

TRANSCRIPTION OF
TEXAS DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION ADVISORY COMMITTEE
PUBLIC MEETING
THURSDAY, JANUARY 26, 2017
1:00 P.M.
200 EAST RIVERSIDE DRIVE
AUSTIN, TX 78704

TRANSCRIBED BY: JOY QUIROZ-HERNANDEZ, CSR

TRANSCRIPTION DATE: FEBRUARY 6, 2017

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A P P E A R A N C E S

COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

- Rob Stephens, Chair
- John McBeth, Vice Chair
- J.R. Salazar
- Jim Cline

COMMITTEE MEMBERS PARTICIPATING TELEPHONICALLY:

- Michelle Bloomer
- Christina Crain

TxDOT PRESENT AND PARTICIPATING:

- Eric Gleason, PTN Director
- Josh Ribakove, Communications Manager PTN

PRESENTER:

- Michael Walk, Texas Transit Institute

SPEAKER IN COMMENT PERIOD:

- Judy Telge, Coastal Bend Center for Independent Living & Mobility Services

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1 P R O C E E D I N G S

2 MR. STEPHENS: Okay, everyone. This is Rob
3 Stephens. We're gonna get the meeting started. It is a
4 little after 1:00, and call the meeting to order. Call
5 the PTAC, January 16 (sic), 2017. It's a little after
6 1, so we'll start the meeting called to order. Josh,
7 will you go ahead and help us with a safety briefing,
8 sir?

9 MR. RIBAKOVE: Absolutely. Welcome to TxDOT
10 Campus 200 East Riverside Drive in Austin. This is the
11 main auditorium on the campus. If, for any reason, we
12 should need to evacuate the building, we will just go
13 right out the doors you came in, straight out those main
14 doors out to the parking lot, and turn right. You'll
15 see an apartment complex on the right side. Just walk
16 back to there. That is where we will meet up.

17 Should inclement weather happen, which
18 nobody's expecting, and we need to shelter in place,
19 this is the room to do it in, so just stay here.
20 Restrooms are in the lobby. And also, in both this
21 hallway and that hallway, there's a good cafeteria,
22 should you need it. Go down that hallway, all the way
23 down to the end and you'll see it on the left.

24 We have a sign-in sheet by the door.
25 Please, if you haven't signed in, please go ahead and do

1 that so that we know how many people were here. We also
2 have comment sheets, and if you'd like to speak during
3 the meeting, the way to do that is just fill one of
4 those out. They're right over there by the door with
5 the sign-in sheets, and hand it to me.

6 You can speak after an agenda item or you
7 can speak during the public comment section at the end.
8 And I'll make sure that our Chair, Mr. Stephens, gets
9 those and knows who to call out.

10 MR. STEPHENS: Outstanding.

11 MR. RIBAKOVE: I believe that's everything
12 we need.

13 MR. STEPHENS: Thank you, Josh. Thank you,
14 very much. Okay. What we'll do is move to agenda item
15 number 3, which is an introduction of all current Public
16 Transportation Advisory Committee members. What I'd
17 like to do is let everyone know we have two new members
18 that have been appointed by the Speaker's House. We
19 have Jim Cline who joins us, our ED --

20 (Telephone sounds)

21 MR. STEPHENS: -- from DCTA --

22 (Telephone sounds)

23 MR. STEPHENS: -- represents -- good -- good
24 afternoon. Someone else join us? Sorry. Jim Cline --

25 (Telephone sounds)

1 MR. STEPHENS: -- joins us as one of our new
2 members. He's an ED from DCTA representing the general
3 public. Joseph Kopser, who's a local entrepreneur here
4 in Austin, joins us and the user group. PTAC's a nine
5 member group, and we've been a little short over the
6 past year or two. We have seven active members now of
7 the nine, so welcome.

8 What I'd like to do a little bit here is
9 Christina and Michelle, you guys on -- on line, would
10 you -- I'd like for you to introduce yourself and maybe
11 say a little something, whatever you're comfortable
12 with, just to introduce yourself to the group.

13 MS. CRAIN: Michelle, go ahead.

14 MS. BLOOMER: Okay. It would help if I took
15 myself off mute.

16 MR. GLEASON: That's so unlike you.

17 MS. BLOOMER: Thanks, Eric.

18 MR. GLEASON: You're welcome.

19 MS. BLOOMER: My name is Michelle Bloomer.
20 I've been on PTAC now probably, I believe, nine years, a
21 few years as Chair. And I spent 12 years at the North
22 Central Texas Council of Government before transitioning
23 on to the operations side, and have worked in operations
24 in Tarrant County, Collin County, and now in Denton
25 County.

1 MR. STEPHENS: Thank you.

2 MS. CRAIN: Hi. I'm Christina Melton Crain.
3 I've been on PTAC, I think it's either four or five
4 years. I'm the representative from the Lieutenant
5 Governor. I am an attorney from Dallas. I founded and
6 run a statewide nonprofit called Unlocking Doors that
7 works with offenders coming out of incarceration.

8 MR. STEPHENS: Awesome. Thank you,
9 Michelle. Thank you, Christina. I'd like to give the
10 folks here a chance. Jim, will you please introduce
11 yourself to the...

12 MR. CLINE: Thank you. My name is Jim
13 Cline. I'm a civil engineer of Fort Worth. Done work
14 both in -- both consulting and in -- over 20 years of
15 city business, and now in the transit business with the
16 Denton County Transportation Board. So I'm really glad
17 to be here.

18 MR. STEPHENS: Thank you, Jim.

19 MR. SALAZAR: My name is J.R. Salazar. I'm
20 the General Manager of Central Texas Rural Transit
21 District. I have no idea how long I've been on PTAC but
22 it's been a long time.

23 MR. STEPHENS: And we thank you.

24 MR. SALAZAR: Yeah.

25 MR. STEPHENS: Thank you, J.R.

1 MR. GLEASON: I think you and Michelle.

2 MR. SALAZAR: Yeah.

3 MR. GLEASON: Probably about the same time.

4 MR. STEPHENS: Yeah.

5 MR. McBETH: I'm John McBeth. I'm the
6 President and CEO of Brazos Transit District. I've been
7 on PTAC this time for two years and the first time for
8 two years, so I've been on here two times with a --
9 about a 15-year interim in between.

10 MR. STEPHENS: And I'm Rob Stephens. I'm
11 the General Manager currently in Midland/Odessa Transit
12 District. Been in the industry for just a little over
13 25 years. Been on PTAC for about six and chairing it
14 for the past year, and glad to be here. Very glad to be
15 here.

16 And I think that rounds out all the
17 introductions for -- for the committee members. Thank
18 you, guys, for participating both on the phone and here
19 in person. Your time is very valuable, and thank you
20 for doing -- doing this with us today.

21 We'll move to number 4, approval of minutes.
22 Has everyone had a chance to review those? Everyone had
23 a chance to --

24 MR. McBETH: Move approval.

25 MR. SALAZAR: Second.

1 MR. STEPHENS: Second? Got a moved
2 approval. Any discussion? No discussion. All in favor
3 please say, "Aye."

4 ("Aye" spoken in unison)

5 MS. CRAIN: Aye.

6 MS. BLOOMER: Aye.

7 MR. STEPHENS: Awesome. Thank you, guys.
8 All opposed, same sign. Hearing none, motion passes.
9 Thank you. Next agenda item, number 5, will be TxDOT's
10 Public Transportation Division Director report, PTAC,
11 regarding transportation matters. Mr. Eric Gleason.

12 MR. GLEASON: Okay. Eric Gleason with the
13 Public Transportation Division at TxDOT. Thank you,
14 Mr. Chair. Welcome, Jim.

15 MR. CLINE: Thank you.

16 MR. GLEASON: Hope we are able to use your
17 expertise and help you feel as though your time is
18 productive spent with the Committee.

19 MR. CLINE: Glad to be here.

20 MR. GLEASON: Looking forward to a pretty
21 busy next eight to nine months. So real quickly, we had
22 a -- one of our two annual meetings yesterday with
23 transit districts that we provide grant funding to.
24 Many folks stayed over. I'm glad to see it to attend
25 the meeting today. I appreciate that very much.

