

Transcript of the Testimony of
PUBLIC MEETING

Date:

March 27, 2018

Case:

PUBLIC TRANSPORTATION ADVISORY COMMITTEE

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TRANSCRIPTION OF
TEXAS DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION ADVISORY COMMITTEE
PUBLIC MEETING
TUESDAY, MARCH 27, 2018
1:00 P.M.
200 E. RIVERSIDE DRIVE, ROOM 2B.1
AUSTIN, TEXAS 78704

REPORTED BY: KELLY E. FISHER, TEXAS CSR NO. 2834

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APPEARANCES

COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

John McBeth, Chair

J.R. Salazar

Ken Fickes

COMMITTEE MEMBERS PARTICIPATING TELEPHONICALLY:

Jim Cline, Vice Chair

Michelle Bloomer

TxDOT PRESENT AND PARTICIPATING:

Eric Gleason, PTN Director

Kelly Kirkland, PTN Business Operations Manager

Josh Ribakove, PTN Communications Manager

OTHER SPEAKERS:

Jay Blazek Crossley, Farm & City

MEETING AGENDA

ITEM

- 1 Call to Order.
- 2 Safety Briefing.
- 3 Selection of 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:
1-888-437-3563 [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)

1 MR. MCBETH: This is the March 27, 2018,
2 Public Transportation Advisory Committee scheduled to
3 start at 1 o'clock. And we're starting at 1 o'clock.
4 We do have a quorum with Michelle Bloomer and Jim Cline
5 on the phone. Christina Crain will be calling in, and
6 the other members are present. So with that, we'll call
7 to order and go with Item No. 2, the safety briefing.

8 Josh.

9 MR. RIBAKOVE: Hi, folks. Welcome to
10 TxDOT's East Riverside campus. We're at 200 East
11 Riverside Drive. Should we need to evacuate the
12 building for any reason, we'll go right down these
13 stairs right here -- don't use the elevator -- right out
14 the front door, turn to the left, walk down to the
15 sidewalk at Riverside Drive; and that's where we'll meet
16 up.

17 Should we have inclement weather and need
18 to shelter in place, go down those same stairs, but then
19 don't go outside. Turn to the left. You'll see the
20 doors, the double doors into our auditorium. And that's
21 the most sheltered room in the building. That's a good
22 place to be if there's anything like that.

23 Should you need a restroom, they're
24 directly across this lobby area here on this floor just
25 right next to the elevator, men and women.

1 We do have a good cafeteria in this
2 building. Feel free to avail yourselves of it. I can't
3 tell you what the specials are, but it's okay.

4 There are -- there's a sign-in sheet on the
5 table by the door. If anybody hasn't signed in yet,
6 we'd sure like it if you would. There are also speaker
7 sheets there. If you'd like to speak during the
8 meeting, just fill one of those out, give it to me, and
9 we'll make sure that you get a chance to speak when you
10 need to.

11 That's it.

12 MR. MCBETH: Thank you, Josh.

13 A little housekeeping. Because we have
14 members that are on the phone, when you speak, please
15 introduce yourself so that they know who is speaking.

16 Also, I'd like to introduce our newest
17 member, Ken Fickes, from Harris County Rides. He is the
18 Lieutenant Governor's appointee taking Ron's place.

19 We're happy to have you here.

20 With that, we can start the meeting.

21 The third agenda item is selection of a new
22 chairperson and vice chairperson. That's an action
23 item.

24 MR. FICKES: This is Ken Fickes. I'd like
25 to make a motion that we elect John McBeth as chairman.

1 MR. SALAZAR: This is J.R. I'll second
2 that.

3 MR. MCBETH: We have a motion and a second.
4 Any discussion?

5 Being no discussion, we'll have a vote.
6 All in favor vote by saying aye.

7 MR. FICKES: Aye. Anybody else?

8 MR. RIBAKOVE: Anybody on the phone want to
9 vote?

10 MR. CLINE: This is Jim. I agree.

11 MS. BLOOMER: Same for Michelle.

12 MR. MCBETH: Okay. We have four ayes, no
13 nos. Looks like I'm promoted from vice chair to chair.

14 MR. GLEASON: Mr. Chair, you can now run
15 the election for the vice chairman.

16 MR. MCBETH: Now I'll run the election for
17 the vice chairman using my vast potentiary powers as a
18 chairman. We now need a motion for a vice chairperson.
19 I would like to move that we -- like to nominate Jim
20 Cline to be the vice chair.

21 MR. FICKES: This is Ken Fickes. I'll
22 second that.

23 MR. CLINE: That's okay, by the way.

24 MR. MCBETH: Is that your acceptance
25 speech?

1 MR. CLINE: That's all you get. Take it up
2 with Ken later.

3 MR. MCBETH: All in favor of Jim Cline as
4 vice chairman of the Public Transportation Committee
5 signify by saying aye.

6 COMMITTEE MEMBERS: Aye.

7 MR. MCBETH: Five ayes and no nos. That
8 makes Jim the vice chairman. Thank y'all very much.

9 And with that, we'll move to Agenda Item
10 No. 4, the approval of minutes from January 18th, 2017,
11 meeting. Action item.

