

★Texas State Planning Region 3★

Archer★Baylor★Clay★Cottle
Foard★Hardeman★Jack★Montague
Wichita★Wilbarger★Young
Counties

Report of
Regional Transportation Coordination

December 1, 2006

Submitted to
The Texas Department of Transportation

Mission

To provide reliable, quality, coordinated, public transportation.

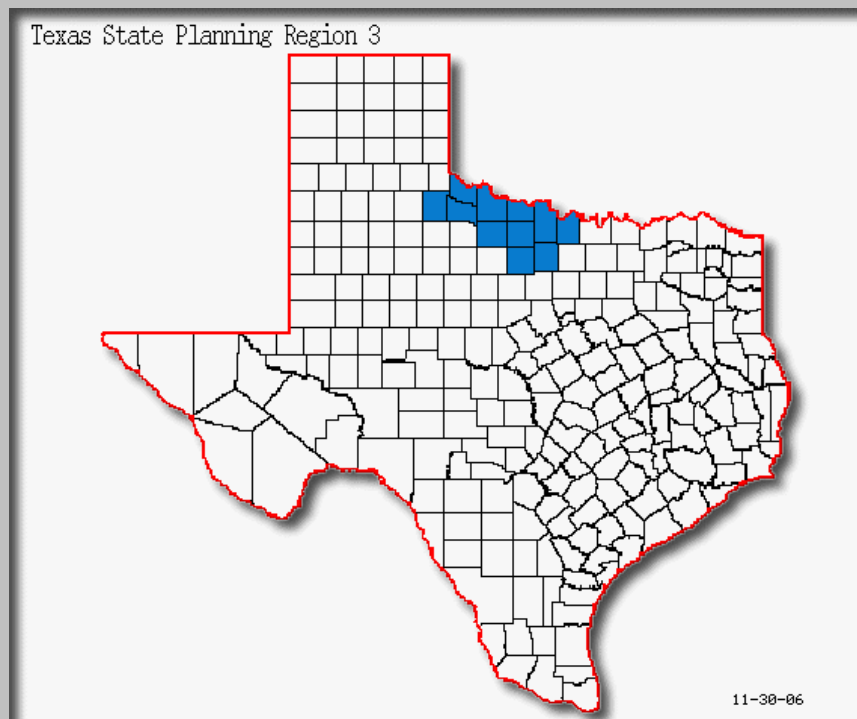


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Executive Summary

Texas State Planning Region #3, made up of 11 counties, lies along the Texas/Oklahoma border, east of the Panhandle and northwest of the Dallas/Fort Worth Metroplex. The city of Wichita Falls is the only metropolitan city in the region of 9,650 square miles and a population of 224,226.

The region has a significant history of involvement in the coordination of transportation services. Dating back several years, the present Regional Transportation Coordination Committee was organized and has been intermittently active in its efforts to establish links between and among transportation providers and health and human services agencies. The Texas Department of Transportation has been in support of these efforts through past funding and participation in meetings designed for coordination planning.

The present Coordination Project presented this group with challenges and opportunities to study the current transportation services and the possibilities that exist for coordination. Based on the mandates put forth by HB 3588, Article 13, Chapter 461, to eliminate waste in public transportation, generate efficiencies and reduce air pollution, this committee studied the area's current transportation, existing needs and funding sources and developed goals which will address those mandates.

Involved in this collaboration are representatives of Nortex Regional Planning Commission (NRPC), Texas Department of Transportation (TxDOT), Rolling Plains Management Corporation (RPMC) SHARP Lines (rural provider), Texoma Area Paratransit System (TAPS, rural provider) the City of Wichita Falls (urban provider),

Area Agency on Aging, Workforce Resource Center, Workforce Resource Board, North Texas Rehabilitation Center and a citizen of Iowa Park, Texas.

During the last nine months, this committee has met monthly, designed interview and survey forms, contacted area providers, researched availability of services and funding, developed a Mission Statement, Goals, Objectives and Action Items and increased the communication between the involved entities. Public meetings were conducted in conjunction with TxDOT to increase public awareness of the project.

As an integral part of this project, each of the 24 regions studying public transportation in their area was charged with assessing Barriers, Constraints and Best Practices in public transportation. This Coordination Committee addressed this issue with enthusiasm, generating significant topics for discussion. The primary barrier identified was the legislative requirement for the use of alternative fueled vehicles in public transportation. The increased cost of vehicles, decreased miles per gallon, increased maintenance and scarce fueling stations have resulted in increased cost of public transportation. This is in direct opposition to the goal of the Transportation Coordination Project.

State Planning Region 3 also identified insufficient funding for public transportation, the TxDOT requirement that all vehicles be ADA compliant, Medicaid restrictions and Insurance as significant barriers to public transportation. Best practices included sharing of information regarding this project through publication in rural newspapers, inter regional coordination efforts and the coordination efforts of the Area Agency on Aging and the rural transportation providers, SHARP Lines and TAPS.