1 Successful meeting yesterday.

2 We had one panel topic on some driver
3 training approaches in -- in the -- in the valley that I
4 think triggered a lot of interest amongst members who
5 were here yesterday, and we are encouraging the Transit
6 Association to take the initiative to organize a
7 proposal to us to extend that training on a more
8 statewide basis since it seemed to be so well received.

9 Want to note three things for the Committee.
10 So we have apportionments. The -- the feds have
11 released the apportionments -- partial year
12 apportionments through April 28th, 2017. And so we are
13 moving at the -- in -- in the division toward February
14 award of rural program formula funds.

15 And then following our more traditional
16 annual timetable, looking at the May and June time frame
17 for 5310 awards, regional coordination planning awards.
18 And then assuming appropriations finishes up on time,
19 then the legislature will be looking at state awards in
20 June as we typically do. So getting into the -- the
21 season of the year when we do a lot of work with the
22 Commission and others on funding awards.

23 The other thing that I will mention is that
24 you'll recall probably 12 months ago or so that was the
25 conclusion of a conversation that this Committee that

1 had gone on for some time about next steps for the
2 regional coordination planning efforts around the state.

3 And we got some real clear direction, and I
4 think positive and helpful direction from the Committee
5 that -- triggering a shift following this -- this
6 current significant update of all the coordination plans
7 statewide, which should be concluded by the end of
8 February.

9 The Committee wanted us to shift gears a bit
10 and shift out of funding planning and shift into funding
11 implementation projects, things that we could directly
12 attach outcomes to -- outcomes of the coordination
13 effort rather than simply funding an ongoing planning
14 effort.

15 What we are finding -- so having made that
16 move and having moved to a point where early next month
17 we will be publishing a -- a call for funding proposals
18 to take that next step, we are hearing back from more
19 than just a few of the lead agencies that since we are
20 no longer funding the planning effort, that they will be
21 relinquishing their roles as lead agencies because they
22 can't afford to continue the effort.

23 So I don't want to draw any conclusions
24 about what that means for it yet, but I wanted the
25 Committee to be aware. And we may be interested in

1 bringing back to you at a later meeting sort of the lay
2 of the land, if you will, and consider whether or not to
3 revisit that issue, seeking some guidance on perhaps
4 what to do next with that. So that's out there.

5 And then the only other thing I'll mention
6 is with respect to our 5310 program, seniors and
7 individuals with disabilities, we are doing it a bit
8 differently this year. We -- we have a different
9 approach to our public workshops, working closely with
10 our Public Involvement section of the Department.

11 And rather than as we've traditionally done,
12 asking local stakeholders to score project proposals,
13 we're gonna take all the proposals that come in
14 statewide and score them internally. So that was -- I
15 think will get us past what was becoming kind of a
16 difficult point in the -- in the process. So with that,
17 Mr. Chair, I'll turn it back to you.

18 MR. STEPHENS: Thank you, very much, for
19 that report, Eric. Okay. And that is a (sic) action
20 item, so I -- is there a --

21 MR. GLEASON: It's a possible action item.

22 MR. STEPHENS: Possible action --

23 MR. GLEASON: Yeah.

24 MR. STEPHENS: -- action item.

25 MR. GLEASON: If I -- if I can, for the

1 Committee.

2 MR. STEPHENS: Sure.

3 MR. GLEASON: And Jim, for you in
4 particularly, all these include action on these just in
5 case the Committee wishes to do something. So it's not
6 -- unless it's part of the main -- you know, if it's
7 clear that we need action, it's there as an option for
8 you.

9 MR. STEPHENS: Well, I actually looked at
10 the wrong one. I looked -- I skipped down to number 6.
11 5 isn't an action item, that's just a report.

12 MR. GLEASON: I just did that, yeah.

13 MR. STEPHENS: Yeah.

14 MR. GLEASON: That's not an action item.

15 MR. STEPHENS: Okay. Cool. Well, thank
16 you.

17 MR. McBETH: Can I ask you a question,
18 Eric --

19 MR. GLEASON: Absolutely.

20 MR. McBETH: -- about the 5310 program?

21 MR. GLEASON: Yeah.

22 MR. McBETH: This is John McBeth. You said
23 that you're going to begin scoring inhouse, you're --
24 you're -- you're going to have a new process for doing
25 them. Are you going to continue to depend as much as we

1 have in the past couple of years on the independent
2 living centers that we've been dealing with? Or is it
3 gonna be more just...

4 MR. GLEASON: We --

5 MR. McBETH: ...everyone that comes forward.

6 MR. GLEASON: We've not indicated any sort
7 of a different emphasis, so we'll just see what comes
8 forward. We -- you know, we are -- one area we
9 should've narrowed a bit, we've clarified in the area of
10 mobility management, we are more clear about making sure
11 that we're looking at those activities that fall under
12 that umbrella, only those activities that are directly
13 related to connecting people with rides.

14 MR. McBETH: Good.

15 MR. GLEASON: And moving away from some of
16 the more difficult to associate with service and rides
17 than not. So trying to focus that a bit.

18 MR. McBETH: Okay. Answered my question.

19 MR. STEPHENS: Okay.

20 MR. McBETH: Thanks.

21 MR. STEPHENS: Any -- any questions or
22 comments? J.R.

23 MR. SALAZAR: More of a comment than a
24 question. I -- I -- I understand that the scoring
25 process can be lengthy at times now that we're kind of

1 doing it -- doing it inhouse. And I heard Kari kind of
2 lay out the timeline yesterday -- yesterday. But I
3 think that that process is now gonna be a lot more
4 streamlined and a lot better way of doing things than
5 we've done in the past. That's just my comment.

6 MR. GLEASON: Okay. Appreciate that.

7 MR. STEPHENS: Yeah. Thank you, J.R. Okay.
8 Any more comments? If there's no more comments or
9 questions for Director Eric Gleason, we'll move to item
10 number 6. It is an update on the Transit Needs
11 Assessment work. Mr. Gleas -- oh, okay. Thank you,
12 sir.

13 MR. GLEASON: If I may, Mr. Chair.

14 MR. STEPHENS: Yes.

15 MR. GLEASON: This is --

16 MR. STEPHENS: Please.

17 MR. GLEASON: This is Eric again. Preface
18 this a bit. So those of you who were at the operator's
19 meeting yesterday heard this presentation that Michael's
20 about to give. I don't think it's any different, is it,
21 Michael?

22 MR. WALK: No.

23 MR. GLEASON: Okay.

24 MR. WALK: It's the same thing.

25 MR. GLEASON: And I think what we would like

1 to hear from the Committee today, having heard this, and
2 I can certainly fill in some of the comments that came
3 forward during the meeting yesterday. But we are
4 looking to confirm that the description of work that
5 Michael's going to provide is -- is where it needs to
6 be.

7 I would like to hear some thoughts from the
8 Committee about, you know, what's some sort of next
9 level look at needs could be, because if there are
10 particular ideas around that that mean that we should
11 collect additional data now, we can do that in this
12 effort and not have to go back afterwards and try and
13 get something more.

14 So that's kind of where we're -- Michael
15 will describe to you something that sounds like a scope
16 that is set in stone. It is not. That's only the
17 result of us asking them to do that, to take it all the
18 way through to the level of task detail so that y'all
19 could get something to get your hands around and -- and
20 -- and react to. So we're open to suggestions from the
21 Committee on changes to the scope, additions to the
22 scope, things like that. That's it, Michael.

23 MR. WALK: Okay. Thank you, Eric. This is
24 Michael Walk. I'm with Texas A&M Transportation
25 Institute. I'm an Associate Research Scientist there.

1 Glad to be here to talk about this sort of next
2 generation in the Texas Transit Needs Assessment.

3 For those of you that are following along on
4 the phone, I will be telling you when I'm changing
5 slides. I'm describing what's on the slide, so
6 hopefully you'll be able to follow my pagination as we
7 go along.

