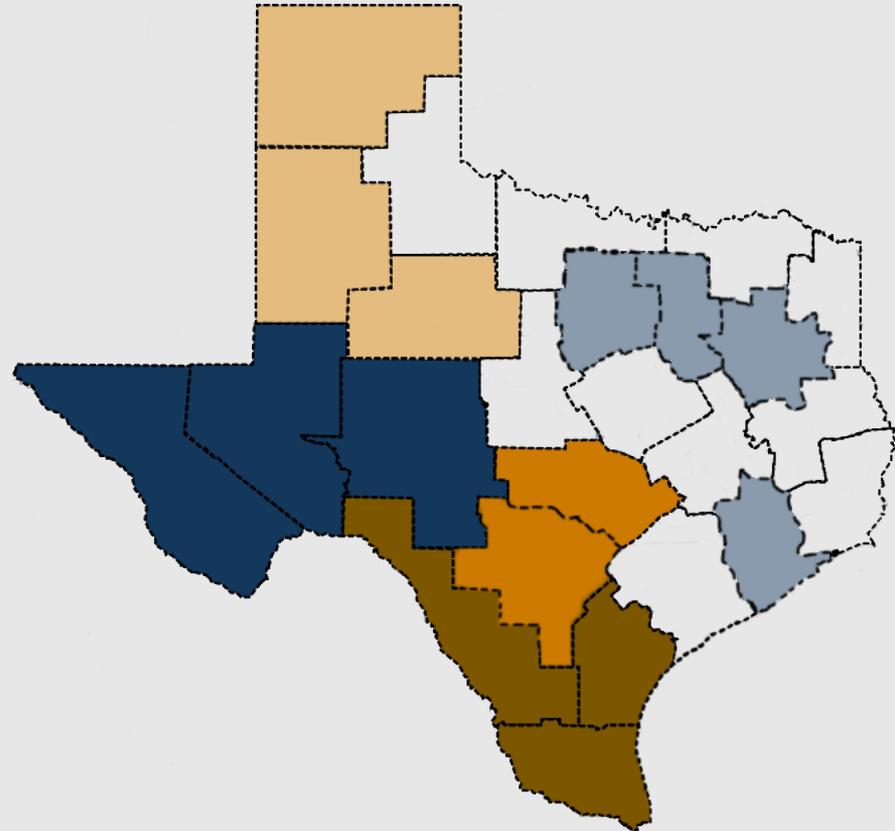
- TTI will contact transit districts starting in early February to ask about –
 - TAM Plan (districts who developed their own plans), and
 - Future facility needs.
- TxDOT & High Street will Start Round 1 Public Meetings next week.



Upcoming Stakeholder Workshop and Public Meetings

From January through March 2019, we will be hosting our first round of public meetings in various cities across the state. Stay tuned for stakeholder and open house meeting schedules and locations.

San Antonio	January 29
Austin	January 31
Laredo	February 5
Corpus Christi	February 6
Pharr	February 7
Houston	February 19
Tyler	February 20
Dallas/Fort Worth	February 21
Abilene	February 26
Lubbock	February 27
Amarillo	February 28
El Paso	March 5
Odessa	March 6
San Angelo	March 7



Connect With Us



Email: TTP_2050@txdot.gov

Web: Project website coming soon!

Social Media: @TxDOT

Laura Perez, Laura.Perez@txdot.gov, Transportation Planning and Programming Division, welcomes your thoughts and questions!

Kelly Kirkland, Kelly.Kirkland@txdot.gov, lead for PTN.



Thank you for your attention.
We hope to hear from you.

Thoughts?
Comments?
Questions?



Thank you for your attention.
We hope to hear from you.



Powering On-Demand Shared Rides in Arlington

www.arlingtontx.gov/via

Why Rideshare?