Specific, potential projects currently considered for ongoing coordination of Public Transportation are:

- Job Access Reverse Commute (JARC)
- New Freedom program

These programs offer unique opportunities for this region to further coordinate the present services available and offer new opportunities to transportation clients.

Transportation projects receiving state or federal funds must also be a part of the Regional Transportation Coordination project. While this plan is projected to have a five year horizon, it is recommended by TxDOT that the plan be revisited and updated each year allowing the integration of new goals and inclusion of new requirements set forth by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). A full update is required by TxDOT every two years.

As projects are approved for federal funding, they are placed in the Transportation Improvement Program (TIP) list which covers a 4 year period. The TIP lists projects that should be implemented over this 4 year period and is updated every quarter. Funding constraints and project readiness are considered by the MPO in setting urban area projects for the TIP. These issues are significant to the coordination of public transportation funding for the region

The Coordination Committee remains enthusiastic. Each member expressed the desire to continue the project and see the goals designed during this project, to fruition. Each member of the Coordination Committee expressed the need for funding support to now implement the Action Items developed and move forward to new goals, new

objectives and new activities designed to further improve the transportation services in State Planning Region 3 and beyond.

We respectfully submit the written representation of our project and request the tools required to implement the goals identified in this plan and those required to sustain the future of public transportation.

The Regional Transportation Coordination Committee

Texas State Planning Region 3

History of Regional Coordination

Texas State Planning Region 3 has a significant history of involvement in public transportation coordination activities. In 1999 Nortex Regional Planning Commission (NRPC) facilitated the collaboration of several agencies in a study of the transportation needs and resources in Texas State Planning Region 3. Involved in this collaboration were representatives from NRPC, Texas Department of Transportation (TxDOT), Rolling Plains Management Corporation (RPMC) SHARP Lines (rural provider), Texoma Area Paratransit System (TAPS, rural provider) and the City of Wichita Falls (urban provider). With funds provided by TxDOT, NRPC engaged the services of a transit consultant. An assessment of transportation needs and a survey of the available resources were completed and resulted in a comprehensive report, *2000 North Texas Regional Public Transportation Coordination Plan*. This report also provided recommendations for improved utilization of available resources.

In addition, a report completed in May 2002 by the Midwestern State University (MSU) College of Health Sciences and Human Services resulted in the published *Report of Transportation Needs in Wichita Falls and Surrounding Areas*. This report funded by two local foundations, The Priddy Foundation and the United Regional Health Care Foundations, further validated the needs and recommendations of the previous study.

Many of the Committee members have continued to meet since that time, and functioned in an advisory capacity to TxDOT on the use of FTA Section 5310 funds. The consensus of the Committee is the need for continued improvement to coordination, better access to available transportation, and funding that will meet the

financial needs of transportation providers. In anticipation of the current project, the Wichita Falls, TxDOT District office facilitated a meeting of the region's major public transportation providers, TxDOT staff, state and local officials and Nortex Regional Planning Commission staff in August 2005.

While the current project has stimulated increased interest in coordination of available transportation, several partnerships were previously established. The Rural Transit Districts (SHARP lines and TAPS) have worked together, and with area Senior Centers, MHMR agencies, and TxDOT to coordinate the use of resources and assets. These agencies and individuals have demonstrated that "it can be done". Their active participation in this current project further demonstrates the commitment and mutual interest of area transportation providers and health and human service agencies to facilitate transportation in the region.

Past efforts which have resulted in increased coordination of transportation in the region include but are not limited to the following:

- Rolling Plains Management Corporation and Red Door Senior Center have formed a cooperative relationship which has provided improved transportation services. RPMC provides a van for use by the Senior Center. The Center provides the driver for the van.
- RPMC provides all transportation services to Senior Citizens Activity Center of Burkburnett.
- Texoma Area Paratransit System has coordinated services and vehicle use with several area senior centers. These seven agreements range from formal contracts to handshakes, and involve sharing of space, office equipment,

parking, as well as van and driver sharing. There are also agreements for reimbursement of expenses such as driver's time, vehicle maintenance and fuel.

- In Jack County, TAPS purchases transportation services from the Concerned Citizens of Jack County. TAPS has replaced one of the Senior Center's two vehicles with a TAPS, handicapped accessible van.
- TxDOT and RPMC maintain contact and have established sharing of use of Elderly and Disabled funds for vehicle maintenance expenses, office space, vehicle sharing, vehicle parking, purchase or services, fare reimbursements and ride sharing.
- TAPS has developed vanpool services for travel to area employment, reducing the need for personal carpools or single rider vehicles.
- 3 county MHMR facilities operate or share TAPS owned vehicles
- TAPS and RPMC maintain consistent communication and recently worked together for procurement of vehicles. These agencies interact regularly to address the needs of the clients and reduce duplication of services.
- The Wichita Falls Transit System is currently undergoing a study to determine the strengths and weaknesses of the city transit system in an effort to improve the services offered in the City of Wichita Falls. The staff of the MPO office is actively involved in the Regional Coordination Project.