8 So the -- if you go to the sec -- third
9 slide, actually, there's a two -- there's a map, on the
10 third slide, of Texas, a red map on the left and a
11 completely -- red and green map on the left and a green
12 map on the right. This graphic was from the last time
13 TTI performed a Texas Transit Needs Assessment about a
14 year ago.

15 We presented the results of that to the PTAC
16 Committee as well as the Texas transit districts. And
17 that needs assessment was done in order to start the
18 conversation about how to couch the needs for -- for
19 Texas public transportation. Those slides are just an
20 example of previous work.

21 If you go to the next slide, titled
22 "Agenda," the whole purpose of this Needs Assessment 2.0
23 is we're gonna talk about that first. I'm also gonna
24 talk to you about how we're going to -- or how we're
25 proposing to approach this needs assessment like Eric

1 pointed out.

2 You know, this is at a pretty high --
3 actually, it's a pretty detailed presentation. I'll try
4 to go as fast as I can to get to the main point of
5 conversation which is now that we've heard about one way
6 of approaching this, what other feedback do we get from
7 PTAC to help fine tune that change or alter -- alter the
8 scope.

9 And so hopefully as you're hearing the
10 details during the presentation today, some things will
11 strike you that maybe you think need to go in a
12 different direction or you think might be critical
13 issues to address.

14 I'll also talk about the timeline of the
15 project today to give you an idea of, you know, from
16 start to finish how long we think this much work would
17 take. I think we do kind of have a hard deadline of
18 before September hopefully this project being able to be
19 done. So whatever is done needs to be done in September
20 -- by September.

21 So if you go to the next slide, "Purpose and
22 Benefits of the Needs Assessment." So this just
23 highlights why we're even approaching this needs
24 assessment on behalf of TxDOT. You know, a needs
25 assessment is an important component of any ask for

1 resources. Doesn't matter what you're asking for. If
2 you don't have a reason why, it's hard to justify that.

3 So a needs assessment is a great way to
4 compare where you are to where you want to be and what's
5 needed to get there. So this needs assessment is
6 planning to do the same thing.

7 But the previous needs assessment we did
8 where I showed you the maps of Texas, you know, we -- we
9 treated all transit districts as if service was operated
10 everywhere in the same way. And that, of course, was a
11 weakness based on the timeline and the way that we
12 initially went about the project.

13 And so this version of the needs assessment
14 we want to actually produce a geo-spatially fine tuned
15 needs assessment. That is, actually use real geography,
16 real transit coverage area as the needs assessment,
17 rather than just transit district boundaries.

18 And so this needs assessment 2.0 will
19 produce that geographic analysis of where a service is
20 and isn't operating at 12-hour weekday service span.
21 And so we're focusing on 12-hour a weekday service for
22 this needs assessment.

23 The next slide, "Why 12-hour Weekday
24 Service" just gives an example. You know, this is a
25 threshold that was used in the last needs assessment.

1 We're gonna con -- we're planning to continue using this
2 threshold.

3 It's not the golden standard for everybody
4 in all of the world. It's a reasonable standard of
5 service as defined by the Transit Capacity & Quality of
6 Service Manual. And so that's what we're proposing here
7 and that's something that certainly can be talked about.

8 The -- the one benefit of 12-hour weekday
9 service is that you can at least talk about meeting most
10 work trip demands for those folks that work a -- a
11 typical eight-hour, eight-and-a-half-hour day job.

12 You really need twelve hours of service to
13 kind of cover the vari -- variation typical work hours
14 and give people actual time to get to and from work. So
15 when you add all that up, 12 hours of service is a
16 reasonable standard to have. So that's why we're
17 proposing that here for this needs assessment.

18 If you continue to the next slide --
19 actually, we're gonna go ahead and go one more slide,
20 since that's kind of a repeat and I've already covered
21 those, to the slide that's entitled "Step 1." So I'm
22 gonna get into four different steps of the needs
23 assessment. Step 1 is to create this service shape file
24 geo database.

25 Basically speaking, we need to map every

1 transit service that's supplied by state funded transit
2 districts, and that means fixed route, demand
3 responsive, flexible transit, commuter buses, local
4 buses, trollies, et cetera. All of those, we need to
5 map where they are and also we're going to be collecting
6 information about when they operate.

7 And the next slide gives you an idea of what
8 this shape files (sic) might look like. It is a --
9 you'll see a map of Fort Bend County on this slide. And
10 so this is an example of what would be in that database.
11 We'd actually be collecting where the demand responsive
12 coverage area is, where the fixed route transit is,
13 where the flexible transit is.

14 And a note about fixed route, I do have in a
15 handout this idea of collecting bus stops. That should
16 really be corrected -- that was our initial thought but
17 the timeline just wouldn't allow that much information.

18 So we are going to be looking at fixed route
19 as just segments of open and closed door in order to
20 analyze where service is actually accessible, right. We
21 can't just draw a line on the map and all of that is
22 guaranteed accessible. It's not necessarily the case,
23 particularly for commuter type or long haul service.

24 So for fixed routes we won't be doing bus
25 stops, we'll be doing service segments of open and

1 closed door service. So gives you an idea. We'll
2 actually be creating maps of all these things.

3 The next slide entitled "Example Data for
4 the Database," gives you -- gave you an idea of what --
5 what we'd be storing on the data sides. So associated
6 with every shape on the map, right, every fixed route
7 there'd be a days of service, hours of service
8 associated with every piece of information on the map.
9 So then we can analyze where service is not operating on
10 which days at 12-hour weekday spans.

11 Go to the next slide. There's a series of
12 slides here that I'm going to go pretty quickly through.
13 It's just talking about how we would create this geo
14 database. And so the next slide entitled "Create
15 Database Structure," looks like it has a little table on
16 it, that's the first step.

17 You know, we got to create what data we have
18 to collect, to Eric's point earlier, about if there's
19 something beyond even this scope that would be
20 worthwhile data to collect that's -- you know, that's
21 relevant, we could do that at this time and add that to
22 the database structure, now, even if we don't perform
23 detailed analysis on that data item. So something that
24 was just for thought. So we have to create the
25 structure of the database.

1 Next slide, "Update Existing Service Shape
2 Files." Basically we have some of this data already.
3 That map I showed you of Fort Bend County was collected
4 when we did the profiles. And so we have a lot of that
5 information.

6 So our first step will not be just to ask
7 you for it all again. We're gonna inventory what we
8 already have and verify -- if we already have
9 information, verify with you the trans -- with -- with
10 the transit districts as to whether that information is
11 accurate. And we'll make updates to any existing
12 information.

13 Next slide, "Data Collection Protocol." The
14 reality is TTI will have to use several different staff
15 members to perform this -- this mapping exercise. And
16 so we're gonna create a data collection protocol that's
17 simple and straightforward so that various people can
18 work with various transit districts in Texas, in order
19 to everybody's following the same standards of
20 procedures so that, you know, the data coming in will
21 result in good analysis coming out.

22 Next slide, "Collect service Shape File
23 Data." Really kind of already talked about that. We're
24 putting all that information into the geo database. And
25 the next slide is "Mapping the Data."

1 So we don't want to just collect all this
2 information and run our analysis and give you the -- the
3 golden number. We want to -- we'll -- we will be
4 confirming back with transit districts in Texas does
5 this represent accurately what service is actually going
6 on in your area. So that'll be the last step of this
7 geo database.

8 Okay. Step 2. Next slide, "Step 2 Gap
9 Analysis." Very simply, where is -- where in state
10 funded transit districts is there not 12-hour weekday
11 service. That's what the gap analysis will identify,
12 what places do not have coverage with 12-hour weekday
13 service.

14 We might identify places that simply don't
15 have Friday service or don't have -- you know, Fridays
16 at eight hours instead of ten. So that's what the gap
17 analysis will do, identify all those locations and hours
18 of service that are sort of missing from the threshold.

19 Step 3, next slide, "Cost Estimate." Of
20 course, you know this is a needs assessment, so we want
21 to be able to tie that, the identified gaps, to a cost.
22 How much would it cost to actually expand service to be
23 100 percent 12-hour weekday service in Texas. There's a
24 two-step process.

