



MEETING AGENDA

Public Transportation Advisory Committee

Tuesday, March 27, 2018 | 1:00 P.M. (local time)

Texas Department of Transportation (TxDOT)

200 E. Riverside Drive, Room 2B.1

Austin, TX 78704

1. Call to Order.

2. Safety Briefing.

3. Selection of a new chairperson and vice chairperson. (Action)

4. Approval of minutes from January 18, 2017 meeting. (Action)

5. TxDOT's Public Transportation Division Director's report to the Public Transportation Advisory Committee (PTAC) regarding public transportation matters.

6. Follow-up presentation by Texas A&M's Texas Transportation Institute (TTI) on Texas transit needs assessment. Committee discussion of near-term funding priorities. (Action)

7. Discussion and development of PTAC Work Plan based on PTAC's guiding principles and comments made at the January 22, 2015 meeting. (Action)

8. Public Comment – Public comment will only be accepted in person. The public is invited to attend the meeting in person or listen by phone at a listen-in toll-free number: 1-855-437-3563 [US] with attendee access code: 598 304 40. The meeting transcript will be placed on the Internet following the meeting.

9. Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action)

10. Adjourn. (Action)

I certify that I have reviewed this document and that it conforms to all applicable *Texas Register* filing requirements.

CERTIFYING OFFICIAL: Joanne Wright, Deputy General Counsel, (512) 463-8630.

AGENDA ITEM 4

MINUTES FOR ADOPTION

Public Transportation Advisory Committee – Teleconference Meeting
200 E. Riverside Drive Room 2B.1, Austin, Texas
January 18, 2018 1:00 P.M.

Committee Members Present and Participating:

John McBeth, Vice Chair
J.R. Salazar

Committee Members Participating via Teleconference:

Michelle Bloomer
Christina Melton Crain
Jim Cline

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Josh Ribakove, Communications Manager, PTN
Kelly Kirkland – Business Operations Project Manager, PTN

Non-TxDOT Present and Participating:

Michael Walk, Research Scientist, Texas A&M's Texas Transportation Institute (TTI)

AGENDA ITEM 1: Call to Order.

John McBeth called the meeting to order at 1:00 P.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove gave a safety briefing for attendees at 1:00 P.M.

AGENDA ITEM 3: Approval of minutes from June 6, 2017 meeting (Action).

John McBeth opened this item at 1:02 P.M.

MOTION Jim Cline moved to approve the October 24, 2017 meeting minutes.

SECOND Christina Melton Crain seconded the motion.

The motion passed unanimously at 1:03 P.M.

AGENDA ITEM 4: TxDOT's Public Transportation Division Director's report to the committee regarding public transportation matters.

Eric Gleason began his report at 1:04 P.M. The report touched on committee membership, committee elections, the upcoming TxDOT-PTN Semiannual Transit Operators Business Meeting (Jan 24, 2018), federal funding, and the Legislative Appropriations Request letter that PTAC will be working on over the next several months.

AGENDA ITEM 5: Presentation by Texas A&M's Texas Transportation Institute (TTI) on current transit needs in Texas (Action).

Eric Gleason introduced this topic at 1:12 P.M., after which Michael Walk (TTI) began the presentation.

Questions and comments from Eric Gleason, John McBeth, Jim Cline and JR Salazar.

No action taken.

AGENDA ITEM 6: Discussion (follow-up) on pre-award authority and letters of no prejudice. (Action).

Eric Gleason introduced this item at 2 P.M.

Questions and comments from John McBeth, Kelly Kirkland, Jim Cline and Eric Gleason.

No action taken.

AGENDA ITEM 7: Discussion and development of PTAC Work Plan based on PTAC's guiding principles and comments made at the January 22, 2015 meeting (Action).

John McBeth introduced this item at 2:07 P.M.

No action taken.

AGENDA ITEM 7: Public Comment

John McBeth introduced this item at 2:08 P.M.

There were no public comments.

AGENDA ITEM 10: Propose and Discuss Agenda Items for Next Meeting; confirm date of next meeting (Action).

John McBeth initiated and led this discussion beginning at 2:09 P.M. No agenda items were proposed.

The next meeting is scheduled for Tuesday, March 27, 2018 at 1 P.M. at 200 e. Riverside Drive, Room 2B.1.

No action taken.

AGENDA ITEM 12: Adjourn (Action).

MOTION Michelle Bloomer moved to adjourn.

SECOND J.R. Salazar seconded the motion.

Meeting adjourned at 2:09 P.M.

Prepared by:

Approved by:

Josh Ribakove

_____, Chair

AGENDA ITEM 6



Texas Transit Geospatial Needs Assessment

Presentation

March 2018

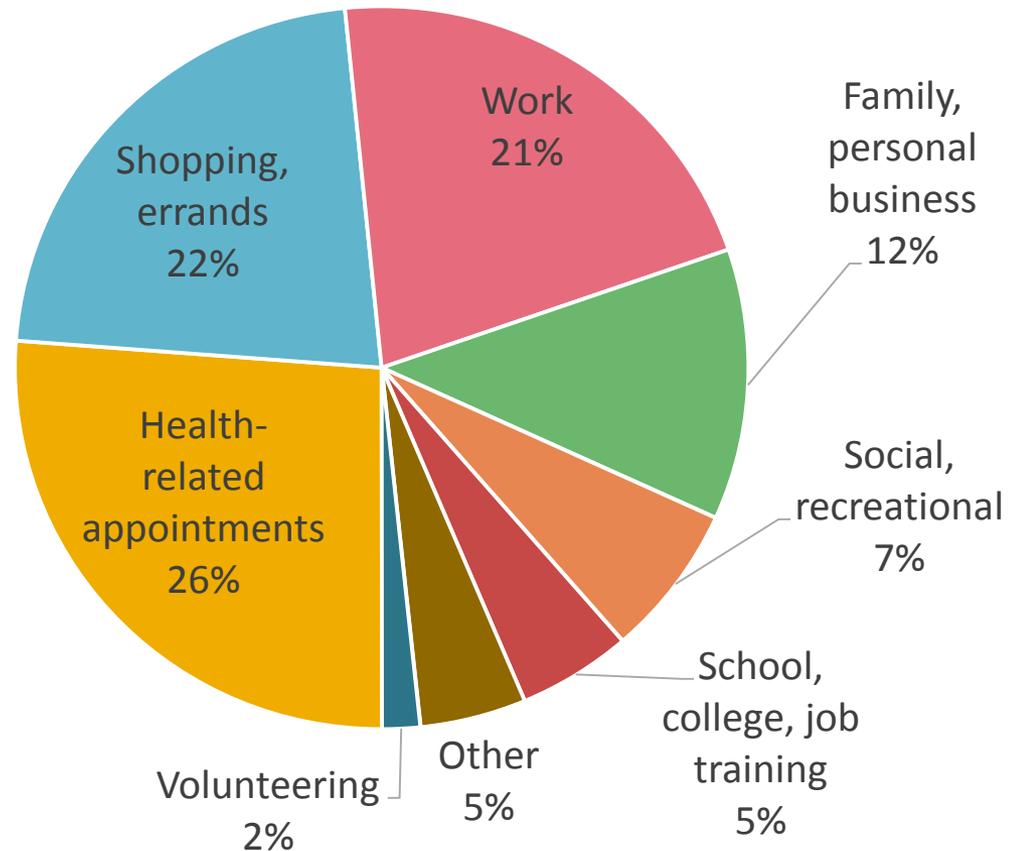
Michael J. Walk, Research Scientist
Texas A&M Transportation Institute



Public Transit in Texas

- Public transit plays an important role
 - Nearly 30 million trips in FY2017
 - Used for medical appointments, shopping errands and work

Texas Transit Riders' Trip Purposes



Source: 2017 Texas Transit Rider Survey



Public Transit in Texas

- For transit to continue its vital role
 - Must operate *where* and *where* needed
 - Must be funded to meet changing demands and costs

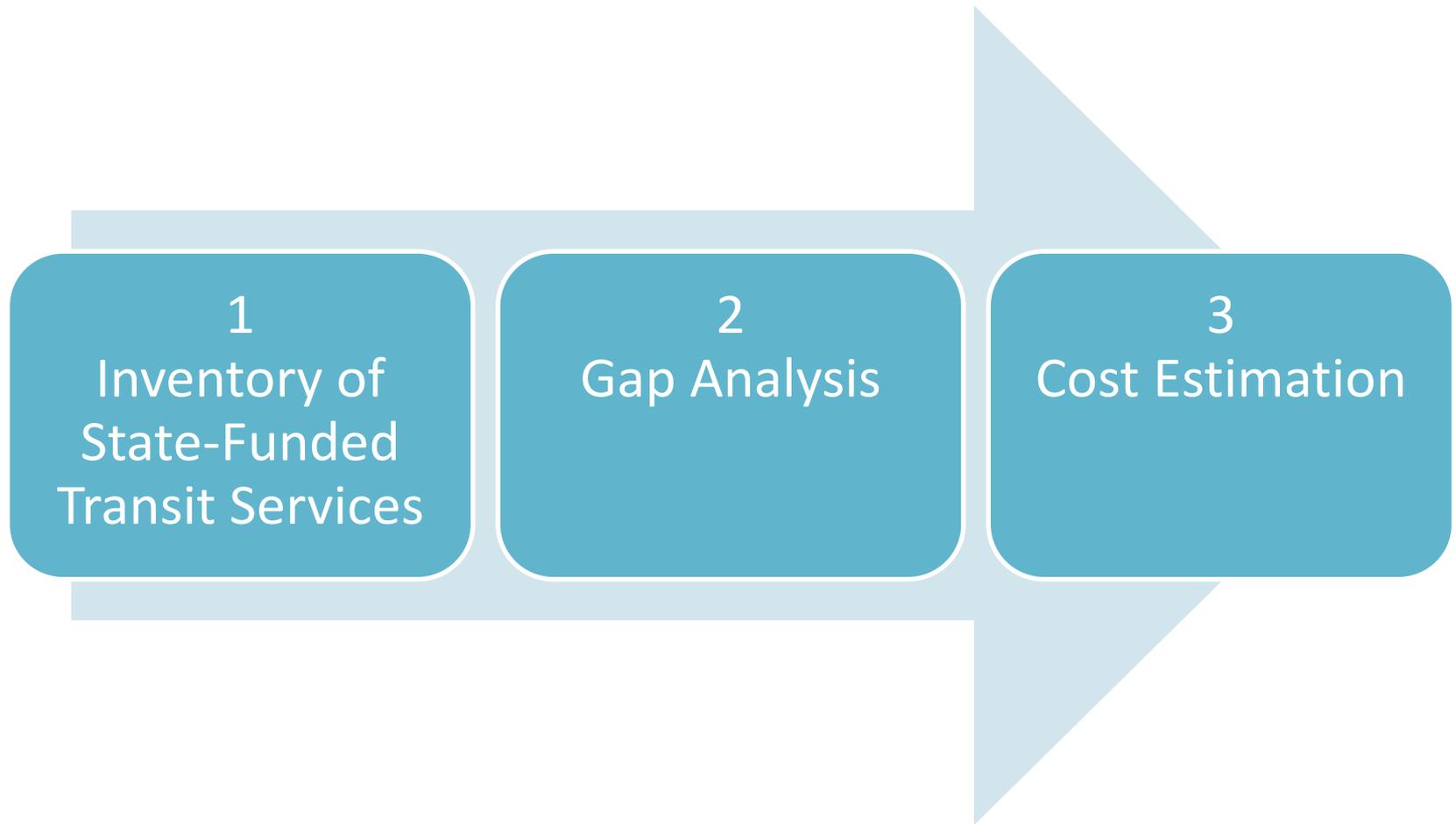
Building on Previous Needs Assessment Work