12 MR. SALAZAR: I move to approve it as
13 printed.

14 MR. MCBETH: We have a motion. Do we have
15 a second?

16 MR. CLINE: Jim Cline. I'll second.

17 MR. MCBETH: We have a motion from J.R. and
18 a second from Jim Cline. All in favor signify by saying
19 aye.

20 COMMITTEE MEMBERS: Aye.

21 MR. MCBETH: All ayes, so the minutes are
22 approved.

23 I guess you want me to sign those, Josh.

24 MR. RIBAKOVE: I would like you to sign
25 those and hand those over to me.

1 MR. MCBETH: There you go.

2 MR. RIBAKOVE: Thank you.

3 MR. MCBETH: Agenda Item No. 5, the TxDOT's
4 Public Transportation Division Director's report to the
5 Public Transportation Advisory Committee regarding
6 public transportation matters.

7 Eric.

8 MR. GLEASON: All right. Well, thank you,
9 Mr. Chair. Congratulations on your election.

10 Jim, congratulations on yours.

11 I would like to touch on four items. For
12 the record, this is Eric Gleason, public transportation
13 division director.

14 First, on funding, federal funding, we
15 received apportionments earlier this month of a
16 six-twelfth, almost a six-twelfth. Almost a half year's
17 worth. And we are proceeding at Thursday's commission
18 meeting to award the rural program formula funding, the
19 20.1 million that we do each year.

20 We have been working a streamlined schedule
21 with respect to preparation of our federal grant for
22 those funds and trying to collapse this whole process
23 into a much shorter time frame.

24 We have a handful of rural transit
25 districts who are coming up on finishing off last year's

1 rural program funding, and we need to make sure we get
2 contracts signed with the new money so we are working as
3 expeditiously to get that done as we can.

4 Coming up at the commission -- well, the
5 other thing we have this month at the commission is
6 State Safety Oversight Program Administrative Code rules
7 up for final approval. And that will expedite a
8 submission on our part of a certification package to FTA
9 for the State Safety Oversight Program under Federal
10 674, which -- the risk that's out there to us if we
11 don't complete that by April 15th of 2019 is that then
12 the FTA would be prohibited from distributing any
13 transit funding to the state of Texas.

14 So we are comfortable that we're well in
15 advance of that deadline with a mid-April submission.
16 So I'm not anticipating any issue with that.

17 Looking ahead, the May-June time frame,
18 this will be big time for the commission. Typically
19 this time of year, we push through quite a bit of both
20 federal and state funding.

21 We are currently targeting the May
22 commission meeting for the coordinated call funding
23 awards. And we are -- traditionally the June meeting is
24 the distribution of state funds, which in this case will
25 be the 2019 state funding.

1 This is also the time where the department
2 is beginning to work on its legislative appropriations
3 request. In this case, it would be for the FY 20-21
4 biennium.

5 The commission is receiving its first
6 briefing on this this month. This one is typically
7 very, very high level. It's just to kind of get them
8 thinking in the right direction. Probably a general
9 description of schedule and not too much more than that.

10 For those of you who have been through this
11 before, this typically will culminate in discussions in
12 the summer at the commission about what the LAR looks
13 like with an August adoption date on their part in order
14 to submit to the LBB before September 1.

15 So this committee, later on in the agenda,
16 will be one where we have discussion which, if the
17 committee chooses, we'll feed into that general
18 schedule.

19 So we are working internally on the -- what
20 is known as a department baseline request, which is what
21 the department would propose or request funding for from
22 known revenues. And so we are, as a division, putting
23 together our program for that right now.

24 The final point that I will make is, we are
25 also gearing up to begin working on transit asset

1 management plans. There is an October 1st, 2018, due
2 date at the federal level for the first round of these
3 plans. We sent out some information to folks,
4 particularly the rural transit district folks.

5 A little while ago I believe we had a
6 webinar where anyone who had some questions how to
7 proceed with those could ask them there. And we are
8 moving in a direction of developing a state plan which
9 rural transit districts can choose to join. If they
10 wish, they can also choose to make -- to develop their
11 own plan.

12 So that will be coming together here over
13 the next several months. I don't necessarily see a role
14 for the committee in that, but it will be a lot of what
15 we are doing, the staff.

16 And that concludes my report. I'll take
17 any questions from the members if they have any at this
18 point.

19 MR. MCBETH: Do we have any questions of
20 Eric relative to the executive director's report?

21 Hearing none, we will move on to Item
22 No. 6, follow-up presentation by Texas A&M's
23 Transportation -- Texas Transportation Institute on
24 Texas transit needs assessment, followed by committee
25 discussion on near-term funding priorities.

1 MR. GLEASON: Before you start, let me
2 just -- in context for the committee. So at your last
3 meeting, Michael presented what was described to you as
4 a draft version of this needs assessment you're going to
5 hear again on today.

6 The direction that the committee may choose
7 to move following this presentation will be around a
8 committee discussion of the extent to which you may or
9 may not wish to identify near-term funding priorities as
10 a result of what you heard today and then subsequently
11 choose to advise the commission on funding of those
12 near-term priorities.

13 And so, Mr. Chair, generally we need to be
14 focused on sort of the May, very early June time frame
15 for reaching a conclusion as a committee, if you choose,
16 what you might want to say to the commission on what
17 you're hearing today.

