Transcript of the Testimony of

TxDOT PTAC HEARING

Date:

October 24, 2017

Case:

Public Transportation Advisory Committee
PUBLIC TRANSPORTATION ADVISORY COMMITTEE
(PTAC)
PUBLIC HEARING
Tuesday, October 24, 2017
TEXAS DEPARTMENT OF PUBLIC TRANSPORTATION
200 East Riverside Drive, Room 1A.1
AUSTIN, TEXAS 78704
1:00 PM
reported by: Debbie D. Cunningham, CSR
Committee Members Present and Participating:
Rob Stephens, Chair
J.R. Salazar

Committee Members Participating via Teleconference:
John McBeth, Vice Chair
Jim Cline
Michelle Bloomer

TxDOT Present and Participating:
Eric Gleason, Director,
Public Transportation Division, PTN
Josh Ribakove, Communications Manager, PTN
Kelly Kirkland - Business Operations
Project Manager, PTN
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PROCEDINGS

AGENDA ITEM 1

CHAIRMAN STEPHENS: I'll call the meeting to order. It looks like it's just 1:00 o'clock.

And, Mr. Josh, do you want to do a safety briefing for us?

AGENDA ITEM 2

MR. RIBAKOVE: I sure will.

Welcome, to 200 East Riverside, TxDOT's Riverside Campus.

First of all, the restrooms are right out in the lobby, men's and women's both to the right, back by the door.

Should we need to evacuate this building for any reason, we'll just go straight out the doors that you came in, out to the parking lot and turn right. You'll see an apartment complex back there, and we'll meet right there back by the apartment complex.

Should we need to shelter in place, this is the place to do it. Just stay here.

Aside from that, we've got a very good cafeteria in this building. I can't tell you what the specials are today, but they're probably pretty good.

It's right down the hall, down that way and to the left.
Please keep in mind -- well, I guess all of Texas is hands free now. So that's good for everybody, but we do have enforcement in Austin. It's good to not be on your cell phone while you're driving around. And that's our safety briefing.

CHAIRMAN STEPHENS: Thank you, Josh. Thank you very much.

Did someone else join us? I heard someone else join us.

MR. CLINE: Yeah, this is Jim Cline joining in. Sorry I was delayed. I apologize.

CHAIRMAN STEPHENS: No, no. Perfect, perfect. We got started kind of in anticipation you'd join in here shortly. So we've called to order, and we've gotten the safety briefing.

AGENDA ITEM 3

CHAIRMAN STEPHENS: So what I'll do is approval of minutes. Has everyone had a chance to review the minutes?

MR. McBETH: Move for approval. This is John.

CHAIRMAN STEPHENS: John, thank you. If you guys would also just identify yourselves when you speak, that way the transcriber can get you down.
So, John, we have approval.

MR. SALAZAR: I'll second.

CHAIRMAN STEPHENS: J.R. seconds.

Let's vote. All approved say "aye."

(Chorus of ayes.)

CHAIRMAN STEPHENS: All opposed same

sign.

(No response.)

CHAIRMAN STEPHENS: Hearing none, the

motion passes. Minutes are passed.

So what we'll do here is jump from Item

Number 3 to Item Number 5. We'll get right into the

discussion of the rule changes. That way we'll be

sensitive to those that are on a time schedule.

Eric.

AGENDA ITEM 5

MR. GLEASON: My name is Eric Gleason.

I'm the Director of the Public Transportation Division

at TxDOT. The packet you have in front of you of rules

is, for the most part, largely unchanged since you saw

it last time in July. These rules went to the

Commission, as proposed, in August. They have been

through a public comment period, including a public

hearing; and no comments were received on those proposed

rules throughout that timeframe. So we are moving ahead
with these rules as written, and we are scheduled for
final approval at the November 16th Commission Meeting.

I do want to point out that between the
time this committee met last at the end of July and the
introduction of proposed rules at the August 31st
Commission Meeting, we were able to make a change. We
were able to make an increase in the amount of funding
available for the rural program through what PTN was
already working on in the summertime, had started in the
spring.