- Previous Needs Assessment from 2016
 - Sketch-level analysis
 - Assessed four types of need:
 - Span of service
 - Urban and rural gaps
 - Inflation
 - Population growth
 - Span analysis did not account for actual transit service areas

Texas Transit Geospatial Needs Assessment in 2017

- Data-driven, based on actual service areas and spans
- Goals
 - Where are places in Texas without transit service?
 - What current transit services do not meet a minimum span threshold?
 - How much would it cost to provide a minimum span of service across Texas?
 - Focusing on Texans living outside transit authority boundaries.

Needs Assessment Steps



Step 1: Inventory of State Funded Transit Services

- **Where:** Mapped all state-funded transit district service areas and routes
- **When:** Gathered service span data for all transit districts
- Transit districts confirmed accuracy of maps, service areas, and span hours



CityLink Route 1





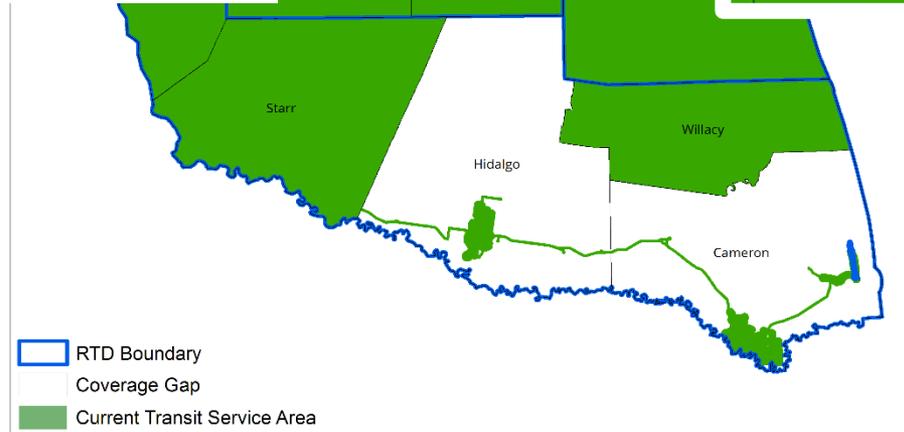
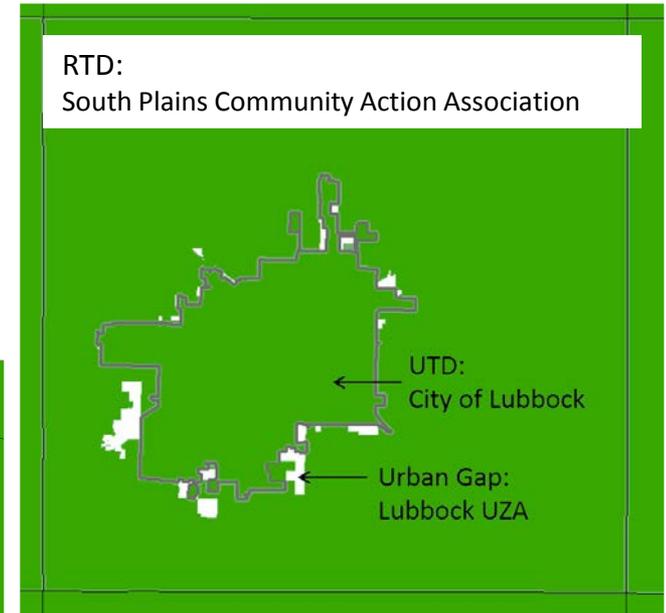
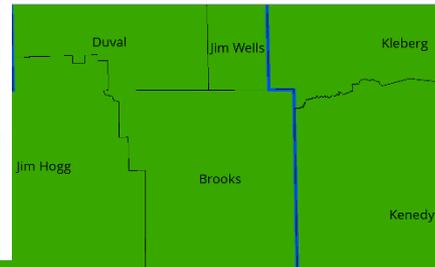
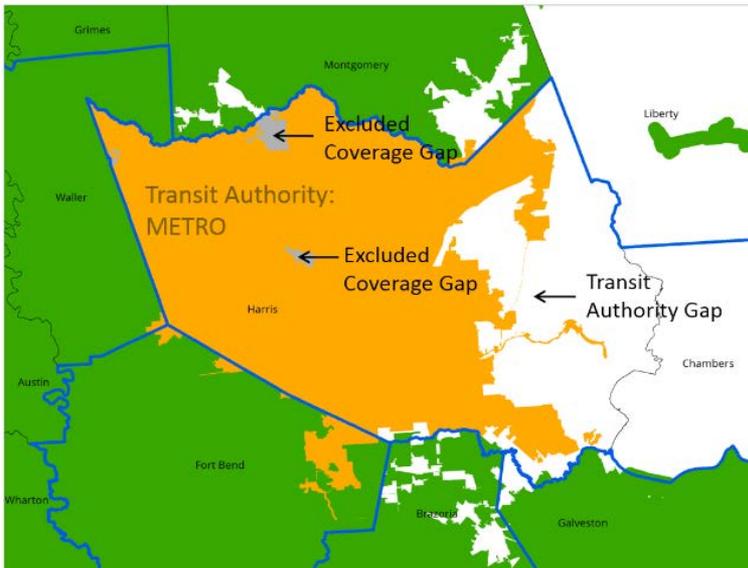
Identified areas without transit service and areas without service operating at the span threshold.