18 MR. MCBETH: And we have another PTAC
19 meeting in May, right?

20 MR. GLEASON: That is correct.

21 And we can -- as we have in the past, we
22 can schedule additional meetings if necessary. We can
23 conduct business on the phone if folks can't get in. So
24 we will get done what we need to get done.

25 MR. MCBETH: We want to do it in May, or

1 June at the latest, so that we can have it to the
2 commission for the LAR adoption in August, I would
3 assume.

4 MR. GLEASON: In the past, the committee
5 has chosen to try and get that information to the
6 commission in the June or July time frame.

7 MR. MCBETH: Okay. So we can look forward
8 definitely to a May PTAC meeting to hammer it all out.

9 MR. GLEASON: Great. Okay.

10 MR. WALK: Thank you very much. This is
11 Michael Walk with Texas A&M Transportation Institute
12 with TTI.

13 I'll be going over -- you have the handout
14 in your packet -- a revised version of the draft
15 presentation we gave in January.

16 I will be giving the full presentation but
17 also be focusing your attention on what changed, because
18 the PTAC did give us comments on things that they would
19 like to see changed in the presentation, and so we tried
20 to incorporate those requests for changes into the
21 presentation you'll see today. And of course we can
22 have continued conversation, discussion about additional
23 changes that might be needed.

24 So I'll direct your attention to slide 2
25 titled "Public Transit in Texas." This is the first

1 slide in which we made some changes. We thought it was
2 important to give data about the purposes of transit
3 trips in the state of Texas. In the original slide, you
4 know, we just state that transit is used for various
5 purposes like medical appointments, work, et cetera.

6 But we did have data from the 2017 Texas
7 transit rider survey that we conducted to help give some
8 proportion to that. And I think the interesting thing
9 that stands out in that pie chart is that a fourth of
10 the trips -- just over a fourth of the trips are for
11 health-related appointments. And you have your other
12 two main categories of shopping and errands and work.
13 So that two-thirds of the trip purposes on transit fall
14 into those three categories. So you can see the big
15 reason that transit riders take transit trips in the
16 state of Texas.

17 MR. GLEASON: Michael, this as a
18 combination of rural and urban programs?

19 MR. WALK: Correct, yeah.

20 MR. GLEASON: So I think if you were to
21 look more closely at rural, for example, you would see a
22 different distribution perhaps with a significant number
23 more on the medical side.

24 MR. WALK: Yes.

25 MR. GLEASON: But when you roll the urban

1 numbers in, it tends to even the distribution out among
2 the different purposes.

3 MR. WALK: Correct.

4 MR. MCBETH: This is John. Can y'all
5 segregate those out and give us a pie chart that shows
6 rural and another one that shows urban?

7 MR. WALK: Absolutely.

8 MR. MCBETH: That would be very, very
9 helpful.

10 MR. GLEASON: Urban ridership is about
11 80 percent of that total. And so the rural program is
12 about 6 million a year. And so obviously the urban
13 distribution will influence those numbers.

14 MR. MCBETH: Our rural program, we carry a
15 lot of people to work. A lot of people to work. But I
16 agree with Eric. The majority is going to be the
17 health-related appointments.

18 MR. WALK: And they will change by region,
19 by transit district. Like Eric said, this is everything
20 put together in one pot that we surveyed.

21 So that is one change. We added that pie
22 chart to slide No. 2.

23 Directing your attention to slide 3. This
24 is the same language as before, just reiterating the
25 fact that if transit is used for all these important

1 things, it has to be running where it's needed
2 geographically; it has to be operating when it's needed;
3 and it has to be funded.

4 MR. GLEASON: We have two "wheres."

5 MR. WALK: I saw the people talking, and I
6 sensed somebody found a typo.

7 MR. GLEASON: Location, location, location,
8 right?

9 MR. WALK: Where and where.

10 Where and when -- to correct the second
11 "where" -- it is needed. And in order to -- it has to
12 be funded to serve those different trip purposes.

13 So going to slide 4. We wanted to
14 reiterate that -- this needs assessment we conducted in
15 2017. And what I'm presenting today for you is based on
16 previous work we did in 2016. We did some rewording on
17 the slide just talking about how the 2016 work was a bit
18 more of a sketch-level analysis. We focused on forming
19 types of need. And including span of service, for
20 instance, was one of the things we did look at in 2016.
21 However, our span analysis in 2016 did not consider or
22 account for actual transit service areas. So we had the
23 span of service in 2016, but we didn't know exactly
24 where that service was being operated. And so that's
25 what we built on and took forward into the 2017

1 analysis.

2 Slide 5, the next slide, is a summary of
3 the current analysis I'm talking about, the assessment
4 we did in 2017.

5 And then the 2017 analysis is more
6 geographically data driven. We have -- we collected
7 inventory of state-funded transit services throughout
8 the state. And so when we looked at the span of
9 service, et cetera, in 2017, it was based on transit
10 services and those service areas.

11 The second change you'll see on slide 5 is
12 we reworded these goals as questions. We thought they
13 were easier to understand: What were the questions we
14 were trying to answer with this needs assessment?