25 We have to account for inflation, so we're

1 going to project transit inflation, not just general
2 CPI, using a method we used before, using transit cost
3 data and looking at how we anticipate those transit
4 costs will project into the future. Using that
5 inflation into the future of the 2021 biennium, we'll
6 then estimate the cost for adding service hours or
7 coverage area in each transit district.

8 Last, Step 4, "Outcomes Analysis" and the
9 report. One thing that we also wanted to include in
10 this gap -- I'm sorry, in this needs assessment is the
11 benefit of the investment, right. What is the outcome
12 of providing 12-hour weekday service. And what other
13 type of service we agree that this needs to be by, in
14 terms of access to jobs, or health care, or opportunity.
15 Or is there an economic impact we can quantify.

16 So TTI's going to look around the nation and
17 industry for ways to quantify the benefits of expanded
18 transit service, and we'll usably find in that search in
19 order to produce an outcomes analysis for this needs
20 assessment. And, of course we'll document all of our
21 work, and I'm sure we'll be presenting it back here in
22 another -- other places in the future.

23 So last slide, "Summary." Well that's not
24 really the last slide. Getting close. I already told
25 you what the need assessment's gonna be, so I'm gonna

1 talk to you about the timeline. So if you can jump to
2 the -- two more slides, the heading of the slide is
3 "Timeline."

4 As you can see on this slide, the project is
5 between January and September of this year, is our -- is
6 the timeline we're using. Looks like the handout
7 doesn't match my -- just for the record, I don't -- the
8 handout doesn't appear to match the updated timeline.
9 So I don't know how that happened, but should be January
10 through September, is the actual timeline.

11 MR. GLEASON: Okay.

12 MR. WALK: So, just very quickly, January
13 we're gonna get things started. Meeting here is one of
14 those items in January. If you go to the -- I'm not
15 sure if your slides will follow mine now, but February
16 2017 we'll start the geo database.

17 The next slide is about the gap analysis.
18 So we'll be starting the gap -- we'll finish the geo
19 database and start the gap analysis by June of 2017. So
20 that date is June of 2017. Then, by July of 2017, we'll
21 be doing a cost estimate and the outcomes analysis. So
22 that's one difference between -- if you -- if you're
23 looking at the slides on the handout, the August 2017
24 slide should be July 2017. That'll include both cost
25 estimate and outcomes analysis.

1 And then the -- if you skip one slide and go
2 right to the final report and presentation, that date
3 will be September 2017. My contact information is
4 provided on the last slide, if there's any questions for
5 me. And I'll turn it back to Eric. Thank you for your
6 attention.

7 MR. GLEASON: Thanks, Michael. Mr. Chair.

8 MR. STEPHENS: Thank you. Thank you,
9 Michael, for that presentation. Members, the Committee,
10 you guys have questions or comments? J.R.

11 MR. SALAZAR: I have one. In your proposal,
12 I didn't catch yesterday but I caught it today, you
13 talked about three pilot projects, the three pilot
14 districts. Have they -- those been identified yet?

15 MR. WALK: Not yet.

16 MR. SALAZAR: Okay.

17 MR. WALK: We want to try to pick at least a
18 rural district, an urban only district, and a mixed
19 district that provides multiple modes and multiple types
20 of services.

21 MR. STEPHENS: Jim?

22 MR. CLINE: One suggestion I'd have is on --
23 I really like the idea of, you know, looking for the
24 benefits, what -- not only going to 12 hours would do.
25 But I think there's -- you know, there's so much

1 turbulence right now in D.C. I would imagine it'd be
2 really good to -- you know, there's kind of two goals, I
3 would think is -- one is we need to sustain what we've
4 got and add more to it.

5 So I think there's a case to be -- it -- if
6 there's an offset to a funding drop, right -- so as you
7 talk about the benefits to sustainment, it also says
8 what is a great reason to keep the funding where it is
9 and in fact there's even a better one to increase it.
10 So -- but I think that's a less than trivial risk, the
11 -- and this could be a target.

12 MR. STEPHENS: Thank you, Jim. Anyone else?
13 Christina or Michelle, you guys on the phone have any
14 questions or comments?

15 MS. CRAIN: I don't.

16 MS. BLOOMER: This is Michelle. No, no
17 questions.

18 MR. McBETH: I have one comment. And going
19 -- what Jim said, Step 4, Outcomes Analysis of the
20 report, most important there is estimating and
21 communicating the benefit. We do a lot of work with the
22 legislature. And one of the things we encounter with
23 the White Paper and the large urban area issue and the
24 -- and the rural funding issue was, well, what's in it
25 for me. Prove it, you know.

1 What -- what are you doing. I mean, how's
2 that gonna -- how does that affect my constituency.
3 What's the value of it. What's the economic value, your
4 buses as opposed to Uber, or a taxi cab, or just walking
5 to town to buy what they want to.

6 So I think -- I think we have to -- we
7 really have to hit it really hard there because we give
8 that -- we -- we get asked that question. Liz has
9 probably been asked that question 25 or 30 times just
10 this week alone, and it's only Thursday.

11 It's the first question out of anybody's
12 mouth, why should we pay for this. What are we --
13 what's the state of Texas gonna get out of it. I think
14 we're in a -- we are in a -- an era of what's in it for
15 me. And if there's nothing in it for me, I'm not really
16 gonna do anything about it.

17 Second comment, on the third slide there's a
18 number there that says to get everybody to 12 hours,
19 gonna take 8.7 million dollars. I assume that's 8.7
20 million dollars a year first. And is -- in coming up
21 with what it's gonna cost to do this, are you gonna --
22 because that one's based upon what transit costs are.

23 Are you going to use something more refined
24 other than just what we know transit costs are? I know
25 you're gonna add inflation to it, but are there gonna be

1 other factors? Because those are the things we always
2 get asked when we say, well, for every -- every dollar
3 state money we spend, we're generating another four or
4 five dollars for local economies. Like, well, where do
5 you get that number. Prove it. So --

6 MR. WALK: Okay.

7 MR. McBETH: I know TTI, y'all were
8 instrumental.

9 MR. WALK: Mm-hm.

10 MR. McBETH: And I make no bones or have no
11 doubt about it, you were instrumental in the success of
12 the White Paper and the creation of the -- of the
13 dealing with large urban pop. You were instrumental in
14 that. It wouldn't have happened without those numbers,
15 'cause no one can -- no one questioned us about those
16 numbers. They questioned us about our rural numbers.

17 And -- and, like I said, we didn't have a
18 real good reason, we just thought just because. But
19 those numbers were critical to what we did. I think
20 they'll be critical at this needs assessment. If y'all
21 can give us the same kind of really strong concrete
22 numbers, it'd be very helpful.

23 MR. STEPHENS: Thank you, very much, Mr.
24 McBeth. Jim, you have something?

25 MR. CLINE: Just -- just one other, if I can

1 add something to some of what John said. We're seeing a
2 lot of push on the mobility on demand of the Ubers and
3 Lyfts of the world. There's some positives and there's
4 some negatives, and it may be something to the
5 nationwide transit's getting -- you know, having to
6 address that.

7 And the -- the -- the 31:58 (indiscernible)
8 take has been, okay, this is coming. We better put our
9 arms around it and embrace it, not try to ignore it or
10 fight it. There's lot of challenges with federal
11 funding, Title 6, all those things that happen with
12 that. But it's --it's out there.

13 So I think, if anything, just as a --
14 something to recognize that, hey, this is something we
15 ought to at least know exists. It's something we ought
16 to consider. I think that would give credibility, too,
17 from the very -- you know, those that are saying we want
18 more of a business approach and use these options say,
19 well, hey, we're looking at these things. There's
20 issues.

21 MR. STEPHENS: Very --

22 MR. CLINE: Continual. So I think give more
23 -- I think more lift to the end product.

24 MR. STEPHENS: Very, very, very good, Jim.
25 Thank you for all the input. I have to agree with both

1 Jim and McBeth. I think we need to -- this is Rob. I
2 believe we need to pay close attention to how we craft
3 communicating the benefit, that we really send a strong
4 message about what the value of transit has and -- and
5 -- and also what Jim talks about.