STEP 2: GAP ANALYSIS

Coverage Gaps

Coverage Gap = Places in Texas without transit service.

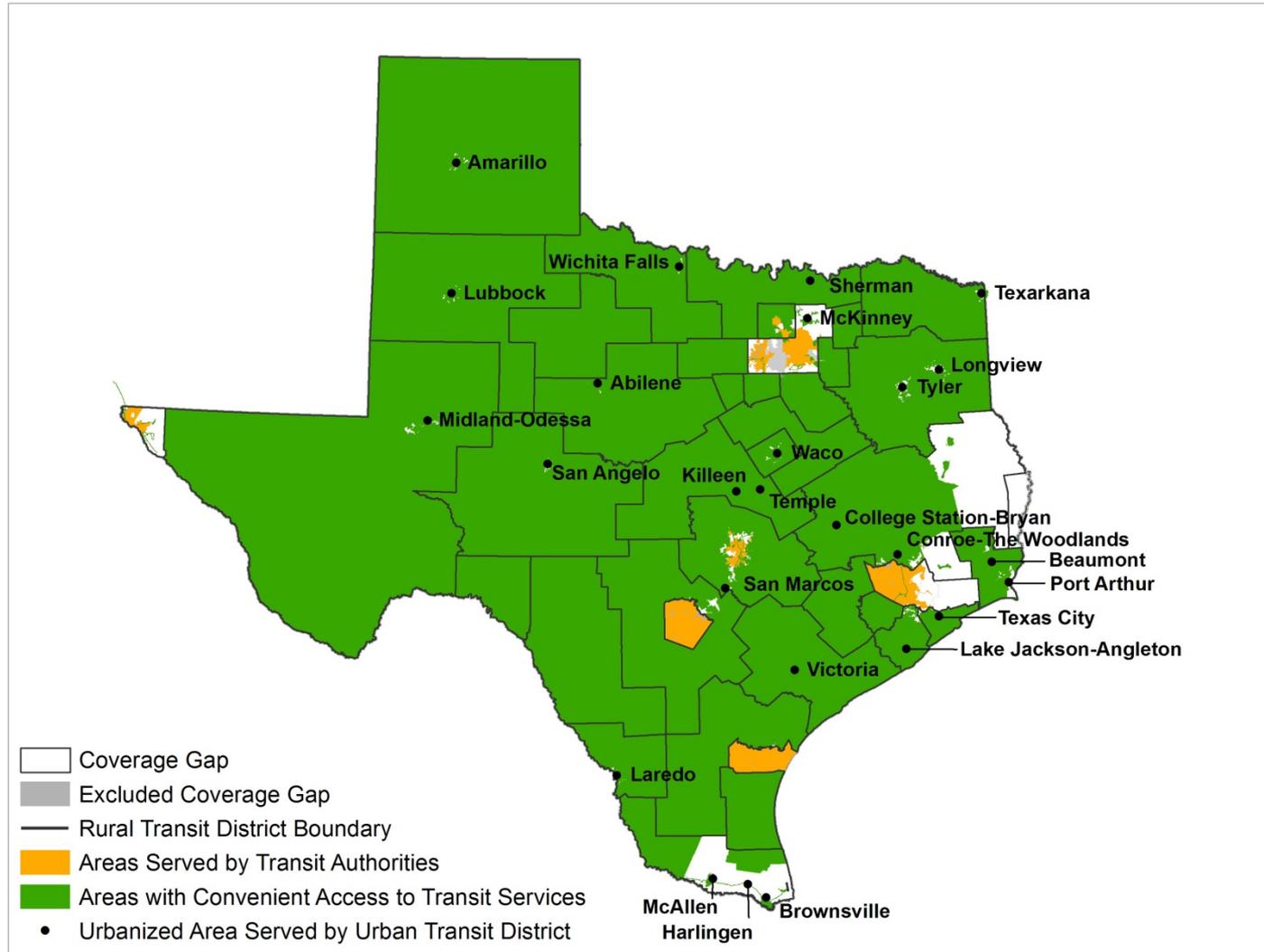
Examples include urban gaps, gaps outside transit authorities, and gaps within transit districts.