While this Coordination Committee has been meeting for a number of years, they continue to demonstrate the capacity for generating new and innovative ideas. This current project has resulted in ongoing face to face contact for many of the providers involved in transportation and those that utilize these services. Activities during this

project include monthly meetings, development of a Mission Statement, Goals, Objectives and Action Items for the ongoing commitment to Transportation Coordination Target dates for completion of each Action Item have been set and the Coordination Committee plans to continue its work toward coordinated public transportation for this region and beyond.

Recruitment of new members is ongoing as the members of the Coordination Committee communicate with others, the status of the Coordination Project and the need for increased input from the citizens of the region. Inter regional relationships have been developed and the project has resulted in increased sharing of information across regions.

It is expected that the present Goals and Objectives will be revised and additions will be made as the plan continues and Action Items are completed. This is the kind of progress this region and this committee have always demonstrated and will continue to address. The members of this Coordination Committee agree that this plan is “a living plan” that will change as the needs of the clients change.

Regional Description

Texas State Planning Region #3, as designated by the Governor, is located along the Texas/Oklahoma border, east of the Panhandle and northwest of the Dallas/Fort Worth Metroplex. The region consists of eleven counties (Archer, Baylor, Clay, Cottle, Foard, Hardeman, Jack, Montague, Wichita, Wilbarger, and Young). The geography of the region ranges from low rolling hills in the east to flat prairies in the west. Fruit orchards and vegetables dominate agriculture in the eastern section of the region. The central portion is an extension of the vast wheat field of the central U.S. and the western segment produces abundant crops of cotton. In addition to this agricultural base, ranching and dairy farming are vital to the economy of the North Texas area. During the 1930's, and again in the 1980's, oil production brought great wealth to the area and allowed towns to grow and flourish. The subsequent decline in oil production produced a dramatic downturn in the region's economy in recent years.

The region's eleven counties are comprised of 35 school districts, 33 cities, 22 special districts and 13 hospitals. Two of these hospitals are in the City of Wichita Falls. Wichita Falls is the only metropolitan city in the eleven counties. The vast majority of the region is rural and access to health care, retail shopping, and other services often requires individuals to travel great distances. Over recent years, many of the region's young people have seen growing opportunities in the urbanized areas of the state and have migrated out of the region to seek those opportunities. This out-migration has left the rural areas of this region with a population that is comprised of 24% elderly. The percentage of youth migration from the region is expected to increase as they continue

to move to greater opportunities in urban areas. The increased elderly population places an even greater demand on transportation services within the region.

Routine medical and shopping needs can be met locally within each County. Wichita Falls is the major travel destination for medical appointments within the 11 counties. Medical trips are also made to the Dallas-Fort Worth area. With relatively few job opportunities in the area, many of the region's residents travel to Wichita Falls for employment. This issue becomes critical for those individuals attempting to make the transition from welfare to work.

Population

Texas State Planning Region #3 is 9,650 square miles, with a population of 224,266 in the year 2000. The population density is 23.25 residents per square mile compared to the state population density of 79.54 residents per square mile. Average per capita income for the region as reported by the Texas State Data Center is \$16,887.00 with the average for the state reported as \$19,617.00. It is projected that the population will grow to 234,789 by the year 2010, an increase of 10,423.

Of the 224, 266 current population, 74.8% live in urbanized areas and 25.2% live in rural areas of the region. Wichita County accounts for 131,117 of the 224,266 people in the region. The Texas State Date Center predicts that the population for the Nortex region will increase by 25,617 people by the year 2040.

Median age for the region is 35.89 years. The following chart demonstrates the age distribution in the year 2000.

Age	Number	Percent
Under 5	14,790	6.59
5-9	15,211	6.78
10-14	16,238	7.24

Age	Number	Percent
15-19	19,219	8.56
20-24	16,087	7.17
25-34	27,639	12.32
35-44	33,873	15.10
45-54	27,479	12.25
55-59	10,658	4.75
60-64	9,630	4.29
65-74	17,674	7.88
75-84	11,422	5.09
85+	4,446	1.98

Between the years of 1990 and 2000 the following changes are indicated:

- The 25 to 34 year age group declined by 17.29%
- The 65 to 74 year age group increased by 1.09%
- The 85+ age group increased by 12.16%

It is also reported that the population 65 years and older is 14.95% in the Nortex Region while for the State of Texas this figure is 9.94%.

