



Semiannual Transit Operator's Business Meeting

Settling in 8:30 AM – 8:40 AM



July 10, 2025

Agenda

8:30 A.M. – 8:40 A.M.	1. Settling in / Welcome
	2. Safety Brief
	3. Director's Report
	4. FTA Update
	5. Service Expansion Program Update
10:00 A.M.	6. Break
	7. Transit Leadership Program
	8. EV Pilot Update: Lessons Learned
11:30 A.M.	9. Lunch
1:00 P.M.	10. Transit Workers Assault – Are you prepared?
1:45 P.M.	11. Five-year Regional Coordination Plans
2:15 P.M.	12. Break
2:30 P.M.	13. Statewide Multimodal Transit Plan (SMTP) Update
3:00 P.M.	14. General Q & A / Adjourn

Agenda #2: Safety Brief

Building Safety Information



The University of Texas at Austin Commons Conference Center

2901 Read Granberry Trail, Austin, TX 78758 | 512.471.5898





EXITS



Number of Exits:

Six exits

Locations By:

- Stadium/Lil Tex
- Big Tex/Atrium
- Balcones
- Balcones/Commons Café
- Campus Dining





Tornado/Severe Weather Warning



UT outdoor alarm will sound. Shelter in place is gym/locker rooms





Assembly Location

Assembly Location:
Is at the soccer field across the
Exploration Way





Fire Extinguisher and Defibrillators



Fire Extinguisher is located outside of Big Tex and in Café.



We have three Defibrillators:

- Outside of Guest Services
- In the Café
- Outside of Stadium



Agenda #3: Director's Report

- **Key Agenda Items:**

- Service Expansion Program
- Transit Leadership Program
- Five Year Regional Coordination Plans
- Statewide Multimodal Transit Plan

- **Other items**

- Legislative Session Results
- Upcoming Commission Actions: July – \$96 million in transit program funding
- Bus and Bus Facilities Discretionary Grant Application
- Upcoming Rule Making
- National RTAP Conference – December 7-10, 2025 @ the Hyatt Regency Austin.

Agenda #4: FTA Updates

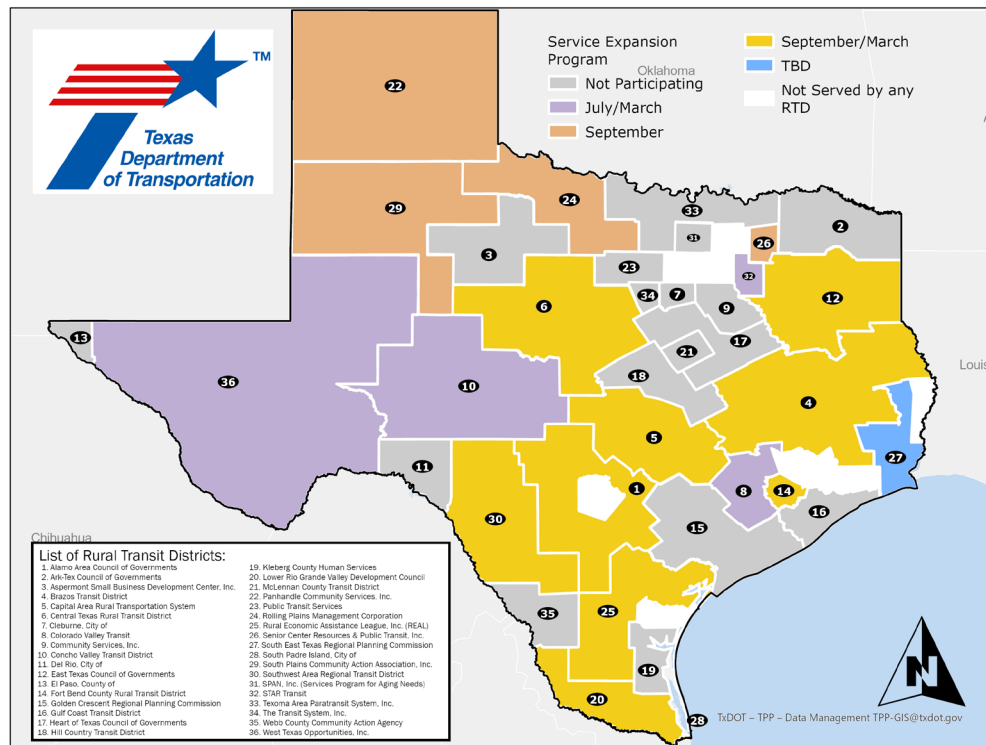
Agenda #5: Service Expansion Program

Program Goal:

- Expand service in unserved and underserved areas using the most efficient combination of service design, quality service, resources, innovation, and technology available.
- Demonstrate the use and effectiveness of additional funding for service

Funding and Projects

- 12 Million for FY 2024 and FY 2025; continued through FY 2027
- 20 RTD's participating
- 48 Approved Projects
 - 4 Early Projects (June 2024 Start)
 - 25 FY 2025 Projects (September 2024 Start)
 - 19 Phase 2 FY 2025 Projects (March 2025 Start)



Service Expansion Program

Phase 1 and 2 Burn Rate

Number of months for full expenditure	By PGA end date of 8/31/26	Within 3 months of PGA end date	Within 8 Months of PGA end date	More than 9 months after PGA end date
Number of agencies	1	1	4	13*

14 Months left in FY 2025 PGAs

Billings through the end of June

- Total RFR's to date: \$2,505,790
- 30–60-day lag time on current billings

Issues:

- 4 agencies in **red** are showing a burn rate that would take more than 100 months for full expenditure

* 3 agencies burn rate are unknown due to lack of billings

Service Expansion Program

Performance Status

Number of Key Performance Indicators Met	5	3-4	1-2	0
Phase 1 Projects	4	9	14	2
Phase 2 Projects	0	7	5	7

Performance numbers are based on information through May 2025

Significant Data Issues:

- Issues with almost half the agency reports
- Lack of timely reporting
- Incomplete reports/ incorrect data

Service Expansion Program

Program Timeline

FY2024			FY 2025												FY 2026												FY 2027
June (2024)	July	August	September	October	November	December	January (2025)	February	March	April	May	June	July	August	September	October	November	December	January (2026)	February	March	April	May	June	July	August	September
							Q			Q			Q			Q			Q			Q					

Phase 1 Early start
Phase 1 Start
Phase 2 Start
Reprogramming of Funds
Future Funding Amounts Determined
2025 PGA Expiration Date
2026-2027 Biennium Awards Effective

Q - Quarterly Data Assessed

Quarters:

Sept.-Nov.

Dec.-Feb.

Mar.-May.

Jun.-Aug.

Service Expansion Program

Next steps:

- Reprogramming funds by end of FY 2025
 - The commission authorized the adjustment of award amounts to each SEP agency within 25% of their total award
 - Total amount awarded must not exceed the \$12M total
 - Some PGAs to be reduced, others increased
 - Expiration dates potentially revised
 - Decisions: July 21, 2025
 - Amendments executed: August 31, 2025
- FY 5339 Discretionary NOFO
 - \$3M for SEP fleet expansion
 - FTA decision anticipated Sept. 2025

BREAK

Agenda #6:

Where in the world?

Where in the world?





