

AMENDED MINUTES

Capital Area Regional Transportation Planning Organization CARTPO

Summary Minutes

**CAPCOG Board Room
2520 South IH 35, Suite 100
Austin, TX
Friday, August 12, 2005**

PARTICIPANTS:

Ray Sanders, City of Lockhart

Ed Collins, TxDOT

James Bertram, City of Lockhart

Jim Reed, CTCOG

Commissioner Ronny Hibler, Burnet County

Commissioner Susie Carter, Hays County

Commissioner David Goertz, Bastrop County

Commissioner Maurice Pitts, Lee County

Joe Holland, TxDOT

George Russell, City of Marble Falls

Councilmember Karl Ansbach, City of Lakeway

Meredith Highsmith,

Jeff Holberg

Michael Aulick, CAMPO

Howard Falkenberg, AARO

Councilmember Shirley Whisenant, City of Niederwald

Leroy Click, Travis County

Daniel Benson

Brad McAllister

Lucy Galbraith, Capital Metro

Dave Miller

Sandy Edwards, Regional Director, Senator John Cornyn's Office

Joe Savage

Linda Dupriest

Mayor Eric Carlson, City of Elgin

Pam Hamilton

Linda Cherrington, TTI

Penny Redington

Bob Van Til, City of Taylor

STAFF PRESENT:

Betty Voights, CAPCOG

Sean Moran, CAPCOG

Eric Dusza, CAPCOG

Georgette Nugent, CAPCOG

I. Call to Order – Chairman Mr. Ray Sanders

Welcome and introduction of all.

II.a. Presentation on Regional Planning for Client and System Based Public Transportation

a) Overview from the Planning and Public Transportation Study Group – Jim Reed

HB3588 stated purpose –

- Eliminate waste in the provision of public transportation services;
- Generate efficiencies that will permit increased levels of service;
- Further the state’s efforts to reduce air pollution.

The statute cites the multiplicity of public transportation providers and services, coupled with a lack of coordination, as generating inefficiencies, overlaps in service and customer confusion.

There are 80 transit providers within the Central Texas Region.

What did HB3588 really do –

- Before HB3588 there were specific funding streams for public transportation. Different state agencies had specific clientele basis. There was no overlap in dollars and no opportunity for shared needs and shared resources.

HB3588 imposed TxDOT on top of the entire process. TxDOT issued contracts with all of the state agencies. This started to cost TxDOT money.

What was HB3588 intended to do? -

- “Nearly all the state’s human service agencies are required to contract with TxDOT to provide transportation services to clients of eligible programs.”
(Please refer to Appendix C in handouts)

Regional Service Plans – Sec. 461.005

- To eliminate waste and maximize efficiency, the department shall encourage public transportation providers to agree on the allocation of specific services and service areas among the providers.

If public transportation providers do not reach an agreement on a service plan, the department may develop an interim service plan for that area.

To the maximum extent possible, the existing network of providers, in particular the fixed route providers should be used to meet the client transportation requirements of the state’s social services agencies and their agents.

The department may contract with any public or private transportation provider or with any regional transportation broker for the provision of public transportation services.

TxDOT's First Response -

TxDOT's first response the HB3588 was to continue the status quo by having all Health and Human Services Agencies contract for a "pass through" of funds for public transportation services.

State Auditor's Office found this response to not meet the intent of HB3588.

TxDOT's Second Response -

Transportation Commissioner Andrade forms a Regional Planning and Public Transportation Study Group.

The group's mission – "to review current public transportation planning and programming practices with the metropolitan, suburban, and rural areas and to enhance service delivery, efficiency, and effectiveness."

Study Group Activities -

Met over a six-month period in early 2005.

Concluded that the preferred method for delivering service plans was to use council of governments' boundaries as the service area.

Allow each area to develop its own plan without centralized direction from the department.

Sponsored a June 14, 2005 workshop to launch the statewide initiative.

Required next step –

Before October 19, 2005, each region is required to:

1. Identify a "lead agency".
2. Map out the general strategy for preparing the plan,
3. Estimate the financial assistance required for the planning process.

The first round of plans is due in September, 2006.

Lead Agencies -

The role of the lead agency is to convene all interested parties and move through an impartial planning process that builds consensus on the Regional Plan.

The lead agency acts as the convener, fiscal agent, contracting agent, and mediating body throughout the process.

There may be follow-on planning and brokering roles beyond the one-year planning horizon.

Who can be a Lead Agency? -

Any agency or provider involved in the public transportation process can serve as lead agency.

Examples: Councils of Governments, TxDOT Districts, Workforce Boards, Department of Health, Rehab Commission, Transportation Providers.

General Strategies -

There are no mandated strategies; one size will not fit all.

CTCOG is sharing the lead agency role with our Rural Transit District and will prepare the plan using in-house staff.

Other agencies have expressed intent to hire the plan development out to private consulting firms.

The end goal is a regional plan that all parties believe best serves the needs of clients in their region.

Funding Issues –

There are a number of funding sources for this work.

MPO's have been authorized to expend planning funds to support the effort.

TxDOT Districts are authorized to utilize their planning funds.

Transit Districts can use their FTA Planning Funds.