We have some new eyes looking at our
budget and how the Division spends money. We get State
money in our Division budget, which is more than just
the State money which we have traditionally handed out
for grants; and that State money is used to help with
Division administration expenses. Staff had been
looking at how we had been using those State funds over
the last several years; and we had determined that from
an overall administration standpoint, we did not need
approximately $1.15 million of the State funding for
those purposes in each year of our program.

So we took this effort up through TxDOT
administration. The Commission was briefed on it.
Individual members were briefed on it before Commission
action in August; and consistent with the discussions
that this Committee had around the development of the legislative appropriation request used during the last session where the Committee had recommended a 3-and-a-half-million-dollar annual increase in rural program funding, we felt it to be consistent with that direction to take these $1.15 million and to put them into the rural program as a part of the formula.

So in your rule packet, they're not tabbed; but if you look at the bottom right-hand corner, you'll see the pages are labeled Exhibit A, B, C, D and so on. If you will find the first page labeled Exhibit C in the bottom right-hand corner -- if you look at that and find the first page labeled Exhibit C, I'm going to use -- J.R.'s found it. All right.

Rob, have you got it?

CHAIRMAN STEPHENS: Yes, yes.

MR. GLEASON: Jim, Michelle, John?

(Collective affirmative response.)

MR. GLEASON: All right. So I'll direct your attention to line 16 and line 19 on page 1 of Exhibit C. The two numbers you see there, the 69,982,134 on line 16 and the 42,863,386 on line 19, reflect an overall increase in State grant funding of $2.3 million; and that entire amount was added to the rural district allocation.
So you may recall that through the work of the Committee, the Committee had already decided to move the $3.2 million per biennium numbers associated with Census impact. The Committee had already decided to move that into the rural program. The action we were able to take with our administration funding added another 2.3 million to that 3.2. So the total biennium increase for the rural program is $5.5 million.

CHAIRMAN STEPHENS: Thanks.

MR. GLEASON: So we were unable to brief the Committee on these efforts in July. They weren't concluded and didn't have any level of administrative approval for use in this manner; but we were able to secure that with the Commission's blessing in the August timeframe.

And so with that, the Committee today can choose to recommend to the Commission that they approve these rules as final rules at the November meeting; or you could decide not to do that, take no action, or make comments on them.

So, Mr. Chairman, I'll turn that back to you.

CHAIRMAN STEPHENS: Thank you, Eric. I'd like to applaud your efforts in securing those extra dollars for the rural programs. I know we worked really
hard on the other, but that was a great effort on your part and the staff's. Thank you so much.

I want to open it up to discussion, guys, on the line.

John, Michelle, and Jim, do you have any comments?

THE COURT: This is John. I move approval.

CHAIRMAN STEPHENS: All right. We have an approval.

Anyone else want to talk or --

MS. BLOOMER: I have a question for Eric. So, Eric, the old amount was the 57,482; and the new number 69 million? That's almost a 12.5-million-dollar increase, of which the 5.5. million went to the rural program?

MR. GLEASON: Yes.

MS. BLOOMER: Did the remainder go -- where?

MR. GLEASON: To the urban program. So the Department, in its appropriations, increased the urban program by 3-and-half million a year or 7 million for the biennium; and that was approved by the Legislature as a part of the Department appropriations. That was already included. And so, on the rural side,
you're right. That number increased by 5-and-a-half for a total of 12-and-a-half million.

MS. BLOOMER: Thank you.

CHAIRMAN STEPHENS: Jim, have you got anything to add?

MR. CLINE: No. I'd second the motion.

CHAIRMAN STEPHENS: Awesome. So we have a motion made by John, and Jim Cline seconded the motion. So all those in favor, please say "aye."

(Chorus of ayes.)

CHAIRMAN STEPHENS: All those opposed, same sign.

(No response.)

CHAIRMAN STEPHENS: Hearing none, that motion passes.

MR. McBETH: This is John. I would like to also second your accolades to Eric and the Division and the staff of PTN for recommending that the rural program get the additional money that their auditors found. That's just stupendous news.