- **Supports several City Council Priorities: Put Technology To Work, Enhance Regional Mobility, Champion Great Neighborhoods, Invest in our Economy**
- **Aligns with Transportation Advisory Committee recommendations**
- **Technology-based, Flexible, Scalable**
- **Personalized transportation experience**
- **Offers safety elements for customers**
- **Cost-effective compared to other transportation options**
- **Direction market is moving**

About the Pilot

- Public-Private Partnership for a 1 year pilot project
- Turn-key solution for \$922,500
- First city to use Rideshare as our public transportation solution
- Unique funding stream – 60-65% cost covered by FTA
- Service revenue used to grow project
- Comprehensive customer service and a local presence
- Data sharing to inform future transportation planning decisions



Service Details



App-based system

No fixed schedules or routes

On-demand pick up/drop off within short walking distance (1-2 blocks) anywhere in service area within ~12 minutes (or sooner!)

6am – 9pm Monday-Friday; 9am – 9pm Saturday

\$3 per trip per person flat fee; weekly pass \$10 promotional rate

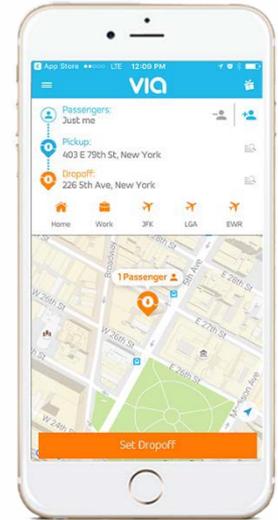
13 six-passenger Mercedes Metris vans

Contract vehicles during peak times