Agenda #7: VALUE OF TRANSIT AND TEXAS TRANSIT LEADERSHIP INSTITUTE SUMMARY

Mark Aesch and Ehren Bingaman

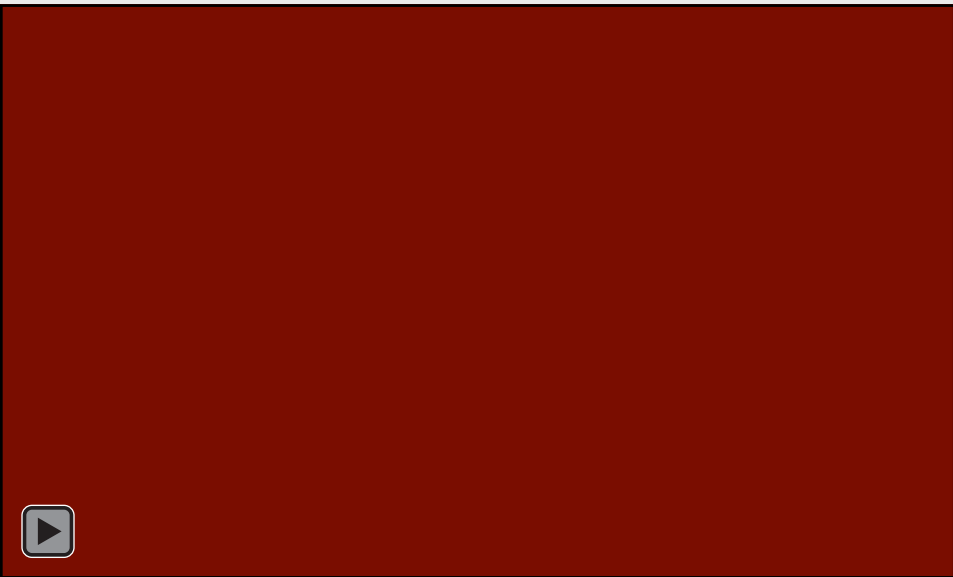
Today's TransPro Minute . . .

1. Value of Transit Opportunity
2. Recap of TTLI 2024/2025 – *Developing an Action Oriented Strategic Plan*
3. TTLI 2025/2026 - Leadership Development Call for Candidates

VALUE OF TRANSIT OPPORTUNITY

Re-Visiting The Traditional Transit Mindset

Getting More Money & Moving More People

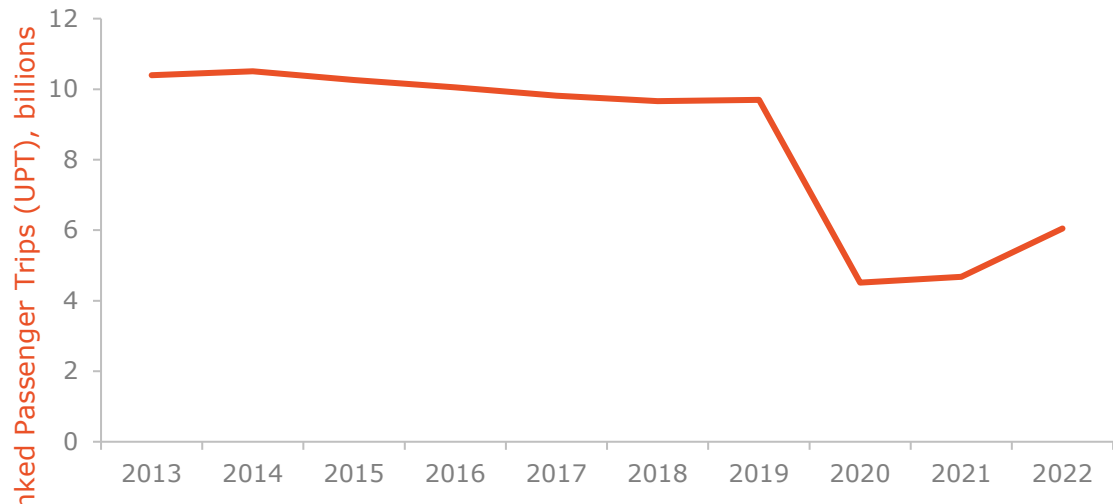


State of the Industry

If Ridership is the
Definition of Success....

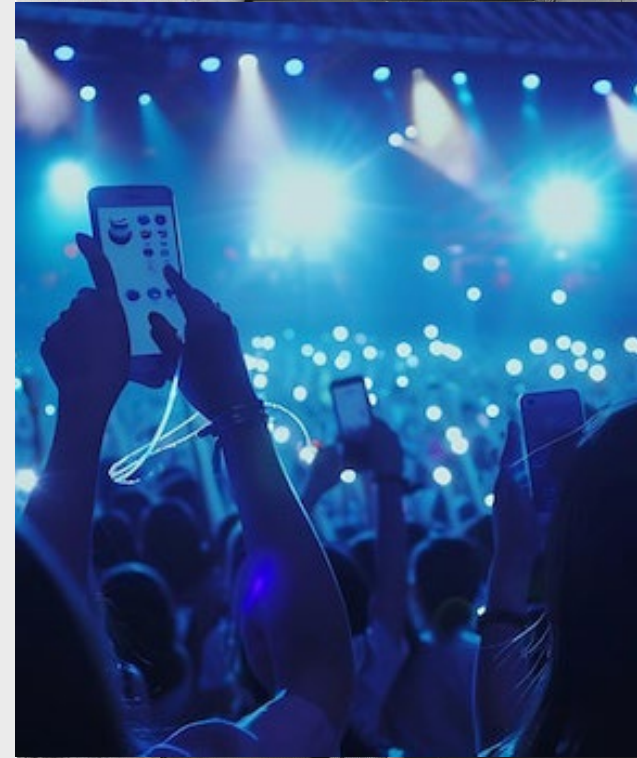
Unlinked Passenger Trips and Federal
Funding, 2013-2022

— UPT



....We're
Not Very
Good At
It

Industry Transformation



How Transit Transformed



If you get to pick one, what would you choose?

Ridership



Happier Customers

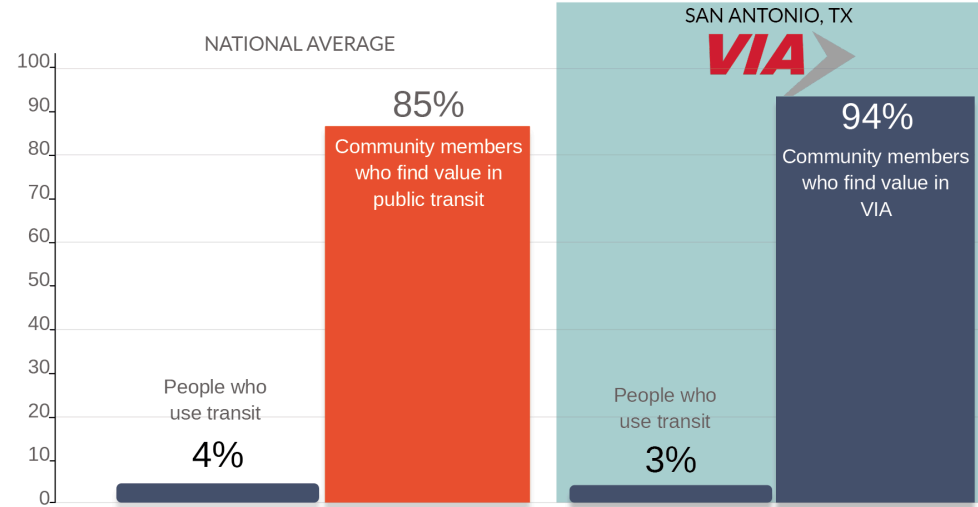


Community Value





Far more community members find value in transit than actually use it.