15 The first is: Where are there places in
16 Texas without general public transit service?

17 And: What current transit services that
18 are being operated do not meet a certain span threshold?

19 And then the last question to answer is:
20 Well, how much would it cost to fund all the transit
21 service up to that span threshold and then throughout
22 the state of Texas?

23 So it's really about when, where, and then
24 how much would it cost.

25 So slide 6 is new. So here we thought it

1 was important to break down what the actual steps were
2 in needs assessment to see it from a sort of 30,000-foot
3 level. And so really it was three main steps to get to
4 the point of cost estimation, which is where today's
5 PowerPoint will end.

6 You know, we had to conduct an inventory
7 first, then we performed a gap analysis, and then we did
8 a cost estimation. Now we'll dive into each one of
9 these separately in the following slides.

10 Slide 7. So step 1 in the needs assessment
11 was to conduct the inventory of state-funded transit
12 services. And, you know, in that inventory, we answered
13 two basic questions: Where is service being operated
14 throughout the state and when; what is the span of
15 service?

16 And so we gathered all that data from the
17 state-funded transit districts in the state and we asked
18 the transit districts to confirm the accuracy of that
19 data. We showed them the maps that we created of their
20 service areas. We showed them the data that we had
21 collected and made sure that it was accurate at that
22 time.

23 The next slide, then. After step 1, the
24 inventory of was done, we moved on to step 2, which is
25 performing the gap analysis.

1 So you can go to slide 9, which is coverage
2 gaps.

3 So here in the previous presentation we
4 talked about different types of coverage gaps. We
5 talked about Type A, Type B and Type C. And if you
6 forgot about it, that's probably because it was really
7 confusing.

8 And so we decided to just eliminate this
9 conversation about the different types of coverage gaps
10 and just focus on the idea that there are two types of
11 gaps. There are coverage gaps, which answers the
12 question of what places in Texas do not have general
13 public service. And then there are span gaps; which is,
14 what services in Texas do not have a minimum threshold
15 of span. Those are the two types of gaps that we'll
16 talk about today.

17 So the first is looking at coverage gaps.
18 So coverage gaps, again, is other places in Texas
19 without general public transit service and where are
20 they. And so we found these types of gaps. When we
21 compared our inventory through the rest of the state, we
22 found these gaps, basically the white spaces on the map.

23 And so we see examples of where these could
24 occur. They could occur outside of urbanized areas,
25 they could occur outside of metropolitan transit

1 authorities, they could be inside transit districts.

2 But these coverage gaps are places that do not have
3 general public transit service, from our inventory.

4 So if you turn the page to slide 10, then
5 we mapped all the coverage gaps that we found. On one
6 map of Texas, this is the result, the map on slide 10.

7 This map is the same that you saw in
8 January except that we changed the color to try to be
9 more consistent, where white space just means that
10 that's a gap area. So white means "gap" in all the
11 maps.

12 And so if you added up all the white spaces
13 on this map -- and these are the places without general
14 public transit service from our inventory -- that would
15 equate to over 13,000 square miles. And if you added up
16 all the people in these white spaces, it's three and a
17 half million people. Okay. So that's the results of
18 the coverage gaps when we looked for coverage gaps.

19 Then the next step in the gap analysis is
20 to look for span gaps. Now slide 11. This is where it
21 gets a little bit complicated because we didn't look at
22 one span threshold. We didn't just say, where is there
23 not 12-hour weekday service? We said, well, let's look
24 at four different levels of span: 12-hour weekday;
25 14-hour weekday service; 12-hour weekday, 8-hour

1 Saturday; and 14-hour weekday, 8-hour Saturday.

2 So those are four different span-gap
3 analyses we conducted for this needs assessment.

4 And basically our goal in this gap analysis
5 and the span-gap analysis is to compare all the
6 currently provided transit services from our inventory
7 and compare them to each one of these thresholds and see
8 if there was a gap between the threshold and the current
9 level of service.

10 If you go to slide 12, this is the overview
11 of the results. Again, this is a new graph, or a redone
12 graph, to draw your attention to it. We felt it was
13 easier to convey the idea of how many more hours of
14 service would have to be added in order to meet each
15 span threshold. And so this graph shows you that.

16 So, for instance, if you look at the third
17 bar down, which is 12-hour weekday, 8-hour Saturday
18 service, if that's the span threshold, the current
19 services in the inventory would have to have 9 percent,
20 basically, more service hours added per week in order to
21 get to that threshold. And of course that varies. The
22 percentage of hours you have to add varies depending on
23 the level of service you're trying to provide. Okay?

24 Continuing on to slide 13. Now, if you map
25 the results of the gap analysis -- sorry, if you map the

1 results of the span-gap analysis, okay, we're looking at
2 places that did not meet the span threshold. This
3 changes by mode. The results change by mode. So we
4 wanted to show a couple of the different modes. And so
5 the map on slide 13 shows you the span-gap analysis
6 results for just demand response. We had this map in
7 the prior presentation. But we recolored it in order to
8 make it clear and easier to understand.

9 So the white spaces on the map are those
10 transit districts whose demand response service did not
11 meet the span threshold. And the one span threshold
12 we're showing on this map is the 12-hour weekday, 8-hour
13 Saturday threshold.