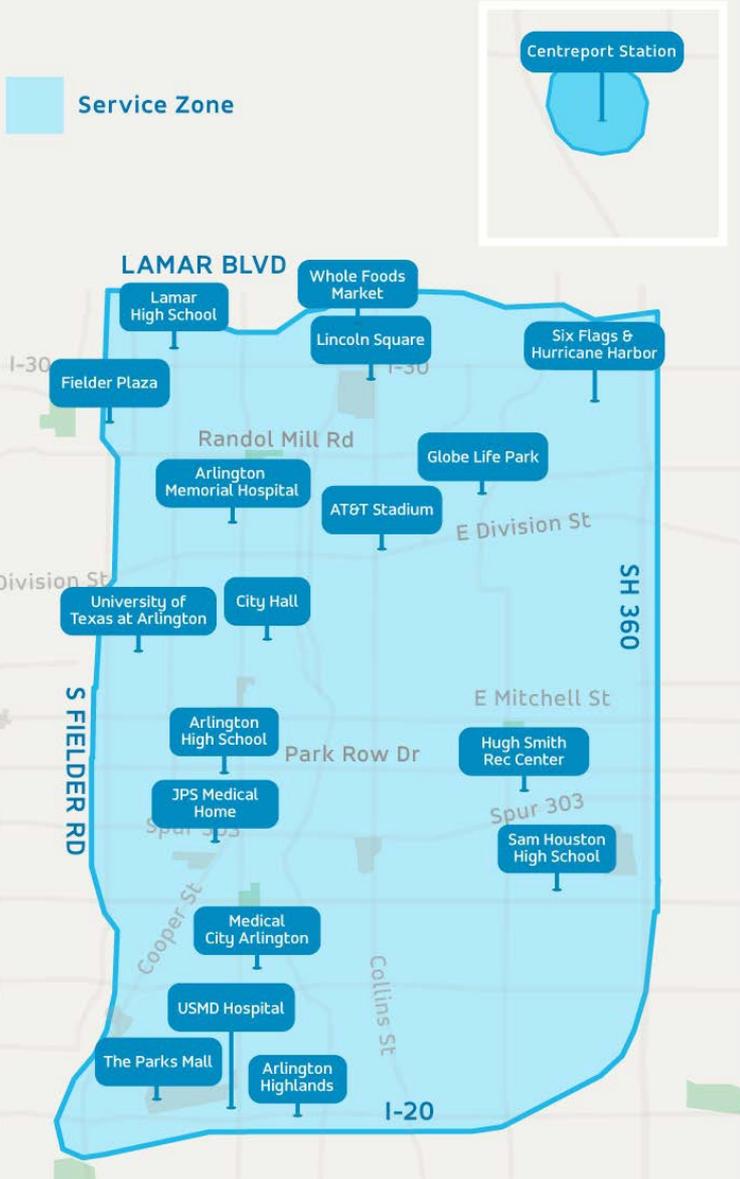
Accessible vehicles available

Reserve rides through Via app

Alternative dial-in booking (817-784-7382)



Service Area



No fixed schedules or routes.

On-demand pick-up/drop-off anywhere in the service area.

6am-9pm M-F, 9am-9pm Sat

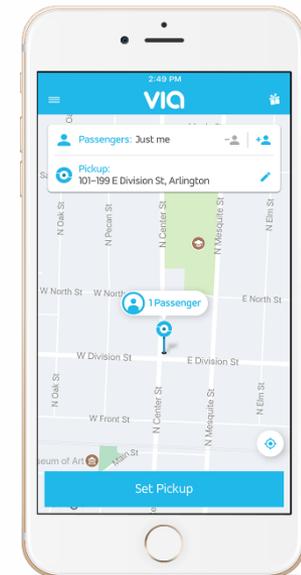
Service Zone

- Northern boundary: Lamar Blvd
- Western boundary: S. Fielder St.
- Southern boundary: I-20
- Eastern boundary: SH 360
- CentrePort TRE Station
- Continued evaluation of demand patterns & extension of operating hours as warranted

Downloading the App



- Download the free Via app in the App Store or Google Play Store
- Choose “Via – affordable ride-sharing”
- Set up an account using your credit card
- If no credit card, use cash to purchase a pre-paid credit card at a local store
- If no smartphone, call Via to set-up an account at 817-784-7382



How Does It Work?



On-demand

Passengers book using a smartphone app



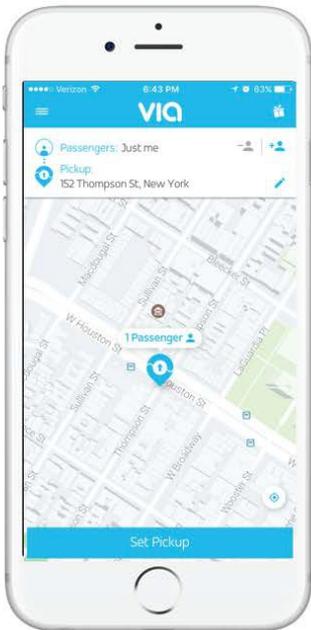
Convenient

Passengers are picked up within minutes at a nearby corner – a “virtual bus stop”

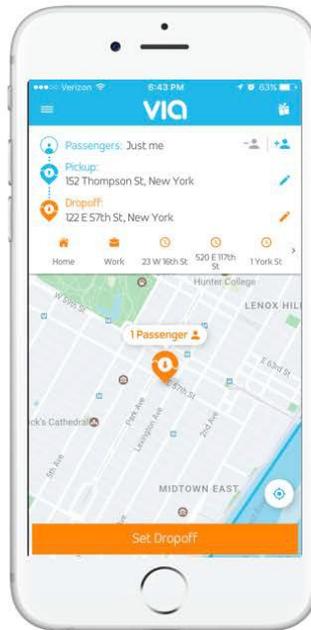


Shared

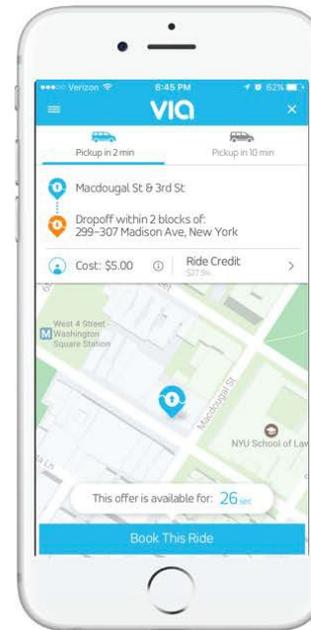
Passengers are seamlessly matched with others heading in the same direction



