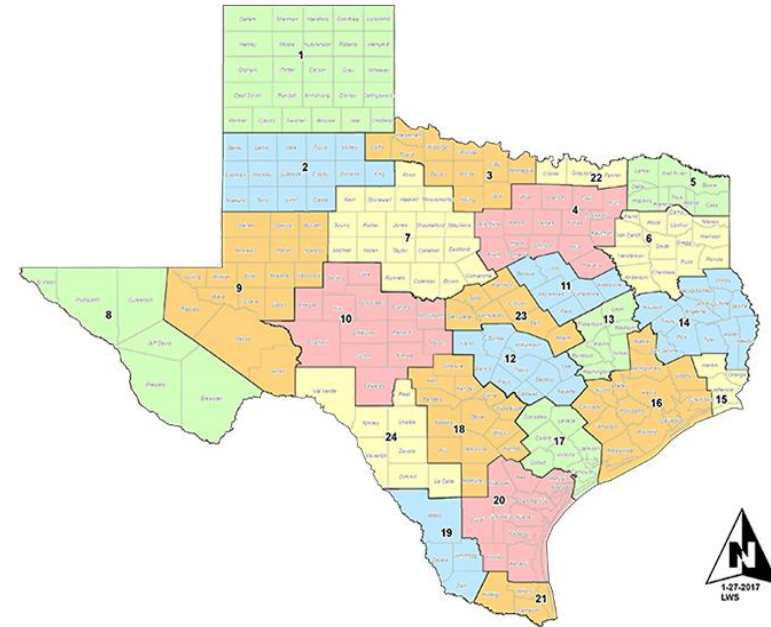


STATEWIDE REVIEW OF 2017-2021 REGIONAL PLANS

Regionally Coordinated Transportation Planning
 Texas Department of Transportation , Public Transportation Division PERFORM Workshop
 November 29, 2017

- 1 Brief Introduction and Background
- 2 Statewide Review Process
- 3 Common Issues Across the State
- 4 Strategies to Address Common Unmet Transportation Needs and Gaps
- 5 Questions & Answers

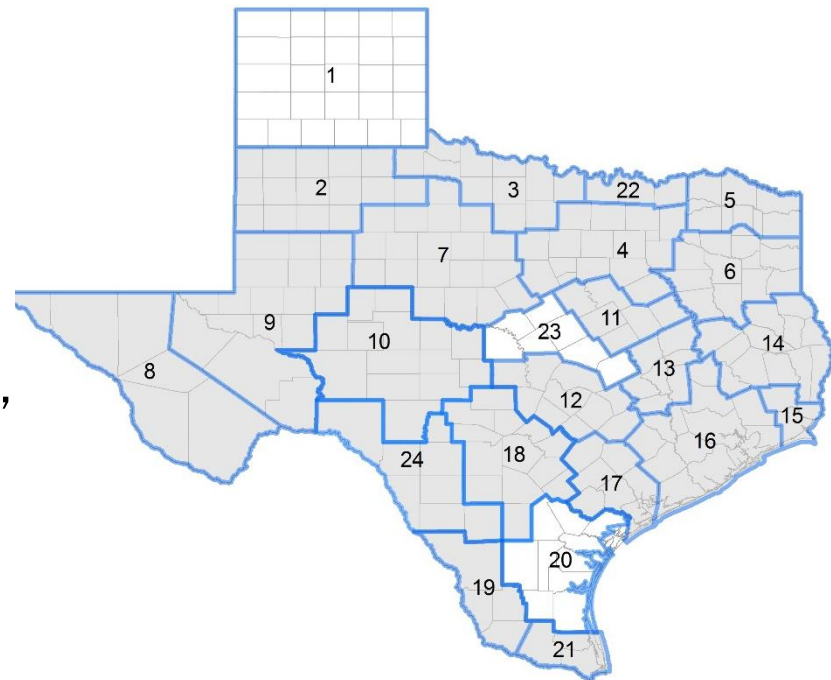
- Coordination is mandated in Texas
- Texas does not have a single, statewide plan – but instead 24 unique plans
- Projects must be written in the 5-year plan to be considered for future funding.
- 2017-2021 plans are the third iteration since 2006