14 And I wanted to draw your attention also to
15 the fact that both the rural and transit districts are
16 shown on this map. But the urban transit districts show
17 up as little dots. So even -- you know, even though
18 they might have just as much service as one of the rural
19 transit districts. So you see green dots and white dots
20 and light green dots also on the map.

21 And to draw your attention to the opposite
22 end of the spectrum in demand response service, the dark
23 green areas are those transit districts that completely
24 met the span threshold for all the demand response of
25 service.

1 One question that we anticipate having is:
2 What's this idea of partially meets the threshold? And
3 that would mean that the transit district offers more
4 than one type of demand response. The most common
5 condition here is that a provider provides ADA
6 paratransit operation and also a general public demand
7 response operation. One of those two met the threshold
8 and one of those did not. And so they're counted as
9 "partially" under this map.

10 If you want to translate the map into hours
11 in terms of actually how many hours would have to be
12 added, slide 14 is a new chart. We added this in. And
13 this pie chart answers the question for demand response
14 of service: How many more hours need to be added to get
15 to the threshold? Again, we're looking at 12-hour
16 weekday, 8-hour Saturday service.

17 And so if you listed -- the way I like to
18 think of this is, if you listed every demand response
19 service that we had in the inventory. So every transit
20 district and their demand response service. If you
21 listed them all, how many of them would need no hours
22 added in a week. The answer to that question would be
23 47 percent. 47 percent of the demand response of
24 services from our inventory did not need additional
25 hours added to meet the threshold.

1 On the flip side, 21 percent of them needed
2 more than 20 hours added in a week to meet the span
3 threshold. That's just the demand response result.

4 We did the same analysis for fixed route,
5 which is on the next slide, slide 15. You can see the
6 distribution is similar in terms of not needing more
7 hours, where 50 percent of the fixed route services --
8 we included flexible services in here as well.
9 50 percent did not need additional hours added, but the
10 big chunk needed at least 5 to 10 percent. 20 percent
11 of the services needed five to ten hours added in a
12 week. Okay?

13 So now moving on to the last step in the
14 analysis, cost estimation. We conducted the inventory
15 of -- from the transit district. We identified gaps,
16 both coverage and span. And now the question is
17 estimating cost.

18 And so if you go to slide 17, slide 17
19 explains the two steps in the cost estimation procedure.
20 The first step is to figure out how much would it cost
21 to get all the current services, all the current
22 services that we had in the inventory, up to the span
23 threshold. That's the first step.

24 So if you need to add eight hours of
25 service, how much would that cost. And we did that by

1 every service that we had in the inventory.

2 Once we analyzed that and we knew how much
3 it would cost to get up to the span threshold, then we
4 could estimate the cost for filling the coverage gaps,
5 or the white spaces on the map.

6 And if you think about this, if we set the
7 threshold at 12 hours on a weekday -- that's the rule --
8 then the coverage gaps we filled with the same level of
9 service, 12-hour weekday service. And so that's why the
10 span analysis of the cost estimate came first, so that
11 we could carry that operating cost ahead to fill the
12 coverage areas.

13 Now, when we filled the coverage gaps,
14 you'll see the last two bullet points is that we based
15 the cost of the coverage gaps on general public demand
16 response of service. We're just filling the white
17 spaces on the map with general public demand response
18 service and we're using regional costs. So we're
19 looking at local providers that are already in the
20 region and assuming their operating costs carry over
21 into those gap regions. And we do provide capital
22 estimates for vehicles as well.

23 So we go to slide 18, which is for the span
24 gaps. Remember this is step 1 in the cost estimate. We
25 had to estimate how much would it cost to reach the span

1 threshold.

2 And the middle column that's titled
3 "Additional FY2016 Operating Cost" is where I'll draw
4 your attention. So that's our estimate of how many
5 additional operating dollars would be needed to run
6 service at the current -- at the span model. You pick
7 which one. So if we look at the third row down where it
8 says 12-hour weekday, 8-hour Saturday service, we
9 estimate the cost is 25 and a half million dollars to
10 get all current services in the inventory up to 12 hours
11 on weekdays, eight hours on Saturdays.

12 MR. GLEASON: That is an annual operating?

13 MR. WALK: That is an annual operating
14 cost, correct.

15 And then -- that was the span-gap cost
16 estimates.

17 And then if you turn to the next slide,
18 slide 19, these are the coverage gaps. This is filling
19 the white spaces on the map when we did the coverage-gap
20 analysis.

21 Here we're estimating the cost of providing
22 general public demand-responsive service on the white
23 spaces of the map. And we also estimated -- so first
24 estimated the operating cost to do that. If we look at
25 12-hour weekday, 8-hour Saturday, which is the third row

1 down in the data, you'll see that our estimate, the
2 annual operating cost would be \$6.8 million to provide
3 that level of service in the coverage gaps. And that
4 would require -- our estimate is 234 vehicles. And you
5 can see our capital cost we estimated associated with
6 that.

7 MR. MCBETH: That's additional vehicles?

8 MR. WALK: Additional vehicles to fill
9 those coverage gaps, correct.

10 Now, one of the pieces of feedback we got
11 from PTAC in January was, originally we increased the
12 number of vehicles at the different span levels. And we
13 edited that methodology, based on your feedback. And it
14 makes sense that if 234 vehicles is enough to do 12-hour
15 weekday service, we're assuming that's enough to add
16 another two hours on each weekday or even add a
17 Saturday, not add additional vehicles onto the cost of
18 running a little bit more span. That's where that
19 methodology is right now.