TRANSDASH NEWS

VALUE OVER VOLUME SINCE 2023

VIA satisfaction remains high at 82%
OTP and bus shelters are priorities

Let's Move from
 Telling Our Story

 To Telling THEIR
 Story

VALUE OF TRANSIT: OUTCOMES BASED METRICS AND STATEWIDE DASHBOARD

LIMITED NATIONAL OUTCOMES



- Satisfaction
- Connectivity
- Ridership
- Congestion
- Environment
- Health
- Community
- Economic Impact
- Economic Development
- Finance
- Workforce

TxDOT INVITES YOU TO JOIN IN THE TRANSFORMATION

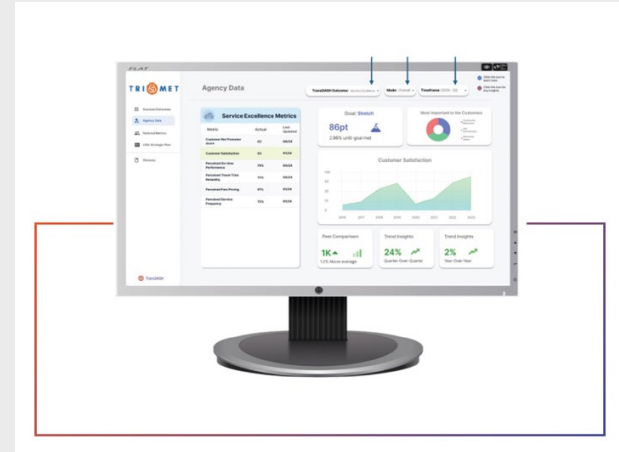
Inviting agencies of all size across Texas to define a draft set of metrics that will form the foundation of *value of transit* performance reporting:

1. Metric Development
2. Metric Reporting

VALUE OF TRANSIT: OUTCOMES BASED METRICS AND STATEWIDE DASHBOARD

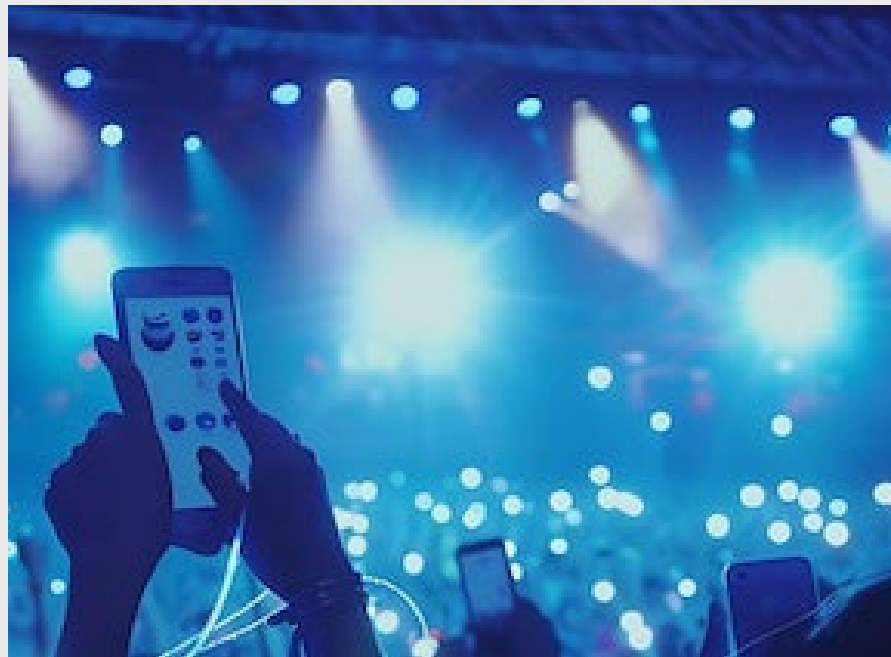


Value of Transit Report
to share with Stakeholders,
Board, and Community



Statewide Dashboard
Framework

The World is Changing, We Are Not....



Changing the thinking of our transit organizations requires changed leaders, let's talk about how TxDOT is creating a space for these leaders to lead...

VALUE OF TRANSIT



Join us for a Virtual Kick Off Call

Thursday, August 21st

1PM-2:30PM



Series of Three (3) Focus Groups To Take Place Early



Interested in participating?

***Email David Johnson at
David@transproconsulting.co
m***

RECAP OF TTLI 2024-2025

2025 TTLI Strategic Plan Certified Agencies

CERTIFICATE
— OF COMPLETION —

PRESENTED TO
City of New Braunfels

upon completing the
2024-2025 Texas Transit Leadership Institute
Foundations of Strategic Planning
September 2024 - May 2025

Eric Gleason

Eric Gleason
TxDOT



Mark Aesch

Mark Aesch
TransPro
Driving Excellence

City of New Braunfels

STAR Transit

Fort Bend Transit

City of Waco

Brazos Transit District

Gulf Coast Transit District

Lower Rio Grande Valley Development Council

East Texas Council of Governments

2025 TTLI Strategic Plan Topics Covered

- ✓ Organizing Around Your **Why**
Developing Purposeful Mission, Vision and Values
- ✓ Defining **What** Success Looks Like
Developing Success Outcomes not Activities
- ✓ Having Clarity Around **How** The Agency Shows Up
Developing Strategic Work Plans
- ✓ Identifying **Who** is Championing Implementation
Strategic Dashboards to Measure Progress



TEXAS TRANSIT LEADERSHIP INSTITUTE | STRATEGIC PLAN OVERVIEW



**“They understood we are
not all the same and
allowed us to work
within our constraints
/abilities. They pushed
just enough!”
-Cohort Participant**

TEXAS TRANSIT LEADERSHIP INSTITUTE | STRATEGIC PLAN OVERVIEW



Alumni Panelist Discussion

TTLI 2025-2026 Call for Candidates

TEXAS TRANSIT LEADERSHIP INSTITUTE – NEXT OPPORTUNITY

Join us for an exclusive gathering of transit leaders and executives to broaden and develop leadership skills in (and out!) of the transit space!

Next Class Begins October 2025

Self development topics including:

Developing your personal brand, communicating your why, and developing personal success goals.

Leading teams including topics around communication strategies, providing feedback and developing success outcomes that move the needle for your customers.

Industry and community facing topics such as measuring value over volume, focusing on what matters most to your community, managing your message, and celebrating success.



SPACE IS LIMITED!

Interested in joining
the 2025-2026 TTLI Cohort?
Submit a letter of interest along
with a current bio/resume to:
Vicki.AldrighettiMata@txdot.gov

Download our Program Flyer Here:



Agenda #8: Electric Vehicle Pilot Implementation

Interim Update

July 9, 2025

The logo for HATCH, featuring the word "HATCH" in a bold, orange, sans-serif font. The letter 'A' is stylized with a triangle inside it.

Electric Vehicle Pilot Overview

- Project Update
- Vehicle Procurement
- Charger Procurement
- Charger Installation
- Performance Monitoring
- Next Steps

Pilot Project Update

	Planned	Status
CARTS	<ul style="list-style-type: none"> • 5 Electric Vans • 5 Level 2 chargers (Bastrop Station, Taylor Station, and Depot) 	<ul style="list-style-type: none"> • Vehicles Delivered • Chargers Installed • Performance is being monitored
SCRPT	<ul style="list-style-type: none"> • 4 Electric Cutaways • 4 Level 2 chargers 	<ul style="list-style-type: none"> • Vehicles awaiting delivery • Chargers Installed
STAR	<ul style="list-style-type: none"> • 5 Electric Cutaways • 5 Level 2 chargers (depot) • 1 DC Fast Charger (depot) 	<ul style="list-style-type: none"> • Vehicles awaiting delivery • Chargers delivered • Construction contract awarded with construction start in beginning of July
El Paso County	<ul style="list-style-type: none"> • 4 Electric Cutaways • 5 Level 2 chargers (Sun Metro's Westside Transfer Center) • 1 DC Fast Charger (Sun Metro's Westside Transfer Center) 	<ul style="list-style-type: none"> • Vehicles awaiting delivery • Chargers purchased and are stored awaiting installation • Charging infrastructure design underway

Vehicle Procurement

- Limited amount of light and medium duty vehicles available on the market
- Only one van and one cutaway models that have participated in Altoona testing and meet Buy America
 - Ford E-Transit van and UES electric cutaway (Altoona testing still ongoing)
- Agencies preferred to complete procurements through open state contracts
 - Oklahoma state contract used for van procurement
 - Georgia state contract used for cutaway procurements