TxDOT PTN is looking into 5311 funds availability.

The TxDOT Transportation Commission is committed to the project and is currently researching sources of departmental funds that may be allocated to this effort.

(Please see memo to MPO's in handouts)

Next Steps –

The Texas Association of Regional Councils is hosting a meeting of all Regional councils on August 19, 2005 to discuss implications to COG's.

Regions must have their response ready for publication by October 29, 2005.

If consensus is not reached in a region by the deadline, TxDOT will select a lead agency.

Discussion ensued.

II.b. Capital Area Regional Transit Coordination Committee / Scoping group – Linda Cherrington, Texas Transportation Institution

Agenda -

Review the requirements for regional transit coordination in Texas.

Illustrate examples of transit coordination.

Discuss status of the Capital Area Regional Transit Coordination Committee.

Regional Planning and Public Transportation Study Group

Mission – To review current public transportation planning and programming practices within metropolitan, suburban, and rural areas and to enhance service delivery, customer satisfaction, efficiency and effectiveness.

Public Transportation – Any entity that conveys passengers, whether a governmental entity or any other entity that receives financial assistance for that conveyance from any governmental entity.

HB 3588 -

Article 13: Statewide Coordination of Public Transportation.

Develop regional plans.

Encourage cooperation and coordination.

Improve the delivery of transportation services.

Enhance customer service.

Generate efficiencies/increase levels of service.

(Cherrington explains COG/Rural Transit Provider Areas.)

Integrating Two Public Transportation Delivery Modes -

System Based – Focus is on developing a seamless system of options to maximize individual participation. Transportation is the goal.

Client Based – Focus is on individual person meeting health, social service or training needs. Transportation is a means to some other goal.

Instructions from Commission – Regional Transit Coordination -
Map out a general strategy for preparing the plan.

Estimate financial assistance required for the planning process.

Identify the lead agency to prepare the plan.

Two Year Schedule

Phase 1	Study Group Recommendations/ Commission Direction	1/05 - 5/05
Phase 2	Work Plan Development	6/05 - 9/05
Phase 3	Workshop on "Sharing Approaches"	10/05
Phase 4	Plan Development	10/05 - 9/06
Phase 5	Commission Approval/Policy Direction	9/06 - 1/07

What is Coordination? -

People from different agencies working together to improve transit for the customers.

Shared responsibility, shared resources.

Technique for better resource management.

Expected Benefits of Coordination -

Economic Benefits

Increased efficiency

Increased productivity

Costs and outputs reported more accurately

Additional economic benefits of enhanced mobility.

Additional funding.

Expected Benefits of Coordination -

Service Benefit for the User

Improved service quality for the user.

Transportation services available to more people or larger service area.

Centralized customer information.

Increased personal independence for users.

Challenges -

Restrictions on client eligibility.

Restrictions on trip purposes.

Restrictions on use of vehicles.

Regulations that limit funding flexibility and create fragmented programs.

Service delivery boundaries due to political, demographic and jurisdictional boundaries.

Liability risk.

Turf protection.

Models for Coordination –

Broker

Service agency

Public transportation provider.

Capital Area Regional Coordination -

Regional Coordination Committee

Local and regional governments/ agencies

Public transportation providers

Client transportation providers

Health and human services that fund transportation

Service agencies for customers who need transportation

Facilitation by CAPCOG

Scoping Group

Technical staff

Technical facilitation by Texas Transportation Institute

Charge to Scoping Group -

Establish a cooperative arrangement between transportation providers, human service agencies needing transportation and public agencies providing funds for transportation.

Develop an action plan for coordination of public transportation services in the region.

Estimate the resources that go into providing transportation for residents of the Capital Area.

Elements of the Work Plan -

- Task 1. Establish coordination plan goals and objectives.
- Task 2. Inventory current conditions.
- Task 3. Identify opportunities for achieving goals.
- Task 4. Analyze opportunities – initial round.
- Task 5. Develop Implementation plan for short list
- Task 6. Present final plan.

Keys to Success -

Support of policy makers

Stakeholder involvement

Clear goals and objectives

Schedule with deadlines

Commitment to follow through

Resources for the effort to follow through

Format collaboration – committees, workshops

Staff resource responsible for project admin.

Next Steps -

Regional Transit Coordination Committee

Review draft work plan – August 19th

Review final work plan – September 9th

Scoping Group

Meet each Friday 2:00 to 4:00 pm

Discussion ensued.

III. TxDOT Aviation Division Overview – Daniel Benson, TxDOT Aviation Planning and Programming

Benson discussed the Aviation Division completed improvements, future improvements and funding.

IV. Presentation on “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU) – TxDOT

Please see handouts from meeting.

V. Pass T Update on Through Funding – Ed Collins, TxDOT

Please see handouts from meeting.

VI. TxDOT Quarterly Progress report on CARTPO Projects – Ed Collins, TxDOT

Please see handouts from meeting.

Review CARTPO’s 2005 Call for Projects Submission Deadline and Schedule

Other Business

Approval of minutes.

Next CARTPO meeting set for October 14, 2005.

TxDOT meeting scheduled for August 24, 2005 – Discussing Section 6 of I30.

Adjourn

Sanders makes motion to adjourn.