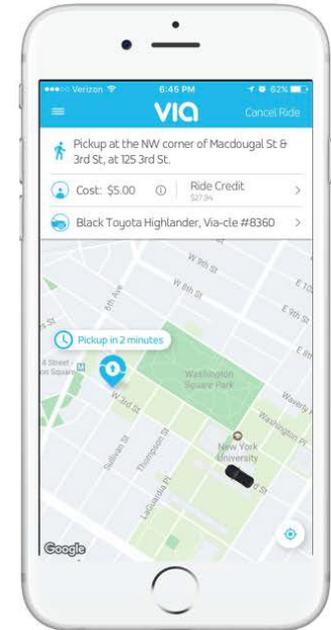
Select Pickup



Select Drop-off

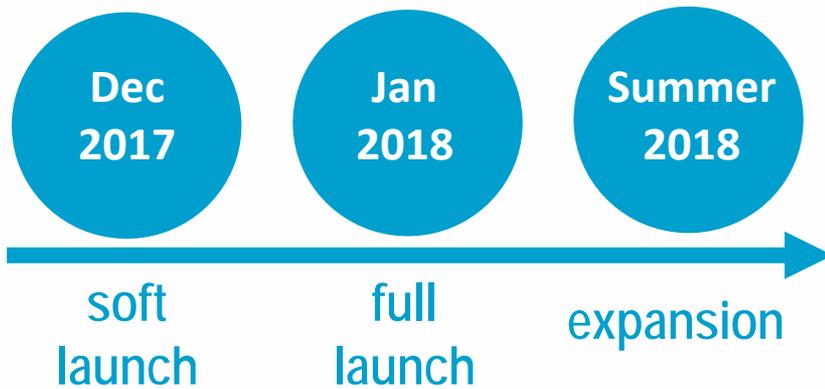


Confirm Offer



Walk to Pickup Corner

Implementation



Ridership trending upwards

>80,000+ rides total

>9,000+ accounts created



By the Numbers:

- 500+ rides/weekday
- 350+ rides/Saturdays
- 63% of rides are shared

Significant
regional and
national
attention

Customer
Satisfaction
of 96%

Information and FAQ's @ www.arlingtontx.gov/via



Powering On-Demand
Shared Rides in Arlington



SECTION 5310

FY 2020-2021 Cycle

Call for applications opens **February 1**

Applications are due **March 13, 2019, by 5:00 PM**

FY 2020 - 2021 Cycle: Projects funded September 1, 2019 – August 31, 2021

First Year PGA: September 1, 2019 – August 31, 2020

Second Year PGA: September 1, 2020 – August 31, 2021

- Each PGA is for 12 months of funding,
- The second year awards will be based on:
 - the amount requested in the approved application's multiyear worksheet
 - the demonstrated project costs based on RFRs
 - the estimated remaining balance of the FY 2020 PGA

Application preparation

- Application instructions and public involvement workshop notes will be posted on TxDOT.gov by February 1

- Application process and overview webinar:
 - Tuesday, February 5, 10:00 AM-11:00 AM CST
 - Thursday, February 7, 2:00 PM-3:00 PM CST
 - Invitations will be posted on PTN website and sent to PTCs. Recording will be posted on PTN website.
 - Send questions by February 15 to PTN_ProgramMgmt@txdot.gov.
Answers will be posted by February 22 on PTN website.

Applications that succeed

- Get started early
- Answer all questions related to projects
- Demonstrate need, especially for new or growing projects
- Support responses with numbers and facts
 - Give details
 - Get specific
- Include a budget for both years (year one *and* year two)

Even if funds are available in your district, a project without a competitive justification may not be funded.