20 Then the last slide, slide 20, puts it all
21 together in terms of the costs.

22 This is a new chart. We didn't have this
23 in last time. We had a table of data, which was hard to
24 follow and see and understand. So we tried to present
25 here graphically the estimated cost to fill all the

1 gaps. So that's the coverage-gap cost, which you see in
2 blue, the coverage-gap operating cost. You see the
3 coverage-gap capital cost in pink. And then we also
4 have the span-gap cost in that nice orangey tangerine-
5 type color.

6 So if you added all these together to fill
7 the span gaps and then fill the coverage gaps, the grand
8 total is on the far end or right-hand side of each of
9 these bars. So for instance, 12-hour weekday, 8-hour
10 Saturday service, we estimated \$26 million in operating
11 costs a year to run at that level, current service, the
12 current services, giving them all up to 12-hour weekday,
13 8-hour Saturday, is \$26 million a year.

14 To fill the coverage gaps, the places on
15 the map without general public demand-responsive
16 service, \$7 million a year. And then the one-time sort
17 of, quote/unquote, capital expense of buying the
18 vehicles to fill the coverage gaps is around
19 \$18 million, for a total of \$51 million to fill the
20 needs that we've identified through this assessment.

21 And then that is the end of my
22 presentation. The last slide is just my contact
23 information.

24 But I'll turn it back over to the chair, or
25 Eric.

1 MR. GLEASON: If I may, for the committee's
2 context, the -- in January, Michael and his team also
3 included estimates of inflation in what you saw. On our
4 direction, we had them separate that out as a separate
5 issue, I think, for the committee to consider as to
6 whether or not including inflation would -- you would
7 also want to factor that in. When there's really two
8 issues with that, you can inflate the new element only
9 or you can also inflate the current base. Both of those
10 tend to be fairly large numbers. Inflating the current
11 base is about an additional 20 million a year. So 40
12 million for planning.

13 My thinking on this, these numbers are
14 getting pretty big. And we can treat inflation as a
15 separate thing, in my mind. It's not really me as much
16 as it is an ongoing sustained investment. We can go
17 either way.

18 At this point we can do questions, we can
19 entertain thoughts from the committee and where you want
20 to go. This is really a committee discussion at this
21 point, Mr. Chair. We will, as staff, kind of step back
22 and follow your lead.

23 MR. SALAZAR: May be more of a comment,
24 John, than anything. I think the flow of this works out
25 a lot better than the other one that we had. Obviously

1 at the operator meeting, I think we kind of took it on
2 the chin. I say that, "we." I think there was some
3 confusion or some people that didn't like the way it was
4 formatted. And I think this looks a lot better.

5 My question to you is, when you're talking
6 about the inventory of the state, is there any problem
7 getting true, accurate data from the rural side of our
8 industry? Did y'all struggle with any of that from the
9 rural side?

10 MR. WALK: No. Collecting the data from
11 the rural transit districts that I worked with was
12 actually pretty straightforward, given the fact that
13 you're usually talking about geographies of space
14 bounded by counties and things like that, which made it
15 pretty easy. It took some time, but all told, it wasn't
16 too complex or difficult.

17 MR. MCBETH: I'll follow that with a
18 question on, in looking at the span gaps and the
19 coverage gaps, did we get a good idea -- or did y'all
20 get a good idea of when somebody told you that they were
21 operating this many hours a day, that they actually
22 had -- that they were, that they actually had vehicles
23 available, like in the demand response, they had
24 vehicles available to do that, or is it even possible to
25 take this research and come up with whether -- because

1 we're questioning the availability of service in some of
2 these counties, whether, you know, is it even available.
3 I mean, they might report that they've got all these
4 vehicles, but is it available to go 175 miles and pick
5 somebody up and take them to a doctors appointment.

6 MR. WALK: That's a really good question.
7 One, we didn't ask for that kind of information from the
8 transit districts themselves. And I don't believe -- I
9 know James was involved in some of the data collection,
10 working with the transit districts themselves. I don't
11 think any of that information spilled over where it
12 says, you know, while I'm saying this, but the reality
13 is it's not happening. I don't think we got any.

14 MR. CARDENAS: Not from any of their
15 responses or any indication we had from the rural
16 transit districts.

17 MR. MCBETH: Well, these are big numbers.

18 MR. GLEASON: One thing I can tell the
19 committee is that the department will be updating its
20 long-range plan in 2019. And this will be the first
21 time in a context like that where we actually have some
22 really solid numbers to contribute to that. In the
23 past, we've always had to do sort of a hurry-up back of
24 the envelope.

25 So we'll have really good numbers on a par

1 with other need -- other modes from the department
2 standpoint. We'll have some really solid numbers.

3 My guess at this point is, we'll probably
4 shoot the moon with the numbers since this is a
5 long-range plan. But it will be the first time we'll
6 have something that will actually have some confidence
7 and actually reflects, you know, real data from
8 individual transit districts. That doesn't help you
9 with your challenge at the moment, but I will say that
10 this will continue and carry forward into that.