There are 101,203 workers, 16 years and over in the Nortex region. Of these workers, 78.3% drive alone. Only 12.5% of the area workers carpool. Mean travel time to work ranges between 12.5 minutes in Wilbarger County and 30.2 minutes in Montague County.

It is reported by the Texas State Data Center that there are 84,860 households in State Planning Region 3. Income levels are reported at the following levels:

Income	Number of households	Percent
Less than 10,000	9,989	11.8
10,000 to 14,999	7,383	8.7
15,000 to 19,999	6,846	8.0
20,000 to 24,999	7,242	8.6
25,000 to 29,999	7,176	8.4
30,000 to 34,999	6,359	7.5
35,000 to 39,999	5,880	7.0
40,000 to 44,999	5,461	6.4
50,000 to 59,000	7,309	8.6

Income	Number of households	Percent
60,000 to 74,999	7,031	8.3
75,000 to 99,999	5,354	6.3
1000,000 to 124,999	2,059	2.4
125,000 to 149,999	957	1.1
150,000 to 199,999	733	0.9
200,000 or more	1,032	1.2

Information on Educational Attainment is provided for the total population 25 years and over which is 143,166. The following is reported for the year 2000:

Education	Number	Percent
Less than 9 th grade	143,166	8.0
9 th to 12 th grade (no diploma)	20,956	14.6
High school graduate (includes equivalency)	45,439	31.8
Some college, no degree	33,291	23.2
Associate degree	7,281	5.1
Bachelor's degree	17,842	12.5
Graduate or professional degree	6,930	4.8

Information for persons with disabilities is reported for persons 5 years of age and older. The following information is provided by the Texas State Date Center for the year 2000:

	Number	Percent
Civilian noninstitutionalized persons 5 years and over	193,279	
5 to 20 years	49,852	100.0
With a disability	4,175	8.4
No disability	45,677	91.6
21 to 64 years	111,738	100.0
With a disability	22,946	20.5
Employed	12,827	55.9
Unemployed	10,119	44.1
No disability	88,792	79.5
Employed	69,435	78.2
Unemployed	75,965	21.8
65 years and over	31,689	100.0
With a disability	14,740	46.5
No disability	16,949	53.5

It is difficult to make predictions regarding the future public transportation needs of the region based on the data provided by the various agencies utilized for this project. Several items do however, bear ongoing observation. The population 85 years and over increased by 12.16% while the population 25 to 34 years of age declined by 17.29% during the years between 1990 and 2000. These changes if continued may signal an increased need for public transportation as the elderly give up driving but continue to need transportation for medical appointments and social events.

It is also noted that the income reports provided by the Texas State Data Center indicate that there are greater numbers of individuals with income below \$10,000 than any other income range reported. There is no absolute indicating that this population is in greater need of public transportation than any other but the information can be monitored to determine the needs of this population.

Identification of Gaps and Needs

The Regional Transportation Coordination Committee developed a transportation needs survey to increase its knowledge regarding the transportation needs of the region. This survey yielded 247 respondents to date and continues to be distributed. Sixteen communities in the region are represented. In addition to personal distribution, the survey will soon be posted online to increase visibility. The information gathered in this study will continue to be utilized to determine the needs of the region and provide information for further coordination of services.

Results of the survey indicate that there is need for increased service for employment and on nights and weekends. The primary destinations are medical and personal needs. While this survey has increased knowledge regarding regional needs, the City of Wichita Falls recently conducted both telephone and on board surveys to assess the city's transportation needs.

These surveys indicate that a great number of people consider public transit services to help the elderly and disabled residents or those that have no access to a private vehicle. This mind set offers an opportunity to market the service which the survey revealed is considered by those that ride, very satisfactory. Public transportation can become the ride of choice. Other areas of possible growth are increased outreach to area employers and increased service from and to Sheppard Air Force Base. These areas are cited as gaps in service which can improve services while reducing traffic congestion and pollution.

Coordination efforts of this committee revealed significant gaps related to transportation funding. Federal and state funding is packaged to the legislature in such

a way that it suggests an increase in funding while hiding the individual revenue sources. When the package is unwrapped, it exposes an increasing Federal portion of revenue, and a decreasing state portion. There are two problems with this. First, the Federal portion is contingent upon local match and there is no dedicated process for the consistent generation of local match by rural and small urban transit providers. Without sufficient local match, the ability to draw down available Federal funding diminishes. Second, an increased demand for service and additional service providers means that more agencies are competing for the same, basically stagnant, pot of money. Solution: Unbundling the package prior to presentation to the legislature would provide a realistic view of funding streams. In theory, this would encourage legislators to earmark more state funding for public transportation. Additionally, creating a consistent method for securing local match would authorize small urban and rural transportation providers dedicated to public transportation services and assure maximum draw-down of available Federal funding and enhance public transportation service.