Coverage Gap Analysis Results

**Coverage Gap
Land Area:**
13,400 square
miles

**Coverage Gap
Population:**
3.5 M people



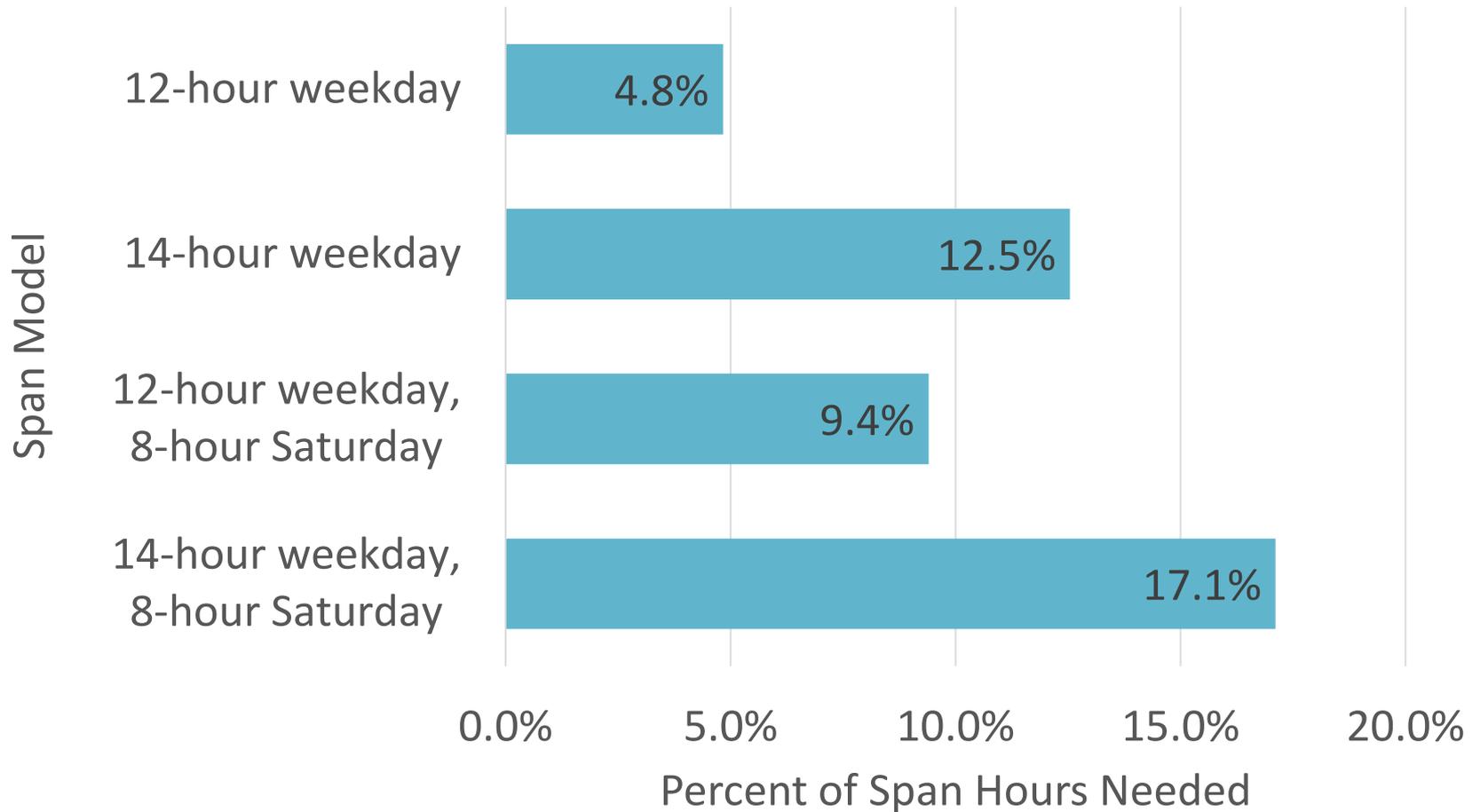
Span Gaps – 4 Models

Span Gap = Transit service does not meet span threshold.

Model #	Title	Weekday Span Threshold	Saturday Span Threshold
1	12-hour weekday service	12 hrs.	0 hrs.
2	14-hour weekday service	14	0
3	12-hour weekday, 8-hour Saturday service	12	8
4	14-hour weekday, 8-hour Saturday service	14	8