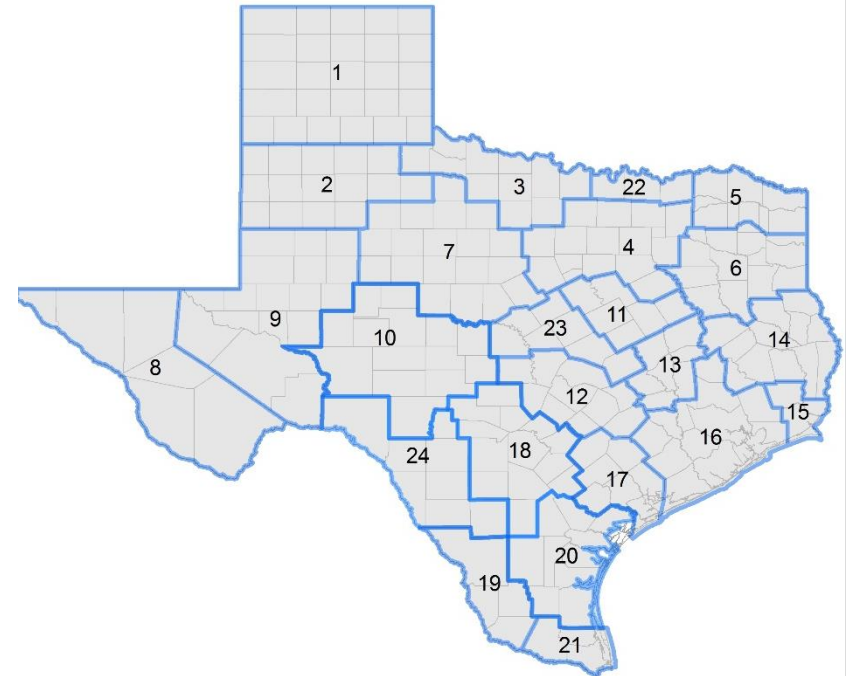
- TTI Team reviewed all 24 plans
- Identified commonalities and differences:
 - Transportation Inventories
 - Stakeholder engagement methods
 - Regional approaches to conducting the 1) needs assessment and 2) gap analysis
 - Emerging Trends
- Today, we will focus on:
 - Common unmet transportation needs and gaps
 - Common strategies to address these unmet needs and gaps

- Need to:
 - Expand and improve transportation services.
 - Increase and improve coordination and collaboration.
 - Increase and improve connectivity and access.
 - Increase ridership through outreach, marketing, and engagement.
 - Determine additional funding sources.

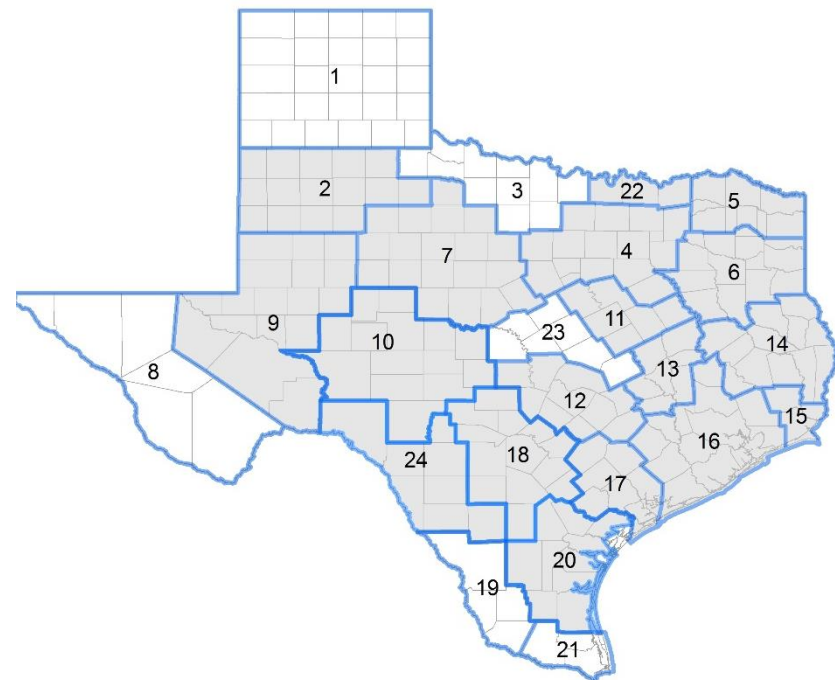
- Texans need to get and from health care appointments, daily activities, places of employment, and schools
- Expanding and Improving Services include:
 - Adding additional days of service and span of service to include nights and weekends
 - Expanding service to employment centers, health centers
 - Expanding service from rural areas
 - Improving/expanding service for priority populations
 - Improving existing services (lack of passenger amenities, etc.)