11 MR. MCBETH: Is there any consideration of
12 having TTI do this same presentation to the commission?
13 Because to my knowledge, of all the meetings I've
14 attended, we've never taken this type of data to the
15 commission and said, by the way, here's what you
16 currently got, and here's what you've got to come up
17 with if you want your transit system to be the
18 first-class systems that your highway systems recognize
19 as being. I'm just wondering if --

20 MR. GLEASON: I would say to you that if
21 that is something that the committee would like to see
22 happen, that you can request that of the commission, of
23 the chairman. The chairman sets the agenda.

24 There is a general discussion right now
25 that has not been resolved of an idea that one of the

1 commissioners has, that the commission ought to receive
2 reports from its advisory committees. But that is only
3 a single commissioner who is, I think, championing that
4 idea. I don't think there's been a general buy-in to
5 that. So clearly if that's a desire of this committee,
6 you could send that message to the commission.

7 MR. MCBETH: I think it would be helpful.
8 It's a short presentation. I know their commission
9 meetings are always chock-full of stuff that they have
10 to get done. They have no desire to sit there all day
11 long. But I think would be very helpful. To my
12 knowledge, of all the commission meetings I've ever
13 attended, this powerful of a piece of data on public
14 transit has never been presented to the commission.

15 MR. GLEASON: Correct.

16 MR. MCBETH: As far as I know. I attend a
17 lot of those meetings, and I've never seen this. I
18 think it would make an impact. I would have no problem,
19 as a chair, writing the chairman of the commission and
20 asking that we be considered to be placed on the agenda
21 to have Texas Transportation spend the 20 minutes -- I
22 think the whole presentation is 20 minutes -- talking
23 about this. It would be great. Also this is going to
24 go in a long-term plan.

25 MR. GLEASON: Correct. Some version of

1 this.

2 MR. MCBETH: Yeah, some version of it. I
3 think it will be really kind of getting ahead of
4 everything if we could present this sometime in the near
5 future. I'd like to have it presented prior to their
6 adopting the LAR just so they know that these money
7 numbers are kind of staggering. And I like big numbers.
8 These are really way bigger than I thought they were
9 going to be.

10 It's a credit to what y'all have been doing
11 with fleet, that it only takes \$18 million to get the
12 fleet up to where -- because I know ten years ago, that
13 \$18 million would probably have been closer to
14 \$35 million.

15 MR. GLEASON: But now that 18 is just the
16 new vehicles for the coverage. Got nothing to do with
17 what we --

18 MR. MCBETH: Definitely. But it's a credit
19 that we would be able to do it with just -- \$18 million
20 is just not that much money for gaps that are this big.

21 MR. GLEASON: Right. It's probably the
22 average cost of a Type 2 van. It's not -- we're not
23 buying purpose-built 10-, 12-year vehicles. But, yeah.

24 MR. WALK: Mr. Chair, just to add to that,
25 the -- I think it is important to -- when we're looking

1 at the coverage gaps, just on this conversation of
2 vehicles, just to be thinking of the fact that we did
3 not -- you know, we assumed that all of that service and
4 any identified coverage gap is done new. We're not
5 reusing any existing assets from adjacent transit
6 districts or anything like that. Just wanted to make
7 sure that was clear.

8 MR. MCBETH: It's all new stuff.

9 MR. WALK: It's all new stuff, yeah.

10 MR. CLINE: This is Jim Cline, John. I'm
11 trying to -- I'm looking at this -- and it's probably
12 not the question for today, but at the next meeting.
13 How do we distill this down to -- into a recommendation?

14 I think if we came back and brought the
15 commission staggering numbers, said you need to put
16 50 -- \$56 million, \$38 million, whatever it is, to make
17 this happen, versus saying, okay, the first step ought
18 to be X and not be this much capital, this much
19 operating and we can -- you know, that's the appropriate
20 matching amount, this is what -- where the state could
21 make a big difference. That, to me, would be a real
22 interesting question. So from a passenger perspective,
23 how can we get -- do we want to fill in the white spaces
24 first? Do we want to fill in the span gaps? And is it
25 going to be a function of how much the community can

1 support also in terms of the matching funds?

2 So just me kind of scratching my head
3 saying, so what's next, and how -- is there a path of
4 improvement that we can do. I would think that would
5 probably be taken very seriously, versus -- even though
6 I'm not discrediting the numbers at all, but if we
7 brought this in, my suspicion is, Eric, you could
8 probably get a better reading of this than probably any
9 of us, but that we need to shoot numbers and then they
10 just discount it altogether and say zero. So I'm
11 interested in y'all's thoughts on that.

12 MS. BLOOMER: Eric, this is Michelle. Just
13 a quick question. We've gone before the commission
14 multiple times in the last 10, 12 years asking for
15 additional money. My recollection is, is it was only
16 through the last biennium, or maybe it was the one
17 before that, where we got the additional 3 million to
18 address the census. Is that the only additional --

19 MR. GLEASON: Prior to the last biennium,
20 Michelle, there was -- in addition to the baseline
21 done -- in the '12-'13 biennium where 1.6 million, or a
22 total of 1.2 million, was added to address the impacts
23 of the 2010 census.