Ford E-Transit Electric Van



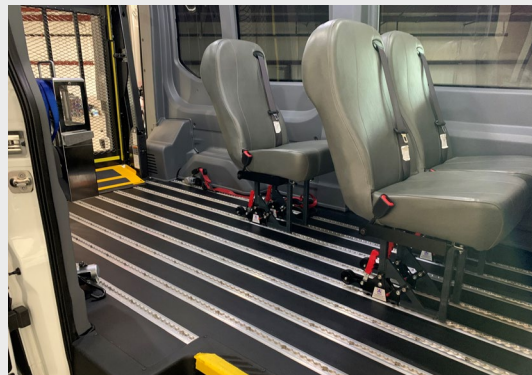
UES Electric Cutaway

Vehicle Selection: Electric Vans

- Ford E-Transit Van
 - Original Equipment Manufacturer (OEM) Product
 - Model1 Commercial Vehicles upfits the vehicles with transit seating and other optional equipment and sells them through the Oklahoma state contract
 - 89 kWh battery capacity
 - Typically, 3-2 seating
 - 80-150 miles of range dependent on duty cycle and age of vehicles



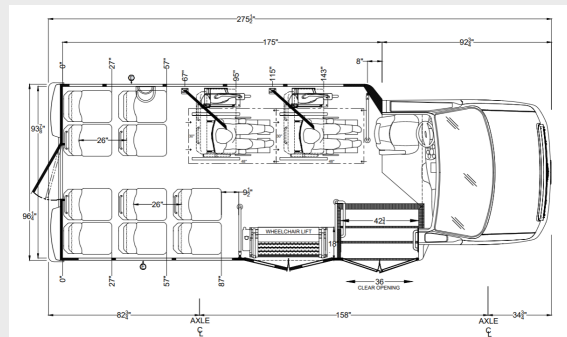
Ford E-Transit Electric Van



3-2 Seating Layout

Vehicle Selection: Electric Cutaways

- Purchased from ABC Bus Company (retailer) who has an open contract with the State of Georgia
- Not an OEM product
 - Aftermarket upfit of E-450 chassis by Unique Electric Solutions (UES) in Long Island, New York
 - Internal combustion drivetrain is removed and replaced with electric propulsion and batteries
- 120 kWh of battery capacity
- 10+2 Seating arrangement



10+2 Seating Layout



Example Completed Electric Cutaway

Electric Cutaways: Upfitting Process



Chassis is shipped to New Paris, Indiana where transit body is installed by Turtle Top

- First chassis in New Paris, Indiana

Retailer (ABC) is allocated a chassis from Ford

Cutaway is shipped from ABC to Long Island, New York where UES replaces the propulsion system

Completed cutaway will be shipped to three agencies in Texas

- First buses will be shipped to SCRPT in August 2025

Up to 1
Year

Electric Cutaways: Example Chassis



Example of a cutaway chassis being upfit with electric propulsion by UES for a transit agency in New York

Charger Selection

- Ford provides level 2 (AC) chargers with the purchase of the E-Transit vans
- Chargers are not provided with the UES cutaways, so separately purchased
- Hatch evaluated various charger models and suppliers to identify the most qualified vendor
 - ChargePoint was selected because they:
 - Have the largest open charging system network in the world
 - Demonstrated product reliability and support
 - Supply Buy America compliant level 2 (AC) and level 3 (DC fast chargers) chargers
 - Were available through a cooperative purchasing contract (Sourcewell)
- All chargers have been procured and delivered



Ford Level 2 Charger



ChargePoint Level 3 (DCFC) Charger

Installation of Level 2 Chargers

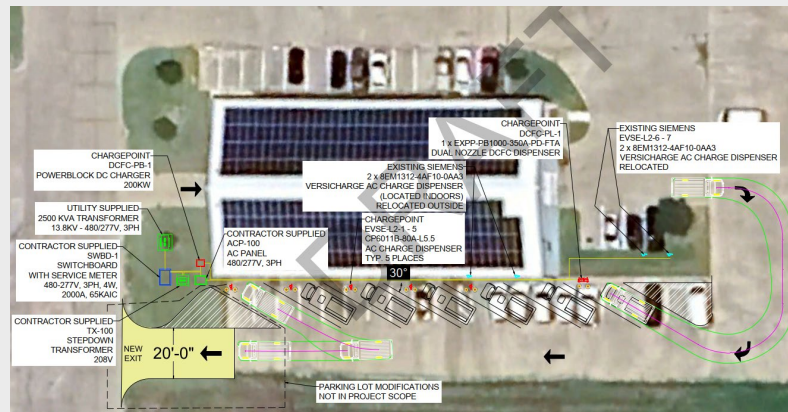
- CARTS and SCRPT installed level 2 chargers only
- Installation of level 2 chargers are typically less complicated than the installation of level 3 chargers
 - Do not require detailed engineering drawings
 - Utility and panel upgrades are typically minimal
 - CARTS issued purchase order for installation services in May 2024
 - Installation was completed in July of 2024
 - SCRPT issued purchase order for charger installation in March 2025
 - Installation was completed in May 2025



Charger installation at Taylor Station (CARTS)

Installation of Level 3 Chargers

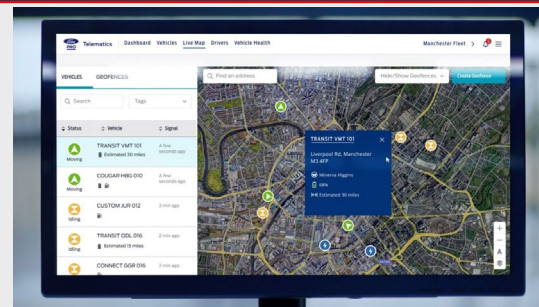
- El Paso County and STAR are installing level 2 and level 3 chargers
- Installation of level 3 chargers increases complexity and costs compared to the SCRPT and CARTS projects
 - Require detailed engineering drawings which take 3-6 months to prepare
 - STAR detailed design completed in May 2025, contractor selected and construction starts in beginning of July 2025
 - El Paso County design will be completed as soon as the County conducts a survey of the installation site
 - Construction expected to take 8-12 weeks to complete at each location
 - Utility upgrades are substantial and expensive



Draft Charger Installation Design Layout
for STAR

Performance Monitoring

- As vehicles and chargers go into service, performance is being monitored using telematics software
- Data loggers and wireless communications devices are installed on vehicles and chargers to transmit data
- Telematics software monitors performance and status of vehicles and chargers in real time
- Ford provides telematics software with the purchase of the E-Transit vans to be used by CARTS
- Third party ViriCiti telematics equipment and software was purchased to monitor chargers and vehicles for SCRPT, STAR, and El Paso County



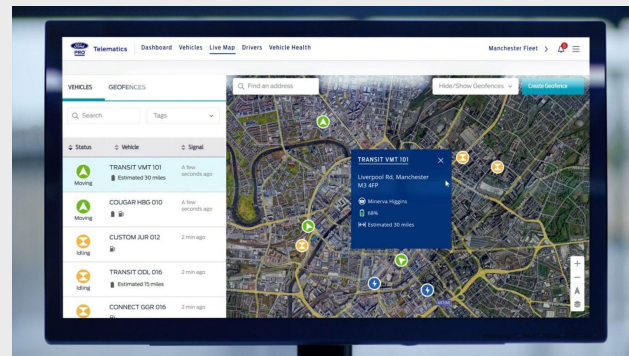
Ford Telematics (used by CARTS)



ViriCiti telematics (used by El Paso County, SCRPT, and STAR)

Performance Monitoring

- TxDOT and the participating agencies selected the following performance metrics to track with the telematics software:
 - Vehicle efficiency
 - Vehicle charging costs
 - Vehicle Utilization
 - Emissions Mitigations
- CARTS is the only agency which has begun service with the pilot vehicles and chargers
 - The following slides present the data collected thus far