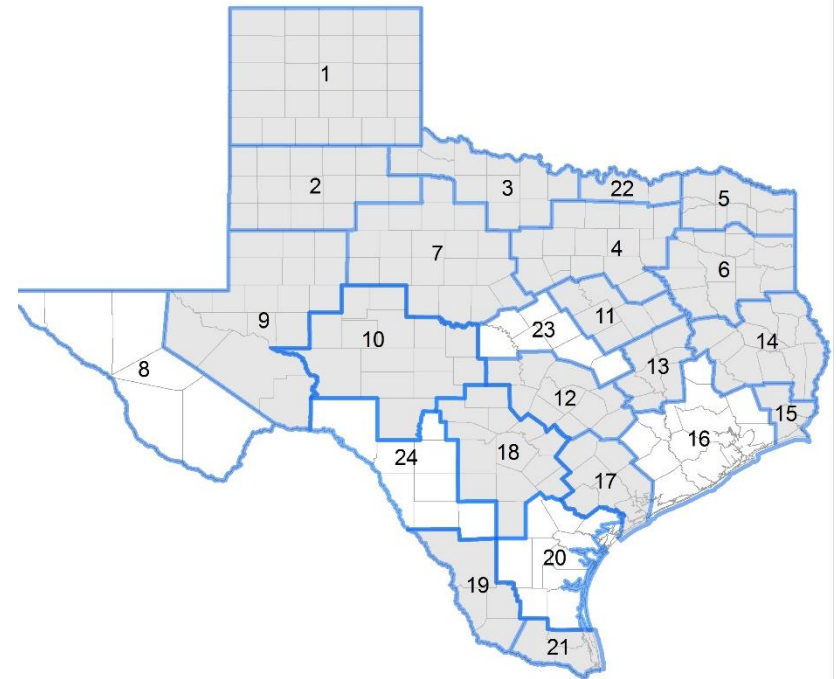
- Coordinate transportation services:
 - within the region
 - inter-regionally
 - among border regions
 - across state borders with traditional & nontraditional providers
- Work with agencies and governmental entities outside of jurisdictional boundaries
- Coordinate transportation services with major employers
- Create partnerships with local area businesses
- Coordinate with medical providers



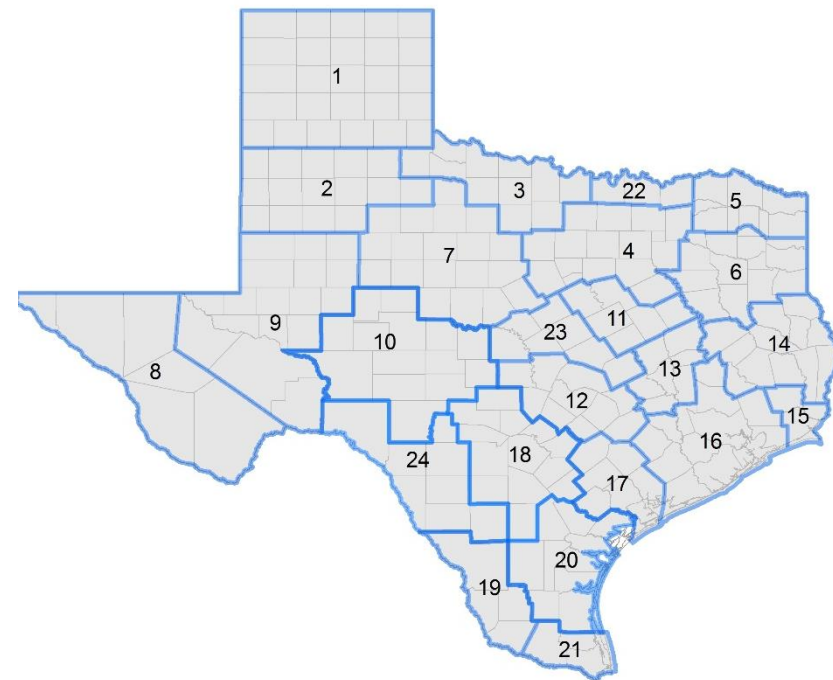
- Difficult to coordinate between counties or transportation providers
 - Transfer policies
 - Hours/Days of service
- Rural to Urban connections
- Limited service for individuals over 65 years old
- Lack of bus shelters and other amenities (such as benches)