6 There may be time on the Committee that we
7 can work toward that and where we embrace that new
8 technology and that change. And as a committee, we can
9 work on that throughout the years.

10 You know, what does the future of transit
11 look like, and maybe take in comments, suggestions, and
12 maybe borrow some work from TTI if that's -- that's
13 probably a different scope of work that maybe too large
14 for this thing, but it may be something we can work on
15 as a committee.

16 MR. CLINE: There's a lot of people that are
17 doing it. Lot of --

18 MR. STEPHENS: Oh, yeah.

19 MR. CLINE: -- people answering all those
20 questions that I think --

21 MR. STEPHENS: I agree with you --

22 MR. CLINE: Lyft.

23 MR. STEPHENS: -- Jim, 100 percent. Let's
24 embrace that and move forward and -- and figure out how
25 we work in this new environment --

1 MR. CLINE: It's part of our environment.

2 MR. STEPHENS: -- where technology's at.

3 Yep. Yes, sir. Very good. Any other comments, anyone?
4 Yes, sir, Mr. Eric Gleason.

5 MR. GLEASON: This is -- this is Eric. If I
6 could ask the Committee for some guidance. We know from
7 the map that Michael showed that we do have some areas
8 of the state that already meet that minimum threshold.
9 We know from what John has said, you know, the first
10 question they get asked is what's in it for me.

11 So I'm wondering if we wouldn't be wise to
12 identify one or two additional thresholds that we could
13 evaluate as a part of this study that would say if
14 you're an area that already has this, then your next
15 step is what, 14-hour, Monday through Friday service?
16 Is it eight-hour Saturday service.

17 What -- what would be a next level
18 investment that we could try and capture in the data
19 we're collecting that would respond to the folks who
20 already have that 12-hour investment. And because we
21 know a successful package is one that has more in it for
22 more people, we could quantify that.

23 MR. McBETH: This is -- this is John.
24 Because we already meet that criteria, and actually
25 exceed it in --

1 MR. GLEASON: I'll have you in mind.

2 MR. McBETH: -- in our -- in our commute --
3 in our commuter operation and in -- and in some of our
4 other fixed route operations. The biggest demand that
5 we have coming to us, and it's never ending, and it's
6 from always local elected officials and the Chamber of
7 Commerce; people that are in positions of power and they
8 run the informal network in their communities is -- is
9 Saturday service. They don't really want Sunday service
10 but everyone wants Saturday service.

11 And within two weeks of November, two weeks
12 of Thanksgiving Day, they want it 15, 16 hours a day,
13 all the way through the first of the year. And you --
14 you get hammered on it all the time. It's the only time
15 that -- and we've actually tried to do it and we didn't
16 carry that many people.

17 That's the only time that people will not
18 criticize you for running around with an empty bus.
19 It's like we still have it on Sunday. So, you know,
20 Saturday service, that would definitely be the -- that'd
21 be the one thing --

22 MR. STEPHENS: Next step.

23 MR. McBETH: -- that we would love to do if
24 we had the funding to do it, but --

25 MR. GLEASON: What are we looking at? We

1 looking at eight hours? Twelve hours?

2 MR. McBETH: Eight. Eight hours.

3 MR. GLEASON: Okay.

4 MR. McBETH: It would be a split. It'd be a
5 split shift of getting employees to work in the morning.

6 MR. GLEASON: Yeah, (indiscernible).

7 MR. McBETH: And then, since stores don't
8 open till ten usually, having service from ten until
9 six, something like that, be able to take the employees
10 home. That's -- that's what they're looking for, 'cause
11 these -- a lot of these businesses hire so many seasonal
12 employees.

13 MR. STEPHENS: This may be more of a
14 technical question. I -- this is Rob Stephens. I agree
15 with you, Mr. McBeth. Thank you. We get that same
16 question all the time. This may be more of a technical
17 question than anything else. I mean, would it be easier
18 if we offered maybe a small menu of -- of -- of -- and
19 it may be too difficult to do that.

20 But say example, to add an additional route,
21 just a 12-hour route. Or would that -- would that be
22 the equivalent of Saturday service? 'Cause Saturday
23 service would mean all routes, I guess all -- but let's
24 say you wanted to just add an additional route or you
25 want to add some additional hours, I don't know, how

1 could you plug in maybe a menu. That may be too
2 difficult to do.

3 MR. GLEASON: So -- this is Eric. I think
4 -- I think we ought to keep in mind what we want the
5 product to be and how it might be used. And we got in
6 to this yesterday a bit during the operator's discussion
7 because a lot of good comments, and in a lot of ways
8 what they meant to me was the -- what would happen
9 actually locally.

10 MR. STEPHENS: Right.

11 MR. GLEASON: If you got money, what would
12 the local decisions look like.

13 MR. STEPHENS: Yeah.

14 MR. GLEASON: Would it be a different kind
15 of service rather --

16 MR. STEPHENS: Yeah.

17 MR. GLEASON: -- than a bus. You had public
18 involvement going on, would you end up with something
19 else. All we're -- I -- this work initially was
20 conceived to support a discussion here about how do we
21 justify and ask for additional funding --

22 MR. STEPHENS: Got ya.

23 MR. GLEASON: -- at the state level. And so
24 we're trying to, I think, come up with outcomes that can
25 be summarized at that level, statewide --

1 MR. STEPHENS: Got ya.

2 MR. GLEASON: -- in the simplest of ways,
3 you know. And, you know, here's the map, you know. And
4 green is good and red is bad, and this is the current
5 situation. Look, over here, for 10 million dollars, all
6 the red goes away, or, you know -- and there's something
7 very simple that we can communicate what's going on
8 here.

9 So -- and where I'm going with that, Mr.
10 Chair, is I don't -- I don't know if we can hang on to
11 that simplicity and that ability to effectively
12 communicate at one level the impact of an investment
13 statewide if we go down the road of one route, two
14 routes, this route, that route. 'Cause that's -- then
15 we're into a process that has to go ask locally what
16 they want to do.

17 MR. STEPHENS: Right. That's -- agreed.

18 MR. GLEASON: And I think that's not where
19 we started this thought process. If that's where the
20 Committee feels we need to go, then that's a different
21 piece of work than what you just heard here today.

22 MR. STEPHENS: No, I agree. I agree with
23 that.

24 MR. MCBETH: Yeah, your -- your -- this is
25 John again. Your -- your default really actually -- if

1 you were going to establish Saturday service, your
2 default really, in order to comply with ADA and to do
3 what the local community wants, you really have to --
4 you really have to operate -- if you've got a fixed
5 route, you've got to operate all fixed routes which
6 means you've got to operate all the ADA paratransit;
7 maybe not as many ADA paratransits, but you got to
8 operate some of them so that you've got comparable
9 service.

10 So I think we just default to the highest --
11 as I'm well-known for, default to the highest amount of
12 funding possible.

13 MR. GLEASON: Thank you can justify.

14 MR. McBETH: That you can justify, yes. You
15 have to justify it. That's the -- that's -- you know,
16 we're -- we're -- we're concluding a \$400,000 planning
17 study right now. And I know one of the things they're
18 gonna come forward with is what they've been told by all
19 of the community leaders, which is we -- we -- we would
20 rather have Saturday service than have service on
21 Wednesdays or Thursdays. We'd rather have Saturday
22 service. Why don't you do that instead of doing it on
23 Wednesday. People got to go to dialysis.

24 MR. STEPHENS: Yeah.

25 MR. McBETH: You got to go to dialysis. So.

1 MR. GLEASON: So -- and just so we have --
2 so we have Saturday service. And if I -- this is Eric.
3 If we could ask -- if I could ask the Committee for,
4 what would be a next step, say on weekdays. So we got
5 12 hours. What would be a next increment in weekday.
6 Actually, when you start putting the workday together
7 with travel on either end of it, six to six or five to
8 -- that's really -- my experience tells me you really,
9 really want to be running 14 --

10 MR. STEPHENS: Right.

11 MR. GLEASON: -- and not 12 because that
12 really does capture --

13 MR. STEPHENS: Right.

14 MR. GLEASON: -- the full extent of
15 someone's --

16 MS. CRAIN: Yes.

17 MR. STEPHENS: Right.

18 MR. GLEASON: So what's that -- so if we're
19 doing 12, which is good 'cause it's based in some
20 objective capacity, you know --

21 40:51: Amendment.