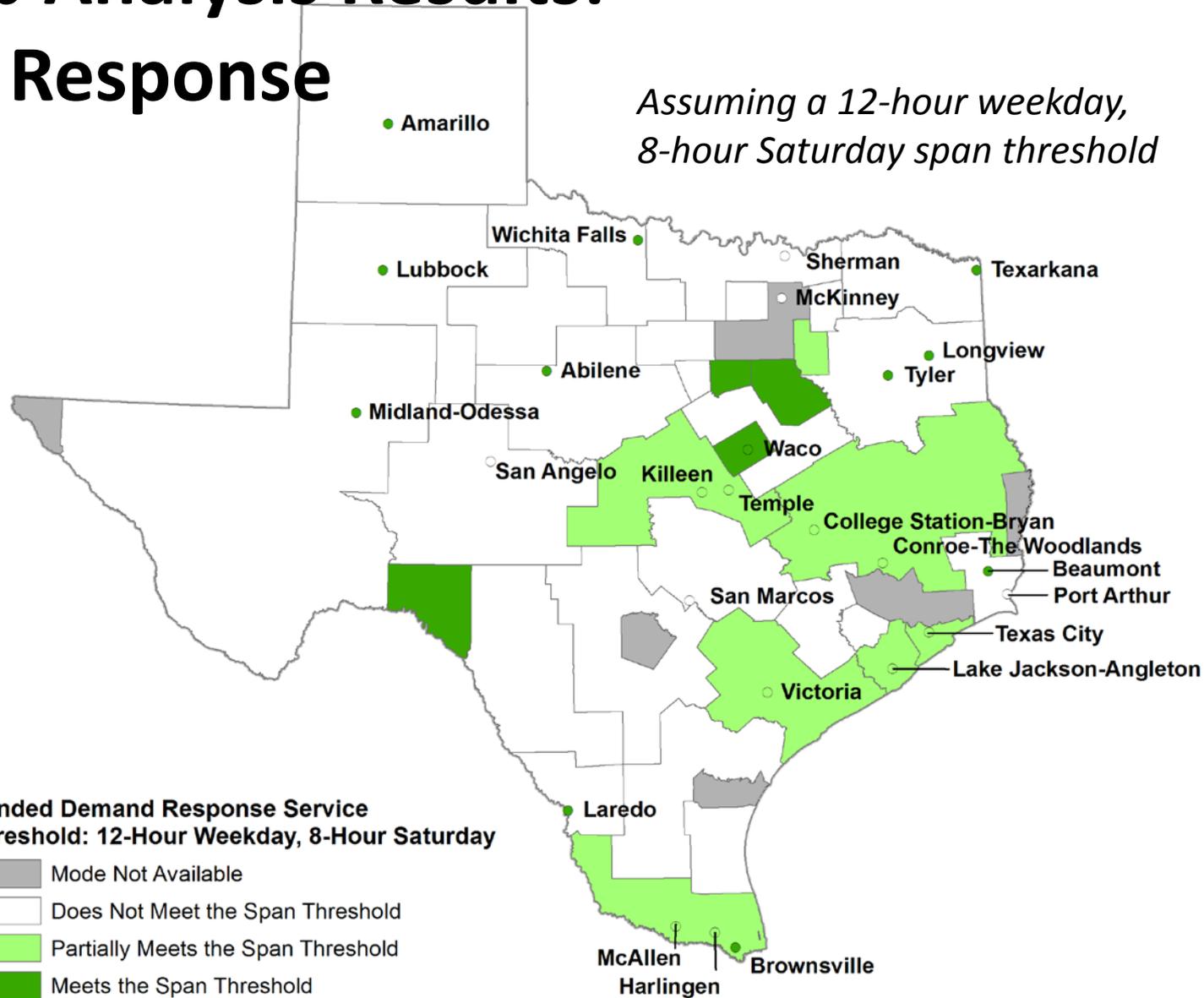
Span Gap Analysis Results

Needed Percent Increase in Service Hours for Each Span Model



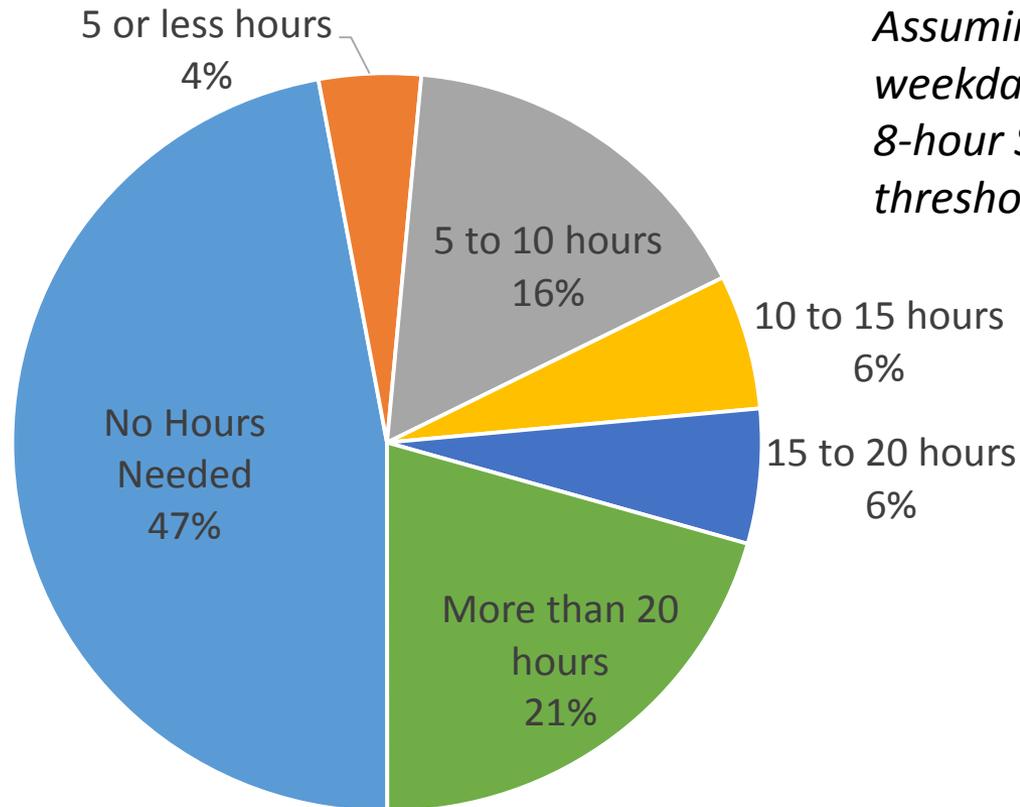
Span Gap Analysis Results: Demand Response