We got real close to the amount we wanted for rural by just the actions of Eric and the Department. That's stupendous. So that money will be very well spent, I know, at Brazos; but it will be very well spent by every rural program out there.
CHAIRMAN STEPHENS: Oh, yeah. Thank you, John, for those comments. I agree.

All right. So --

MR. GLEASON: If I may, Mr. Chairman --

CHAIRMAN STEPHENS: Sure.

MR. GLEASON: -- before we close the conversation on this -- this is Eric -- if the Committee is intending to make comment to the Commission at the November meeting, do you wish to send a letter on this, just kind of checking off the boxes here?

CHAIRMAN STEPHENS: John, do you plan on being at the November meeting?

MR. McBETH: I do plan on being at the November meeting, and I also think that just for formality sake; we should go ahead and we should send a letter from the PTAC, again, thanking the Commission for their speedy movement on adopting these rules and just basically thanking them for looking out for our interests in putting together and adopting a set of rules that came to them with the full consensus of pretty much -- I don't know anyone that -- I've had no negative comments from anyone about these rules. That's unheard of.

CHAIRMAN STEPHENS: Agreed.

MR. McBETH: We do good work is all I've
got to say about the PTAC.

CHAIRMAN STEPHENS: You bet. I agree.

Does anyone else have comments they want to add about whether you're going to be there or what kind of letter we should send the Commission?

MR. SALAZAR: This is J.R. I agree that we need to send a letter and be represented there.

John, if you'll represent us there in person, we sure would appreciate it.

MR. McBETH: I will be there. I wouldn't miss it in a million years.

CHAIRMAN STEPHENS: All right. Then, I'll work on a letter.

MR. GLEASON: Josh will work with you, Mr. Chairman, on the letter. A fairly short to-the-point letter is good enough.

CHAIRMAN STEPHENS: All right. Perfect, guys. Thank you so much.

AGENDA ITEM 4

Before we close that and move on, if we're ready, we'll go back and skip up to Item Number 4, the Public Transportation Division Director's report to the Public Transportation Advisory Committee regarding transportation matters.

MR. GLEASON: All right. Well, I have
three things I want to mention to the Committee today. All three, I believe, are mostly for information purposes. As usual, if there's anything in what I say that the Committee is interested in hearing more about, we can bring it back at a subsequent meeting for you.

The first thing that I want to mention to the Committee is that the Department has made a decision that effective November 1st, that the FTA State Safety Oversight Program, which is currently housed in the Traffic Operations Division, along with the balance of the Rail Safety Program, the FTA element will be coming back in under the wing of the Public Transportation Division.

Some of you may recall that, I guess, gosh, it must be eight, nine years ago, the program was housed in Public Transportation. When the Department stood up a Rail Division, it was combined with the Rail Safety Program under the Rail Division. And then a subsequent decision was made several years ago to move it over to traffic operations, largely because of the interaction between the freight rail program and the traffic safety program at grade crossings.

So the decision has now been made to move that effort, the FTA portion of the effort, back to PTN. That is largely in an effort to sharpen the Department's
focus on the certification effort which is underway within all states that have rail transit agencies falling under FTA oversight.

Both MAP-21 and the FAST Act significantly increase the emphasis of the State Safety Oversight Program really in two ways. Historically, the State Safety Oversight Program was an unfunded mandate from the Federal Government. Beginning with MAP-21 in fiscal year '13, the Federal Government did begin providing funds to states to conduct their functions under that program. At the same time when they provided funding, they really tightened up and put a lot more emphasis on enforcement and accountability and the expectation that States will carry that out.

And so with that, they concluded that they wanted each state that had a rail program -- and there are 30 states that do -- each State having a rail program needed to proceed through what they call a certification process, which is where FTA concludes that the State is actually in a position to enforce and hold rail programs accountable to their safety programs.