22 MR. GLEASON: -- accepted national standard,
23 what -- what would be a next increment. I'm just
24 looking for one more. Is it 14? 16?

25 MR. McBETH: Four -- four -- 14.

1 MR. SALAZAR: 14.

2 MR. McBETH: 14.

3 MR. GLEASON: We have -- we have --

4 MS. CRAIN: 14. I would say 14.

5 MR. McBETH: Yeah, 14. We -- our -- ours do
6 operate 14 hours, so --

7 MR. GLEASON: Yeah. 12 is kind of --

8 MR. McBETH: We have very -- we have had in,
9 our planning study, people say well, we -- we wish you
10 would run until 10:00 at night because we want to go
11 listen to a concert or do this. But so few people --

12 MR. STEPHENS: Yeah.

13 MR. McBETH: -- and we can't run a -- can't
14 run a seven fixed route bus system for just eight people
15 to go see the opera.

16 MR. GLEASON: Well, my experience tells me
17 that after 7 at night on weekdays that your next best
18 investment actually is the weekend. Because weekdays,
19 after --

20 MS. CRAIN: Yes.

21 MR. GLEASON: -- 7 --

22 MS. CRAIN: Yes.

23 MR. GLEASON: -- you're gonna run up five
24 days a week, it's really expensive 'cause it -- it
25 really drops off, and Saturday comes before that. So

1 why don't we -- Michael, we can talk up after this, make
2 sure we're asking and collecting the right data. But if
3 that is -- that's the kind of stuff they're looking
4 for --

5 MR. STEPHENS: Yes.

6 MR. GLEASON: -- Mr. Chair.

7 MR. STEPHENS: Agreed, agreed. Any other
8 comments, Jim? Were you gonna say something earlier?

9 MR. CLINE: No, I was -- I -- I was -- I
10 looked at the map and it's a question with the analysis.
11 There was coverage all over the state. It's just there'
12 either -- so it's some transit needs 12 and this would
13 make it - exceeds 14 or something like that.

14 MR. GLEASON: That actually is not covered
15 all over the state. Every district has coverage, which
16 is what that's based on. That -- that -- that's at a
17 district level. We have counties...

18 MR. CLINE: (Indiscernible) --

19 MR. GLEASON: Yeah.

20 MR. CLINE: What I thought is if there was a
21 -- if we showed a map where there was no service at all,
22 some service, the 12-hour threshold and then something
23 that exceeds that 14, that would be...

24 MR. WALK: And -- and, yeah. And this is
25 Michael Walk, just to clarify with the previous map, in

1 that analysis which was done for -- you know, we just
2 looked at every mode that a district operated and
3 whether that mode as a whole, regardless of route
4 specificities, right, operated a 12-hour weekday.

5 And, you know, if all you had was one fixed
6 route that operated 12-hour weekday service in your
7 district, that was it, we -- you passed, even if it only
8 served a very small portion of your district. That's
9 why we -- that's why this iteration is geo -- you know,
10 like, we're actually mapping all the routes and all
11 that. It's a much more complicated analysis than.

12 MR. GLEASON: Our numbers are getting
13 better.

14 MR. WALK: -- our first take.

15 MR. STEPHENS: Okay. So if I think we're at
16 the spot where we've concluded kind of discussing this,
17 I think we're at a spot where we probably need a motion.
18 Do we want to include for direction for Eric and his
19 staff to -- to add that -- that next threshold, the next
20 step for weekday service to 14 hours and then Saturday
21 service for those that -- that haven't met the
22 threshold; is that right?

23 MR. McBETH: So moved.

24 MR. STEPHENS: So moved? Okay. I have a
25 motion.

1 MS. CRAIN: Second.

2 MR. STEPHENS: Second from Christina. Any
3 discussion?

4 MS. CRAIN: Yes.

5 MR. STEPHENS: Okay. Discussion -- no
6 discussion. All those in favor --

7 MR. GLEASON: Thought Christina said yes.

8 MR. STEPHENS: Chris -- Chris --

9 MS. CRAIN: Aye.

10 MR. STEPHENS: Aye?

11 MS. BLOOMER: Aye.

12 MR. STEPHENS: She's ready to go.

13 MR. McBETH: Aye.

14 MR. STEPHENS: Okay. All those -- okay.

15 All those opposed, same sign. None. None? Hearing

16 none. Okay. Motion passes. Great move. Stand done.

17 All right. Then we'll move to item number 7 and we have

18 review discussion of areas of Texas Administrative Code

19 under consideration for 2017 rulemaking efforts. And

20 I'll look to Mr. Eric Gleason, Director of Public

21 Transit.

22 MR. GLEASON: Okay. So this is -- this is

23 Eric. And I mentioned this at the operator's meeting

24 yesterday and now for the Committee. Looking ahead, we

25 see the need to do a -- I would say a significant amount

1 of rulemaking over the next seven to nine months. And,
2 you know, we will rely heavily on this Committee for
3 direction during that -- that process.

4 What I thought I would do today is just
5 highlight the areas of the Administrative Code that we
6 think we may need to get into, a very brief description
7 of why I think that, and then talk briefly about a
8 schedule over the next seven to nine months of how we
9 see that playing out.

10 I don't anticipate a significant discussion
11 today beyond sort of this program or that program, and
12 not really delving into details. And so I'll leave the
13 Committee with kind of a roadmap of where I think we go
14 from here. And what I'm looking for is a general
15 concurrence from the Committee that that -- that makes
16 sense. Obviously, you'll have a chance to revisit it as
17 we --

18 MR. STEPHENS: Yes.

19 MR. GLEASON: -- move forward. So the areas
20 of the Administrative Code that I believe we'll need to
21 do some rulemaking around, first and foremost, assuming
22 that the appropriations request for the Department is
23 approved, as it was submitted, and the additional
24 funding is included for the large urbanized areas, we
25 will want to go in to, at a minimum, end of the state

1 formula of the Administrative Code and adjust it to
2 reflect that new group of urban transit districts and
3 funding.

4 And so that's the state formula end of
5 things. I suspect very much, although it's not
6 necessarily -- it doesn't necessarily follow, but I
7 suspect very much because the federal role formula, a
8 large part of -- I mean, it -- that portion of the state
9 side is the same. The state rural and the federal rural
10 get distributed in the same way.

11 And so if, in our conversations in the state
12 formula, we trigger changes that impact the rural state
13 funding, we'll probably want to visit those changes on
14 the federal side as well. So state rural, federal --
15 state urban and rural, state -- and rural, federal.

16 And then also on the federal side, I want to
17 entertain the idea of looking at the 5339 program, the
18 bus and bus facility program. Specifically I'm
19 interested in -- in revisiting with the Committee the
20 formula that we use to allocate those funds.

21 You may recall the current Administrative
22 Code we used the relative condition of everyone's fleet
23 to distribute funds that actually can be used for any
24 eligible capital program purpose.

25 And I want -- I'm interested, if the

1 Committee is, in exploring at least one other
2 distribution option, such as revenue miles which, you
3 know, little more objective, little easier to calculate,
4 little more transparent than relative fleet condition,
5 which can get a little funky when we actually figure it
6 out. So that for 5339.

7 And then the other program we need to go
8 into is 5310. Now, this Committee spent a lot of time
9 with the 5310 based on the map 21 authorization
10 language. Subsequent to that time, FTA released more
11 specific program guidelines which actually are different
12 than what we have in our rules.

13 And so those guidelines were -- you know,
14 were pulled through into the fast stack. So we will
15 need to go back into the 5310 rules and update them
16 based on that most recent FTA guidance.

17 And it -- you know, my understanding is that
18 will get us in a conversation on traditional versus
19 nontraditional providers. So that's a pretty -- pretty
20 substantive conversation for this Committee to have,
21 'cause that's a pretty big part of that program. So
22 those are the -- sort of the four areas that I see
23 rulemaking in.