*Assuming a 12-hour weekday,
8-hour Saturday span threshold*



Span Gap Analysis Results: Demand Response Services

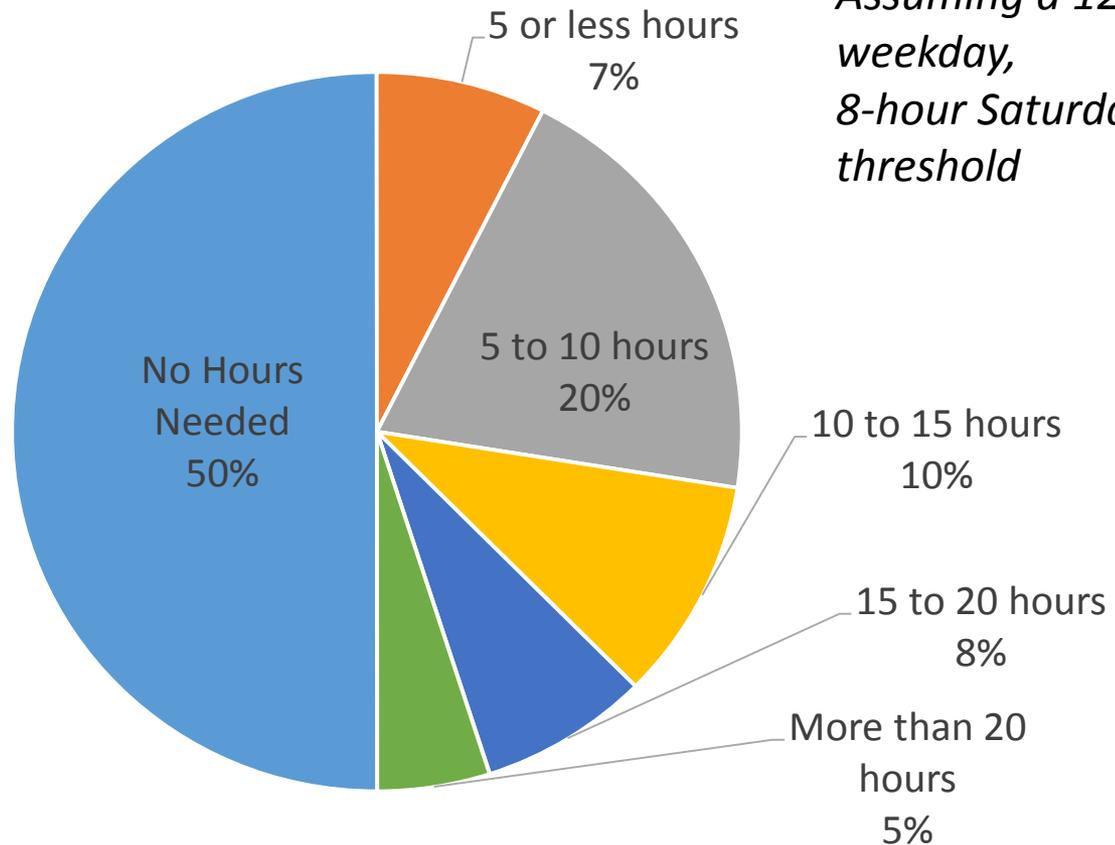
Percent of Demand-Response Services Needing More Span Hours to Reach the Span Threshold



Assuming a 12-hour weekday, 8-hour Saturday span threshold

Span Gap Analysis Results: Fixed/Flexible-Route Local Bus Services

Percent of Local Bus Services Needing More Span Hours to Reach the Span Threshold





Estimated the costs of providing all Texans* with a standard span of service.

STEP 3: COST ESTIMATION

*All Texans living outside of transit-authorities' service areas or excluded coverage gaps.

Cost Estimation Procedure

- Estimate FY2016 costs to fill **span gaps** using existing operating data from current services
- Estimate FY2016 costs to fill **coverage gaps** with full span general-public demand-responsive service; include
 - Operating costs based on a regional conditions
 - Capital costs for vehicle purchases

FY2016 Span Gap Cost Estimates

(\$ in millions)

Span Model	Current FY2016 Operating Cost	Additional FY2016 Operating Cost	Total FY2016 Operating Cost
12-hour weekday	\$205.3	\$13.6	\$218.9
14-hour weekday	\$205.3	\$31.1	\$236.4
12-hour weekday, 8-hour Saturday	\$205.3	\$25.5	\$230.9
14-hour weekday, 8-hour Saturday	\$205.3	\$43.0	\$248.3

Additional costs reflect the estimated *new* FY2016 operating expenses if transit services were operated at the given span thresholds instead of current service levels.