And just to make sure that that message was heard, after April 15th of 2019, if a State is not certified under the Rail Safety Program, then FTA's prohibited from distributing any and all transit funding
to that state. It's a pretty big hammer. They gave us several years to get there. So it's not like it's, you know, six months from now; but that's a pretty big deal for Texas. It's about $450 million a year for Texas. So it's not just our programs. It's all transit programs in Texas that fall under that.

So with that in mind and with the need to bring focus to it, the decision was made to move it back to the division in TxDOT that is most familiar with FTA and how they do business, has the most connection and relationship with transit industries across the state; and we were working aggressively to put together a timetable. We have a lot of moving pieces. A lot of work has been done, really. I'm really not too anxious about meeting their deadline, but we have a lot of work to do.

Having said that and thinking then about what that might mean for this Committee, my take on this whole thing -- and it's clearly subject to discussion -- the program really is a regulatory-driven program. There's a really high regulatory emphasis associated with it. I don't see as much opportunity for a Committee such as PTAC to exercise policy discretion within the program. Certainly, when we encounter those situations, we can bring those things to this Committee;
but right now, I don't think it's a heavy policy type area to be terribly concerned about.

I will say that one of the very first things out of the barrel that we're doing is in January we will be proposing rules, administrative code rules for the program, updating the current Administrative Code, to reflect not only whatever it needs to reflect on the Federal side of things; but also this last Legislative Session, Senate Bill 1523 gave the Department the enforcement powers and authority it needed to be consistent with what the Federal program was requiring us to do. And to the extent to which any of that needs to be reflected in our rules, that will be done as well.

So we are looking at proposed rules in January with final rules in March. We will be reviewing those rules with impact to the rail agencies, and I should say that at this point in the state there are four rail transit operations that fall under FTA oversight review: Obviously, the DART and Houston Metro. Those are the two big one. There is a Dallas streetcar, which is operating. Then, unbeknownst to me, apparently there is a McKinney Avenue Trolley that operates in McKinney; and that, apparently, as of 2015 I'm told, decided to operate in such a way that they
came under FTA oversight. There are two more that are
in the wings. The traditional Galveston Island Trolley,
which was taken out of operation with Hurricane Ike back
in 2008, it is scheduled to come back online in November
of 2018; and so when that happens, that system will come
in under review. And then there's a new streetcar out
in El Paso which also is looking at a November 2018
startup.

So actually, relative to other states, a
fair number of rail systems. The state of Ohio, for
example, has two. The state of Minnesota has one. So,
you know, there's quite a bit going on here in Texas.
And, you know, we'll be putting together rules.

I think at this point, Mr. Chair and
Members of the Committee, because of our timetable on
this, I honestly, unless you were to schedule a special
meeting -- and I wouldn't recommend it -- but if you
wanted to, the only chance we'd have to get rules in
front of you would be in the January timeframe. I
honestly don't feel as though there really is going to
be too much of anything in them that would rise to the
level of policy significance for this Committee.

Josh, if our next meeting is in January,
I'm certainly willing to bring that to the committee as
an FYI just to kind of bring them up to speed; and at
that point, it's certainly possible to identify topics
that you may wish to pursue.

Any questions on the State Safety
Oversight Program before I move on to the next one?

CHAIRMAN STEPHENS: Does anyone have
questions for Eric before he moves on to the next?

MR. McBETH: No.

MR. GLEASON: Okay. The second topic is
the -- in August, at the August Commission Meeting, the
Commission approved an update to the Department's
Unified Transportation Program, the UTP. And we're,
typically, not a part of that in any large way; but in
this instance, they did take action with that adoption
to give us what is called programatic approval for the
use of transportation development credits.

And what that means is that we no longer
have to go to the Commission on a project-by-project,
request-by-request basis to award, if you will,
development credits. We are able to do that within the
division -- I am able to make that decision within the
division on any request we may receive for development
credits. So that should speed up that process for you.

We are in the middle of -- and I don't
honestly see too much change for sub recipients and how
they approach a request for development credits. The
change is more internal to the Division. But, you know, if you are an agency that is working on a project grant application with us for funds that we administer; and want to use development credits, it would be part of that application in eGrants.