- More than 50% of regions reported lack of awareness of services.
- Awareness includes:
 - How to plan a trip, navigating to destination
 - Entering, exiting the bus
 - Areas served/hours of service
- Example: General public demand response
 - Lack of awareness on how to schedule, service area and eligibility



- Common among all regions
- Funding is often a barrier for improving service, particularly:
 - Making trips affordable
 - Improving/expanding service
 - Span/Days
 - Frequency/response time
 - Areas served
 - Limits marketing efforts



- Increase and Expand Transportation Services
- Create a centralized information hub for transportation information
- Outreach and education efforts
- Funding and partnerships

- Increase the span of service to include evenings and weekends.
- Offer reduced cost bus passes
- Improve accessibility.
- Increase special services for priority populations.
- Operator training, enhancement of vehicles for elderly riders and riders with disabilities.

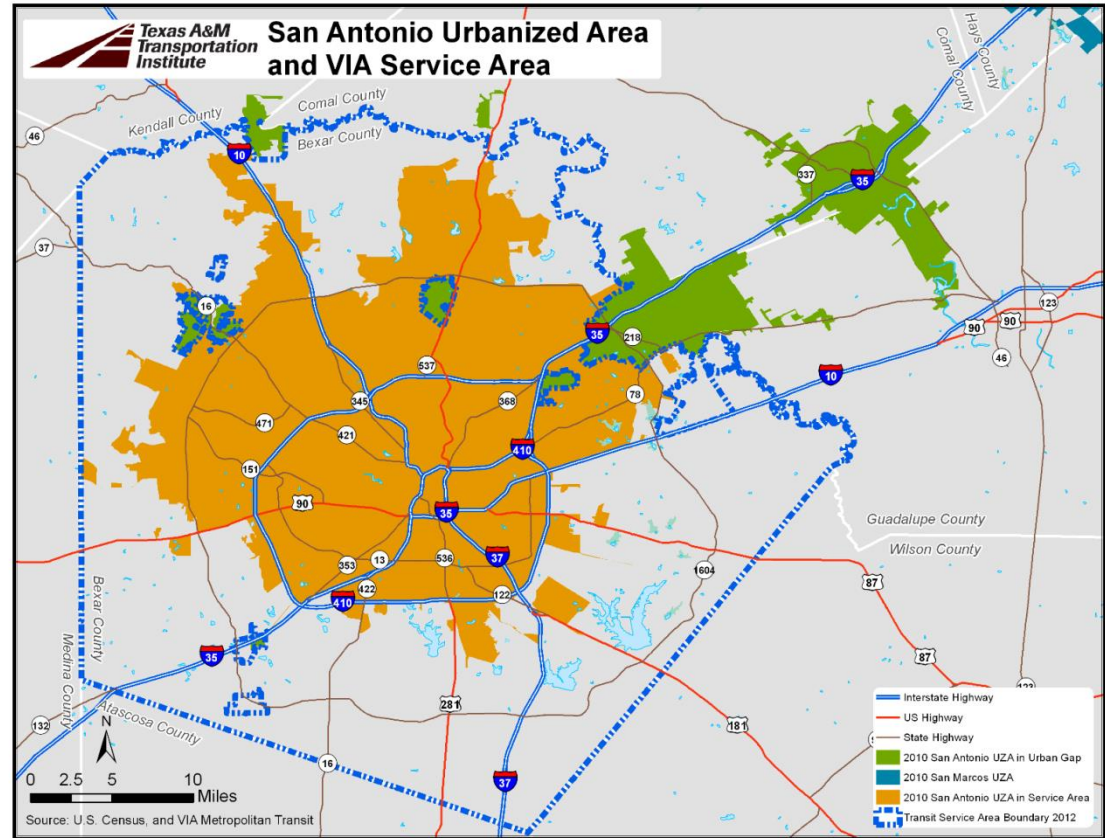
- Information about resources both in the urban and rural areas
- Increase efficiency across the region.
- Increase accessibility for the elderly, for the disabled, and for people who require other forms of transportation.
- Streamline the process of finding the fastest, and most cost effective transportation sources.
- Potentially save the user time and money as well as give local businesses a new platform to reach its users.