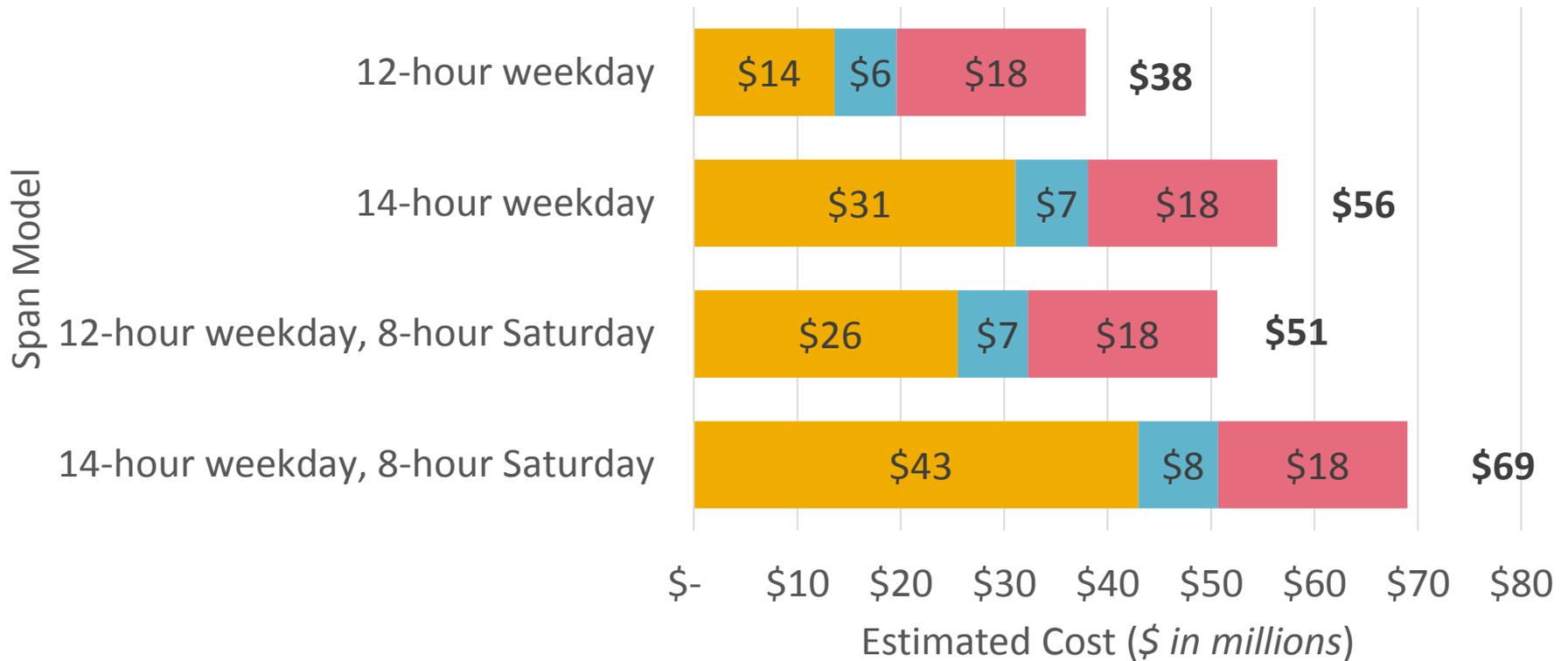
FY2016 Coverage Gap Cost Estimates

Span Model	Additional FY2016 Operating Cost (\$ in millions)	Number of Vehicles	2016 Vehicle Cost (\$ in millions)
12-hour weekday	\$6.0	234	\$18.3
14-hour weekday	\$7.0	234	\$18.3
12-hour weekday, 8-hour Saturday	\$6.8	234	\$18.3
14-hour weekday, 8-hour Saturday	\$7.7	234	\$18.3

Operating costs are estimated FY2016 operating expenses for general public demand-responsive service operated in all gaps at the given span thresholds. Capital costs are the total costs of purchasing the required number of vehicles.

FY2016 Estimated Total Costs to Fill All Gaps (*\$ in millions*)

Current FY2016 Operating Cost = \$205.3 million.



■ Span Gap Cost
 ■ Coverage Gap Operating Cost
 ■ Coverage Gap Capital Cost



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Transit Mobility Program
Texas A&M Transportation Institute
<http://tti.tamu.edu/group/transit-mobility>

AGENDA ITEM 7

Public Transportation Advisory Committee

Guiding Principles

Updated February 2012

1. Support Public Transportation

- Goal: Implement an efficient, effective, and sustainable public transportation system.
 - Objective: Strategically leverage all available resources to maximize service provided throughout the state.
 - *Task: Develop consistent and transparent methods to award funds (e.g. §5310 Program, §5311 Program, and Transportation Development Credits.)*
 - Objective: Increase financial stability of the state's transit providers
 - *Task: Identify, develop, and implement options to accommodate the lag in federal funding availability.*
 - *Task: Explore the creation of a reserve fund to provide gap funding, loans, and/or lines of credit.*
- Goal: Support financial sustainability of local, state, and federal investments in the maintenance and expansion of critical transportation assets.
 - Objective: Strategic and aggressive pursuit of competitive federal grant funding.
 - *Task: Develop 3-year list of capitol project needs statewide.*
 - *Task: Develop long-term strategic plans for investment.*
 - Objective: Improve individual and collective planning competencies and financial capacity within agencies.
 - *Task: Develop and implement leadership forum (particularly focused on best practices for financial stability).*
 - Objective: Encourage and support the recruitment, retention, and training of personnel.
 - *Task: Develop innovative financing training/knowledge sharing opportunities.*
- Goal: Conduct regular evaluations of funding initiatives and results to guide future direction and decision-making activities.
 - Objective: Achieve continuous service performance improvements.
 - *Task: Review past program funding, develop best practices and performances metrics for investments that maximize services.*
 - *Task: Review past investments and develop best practices for evaluation of new fund development and its impacts on maintenance and capital.*

2. Promote Coordinated Transportation

- Goal: Increase coordination to maximize the availability and use of transportation resources (funding, services, etc.)
 - Objective: Develop and implement an approach to the coordinated call for projects that exhibits a commitment to coordination.
 - *Task: Review previous §5310, §5311, JARC and New Freedom investments under the coordinated call and evaluate coordination best practices for coordination of funding, services, and/or community participation.*
 - *Task: Develop metrics and funding criteria that promote best practices in coordinated calls for projects.*
 - *Task: Develop advance trainings that build coordinated call applicants' understanding of the desired outcomes, requirements, and suggested approaches for a successful application.*
 - Objective: Develop metrics that will allow evaluation of the funding formula's consistency with the strategic values of regional coordination.
 - *Task: Define strategic values for coordination.*
 - *Task: Develop metrics for coordination.*
 - *Task: Test evaluation of the funding formulas based on coordination metrics.*
- Goal: Encourage and reward innovation.
 - Objective: Develop investment practices and grant management policies that support innovation and entrepreneurial approaches to regional coordination.
 - *Task: Research and review best practices at all levels for innovation and entrepreneurial approaches to regional coordination.*
 - *Task: Establish metrics and goals for TxDOT-implemented best practices.*
- Goal: Support initiatives to create sustainable communities.
 - Objective: Understand what local jurisdictions are doing to promote sustainability and the implications for public transportation in Texas.
 - *Task: Research what local jurisdictions are doing to create sustainable communities.*
 - *Task: Evaluate research to determine possible implications for PTN.*
- Goal: Conduct regular evaluations of funding initiatives to guide future direction and decision-making activities.
 - Objective: Achieve continuous service performance improvements.

- *Task: Review past programs and develop best practices for performance-based evaluation of coordination activities, projects, and programs.*
- *Task: Review past investments and develop best practices for evaluation of investments via the coordinated call for projects.*