If you are an agency that is working with funds that you receive directly from FTA and you want to use development credits in that application, then the process will be to send an e-mail communication to your public transportation coordinator. You know, we'll give you a thumbs-up/thumbs-down; and at that point, if it's thumbs-up, we'll expect you to go ahead and prepare an application in eGrants for those development credits. But we no longer have to go to the Commission as a step there. So that was great news as far as we're concerned.

The final thing I'll mention is that on the rural side of the program we did go out with a call for rural facility construction projects very tightly defined eligibility requirements. We are in the middle of reviewing applications for that, for those funds; and we anticipate being able to make awards for those funds at the December Commission Meeting.

On the Federal discretionary side of things, we have an application in through the 5339
discretionary program opportunity, which I think was sometime in the summer it came up as being available. I lose track. We did submit a request for funding for FTA small urban area fleet replacement. Those are due on August 25th, if I'm not mistaken.

And then the third discretionary opportunity which I will mention is the TIGER IX opportunity, which the Department is allowed three project applications in that; and as you recall, TIGER isn't just for transit. It's across all branches of the Department of Transportation. And the Department concluded that there were three projects, I think two of which were associated with rail crossing upgrades, that it was going to submit in this round.

We prepared a project description for consideration. It was a second phase of the rural transit asset replacement project that we proposed and received funding for in 2015. We proposed a second phase of that. It didn't score as well as the others in terms of near-term Department priorities. And I think the other thing is we are about a third of the way through spending down the funding for that grant, and I think our feeling was that we wanted to be further along in that before we went back for more.

So if TIGER continues at the Federal
level, at some point -- I would say within the next year or two -- I'm reasonably confident that the Department will support another TIGER program application.

And that concludes my report.

CHAIRMAN STEPHENS: Thank you, Eric.

Does anyone on the line, John, Jim, or Michelle, have questions for Eric?

MR. CLINE: This is Jim. No.

MR. McBETH: This is John. I don't have any.

CHAIRMAN STEPHENS: Michelle, do you have anything?

MS. BLOOMER: No, I don't have any, either.

CHAIRMAN STEPHENS: J.R., no?

Okay. I don't have anything. Thank you very much, Eric, for that.

AGENDA ITEM 6

CHAIRMAN STEPHENS: So that takes us to Item Number 6, which is the discussion and development of the PTAC Work Plan based on our guiding principles and comments made at the January 22nd, 2015 meeting. It is a standing action item on our meetings agendas.

I don't have anything that I'd like to add or lead to discussion.
Eric?

MR. GLEASON: If I may, Mr. Chair, I think it's already time after the first of the year to begin focusing on the next legislative appropriations request. It seems like we just got through that. And in that context, we do have Texas A&M Transportation working on an update to that sketch level means assessment that they provided the Committee several years ago that form the basis for the request, along with the growth in Census work from last time.

And so we are hoping to get a much more highly refined result from them with more time to prepare it, and our suggestion will be that one item for the Committee after the first of the year will begin to make your way through that next round of needs assessment material prepared by TTI. So I will offer that as a topic for the Committee to kick off the new year with, and there may be others.

MR. McBETH: This is John. I'm all for that. It actually segues into something I was going to mention in Item Number 8; but it's the same thing, the need for more funding. So I'm all for adding that. I was going to suggest that we have TTI come back and refresh our memories and start working because it is never too soon to start working on funding for the next
session.

CHAIRMAN STEPHENS: Perfect. Anyone else have comments about our work plan or the TTI needs assessment and our work for next year? Jim or Michelle?

MR. CLINE: No. I will follow John's lead on that.

CHAIRMAN STEPHENS: Awesome. Thank you, sir. J.R., no?

All right. Thank you, Eric, very much. I think that's a great idea to engage TTI and refresh -- just do a restart, start working for the --

MR. GLEASON: And just to be clear, Mr. Chair, they're already working. We've already reengaged them.

CHAIRMAN STEPHENS: Awesome.

MR. GLEASON: So we're trying to get ahead of this thing.