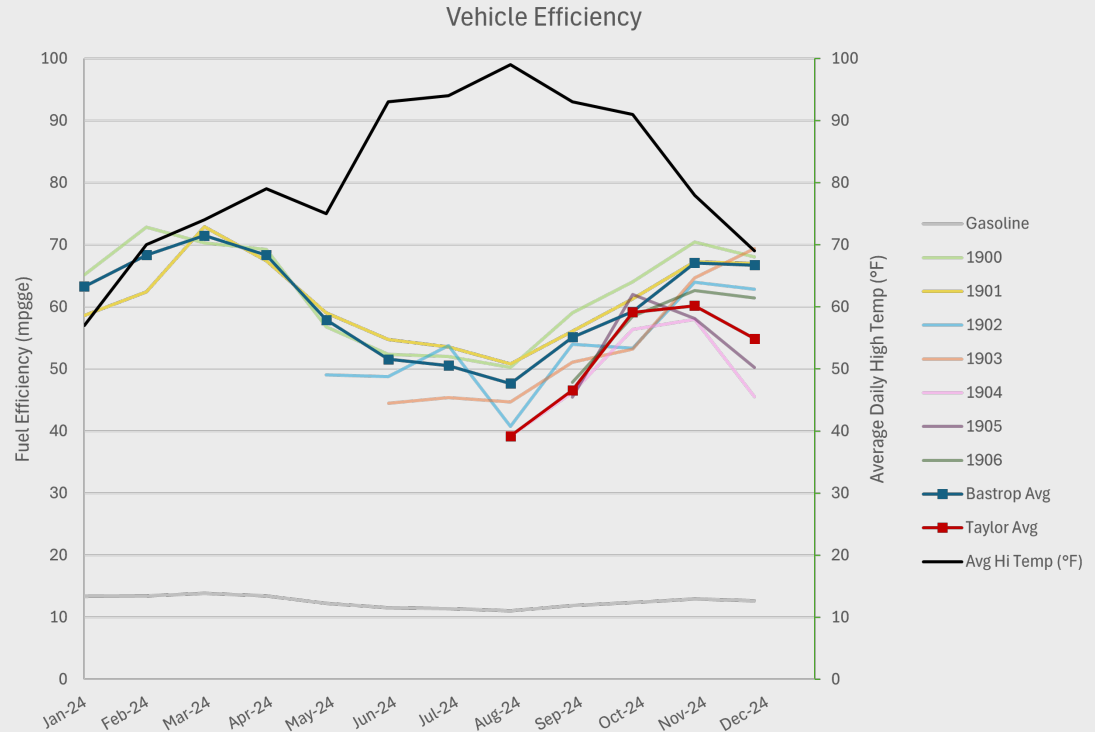
Ford Telematics (used by CARTS)



CARTS chargers at Bastrop location

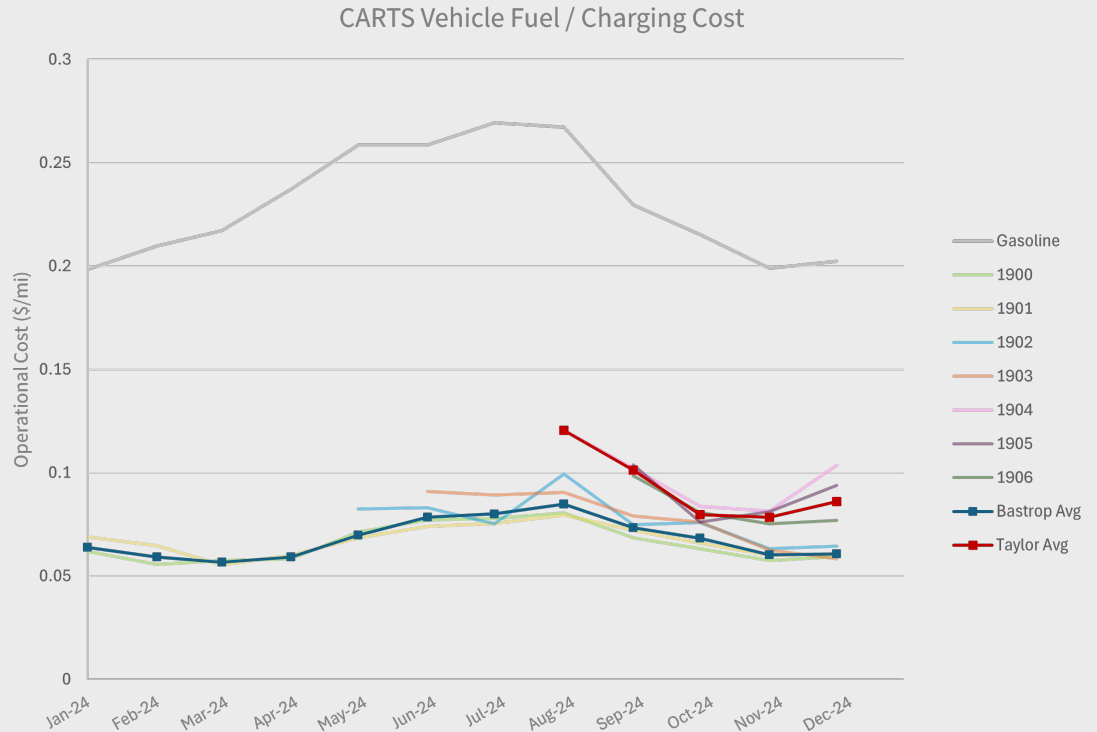
CARTS Performance Monitoring: Van Efficiency

- Efficiency for electric vans is converted to miles per gallon gasoline equivalent (mpgge) for comparison to internal combustion vehicles
- Fuel efficiency tends to drop during summer months, likely due to increased use of cooling systems and battery performance
- In all scenarios, electric vans are far more efficient than gasoline counterparts



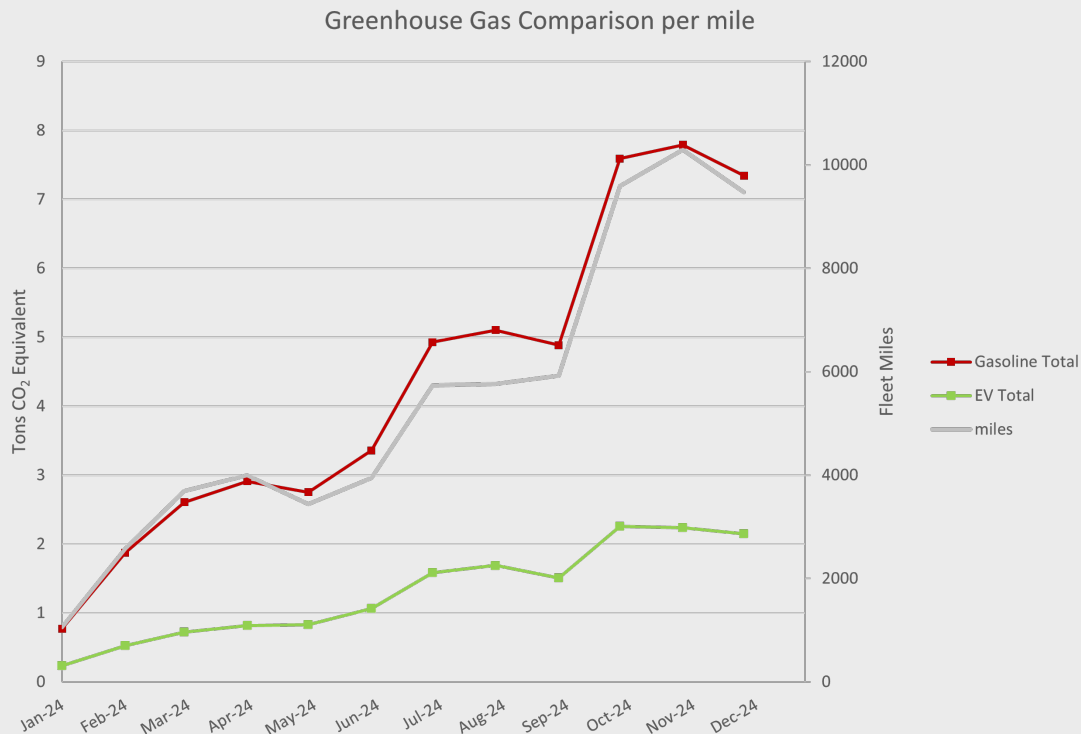
CARTS Performance Monitoring: Fuel/Charging Cost

