

# **Transportation Resources Inventory**

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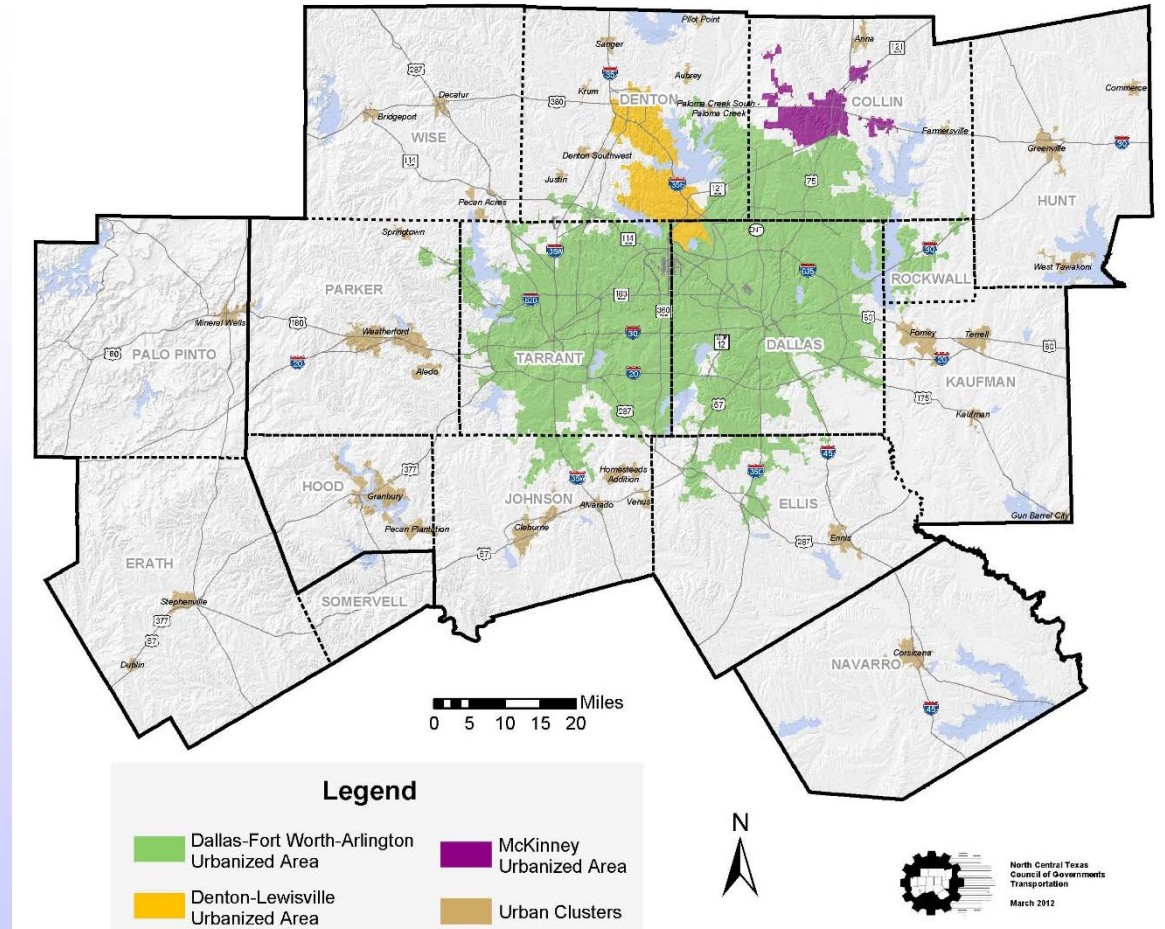
# North Central Texas Council of Governments

Conducts planning and supports coordination

Creates short- and long-term transportation plans

Receives federal funding for transit in the region

U.S. Census Bureau  
Urbanized Areas and Urban Clusters (2010)



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Council of Governments

# Regional Coordination Approach

Consider needs and resources county-by-county in a very complex region

Build on existing resources and leverage past accomplishments

Identify meaningful strategies to improve coordination and reduce gaps in service

Identify areas for future work

The plan cannot be everything to everyone



# Traditional Transportation Resources Inventory

Goals for the inventory in the 2006 coordination plan:

- Meet federal and state requirements to identify current transportation providers

- Help people find information about public, private, and non-profit providers

- Identify overlaps and gaps in service

Resulted in online Transportation Provider Inventory of 80 providers with 90 pieces of information each

- Ranged from very small taxi companies to transit authorities



# Challenges to a Traditional Inventory Approach

Provider inventory became outdated as soon as it was published

Providers not incentivized to keep their own information up-to-date; requires significant staff time to update on a regular basis

Compiling an inventory doesn't necessarily mean that each listed provider is endorsed

Inventory alone does not help individuals find the service that will work for their specific trip



# Expanding the Inventory Concept

Goals for the inventory during Access North Texas  
(updated coordination plan):

- Understand that it's impossible to be 100% comprehensive

- Focus on resources that are meaningful to people who are looking for services

- Focus on providers that could have the most impact on filling gaps in service and eliminating overlapping services

Used a multi-step process with these goals in mind



# Identify Available Information

NCTCOG's existing Transportation Provider Inventory (TPI)

Projects funded to gather and maintain information on providers, including My Ride Tarrant and My Ride Dallas

Existing federal funding recipients



# Gather Additional Information

Supplemented available information with online research to provide a foundation for conversations

Asked stakeholders and the public to confirm providers and identify additional providers at outreach meetings

Distributed surveys to supplement existing information





# Results

Inventory was not comprehensive

Resources were consolidated by geography, keeping in mind who would read and use the plan

Feeds into local strategies that support projects to fill information gaps and service gaps

Provides information about likely contacts, partners, and coordination opportunities

Maintained detailed information in appendix for reference



# Funding

First approach used Texas Department of Transportation state funds for regional coordination

Used federal funds to implement mobility management projects that:

- Keep inventories up to date with local experience and knowledge

- Focus on linking users with the inventoried resources



# Conclusion

Understanding transportation provider resources is essential groundwork for coordination, and a traditional provider inventory is a good place to start

Mobility management projects that are sensitive to local needs and that maintain information on local resources are crucial in creating useful inventories in a large region

The coordination plan is not the end product; it is a tool to move the region closer to seamless regional transportation by identifying, linking, and supporting providers on that path



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