CHAIRMAN STEPHENS: I always do thank you, Eric. Appreciate you very much.

Okay. So it's an action item. Do we want to -- I mean, you're already working on that.

MR. GLEASON: There doesn't need to be an action. You can take action if you wish, otherwise...

CHAIRMAN STEPHENS: Yeah, it's just information. Since we're already working on that, it
shouldn't need anything.

AGENDA ITEM 7

CHAIRMAN STEPHENS: Okay. So with your permission, we'll just move forward with the public comment section, Number 7. This is the time when we'll accept some public comments.

Josh, did anyone fill out comment cards?

MR. RIBAKOVE: I haven't received any cards, but our audience is right here. If anybody has anything that they would like to say, we can handle that.

CHAIRMAN STEPHENS: Yes. Don't be shy if you guys have got something to say.

(No response.)

AGENDA ITEM 8

CHAIRMAN STEPHENS: Perfect. Hearing none, then we'll move on to Item Number 8, "Propose and discuss agenda items for next meeting; confirm date of next meeting."

MR. McBETH: This is John. I have two items that I would like to see added. The first one I just alluded to. I'd like to see on the next meeting or the one after that begin talking about rural funding and the need to increase it. I think we took care of small urban funding for a few years down the road; but we
still have a very, very large problem in rural funding
and the need to -- I applaud Eric and his staff's effort
to give us some extra money based upon the audits that
they found, but I would like to see a set-in-stone more
realistic, larger funding base for rural public transit
in the state. And I understand there's a lot of factors
involved, and I also applaud the efforts of getting TTI
to hone in on this and get it down to a really solid
number that we can take to the Legislature. So that's
one item.

There's a second item that I've been
meaning to bring up for a while, and this seems like a
perfect time to do it. The Speaker just issued interim
charges for committees. In one of the interim charges
he laid out nine to the Transportation Committee; and
most of them don't -- most of them are all basically
applicable to highways, but Item Number 2 directs the
Committee to study the ability of TxDOT to deliver
highway construction projects that reduce congestion and
improve mobility. And it goes on to say, "...including
the Department's options and limitations relating to
contracting, making recommendations to improve the
Department's ability to complete complex projects on
time and under cost."

I would like to see us have a
conversation in that respect to change the state statute that keeps TxDOT from being able to give pre-award authority on capital projects. FTA routinely provides pre-award authority. Because of the state statute, TxDOT, as well as many any other agencies, are not allowed to. I would like to see us take this opportunity.

I know we are going to go to the committee and talk about how much better it would be for the State if TxDOT allowed public transit grantees to have pre-award authority, meaning that we could go out and spend money on a project today, betting that in the future there would be a grant that we could get from TxDOT that we could then use to pay off the money that we already spent on that project. A perfect example would be the work that we did in The Woodlands forever. The Woodlands fronted the money to us to build the project, a major capital project; and then as Federal grants became available -- because we had a letter of no prejudice, as Federal grants became available, we could take those local costs that we had spent money on and ask for reimbursement through the Federal Government via our letter of no prejudice.

So I would like to see us take this opportunity to go forward -- to talk about it and to go
forward and make a recommendation that we create the
ability of TxDOT to provide pre-award authority. That
would allow -- in my case, it would allow me, on the
building that I submitted requests for funding to build,
a 4-million-dollar building, I would be able to go out
and borrow the money from my bank, build the building
and then pay them back as grants became available, as
long as I'm willing to pay the interest.

So that's an item I'd like to see at
least discussed by the Committee. I know it's a weighty
item. We're probably going to have to have TxDOT's
legal people come in and explain to us what all the
complexities are, but I think it's an item that we can
at least start a discussion on.

CHAIRMAN STEPHENS: Thank you John.

MR. GLEASON: Hey, John, this is Eric. I
have a clarifying question, if I may: The two terms,
pre-award authority and letter of no prejudice, are two
different things.

MR. McBETH: They are.

MR. GLEASON: Okay. I just wanted to be
clear. The pre-award authority is the timeframe between
apportionment and getting something executed in the
Federal Grant system, as I understand it.