Funding priorities and timeline

Funding Priorities

- Support existing service: sustainability
- Increase system efficiency: more riders on existing service
- Improve access to service

Timeline

- April: Scoring complete
- May: Funding decisions made
- June: Minute order
- August: PGA distribution



FY 2018 Section 5310 Apportionment (for reference)

Use these values as estimates until next year's apportionments are announced							\$	6,719,757
DISTRICT	Rural Program			Small Urban Program			District Totals	
	Total Rural Allocation	Rural Minimum Amt for Capital/Traditional Projects	Rural Maximum Amount for Other Projects	Total Small Urban Allocation	Sm Urban Minimum Amt for Capital/Traditional Projects	Small Urban Maximum Amount for Other Projects		
Abilene	\$96,882	\$59,205	\$37,676	\$190,134	\$116,193	\$73,941	\$287,016	
Amarillo	97,667	59,686	37,982	258,524	157,987	100,537	356,191	
Atlanta	149,897	91,604	58,293	124,921	76,341	48,580	274,818	
Austin	194,035	118,577	75,458	94,261	57,604	36,657	288,296	
Beaumont	139,773	85,417	54,356	362,651	221,620	141,031	502,424	
Brownwood	94,805	57,936	36,869	0	0	0	94,805	
Bryan	140,233	85,698	54,535	184,539	112,774	71,765	324,772	
Childress	52,637	32,167	20,470	0	0	0	52,637	
Corpus Christi	140,723	85,997	54,726	0	0	0	140,723	
Dallas	150,703	92,096	58,607	156,209	95,461	60,748	306,911	
El Paso	51,835	31,677	20,158	0	0	0	51,835	
Fort Worth	196,901	120,329	76,573	0	0	0	196,901	
Houston	168,025	102,682	65,343	252,830	154,507	98,323	420,855	
Laredo	92,117	56,294	35,823	0	0	0	92,117	
Lubbock	118,844	72,627	46,217	0	0	0	118,844	
Lufkin	171,299	104,683	66,616	0	0	0	171,299	
Odessa	70,468	43,064	27,404	253,324	154,809	98,515	323,792	
Paris	167,397	102,298	65,099	135,204	82,624	52,579	302,601	
Pharr	105,534	64,493	41,041	213,695	130,591	83,103	319,229	
San Angelo	63,017	38,510	24,506	167,827	102,561	65,266	230,844	
San Antonio	233,753	142,849	90,904	0	0	0	233,753	
Tyler	231,427	141,427	89,999	346,512	211,757	134,755	577,939	
Waco	135,098	82,560	52,538	355,691	217,367	138,324	490,789	
Wichita Falls	99,045	60,527	38,517	174,460	106,615	67,846	273,505	
Yoakum	150,768	92,136	58,632	136,093	83,168	52,925	286,860	
Project Totals	\$3,312,882	\$2,024,539	\$1,288,343	\$3,406,875	\$2,081,979	\$1,324,896	\$ 6,719,757	