24 Now, having said that, the Department, as a
25 matter of practice, does not do formal rulemaking during

1 legislative session.

2 MR. McBETH: Which is wise.

3 MR. GLEASON: Which is wise. So --

4 MR. STEPHENS: Yes.

5 MR. McBETH: Very wise.

6 MR. GLEASON: We are in session, so what I'm
7 proposing for your next two meetings, your March and
8 your May meeting when we will still be in session, is
9 that we will divide up the conversation and walk you
10 through the current code about why it is the way it is
11 and talk about options you might be interested in us
12 looking at. But we will not be putting formal rules or
13 even draft rules in front of the Committee until after
14 the session ends.

15 And the schedule actually works pretty well
16 because what I see happening is -- I would suggest the
17 way we move forward is that your March meeting, we come
18 in and we talk to the Committee about 5339 and 5310. We
19 save the May meeting for the formula conversations
20 because that's much closer to the end of the session and
21 we'll have a much better idea on whether or not that
22 appropriations is gonna be there.

23 MR. McBETH: Mm-hm. Yeah.

24 MR. GLEASON: And that we actually --
25 that's -- this May meeting could be -- it could be a

1 substantial one because we'll probably want to spend
2 some time walking through the formula, why it is the way
3 it is now, and then identify and have a conversation
4 around the areas that you'd like to see some ideas for
5 changes.

6 Then, in July, we'll do a -- we'll do a one,
7 two again. We'll have the operator's meeting with a lot
8 of people in the room where we can walk through in more
9 detail the ups -- you know, the pros and cons of the
10 options that the Committee is interested in looking at.
11 And then the next day, we'll have a Committee meeting,
12 and you can send us off from that meeting with what you
13 want to see in the rules.

14 And then since I think we'd like to actually
15 introduce these rules for -- for -- proposed rules for
16 adoption at the Commission in September, we may want to
17 look at a special meeting of the -- of the Committee
18 before a regularly scheduled September meeting. But
19 that -- we can talk about that later as we get closer to
20 that.

21 But the idea would be we'd have final rules
22 adopted by the Commission by December, which would put
23 us in a position to react to FY '18 federal apportionments.
24 That -- if that schedule makes sense to the Committee
25 today, we'll kind of message it and prepare to come back

1 to your next meeting, talking about the areas of change
2 in 5339 and 35310, and then also begin laying the
3 groundwork for a much more substantive conversation in
4 May about the formula.

5 MR. STEPHENS: Okay. Eric --

6 MR. GLEASON: So just looking for a sense
7 from the Committee.

8 MR. McBETH: Makes -- makes sense to me.

9 MR. STEPHENS: Yeah, makes sense to me.

10 MR. McBETH: Good -- good -- good schedule.

11 MR. CLINE: Seems like you thought it out.

12 MR. STEPHENS: Yeah.

13 MR. McBETH: Good schedule.

14 MR. STEPHENS: Let me ask the folks. This
15 is Rob. Christina, Michelle, you guys got a chance to
16 hear from Eric. What's your take on his direction
17 there? Any comments?

18 MS. CRAIN: This is Christina. I think it's
19 -- it's -- it's really well thought out. I like it. I
20 like having the roadmap that Eric set out. And, you
21 know, whatever meetings we need to have to get this
22 done, I think it's -- it's important that we do so. So
23 I -- I think it's great.

24 MR. STEPHENS: Awesome. Thank you.
25 Michelle, any comment?

1 MS. BLOOMER: This is -- this is Michelle.
2 My -- I think it makes perfect sense. My only question,
3 I guess, or concern would be given past experience with
4 the rulemaking process, is it realistic to have it all
5 done to present to the July semiannual and then the next
6 meeting. That would be my only concern, but if Eric
7 thinks it is, then I'm -- I'm good to go.

8 MR. GLEASON: Well, let me -- this is Eric.
9 Let me clarify what I meant. When you said all done by
10 July, it is not all done by July. What's -- what we're
11 ready to do in July is having heard the conversation
12 from the Committee in May about the formula, the areas
13 they're interested in looking at some options on.

14 By the time July rolls around, we'll ready
15 to talk more completely about the pros and cons of those
16 options, which would lead to -- to direction from the
17 Committee as to which of those to move with. So we
18 don't have rule language in July, if -- if that's what
19 you meant by being done.

20 MS. BLOOMER: Not necessarily being done,
21 but I guess we're -- we'll be far enough in the process
22 that we're confident we'll have something to take to the
23 semiannual meeting.

24 MR. GLEASON: Yes.

25 MS. BLOOMER: I just know in previous times

1 there was a lot of discussion that flowed over one full
2 PTAC meeting.

3 MR. GLEASON: Right. And so we'll have to
4 see where we are at the May meeting. I think we'll
5 probably schedule a pretty good chunk of time for the
6 May meeting. I think we're probably looking at -- it
7 could be like a full-day workshop. We'll have to work
8 that out as that gets closer because you're right,
9 Michelle, we want to make sure we have enough time to
10 completely get through everything.

11 MS. BLOOMER: Okay. Thank you.

12 MR. STEPHENS: Awesome. Thank you for your
13 leadership there, Eric, very much. I -- at this time
14 there's no more discussion or anything or any questions
15 for Mr. Eric Gleason, I'll entertain a motion to accept
16 the 2017 rulemaking efforts and the timeline represented
17 by Mr. Eric Gleason.

18 MR. CLINE: So moved.

19 MR. STEPHENS: So moved, Jim.

20 MS. CRAIN: So moved.

21 MR. STEPHENS: Okay. Have a --

22 MR. CLINE: Second.

23 MR. STEPHENS: -- motion and a second. Any
24 discussion -- any further discussion? Hearing none, all
25 in favor please say, "Aye."

1 ("Aye" spoken in unison)

2 MR. STEPHENS: All opposed say --

3 MS. CRAIN: Aye.

4 MR. STEPHENS: All right. Thank you, guys.

5 All opposed, same sign. Hearing none, motion passes.

6 Thank you, everyone.

7 Let us move to item number 8. This is the
8 discussion, development of PTAC Work Plan based on
9 PTAC's guiding principles and comments made at the
10 January 22, 2015 meeting. I believe this is kind of a
11 staple on our agenda every time we meet. Just to remind
12 everyone, if you have a chance -- I'm sure, Jim, if you
13 look at it, these are kind of our guiding principles
14 that we've been operating under for sometime now.

15 They're fairly basic, straightforward,
16 supporting public transportation, promoting coordinated
17 transportation, and some goals and objectives underneath
18 them that do a number of things that encourage the
19 stability and improvement in public transit.

20 Do you guys have any -- any comments about
21 these guiding principles, or any comments, any questions
22 you might want to discuss about what we've been doing or
23 how we've been doing it? Guys on the phone, Christina,
24 Michelle, do -- have you had time to review those and
25 you have any comments or questions or...you happy?

1 MS. CRAIN: Yeah, I don't have -- this is
2 Christina. I don't have any questions right now.

3 MR. STEPHENS: Okay. Good, good, good.
4 Michelle?

5 MS. BLOOMER: I just have a few technical
6 grammatical things. I'll just share those with Josh --

7 MR. STEPHENS: Okay.

8 MS. BLOOMER: -- off the -- off the record.

9 MR. STEPHENS: Okay.

10 MS. BLOOMER: I think I'm the one that typed
11 these -- or typed these up, so it's probably my -- my
12 fault.

13 MR. STEPHENS: Okay. Well, we'll blame you.
14 We'll do that. I think everyone here's -- that'll be
15 fine. Jim -- Jim, J.R., Mr. McBeth, you guys offer some
16 comments at all? Okay. There's -- as -- as Eric
17 pointed out earlier, there's an action item next to this
18 one if needed be, but if there's no action necessary,
19 then I'm ready to move on if you guys are.

20 At this time, I'll move to item number 9
21 which is our public comment period. If -- do I have
22 anything, Mr. Josh? No? We don't have anything for
23 public comment, so --

24 MR. RIBAKOVE: I see -- I see one out in the
25 crowd.

1 MR. STEPHENS: Do we? Okay. Okay. All
2 right.

3 MR. RIBAKOVE: Thank you. Come up. Why
4 don't you take a seat at the front, just so the
5 microphones can pick you up really well. Yeah.