Interviews conducted with local agencies indicate the continued need for transportation service for clients in outlying areas to Wichita Falls for rehabilitation services. While Medicaid can meet the needs of some of these clients, the cost of public transportation remains beyond the means of many clients needing transportation for medical reasons.

Coordinating human service and public transportation services in the North Texas region can be and is challenging. The size of the region, the various participants and the clustering of destinations in Wichita Falls are but a few contributors to the challenge of coordination of public transportation. TAPS and SHARP Lines have a

significant history of coordination experiences that are ongoing. These agencies recognize however that coordination is a continual process and that the coordination needs will change as client needs change.

There is continued need for leadership and a central coordination effort. It is the consensus of this Committee though planning is ongoing and a constant challenge, it is time for implementation.

Needs Assessment Results

City of Residence				What means of transportation do you use?	
City	Count	City	Count	Means	Count
Wichita Falls	159	Olney	2	Drive own car	151
Iowa Park	14	Jacksboro	11	Drive with someone else	80
Electra	19	Gainesville	2	Public transportation	38
Archer City	6	Burkburnett	9	Taxi	7
Holliday	3	Henrietta	3	Walk	25
Bowie	2	Petrolia	3	Do you need access to public transportation?	
Saint Jo	1			Response	Count
Byers	1			Yes	86
Vernon	10			No	162
Crowell	4				
To which destination do you need transportation?					
Destination				Count	
Medical				92	
Work				35	
Social/Entertainment				38	
Personal needs				87	
Other					
<u>Church</u>				3	
<u>Senior center</u>				10	
<u>Mall</u>				1	
<u>Community service</u>				1	
<u>WIC</u>				1	
<u>School</u>				1	
During which days do you need access to transportation?			During what time of the day do you need access to transportation?		
Day	Count		Time	Count	
Sunday	46		8-5	94	
Monday	99		Mornings 8-12	16	
Tuesday	97		Afternoon	7	
Wednesday	97				
Thursday	97		Is public transportation available in your area?		
Friday	99		Response	Count	
Saturday	51		Yes	136	
			No	72	
Do you know how to contact public transportation in your area?			Do you believe that new transportation or transportation improvements are needed in your area?		
Response	Count		Response	Count	
Yes	125		Yes it is needed	114	
No	80		No it is not needed	16	
			Don't know	94	
Age Range					
Range				Count	
35 and younger				145	
36-55				44	
56-75				28	
76 and over				32	

Framework for Action

Overall Community Self Assessment

12 summaries received following meeting August 29, 2006

4 completed Framework for Action received to date (3 with completed summaries)

	Needs to begin	Needs significant action	Needs Action	Done Well
Making things happen by working together	1	4	7	2
Taking stock of Community Needs and Moving Forward		4	7	3
Putting Customers First		3	8	3
Adapting Funding for Greater Mobility	1	5	8	
Moving People Efficiently	1	4	6	3

*One respondent reported that he/she is non resident and unable to answer in an informed manner

The Regional Transportation Coordination Committee received and reviewed the Framework for Action on July 27, 2006. Each member agreed to complete the self assessment tool and return it prior to or during the meeting scheduled for August. The summary sheet was distributed on August 29, 2006. The results of the completed Framework for Action and the Summary Sheets are presented in the above chart.

Mission Statement

To provide reliable quality coordinated public transportation.

Texas State Planning Region 3 Goals and Objectives

Goal 1

Safe and efficient public transportation that enhances quality of life

- Objective 1 – Increasing service
- Objective 2 – Measure customer satisfaction
- Objective 3 – Develop mobility management system for efficient operation and effective client outreach
- Objective 4 – Develop a system of measurement which will accurately reflect number of and reduction in number of incidents

Action Item – Research the viability of a mobility manager to coordinate and be a liaison for Texas State Planning Region 3.

Goal 2

Implement, maintain and improve a regionally coordinated transportation plan

- Objective 1 – Determine useful solutions to eliminate barriers and constraints to coordination of transportation
- Objective 2 – Research and secure funding solutions for the development and growth of a regionally coordinated transportation planning and projects

Action Item – Review and assess current brokerage project operated by RPMC and TAPS

Goal 3

Develop and enhance cooperative partnerships among transportation providers in our region

- Objective 1 – Inventory available resources in the area
- Objective 2 – Facilitate the implementation of partnerships for resource sharing and joint asset utilization and/or procurement
- Objective 3 – Streamlined/Integrated hardware and software for communication and scheduling purposes. Develop system that will facilitate coordinated technology applications, shared maintenance and fueling.
- Objective 4 – Develop a multimarket utilization of vehicles, reducing dwell time to generate additional revenue for vehicles
- Objective 5 – Develop transportation information portal to be disseminated electronically and in printed form.

Action Item – Develop Regional Transportation website to facilitate communication and dissemination of information.