- Overall, electricity cost per mile for EVs is 21% of the comparable gasoline cost per mile
- Charging costs increase during summer months based on vehicle efficiency
- Taylor electricity cost is higher than Bastrop due to local utility pricing
- Gasoline cost based on EIA TX average cost



Electric Van Greenhouse Gas Emissions

- Electric vehicles GHG emissions based on average TX power grid mix
- Gasoline vehicle GHG emissions based on monthly fleet miles
- Emissions are highly dependent on miles traveled for the month



Next Steps

- Complete charger installation for STAR (August - September 2025)
- Delivery of cutaway vehicles expected to start September 2025
- Complete charger designs and installations for El Paso County (Fall 2025)
- Monitor performance of vehicles and chargers through 2027
- Author final report on project findings (End of 2025)





6th National RTAP Conference in Austin, TX

Register Today!

Wrangling Access and Mobility in Rural and Tribal Transit December 7-10, 2025 – Austin, Texas

Five Topical Conference Tracks, preconference/conference workshops

- Administration and Compliance
- Coordination and Planning
- Operations and Technology
- Training and Guidance
- Innovations and Research
- Workshops
- Grant Writing
- Financial Management
- Planning
- Others

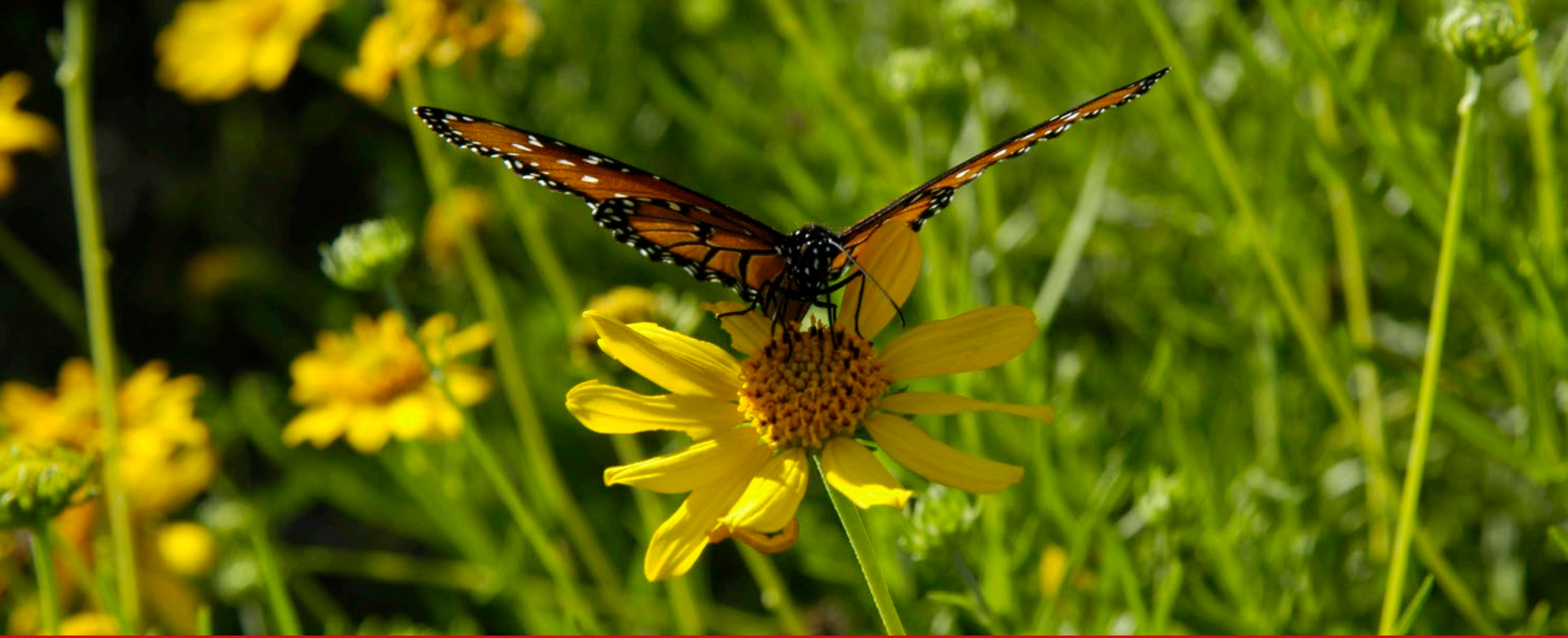


Agenda #10:

Transit Workers Assault

Are you prepared?

Scott Lewis/GM-Longview Transit



Five Year Regional Public Transportation Coordination Plan Update Application

Public Transportation Division



July 10, 2025

Agenda #11 - Preview



Coordinated Transportation



Why You Need a Coordination Plan



Transit Agency Role



Guidebook Intent



Schedule



Contact

Coordinated Transportation



INTEGRATING
SYSTEMS OR
MODES



IMPROVING OR
EXPANDING
ACCESS



OPTIMIZING
THE USE OF
RESOURCES



MINIMIZING
DUPLICATION
OF SERVICES



COLLABORATING
TO SOLVE
PROBLEMS



MAXIMIZING
AVAILABLE
FUNDING



SHARING
INFORMATION



PROMOTING
SUSTAINABLE
ALTERNATIVES

Coordination Plan Requirements - Federal

- Section 5310 Funding Dependent on Inclusion in Plan
- Stakeholder Engagement & Public Involvement Process Specifics
- **Urbanized Areas:** Project Funding Requires Inclusion In MTP, TIP, and STIP
- **Non-Urbanized (Rural) Areas:** Projects Must be In or Consistent with Texas Statewide Long-Range Transportation Plan and STIP
- **Must Align** with Title VI, ADA, other Civil Right Requirements

FTA circular C 9070.1H, effective November 1, 2024 (FTA, 2024)

Coordination Plan Requirements - State

Intent:

1. to **eliminate waste** in the provision of public transportation services;
2. to **generate efficiencies** that will permit increased levels of service; and
3. to further the state's efforts to **reduce air pollution**.

Requirement to Identify:

- Overlaps and gaps in public transportation services and services more effectively provided by private transportation
- Underused equipment owned by public transportation providers
- Inefficiencies in the provision of public transportation service

Texas State Management Plan (TxDOT, 2024) and Chapter 461 of the Texas Transportation Code (Texas Legislature, 2003)

Types of Coordinated Transportation

- **Multi-Modal Integration**
 - Buses, vans, walking, biking, trains, cars....
- **Shared Services**
 - Human services, public transit, ride-sharing, on-demand, demand-response, carpools, shuttles.....
- **Route and Schedule Coordination**
 - Aligning schedules and routes, transfers, connections.....
- **Information Sharing and Technology**
 - Real-time vehicle-location information, customer-facing apps, scheduling technology, GTFS feeds.....