6 MR. STEPHENS: We have speaker name, Judy
7 Telge, Coastal Bend Center for Independent Living,
8 taking care of mobility needs for seniors. Please come
9 forward, Judy. Thank you for coming today. What -- you
10 have comments for the -- for the Committee?

11 JUDY TELGE: Yes.

12 MR. STEPHENS: Yes.

13 JUDY TELGE: Thank you, very much --

14 MR. STEPHENS: Yeah.

15 JUDY TELGE: -- Mr. Chairman and Committee
16 members. Mr. Cline, nice to see you. I -- I come
17 fairly frequently to make comments because the program
18 that we operate in Corpus Christi over at Coastal Bend
19 Center for Independent Living is sort of a
20 nontraditional model which is very much driven by
21 consumer direction as opposed to being a provider of
22 transit.

23 So we've been very fortunate to work with
24 TxDOT for several years. We feel like we have a really
25 good gap filling service, especially through 5310 funds.

1 We feel as though those funds are -- you know, it's a
2 great marriage between centers for independent living
3 and that public source.

4 With that said, I'd like to let y'all know
5 that with the changes that are occurring with 5310, one
6 of the things that we participated in was where TxDOT
7 said we want to hear directly from the users, the
8 endusers, the recipients, the people in the communities
9 throughout Texas about 5310 utilization.

10 So that was great, and we were actually
11 allowed to have a site at Corpus Christi, which is our
12 center, and people with disabilities and seniors are
13 very used to going there. We had about 12 people around
14 the table. There were other sites as well.

15 But what -- and I don't know what the
16 outcome was. In terms of the numbers of people who were
17 with disabilities and seniors, intended users actually
18 made comments. I think Kari is in process of getting
19 that compiled.

20 The one number she did have was 250 people
21 showed up at the designated sites. Now, that's darn
22 good. That doesn't count, though, the people that are
23 at our place, sitting around a table on the phone, other
24 people sending in comments, and other ways.

25 So I just wanted to let y'all know that I

1 think that's a -- that's a real good change because it
2 is going to let you hear directly from the folks we work
3 with on a day-to-day basis. So, thank you, Kari, TxDOT
4 staff, whoever made that happen.

5 And then, just real quickly, as a
6 nontraditional provider, I think that -- I hope that we
7 will be -- and there are others -- that we will be
8 engaged in the discussion about more nontraditional,
9 particularly Uber-like transportation options that can
10 be done under rural transit providers. I know of two.

11 We are one that has the TxDOT planning grant
12 that is actually looking at an Uber-like app for the
13 rural areas. We've just rolled that out. We're
14 extremely excited about it. We'll be doing
15 planning/demonstrations.

16 It's an important thing, we think, to be
17 able to say can -- is this something that rural
18 transportation can actually do successfully, and can
19 rural transit, and we think it can, do a better job than
20 an Uber. Can we make sure that people with disabilities
21 are transported.

22 We know it's gonna be a challenge but there
23 are things we can do. The other program, the other
24 model that I'm aware of has also taken some Uber stuff
25 and put it to work within the rural transit model

1 structure.

2 So I'm excited to hear y'all's say that
3 that's going to be a discussion, that's going to be
4 something to look at. And please, you know, give us a
5 few minutes or whatever to also provide the input that
6 we have. Thank you, very much.

7 MR. STEPHENS: Thank you, Ms. Judy. Thank
8 you. Always love to have you here making comments. I
9 appreciate all the hard work you do out there at
10 Coastal --

11 JUDY TELGE: Thank you.

12 MR. STEPHENS: -- Bend. Yes, ma'am. Yes,
13 ma'am. Okay. No -- no other public comments? Okay.
14 So we don't have anyone else to receive public comment.
15 I guess can they -- we can't do it online there, right?
16 That's not --

17 MR. RIBAKOVE: Right.

18 MR. STEPHENS: Okay. So now item -- we'll
19 move to item number 10. This is the time when we talk
20 about discussion of proposed agenda items for next time
21 and set a meeting date, I think. So any -- what you
22 want to do first? You guys want to talk about meeting
23 date or proposed items for the agenda?

24 MR. RIBAKOVE: Let me just -- this is Josh
25 Ribakove. Let me just put out there that according to

1 our usual schedule, the next meeting would be on
2 Tuesday, March 28th, also at 1 in the afternoon. And I
3 can't tell you where that room will be because we're --
4 we will have moved before then.

5 MR. McBETH: Yeah, cause y'all are living
6 under a bridge.

7 JOSH RIBAKOVE: It'll be somewhere in this
8 campus most likely.

9 MR. McBETH: They'll have y'all under Mo Pac
10 expressway by this.

11 MR. RIBAKOVE: It'll be a beautiful place.

12 MR. McBETH: It will be. Lots of traffic.

13 MR. GLEASON: Lots of room.

14 MR. McBETH: And lots of room, yeah. Well
15 lit.

16 MR. STEPHENS: Everybody okay with the March
17 28th date?

18 MR. McBETH: That works for me.

19 MR. SALAZAR: I am.

20 MR. STEPHENS: Okay. All right. Very good.

21 MS. CRAIN: Yes.

22 MR. STEPHENS: March 28th it is. So what
23 about agenda items? I think we've got -- after
24 discussion of this meeting, we've got kind of some
25 things we need to talk about next time, which will be --

1 MR. McBETH: Rules.

2 MR. STEPHENS: Rules, of course. Do we need
3 to talk about the transit needs assessment work?

4 MR. GLEASON: If I could, Mr. Chair. This
5 is -- this is Eric. I think my recommendation to the
6 Committee on the needs assessment work is to let it
7 proceed for a while and get far enough along where maybe
8 -- there may be -- at the May meeting, perhaps we can
9 report back on data collection and, you know, that level
10 of participation.

11 But really I think it's gon take a lot of
12 work right on up through the end of August to kind of
13 bring it to a point where you all will be able to
14 actually chew over the -- the conclusion. So we will
15 look for some opportunities in May and July for updates,
16 if you will, but I'm not sure I see anything substantive
17 too much until it's -- it's done.

18 MR. STEPHENS: Very good. Jim?

19 MS. CRAIN: Sounds good.

20 MR. STEPHENS: You guys on the phone?
21 Probably get to Jim. I'm sorry. Michelle, Christina,
22 you got any ideas for agenda items next time?

23 (Ms. Crain and Ms. Bloomer indiscernibly
24 speaking concurrently)

25 MR. STEPHENS: Very good. Guys? Jim?

1 J.R.? Mr. McBeth?

2 MR. McBETH: Nope, fine.

3 MR. STEPHENS: All right. Hearing none, I
4 guess we'll just move on with the state of work that
5 we've got for next time and the schedule that we're
6 headed on.

7 MR. GLEASON: Okay.

8 MR. STEPHENS: That being said, then we'll
9 move to item number 11. I'll entertain a motion to
10 adjourn.

11 MR. McBETH: Move to adjourn.

12 MR. STEPHENS: Move to --

13 MR. SALAZAR: Second.

14 MR. STEPHENS: -- adjourn. J.R., second.

15 All those in favor.

16 ("Aye" spoken in unison)

17 MR. STEPHENS: All those opposed --

18 MS. BLOOMER: Aye.

19 MR. STEPHENS: All those opposed, same sign.

20 Hearing none -- hearing none, motion passes. So we are
21 adjourned. Thank you.

22 (Proceedings concluded)

23

24

25

1 REPORTER'S CERTIFICATE)
2 COUNTY OF TRAVIS)
3 STATE OF TEXAS)

4 I, Joy Quiroz-Hernandez, Certified Shorthand
5 Reporter in and for the State of Texas, do hereby
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14 I further certify that I am not related nor
15 employed by any of the parties in which this proceeding
16 was taken, nor do I have a financial interest in the
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19 Subscribed and sworn to on this 7th day of
20 February, 2017.

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