Resources to help for the next cycle

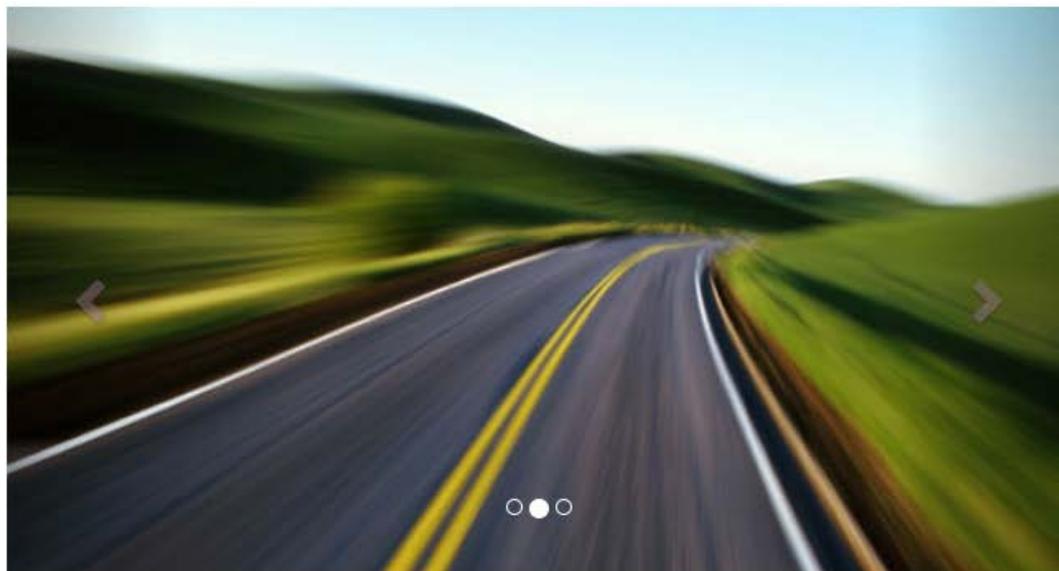
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National Rural Transit Assistance Program is a program of the Federal Transit Administration dedicated to creating public & rural transit solutions in America through technical assistance, partner collaboration and FREE training and other transit industry products.



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- Tribal Transit
- State RTAP

How To Find Almost Anything Toolkit

- Welcome
- Start The Search
- Free And Low-Cost Resources
- Training And Conferences
- Assisting People With Finding Transportation
- Appendices

Marketing Transit Toolkit

- Welcome
- How-To Guide For Marketing Transit
- Marketing Plan Workbook
- Marketing Tools
- Other Resources

Notice: UPCOMING WEBINAR ON GRANT WRITING

Wednesday, February 6 at 10:00 AM-11:00 AM CST

Webinar will cover general grant writing tips and strategies
(will not cover 5310 or any other grant program specifically)

Invitations will be posted on PTN website and sent to PTCs. Recording will be posted on PTN website.



PUBLIC TRANSPORTATION

Risk Assessment – January 23, 2019

How Risk Scores are Determined

Profile Elements

Known as Inherent Risk

- Type of Entity
- Funding Reimbursed
- Agency Changes

Inherent Risk

Compliance Elements

Known as Compliance Risk

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

Compliance Risk

Total Risk Score

Example Risk Scoring for Typical 5311 Transit District

Fast Rides

Fast Rides is a rural transit district that is part of the city. The agency received a total of \$911k in reimbursements during FY 18. They had no key staff or system changes in FY 18.

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

The agency's overall Inherent Risk score is 85

Quarterly Reviews – 1 deficiency identified in FY 18. There was no Programmatic Review, (PTN-129) in FY 18

Single Audit – The report had no transit related findings and the agency was deemed 'low risk'.

Late IAP – Agency did not complete corrective action on time.

Compliance Results		Score
Quarterly Review (PTN126)	1 Deficiency	20
Single Audit	No issued identified	0
Late IAP	Programmatic IAP	10
Total Compliance Risk		30

The agency's overall Compliance Risk score is 30.

Overall Risk Score is:
 $85 + 30 = 115$
 Medium Risk

Risk Thresholds	
0 - 100	Low
101 - 200	Medium
201+	High

Example Subrecipient's System at a Glance Report

PTN Compliance Information

Fast Rides total risk value of 115. This compares to an average value of XXX for all rural transit districts.