A letter of no prejudice is -- your
descriptions fit better with the letter of no prejudice. We can certainly look at both and --

        MR. McBETH: I'd like to look at both. I understand the difference between the two, but I would certainly like to look at both so that we can figure out -- I think the Legislature would like it because it relies at the local level on local people going to their banks and getting banks to help them finance projects with the proviso that those banks understand that they will be paid back through the State of Texas at a later time. I think the Legislature -- I think they would go for that because they're very conservative, and they also like to see a lot more of the public/private participate, the three Ps. That's just something I would love to start talking about.

        MR. GLEASON: Okay.

        CHAIRMAN STEPHENS: Thank you, John. Appreciate you.

        Anyone else, Jim or Michelle?

        MR. CLINE: Nothing for me -- this is Jim. Nothing for me.

        MS. BLOOMER: This is Michelle. I don't have anything to add at this time.

        CHAIRMAN STEPHENS: Okay. Thank you. Perfect.
J.R.?

MR. SALAZAR: The only thing I had was what John mentioned on the rule allocation, see what we can do about that; but that's all I have.

CHAIRMAN STEPHENS: All right. Perfect. We'll make sure we get some of those for discussion on the next agenda.

So when that next agenda -- when should we meet again, guys?

MR. RIBAKOVE: The current schedule would have you meeting soon, on November 28th. If we want to wait until after the new year, our Operator's meeting is scheduled for Wednesday, January 24th; so could do it on Thursday, January 25th, probably in this same location.

MR. McBETH: I would prefer to do it in January unless the Department and the Division have something that is really pressing that we need a November meeting for.

CHAIRMAN STEPHENS: We can't think of anything that a November meeting would be required for. We've taken care of that today.

So anyone else?

J.R., have you got any...

MR. SALAZAR: I'm fine with January 25th if that's what we decide.
MR. GLEASON: If it's on the 25th, we'll go with an afternoon meeting. The morning is a Commission Meeting.

CHAIRMAN STEPHENS: All right.

MR. CLINE: Hey, J.R. -- I'm sorry. Rob, I know that we have a Board meeting that afternoon, so it may be tough to call in on that. I certainly couldn't be there for it.

CHAIRMAN STEPHENS: On the 25th you have a meeting, on January 25th?

MR. CLINE: Yes, it's a Board meeting; but, I mean, that shouldn't dictate what everybody does. It's just that would be one that would be hard to even call in to.

CHAIRMAN STEPHENS: So the 24th is scheduled for semiannual.

MR. RIBAKOVE: The 24th is scheduled for the semiannual. We'll look for some dates in January.

CHAIRMAN STEPHENS: All right. We'll look for some dates in January and possibly can shift that to the week before. We'll leave it at that. We'll kind of figure out with Josh and Eric what timeframe in the week before that when we can schedule our next meeting.

Anything else?
MR. CLINE: Not from me. Thank you.

CHAIRMAN STEPHENS: All right. Good deal.

AGENDA ITEM 9

CHAIRMAN STEPHENS: All right, guys. So that brings us to Item Number 9, time to adjourn. Does anyone want to stay around and talk some more?

MR. McBeth: So moved.

CHAIRMAN STEPHENS: John McBeth moves to adjourn. Do I hear a second?

MR. SALAZAR: Second.

CHAIRMAN STEPHENS: All right. J.R. seconded. All in favor say "aye."

(Chorus of ayes.)

CHAIRMAN STEPHENS: We are adjourned.

(Proceedings concluded at 1:41 p.m.)
CERTIFICATE

STATE OF TEXAS )

COUNTY OF TRAVIS )

I, Debbie D. Cunningham, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the above-mentioned matter occurred as hereinbefore set out.

I FURTHER CERTIFY THAT the proceedings of such were reported by me or under my supervision, later reduced to typewritten form under my supervision and control and that the foregoing pages are a full, true, and correct transcription of the original notes.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 30th day of October, 2017.

[Signature]

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