Goal 4

Provide continuous regional public participation and outreach opportunities

- Objective 1 – Public meetings
- Objective 2 – Distribution of written material including electronic media
- Objective 3 – Marketing of services

- Objective 4 – Develop and disseminate survey materials for the public and stakeholders

Action Item – Schedule quarterly meetings coordinated with TxDOT to develop

Goals 1-5.

Goal 5

Develop new and innovative means to finance goals and objectives

- Objective 1 – Utilize mobility management system to research funding sources, increase education and organize information for submittal of appropriate RFPs
- Objective 2 – Utilize mobility management system to mobilize transportation providers for coordination of funding sources and ongoing development of innovative projects

Action Item – Assist and support transit providers in funding objectives.

Coordinated Action Plan Update

Members of the Texas State Planning Region 3 Transportation Coordination Committee will meet as needed but no less than on a quarterly basis, during the following year, 2007. The goals and objectives of the present plan will be reviewed and progress will be assessed. Revisions will be made as necessary and progress will be documented.

Quarterly meetings are scheduled as follows:

- January 2007
- April 2007
- July 2007
- October 2007

The Coordination Committee will continue to recruit new members and will solicit input from the public through public meetings. It is planned that these meetings will be held in conjunction with public meetings held by TxDOT. This cooperative presentation will not only increase coordination among agencies but will coordinate the information presented to the public.

Area employers and businesses will be contacted to schedule meetings. Members of the Coordination Committee have committed to addressing these businesses and will provide information and answer questions to further assess the public transportation needs of the area. Area assisted living facilities will be included to

address the needs of the elderly. Contact with churches will continue, to include the needs and assets of these entities as the Coordination Project continues to grow.

The communication established between and among the agencies currently involved in this project is outstanding. Open communication and strong commitment have been the backbone of this coordination effort.

State Planning Region 3 is open to new ideas and is determined to continue the current momentum. We recognize the importance of continued recruitment of new members and the challenge of integrating new ideas into the process of coordination. Past and current efforts place us at a brink of great change and open to new projects. State Planning Region 3 respectfully requests to be considered for any projects which may help to shape the future of public transportation.

Inter-regional coordination

Texas State Planning Region 3 has utilized many avenues of communication in efforts to expand its knowledge and share useful information. Contact with adjoining regions has been established and relationships significant to inter-regional coordination have been developed. These relationships have produced important exchanges and increased the understanding of the needs of other communities. The level of communication established at this time will serve to facilitate the future of public transportation coordination in the State of Texas.

The following chart represents some of the interaction between and among the planning regions that join Texas State Planning Region 3. Communication between these regions has grown and extended to include communication with Regions 8 and 6 as well.

Date	Activity/Item
July 27, 2006 August 29, 2006 September 19, 2006 October 17, 2006 November 14, 2006	State Planning Region 3 Transportation Coordination Committee Meeting attended by representative of State Planning Region 22
August 17, 2006 September 7, 2006 October 3, 2006 October 31, 2006 November 21, 2006	State Planning Region 22 Transportation Coordination Committee Meeting attended by representative of State Planning Region 3
August 29, 2006 September 19, 2006	State Planning Region 3 Transportation Coordination Committee Meeting attended by representative of State Planning Region 4
October 5, 2006	State Planning Region 4 Transportation Coordination Committee meeting attended by representative of State Planning Region 3
October 11, 2006	State Planning Region 7 Transportation Coordination Committee meeting attended by representative of State Planning Region 3

With the present contacts in place, the Steering Committee will be poised to continue its inter regional communication and plan new goals to increase the level of transportation coordination between regions. Members of adjoining regions will be invited to participate in State Planning 3's future meetings and activities. Telephone and email communication will be maintained and it is significant that "we are no longer strangers". We are partnered in our efforts to coordinate public transportation in a client centered effort.

Texas State Planning Region 3
Action Evaluation Plan

Goal	Objective	Action Item	Target Date	Date Completed
1	3	Research Mobility Management	August 31, 2007	
2	1	Review current brokerage	June 30, 2007	
3	5	Development of web site	August 31, 2007	
4	1 through 4	Schedule quarterly meetings	January 9, 2007 April 10, 2007 July 10, 2007 October 10, 2007	11/14/2007
5	1 and 2	Assist in funding objectives	August 31, 2007	

The above table is a representation of the current goals, objectives, actions items and target dates for the Regional Transportation Coordination Project. It is anticipated that changes will be made to these goals as appropriate. Actions items will be completed and new targets identified. Changing goals will reflect changing regulations as appropriate.