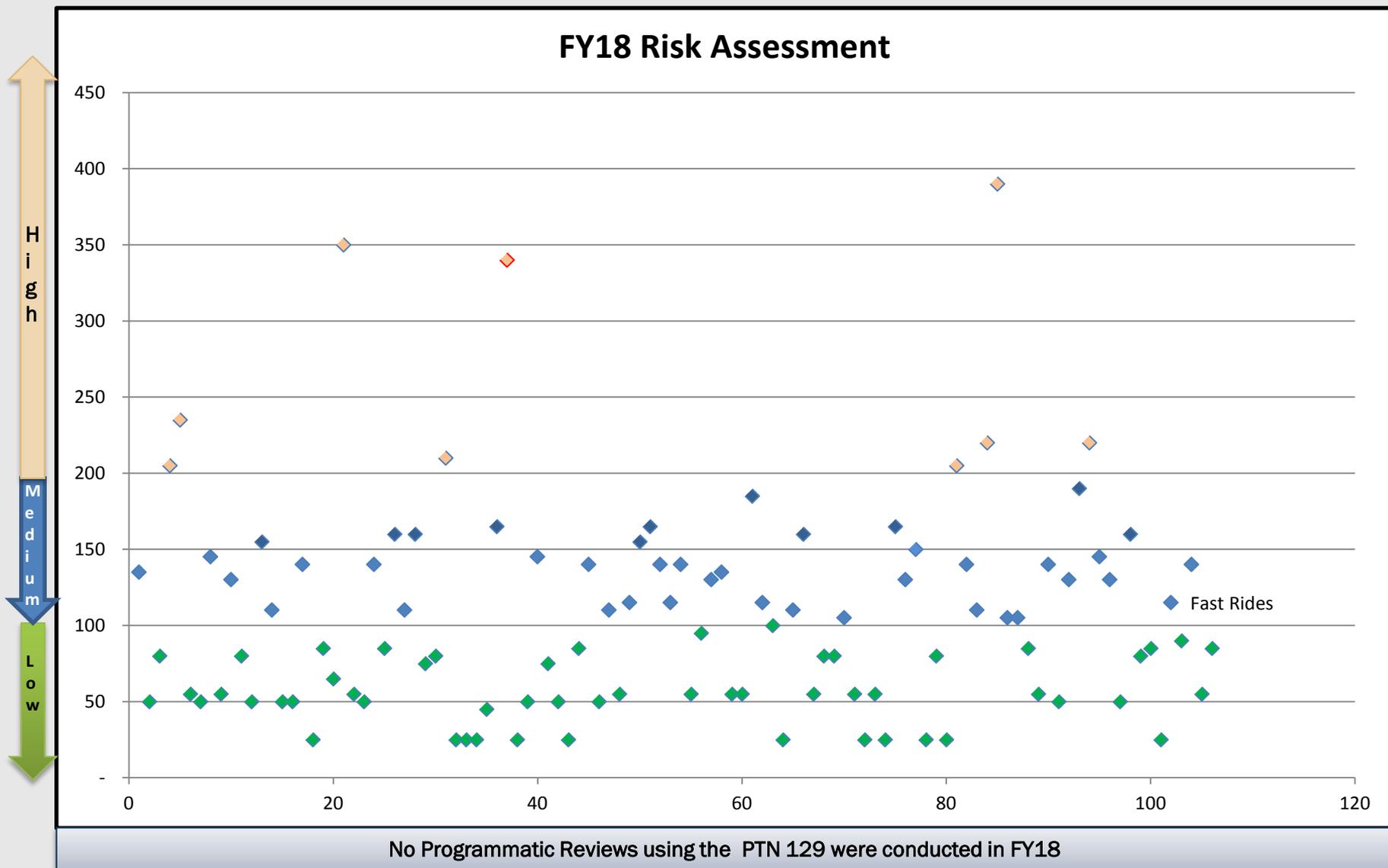
Fast Rides	Inherent risk	85
	Compliance risk	30
	Total Risk Value	115

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

Compliance risk is based on instances of non-compliance discovered as part of subrecipient oversight.