Examples of Coordination Strategies

Cooperative Agreements

- Sharing information
- Joint procurements

Joint Use Agreements

- Purchasing support services
- Vehicle sharing
- Facility sharing
- Technology sharing

Purchase of Service / Consolidation

- Purchasing rides
 - Commingled
 - Separate
- Consolidated system

Transit Agency Role

#1 Request: be active and stay engaged now and during plan implementation

- Assign a representative who can attend meetings and follow up on action items (consider having a back up)
- Respond to requests for information from your lead agency/the consultants working on the plan
- Prepare to engage your riders as part of public involvement and plan review
- Consider collaboration opportunities as they arise
- Discuss any issues with the plan with the coordination committee so that you can achieve consensus

Guidebook Intent

- To provide information and tools to the Lead Coordination Agencies & Regional Coordinating Committees
- To provide guidance in:
 - Determining projects, strategies, and approaches
 - Prioritizing projects, strategies and approaches
 - Developing a Plan that is organized based on the new outline
 - Utilizing methodologies and tools that will help develop content
 - Developing a Plan that meets Federal and State requirements

Parts of the Plan

- **Public Outreach & Community Engagement**
- Geographic Area Assessment
- Demographic Assessment
- **Transportation Assessment**
- **Transportation Needs & Gaps Assessment**
- **Goals, Strategies, Projects Prioritization**
- **Approvals from Lead Agency and Coordination Council**

Transportation Provider Assessment



Makes up a large portion of the Plan



Provides a crucial component to understanding unmet need



Usually done via Transportation Provider Survey

Transportation Provider Survey

Provider Survey/Questionnaire

- General Information
- Service modes, models and policies, including existing instances of coordination
- Fleet inventory and utilization
- Vehicle operators
- Supporting technology
- Ridership, Operating Costs, Revenues
- Perceptions of needs met and unmet

Survey with Follow-up or Interviews

- Whatever makes sense to get data

Plot Provider Services on County/Regional Maps

- Create Maps for different days/time periods
- Distinguish services by client/trip eligibility

Fleet Inventory and Utilization Assessment

- The fun part
- The hard part
- Where the rubber meets the road

Useful Tips:

- This is where coordination happens
- Consider cost allocation opportunities
- Be curious and approach your inventory like a puzzle

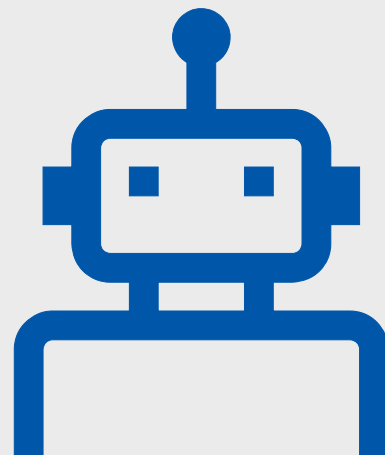


Supporting Technology

- Another important puzzle piece
- Varying degrees of technical complexity
- Important to consider technological appropriateness

Key questions to answer:

- What systems are used for collecting trip requests and assigning those requests to drivers and vehicles? Is it working? How do you know?
- What are the primary objectives of the technology being used? Are those goals being met? How do you know?
- Do the goals for the technology match your goals as a coordinating body?



Five Year Coordination Plan Guidebook and Appendices

Coordination Plan Guidebook

<https://transitplanningtx.org/resource/coordination-plan-guidebook/>

Appendices

<https://transitplanningtx.org/resource/guidebook-tools-and-templates/>

Coordination Plan Timeline (Suggested) July 2025-January 2026

July	August	September	October	November	December	January
Provider Survey Development and Launch	Survey completed; Follow-Up Interviews	Begin preparing Transportation Provider Profiles	Transportation Provider Profiles Complete	Assess Duplication of Service and Gaps by County, Service Days and Times, Eligible Customers, and Trip Purpose		
				Interim Report due on or before Dec 23		
					PTN Review	

Coordination Plan Timeline (Suggested) February-October 2026

Feb	March	April	May	June	July	August	Sept	October
Identification and Prioritization of Unmet Needs								
		Development of Goals and Strategies						
				Prioritization Workshop				
					Draft Final Plan		Final Plan	
							RCC Approval	
								Plan Submitted to PTN

Questions?

If you don't want to ask now, talk to your PTC

- They will reach out to me if you need further clarification or information
- We can have a call to discuss

Agenda #12: Break



Texas Statewide Multimodal Transit Plan

PTN Semi-Annual Operators' Meeting



July 10, 2025

Agenda #13: Texas SMTP 2050 Development Timeline



Texas Transit Vision

A safe, universally accessible, and integrated network of transit mobility options that connects people seamlessly, both locally and across the state, supporting an improved quality of life and a resilient and vibrant economy by 2050 and beyond.

Texas SMTP 2050 Goals



Safety and Security



Asset Preservation



Mobility



Connectivity



Economic Vitality



Stewardship

Outreach and Engagement: Fall 2023 – Fall 2024



Steering
Committee



MTA & MPO
Engagement



PTAC
Engagement



Public
Surveys



Semi-Annual
Operators Meetings



Social Media
Campaigns



Emphasis Area
Working Groups

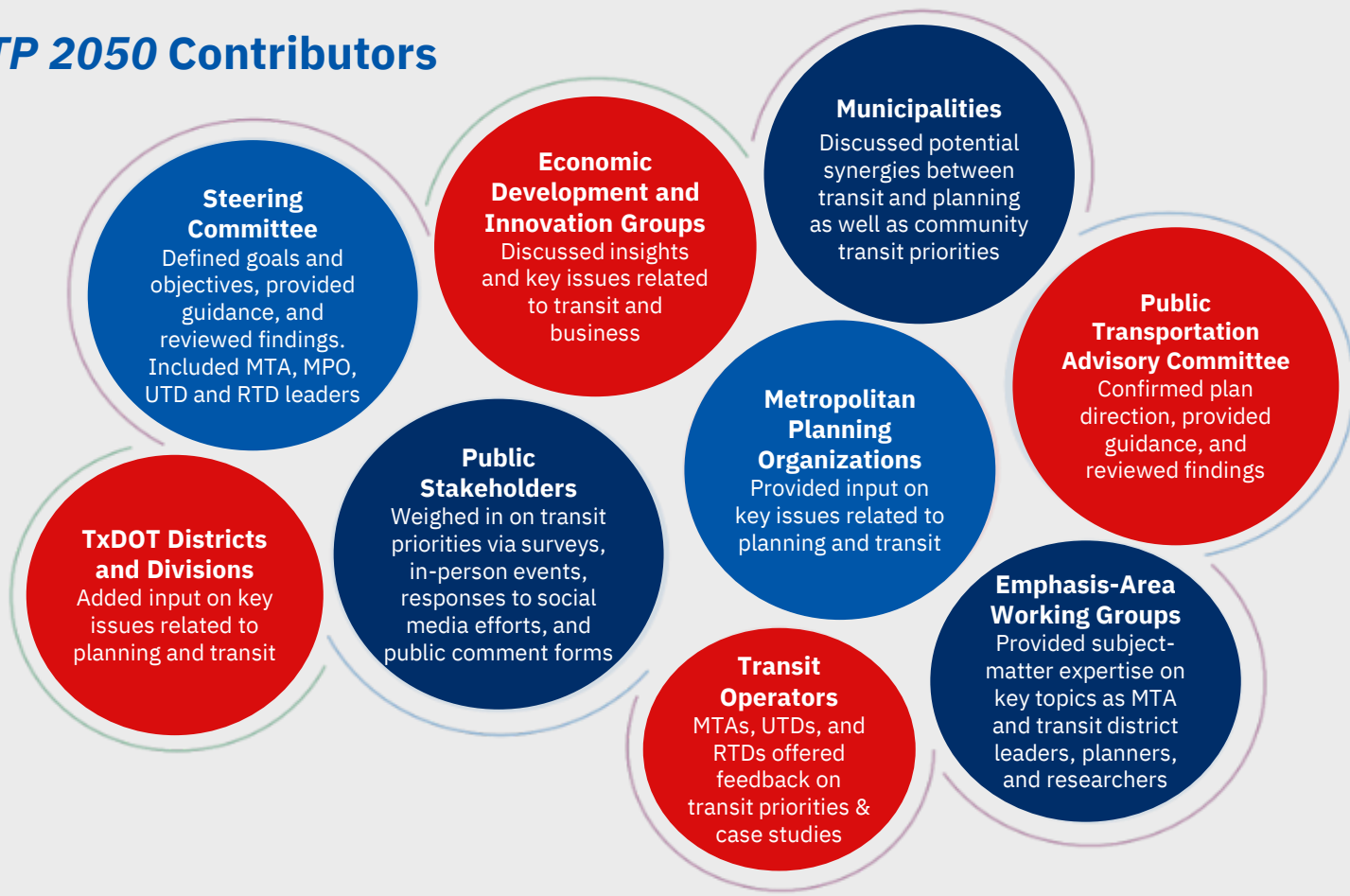


TxDOT Districts



Targeted
Stakeholders

Texas SMTP 2050 Contributors



Needs, Gaps, and Challenges

Technical analysis and feedback from public and stakeholder engagement efforts were used to identify transit needs, gaps, and challenges.