Sustaining Coordination Plan

- The Coordination Committee has continued to recruit new members to increase its level of knowledge as well as to improve communication with area agencies and the public. This effort is ongoing and will continue as the project continues toward its 5 year planning horizon. With its ongoing commitment to seamless public transportation for the region, the Coordination Committee plans to pursue new members for continued levels of communication and a larger knowledge base.
- The City of Wichita Falls is currently undergoing a major study of its Transit System. On board and telephone surveys have been utilized to access the opinion of the public. In addition, a Citizen Action Committee was formed and has met to establish communication between the city and area citizens involved with public transportation. As part of this study, the MPO also met with local Health and Human Service agencies, area businesses, local churches, representatives of Sheppard Air Force Base, Educators and Education administrators and students of Midwestern State University. The contact with these individuals was frank and allowed the MPO to better understand the needs of the community. The information gathered from the various forms of study utilized will be used to improve the current city transit system. The study is expected to be completed in 2007 and changes consistent with the needs of the community are planned.

- Permission has been granted by Nortex Regional Planning Commission for publication of a Transportation Coordination Web Page within its web site. This Coordination Page includes the Needs Survey developed by the Coordination Committee. With online availability, the Needs Survey will reach a greater number of people throughout the region. Contact information for the Wichita Falls Transit service, TAPS and SHARP Lines is provided.
- The Regional Transportation Coordination Committee anticipates review and participation in the Job Access Reverse Commute project (JARC) as it applies to this region, its clients and providers.
- The Regional Transportation Coordination Committee anticipates review and participation in the New Freedom project as it applies to this region, its clients and providers

State Planning Region 3 Profile Summary

Name	Ridership (annual)	Annual Cost	Rider Profile	Routes	Hours	Reservations	Fleet	Fuel Types
Archer Neighborhood Action Group	580	7,900	Elderly/ADA	Demand response	8A-6P M-F	Day in advance	1 van	Gasoline Diesel
The ARC			ADA					
Rolling Plains Management Corp			Elderly/ADA/Students/General Public	Demand response	7A-6P M-SN H	Same day, Day in advance	18 vans 21 minibus	Gasoline Diesel Propane
Texoma Area Paratransit Systems	408,791	3,201,497	Elderly/ADA/Students/General Public	Demand response, Fixed	7A-6P M-F	Same day, Day in advance	65 total Van/buses	Gasoline Diesel Propane
Helen Farabee Regional MHMR Centers	No data		ADA					
Wichita County Public Health District								
Bowie Senior Citizens Project		29,633	Elderly/ADA	Demand response	8A-6P M-F	Day in advance	2 vans	Gasoline
City of Wichita Falls Transit System	254,122	954,061	Elderly/ADA/Students/General Public/Welfare to Work	Route deviation	5:30A-7:30P M-F 8A-6P ST	Same day, Day in advance	2 vans 12 standard buses	Diesel
Archer City ISD		160,000	Students	Fixed route	6A-6P M-F		2 minibus 8 standard buses	Diesel
Name	Ridership	Annual	Rider Profile	Routes	Hours	Reservations	Fleet	Fuel

	(annual)	Cost						Types
Bellevue ISD			Students					
Vernon ISD			Students	Fixed route	6A-6P M-F		1 van 11 standard buses	Gasoline
Holliday ISD	90,624	250,000	Students	Fixed route	7A-6P M-F		4 minibus 11 standard buses	Diesel
Electra ISD		138,000	Students	Fixed route	7A-6P M-F		1 sedan 2 vans 3 minibus 8 standard buses	Gasoline
Graham ISD			Students	Fixed route	5A-6P M-F		1 sedan 2 minibus 26 standard buses	Gasoline Diesel
Prairie Valley ISD	177	40,000	Students	Fixed route	6:30A- 6P M-F	Same day	6 standard buses	
Jacksboro ISD	225	275,795	Students	Fixed route	6A-6P M-F		1 sedan 18 standard buses	Gasoline
Bowie ISD			Students	Fixed route	6:30A- 6P M-F	Same day		
Burkburnett ISD	129,060	752,936	Students	Fixed route	6:30-6P M-F		42 standard buses	
Name	Ridership (annual)	Annual Cost	Rider Profile	Routes	Hours	Reservations	Fleet	Fuel Types

Wichita Falls ISD		2,400,000	Students	Fixed route	6:30A- 6P M-F		2 minibus 82 standard buses	Diesel
North Central Texas Community Health Care Center			Elderly/ADA/Students/General Public/Welfare to Work					
Henrietta ISD	1593	274,000	Students	Fixed route	6:30A- 6P M-F		1 sedan 2 minibus 14 standard buses	Gasoline Diesel
Perrin-Whitt CISD	935	89,535	Students	Fixed route	7A-6P M-F		10 standard buses	

The above table represents the data collected from area transportation providers and is a work in progress. This data collection continues. The entities represented responded to an online survey developed by the Texas Transportation Institute (TTI). TTI then forwarded the information to this region for use in this report. A total of 34 respondents completed the survey within this region. The new information will be added as it is received.