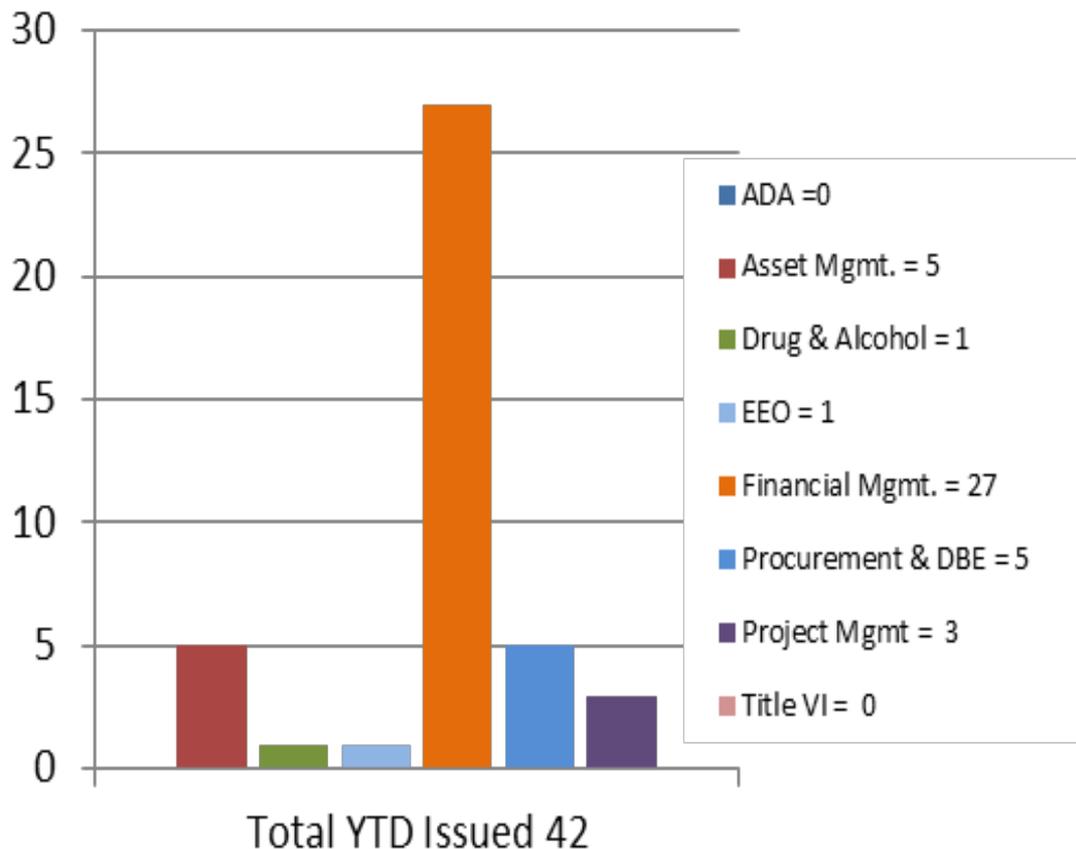
PTN considers a value of 0-100 to be low risk, 101-200 medium risk, and above 200 high risk.

FY18 Risk Assessment Results



Improvement Action Plans (IAPs) Issued in FY18

FY18 Most Common Deficiencies



Financial Deficiencies = 27

Ineligible expenses or lack of support documentation	12
Late Single Audit Report or Exemption Letter	8
Vendor(s) not paid in a timely manner	4
Delayed Billings(s)	3

Procurements & DBE = 5

Missed Milestones	1
Did not follow process	3
Lack of procedures	1

Asset Management = 5

Missing Deed of Trust	1
Vehicle Maintenance Plan outdated/not followed	2
Need verification of insurance	1
Missing /late PTN 128 *	1

*1 other missing/late PTN 128 was reported under the area of "Project Management"

Questions?

Contact Kathy Baca – PTN Compliance Division



Kathy.Baca@txdot.gov

512-486-5969