



## REGIONAL PUBLIC TRANSPORTATION COORDINATION PLAN

### VIRTUAL PUBLIC MEETINGS

MARCH 15 and 17, 2022



# THREE PRIORITY GROUPS

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- Short-term: Up to 18 months
- Mid-term: 18 – 36 months
- Long-term: 3 to 5 years

# PROJECT RECOMMENDATIONS

	Recommendation	Priority	Proposed Actions	Anticipated Benefit(s)
1	Implement scheduled service linking Beaumont and Port Arthur on a trial basis.	Short-term	<ul style="list-style-type: none"> <li>• Currently no service linking the two cities.</li> <li>• Initially focus on weekday service.</li> <li>• Short-term project offering roundtrip service a few times a day.</li> </ul>	Satisfy most frequently requested service improvement.
2	Design/distribute easy-to-understand public transportation service informational materials.	Short-term	<ul style="list-style-type: none"> <li>• Make printed service information widely available.</li> <li>• Provide transit service info at public locations such as libraries, senior centers, healthcare facilities, schools, etc.</li> </ul>	<p>Improve access to transit service information.</p> <p>Increase transit service information availability for Spanish-reading persons.</p>

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3	Enhance SETRPC's transit webpage.	Short-term	<ul style="list-style-type: none"> <li>• Stand-alone Transit website.</li> <li>• Available in Spanish.</li> <li>• Include predictive arrival information.</li> </ul>	<p>Increase public awareness. Enhance customer experience.</p>
4	Implement an ongoing travel training program.	Mid-term	<ul style="list-style-type: none"> <li>• Teach the skills needed to successfully use public transit.</li> <li>• Training provided to groups or individuals.</li> <li>• Work with social services organizations to reach mobility-disadvantaged populations.</li> </ul>	<p>Expand access to public transit. Address potential barriers to transit usage.</p>

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5	Improve connectivity between sidewalks/pedestrian network and bus stops.	Mid-term	<ul style="list-style-type: none"><li>• Ensure bus stops are ADA-compliant.</li><li>• Concrete pads, sidewalk completions, cross-walks.</li></ul>	Improve safety and accessibility.
6	Improve/enhance bus stops.	Mid-term	<ul style="list-style-type: none"><li>• Install street furniture where needed (benches, shelters, trash cans, etc.)</li><li>• Ensure clear signage and information displays exist at each bus stop.</li></ul>	Enhance customer experience. Enhance public image.

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7	Increase promotion of reduced/subsidized transit fares among historically transportation-disadvantaged persons.	Short-term	<ul style="list-style-type: none"> <li>• Increase awareness.</li> <li>• Define program specifics.</li> <li>• Build partnerships.</li> </ul>	Remove fare as a barrier to transit usage.
8	Conduct Inter-Community Connectivity Study.	Short-term	<ul style="list-style-type: none"> <li>• Identify priority “city pairs”.</li> <li>• Determine cost-effective service options.</li> </ul>	Expand availability of public transit throughout four-county area.
9	Conduct feasibility/cost-benefit analysis of providing transit service in Jasper County.	Mid-term	<ul style="list-style-type: none"> <li>• Currently no transit offerings in Jasper County.</li> <li>• Work with Jasper County community stakeholders to further evaluate demand for some form of local and inter-community transit service.</li> </ul>	Enhance mobility in Jasper County. Improve inter-county connectivity.

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10	Investigate the feasibility of establishing a partnership with local TNCs to address mobility needs outside traditional service hours/days.	Mid-term	<ul style="list-style-type: none"> <li>• Evaluate possible partnership with Uber, Lyft, or private taxis.</li> <li>•</li> </ul>	Provide mobility options beyond the traditional “8-to-5” hours.
11	Evaluate the practicality of joint recruitment and training of drivers.	Mid-term	<ul style="list-style-type: none"> <li>• Leverage recruitment and training opportunities between public transit providers and local non-profit transportation providers (i.e., social services organizations).</li> </ul>	Potential cost-savings. Expand pool of potential driver candidates.

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12	Increase capital (vehicle) funding for non-profit organizations.	Mid-term	<ul style="list-style-type: none"><li>Assist non-profits gain eligibility (and maintain eligibility) for FTA Section 5310 funding.</li></ul>	Support community-based mobility solutions.
13	Implement “one-stop” transportation information call center.	Long-term	<ul style="list-style-type: none"><li>Provide up-to-date information and trip planning assistance.</li></ul>	Enhance mobility options within four-county region. Increase information availability/assistance.