<i>Urban and Rural Area Transit Services</i>	<i>Intercity Connections</i>	<i>Planning and Design</i>	<i>Funding – Expand and Maintain Services</i>
<ul style="list-style-type: none"> • Growing urban areas • Transit access to economic opportunity • Congestion • Rural and small urban area general mobility networks • Workforce recruitment, training and retention 	<ul style="list-style-type: none"> • Statewide transit service network and connectivity • Intercity connectivity • Governance limitations 	<ul style="list-style-type: none"> • Transit and the transportation planning and design process • Resilience for transit • Public awareness of transit's importance • Inconsistent considerations of transit in economic development • Aligning transit with development and transit-supportive land uses 	<ul style="list-style-type: none"> • Need to expand and maintain service levels - projected cost and funding • Need to maintain aging transit infrastructure and assets • Funding for new and improved service • Limited funding mechanisms to support new service, existing service, and service-related capital investments

Strategies


Needs, gaps, and challenges were aligned with corresponding strategies intended to address the issues. The strategies below emerged from a list of over 250 ideas and have been crafted with stakeholder feedback at top of mind.





<i>Urban and Rural Area Transit Services</i>	<i>Intercity Connections</i>	<i>Planning and Design</i>	<i>Funding – Expand and Maintain Services</i>
<ul style="list-style-type: none"> Establish minimum levels of service and identification of priority corridors Integrate all transit modes and mobility options with other transportation modes Establish institutional and organizational partnerships to promote comprehensive workforce development 	<ul style="list-style-type: none"> Identify a statewide route and hub network Develop governance framework for statewide and regional intercity services Implement technology to transform seamless travel statewide 	<ul style="list-style-type: none"> Research and documentation of state-wide Texas transit benefits Integrate transit through local, regional, and statewide planning Incorporate transportation technology Prioritize safety and resiliency Enhanced research, reporting and knowledge sharing 	<ul style="list-style-type: none"> Maximize use of existing funding Expand sources, flexibility, and levels of funding


Advancing Strategies: Initial Implementation Steps


Building on the initial strategies and implementation actions, priority steps have been identified to jumpstart the process and build a strong foundation for realizing *Texas SMTP 2050*.


- 
- 1** Establish a community of practice to address small urban and rural transit challenges.
TxDOT-facilitated

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- 2** Develop a statewide transit network and hub plan.
TxDOT-led

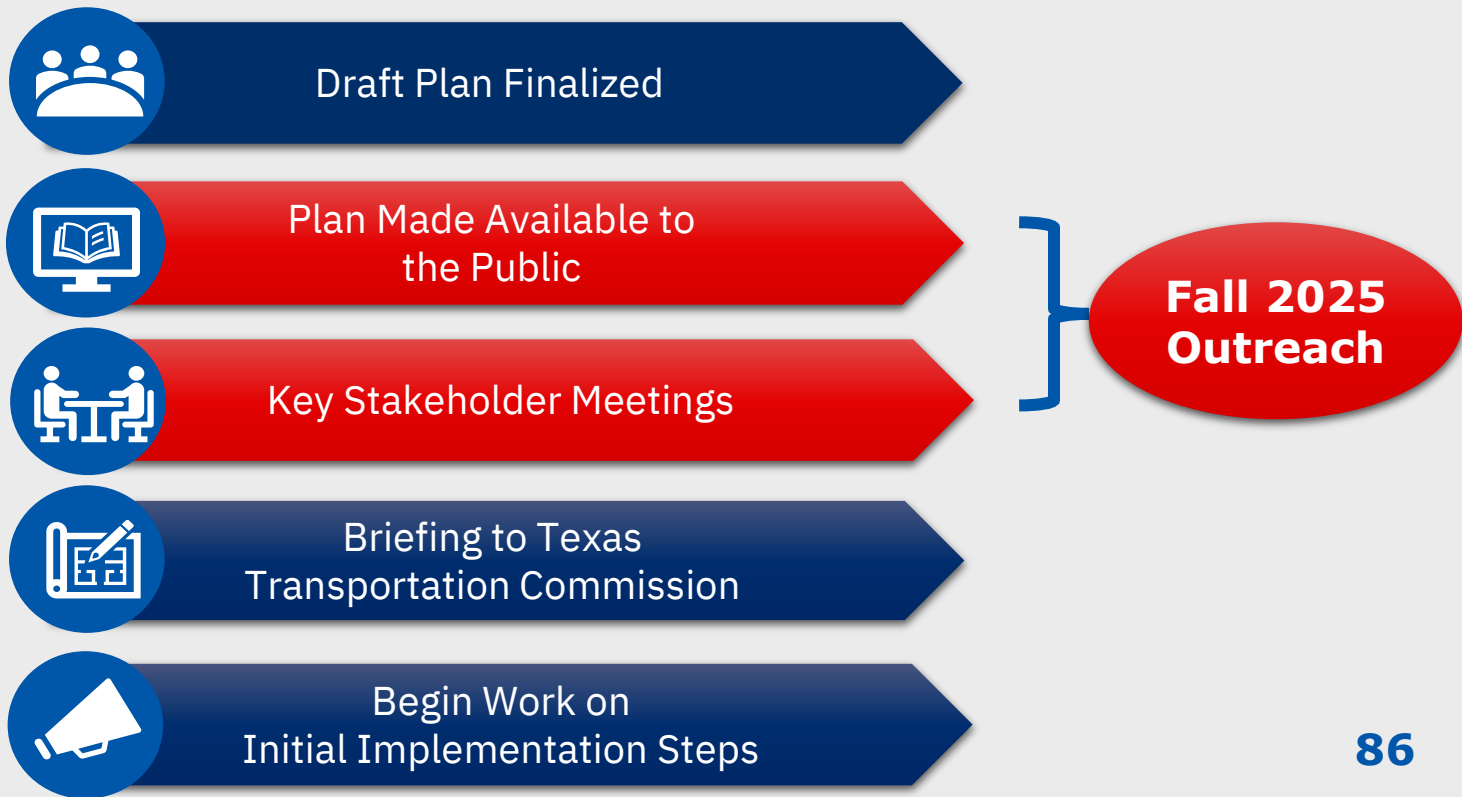
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- 3** Develop flexible statewide transit planning and design guidelines.
TxDOT-facilitated

- 
- 4** Develop success metrics, enhance and broaden data collection, and develop consistent reporting.
TxDOT-facilitated

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- 5** Identify options to increase flexibility of funding sources and identify new and innovative funding sources to expand and maintain transit.
TxDOT-supported

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- 6** Formalize a plan for regular outreach and education on benefits of transit.
TxDOT-led and supported

What's Next for *Texas SMTP 2050*



Fall 2025 Outreach

- Public meetings around the state
 - Transit district partner tables – **join us!**
- Virtual presentation, materials, and full plan available online for public comment
- TxDOT social media campaign
- Meetings with transit districts, MPOs, advocates, and other key stakeholders





July 10, 2025

Questions?

Agenda #14:

General Q & A / Adjourn

Next meeting: TBD

- January 2026?
- 2026 TTA Conference – April 28 thru May 2, 2026