- Communicate using multiple methods tailored for your audience: mail, social media, newspaper
- Marketing campaigns
 - Targeted mailings
 - Social media
- Language considerations
- Culturally appropriate outreach programs used to inform the community about services
- Mobile application with resources

- Formal training programs from transit agencies
- Programs through centers of independent living, employers, specific for user needs
- Mobility Management
 - Act as coordinator
 - Interact with human services providers, general public
 - Assist with service planning and regional interagency connections

- Exploring other funding sources and grant opportunities
- Potential partnerships to provide more cost effective services
- Sponsorships, advertisement revenue
- Public-private partnerships
 - Local businesses
 - Health Centers
- Recruit influential champions for public transportation and promote success stories

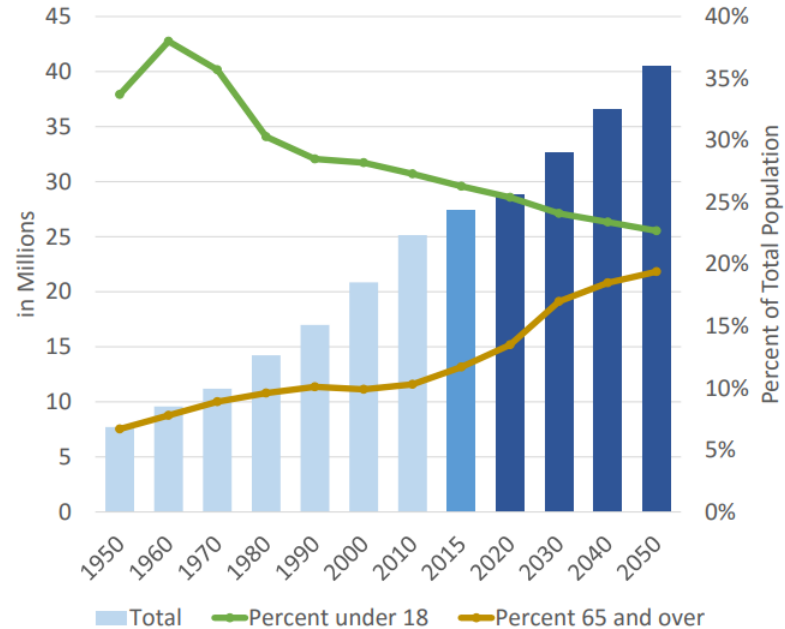
- Urban Gaps
 - Areas in the UZA that are not served by a transit authority or transit district.



- Changes in Population
 - Population growth, growing older population



Population and Projected Share of Population by Age Group, Texas, 1950 to 2050



Source: Texas Demographic Center

Source: U.S. Census Bureau, Decennial Censuses and 2015 Population Estimates; Texas Demographic Center, 2014 Vintage Population Projections, 0.5 Migration Scenario

40

- Demographic and economic trends point to increased demand for:
 - Job access
 - Healthcare
 - Services and amenities
- Varying level of specific strategies, goals and performance measures across all plans
- Transportation coordination is an iterative process; and regions should continue to build on the plans, share lessons learned and best practices.
- Monitor progress on an ongoing basis

Questions & Answers

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