Texas State Planning Region 3
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Texas State Planning Region 3
Regional Transportation Coordination Committee

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Resources

Websites

AAA Foundation for Traffic Safety

<http://www.aaafoundation.org/home/>

American Association of State Highway and Transportation Officials

<http://www.transportation.org/>

American Public Human Services Association

http://www.aphsa.org/home/home_news.asp

American Public Transportation Association

<http://www.apta.com/>

Bureau of Labor Statistics

<http://www.bls.gov/>

Community Transportation Association

<http://www.ctaa.org/>

Federal Transit Administration

<http://www.fta.dot.gov/>

GPO access

<http://www.gpoaccess.gov/index.html>

Just Transportation Alliance

<http://www.justtransportation.org/>

National Alliance of Public Transportation Advocates

<http://65.114.146.18/>

National Transportation Library

<http://ntl.bts.gov/index.html>

Project Action

http://projectaction.easterseals.com/site/PageServer?pagename=ESPA_homepage

Public Transportation: Wherever Life Takes You

<http://www.publictransportation.org/>

Ride Connection

<http://www.rideconnection.org/>

Rideshare Online

<http://www.rideshareonline.com/index.htm>

Rural Transportation

<http://www.ruraltransportation.org/index.shtml>

Senior Drivers

<http://www.seniordrivers.org/home/>

Taxicab, Limousine and Paratransit Association

<http://www.tlpa.org/>

Texas Department of Transportation

<http://www.dot.state.tx.us/>

Texas State Data Center

<http://txsdc.utsa.edu/>

Texas Transit Association

<http://www.texasransit.org/>

Texas Transportation Institute

<http://tti.tamu.edu/>

The Beverly Foundation

<http://beverlyfoundation.org/>

The Transportation Planning Capacity Building Program

<http://www.planning.dot.gov/default.asp>

Transit Cooperative Research Program

<http://www.tcrponline.org/index.cgi>

United We Ride

<http://www.unitedweride.gov/>

Wichita Falls MPO

<http://wfmpo.org/>

Publications

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A Handbook for Coordinating Transportation Services Volume 1. Ohio Department of Transportation Office of Public Transportation. October 1997.

Building an Individual Transportation Plan. United We Ride.

Coordinated Human Service Transportation State Legislative Approaches. National Conference of State Legislatures. January 2005.

Coordinating Public Transportation with Other Federal Programs. Research Results Digest. Transit Cooperative Research Program. April 1998.

Developing, Designing and Delivering Community Transportation Services. RTAP: A Rural Transit Assistance Program of the Federal Transit Administration. Revised 2001.

Framework for Action, Building the Fully Coordinated Transportation System. Self Assessment Tools of Communities, States. Department of Transportation. 2004.

Guaranteed Ride Home Programs: A Study of Program Characteristics, Utilization and Cost. Prepared by William B. Menczer, Program Analysis Officer, Office of Policy and Performance Management, Federal Transit Administration. May 19, 2006.

Improving Public Transportation Services through Effective Statewide Coordination. NGA Center for Best Practices. 2002

Innovative Practices in Paratransit Services. Easter Seals Project Action. 2002.

Let's Go A Directory of Transportation Options in Your Community. Developed in a partnership by United We Ride, Administration on Aging, the Beverly Foundation, Westat.

Medical Transportation Toolkit and Best Practices. Community Transportation Association. Third edition 2006.

Moving Rural Residents to Work, Lessons from Eight Job Access and Reverse Commute Projects. By Eileen S. Stommes and Dennis M. Brown.

Planning for Transportation in Rural Areas. Federal Highway Administration In Cooperation with the Federal Transit Administration. July 2001.

Transit Cooperative Research Program (TCRP)

- Report 101 Toolkit for Rural Community Coordinated Transportation Services. 2004.
- Report 82 Improving Public transit Options for Older Persons Volume 1: Handbook. 2002.
- Report 82 Improving Public Transit Options for Older Persons Volume 2: Final Report. 2002.
- Report 70 Guidebook for Change and Innovation at Rural and Small Urban Transit Systems. 2001.

- Report 108 Car Sharing: Where and How it Succeeds. 2005.
- Report 95 Transit Information and Promotion. 2003.
- Report 88 A Guidebook for Developing a transit Performance-Measurement System. 2003.
- Report 76 A Guidebook for Selecting Appropriate Technology Systems for Small Urban and Rural Public Transportation Operators. 2002.
- Report 56 Integrating School Bus and Public Transportation Services in Non-Urban Communities. 1999.
- Report 64 Guidebook for Developing Welfare-to-Work Transportation Services
- Synthesis 55 Geographic Information Systems Applications in Transit. 2000.
- Special Report 257 Making Transit Work Insight from Western Europe, Canada, and the United States. 2001.

White Paper Overcoming Coordination Barriers: Barriers and Obstacles to Coordination of Public and Human Services Transportation. National Consortium on the Coordination of Human Services Transportation. January 3, 2005.