24 So those are the two increases, since I've
25 been here, since 2005. So if you want to put it in a

1 biannual number, a biannual amount of 3.2 million in the
2 2012-2013 biennium to deal with census impacts. And
3 then a biennium total for the last -- well, for this
4 current biennium of 7 million, yes.

5 And both of those were sort of -- you know,
6 sort of problem-specific data-driven amounts where we
7 were able to show, analytically, an impact and what it
8 would take to mitigate it. And that's -- you know, that
9 strong connection is what I think drove those increases.

10 MS. BLOOMER: I'm sort of following up on
11 Jim's comment. I think going in and asking for anywhere
12 between 38 and 69, is that an annual or biennium amount?

13 MR. WALK: Michelle --

14 MS. BLOOMER: The 38?

15 MR. GLEASON: So on slide 20.

16 MR. WALK: Yeah. This is Michael. Think
17 of it as a one-year lump sum. The 18 million of that 38
18 is a capital expense which would not recur in subsequent
19 fiscal years except through maintenance expenses and
20 things like that.

21 So the ongoing operating commitment out of
22 that 38, you would say is about \$30 million if you're
23 looking at 12-hour weekday service.

24 MR. GLEASON: Each year.

25 MR. WALK: Each year. The ongoing annual

1 operating commitment.

2 MR. GLEASON: So the gold and blue is an
3 annual operating commitment number and the reddish is a
4 one-time capital?

5 MR. WALK: Yeah.

6 MS. BLOOMER: Okay. So on that red, so
7 it's a one-time capital, but at some point in the
8 future, those vehicles are going to have to be replaced.
9 How would we do that, given the current amount of
10 capital money isn't enough to replace the existing
11 fleet?

12 MR. GLEASON: Well, I think the
13 conversation is complicated. I understand your
14 question. The current -- the way funds are currently
15 spent, there's not enough money being spent on fleet.

16 So you -- yes, you could look at this and
17 ask whether or not there needed to be some element of
18 replacement -- ongoing replacement cost added to the
19 annual amount. I think that's where you may be heading.
20 If we're going to do a one-time 18, you know, what would
21 we have to have annually to replace those fleet every
22 five to seven years. And that would be added to the
23 annual increase.

24 MR. MCBETH: Which, if they were cut a
25 ways, would be --

1 MR. GLEASON: About five to seven years.

2 MR. MCBETH: So it's going to be about
3 \$3 million a year that you would need to build in to the
4 funding strategy.

5 MR. GLEASON: Let alone for the base.

6 MR. MCBETH: Not even addressing the base.
7 In a state of good repair, in order to -- you would have
8 to address the base. Get new vehicles and leave your
9 old ones parked.

10 Go ahead, Jim.

11 MR. CLINE: Kind of goes along with what
12 Michelle is saying too, is that -- there's another
13 question. If we have -- there's another -- not service
14 gap, there's a funding gap that exists today on fleet
15 replacement and, obviously, in operating too, if we got
16 down to the brass tacks with it. This is -- again,
17 I'm -- in my mind, I'm trying to craft, how would we --
18 what exactly do we -- what would we ask for?

19 And so anyway, that's just a thought that's
20 in my mind is how to package something for the
21 commission that's within the bounds of reason.

22 MR. GLEASON: If I can just maybe help set
23 the table here for this conversation. I think that to
24 convince the commission, as a part of its appropriation
25 request, to increase baseline funding for public

1 transportation, in other words, to increase or to find
2 funds from current revenue streams for an increase, I
3 think this biennium will be a push. They put an
4 additional three and a half million in a year last
5 biennium. And so, you know, I think the committee
6 probably needs to consider the likelihood of being
7 successful with a baseline increase from the commission.

8 Having said that, routinely there are
9 exceptional item requests that go along with the LAR for
10 unfunded need. And we often find ourselves -- as part
11 of that exceptional item request, it is one that you may
12 or may not be more comfortable, as a committee, with a
13 larger number, I guess is where I'm going. You know, if
14 it's a defensible number and you get an opportunity to
15 make your case at the legislature -- you know, I know
16 the last session, the committee was looking at some big
17 numbers and settled on a 10-percent increase. And it
18 was -- I think there was -- it caused some confusion, I
19 think, in trying to tell a story to elected officials on
20 where that number came from when the need assessment we
21 had didn't have that number in it.

22 And so it's just something to consider.

23 The other thing to consider with these
24 kinds of packages is, just for example, if the committee
25 were to say, let's do the blue; let's focus on the areas

1 that have no service at all. Again, I think the issue
2 is you do not have -- it's kind of a spotty investment.
3 You don't have a statewide investment. Not every
4 transit district in the state is going to get additional
5 funding, because we're going to go in and focus that
6 money where the coverage doesn't exist today.

7 So that, again, becomes a different animal
8 to sell and to get support for from even within the
9 transit committee.

10 MR. MCBETH: And having to convince those
11 people that run the systems in those blue areas that
12 they want to do that.

13 MR. GLEASON: Well, there's that too.

14 MR. MCBETH: And they may not want to.
15 There may not be a constituency.

16 MR. GLEASON: Or there may be situations
17 where there's no coverage there today because the area
18 has not come to the table with their own funding, which
19 is part of the deal as a transit need. That's part of
20 the deal. You don't get funding unless you're willing
21 to bring some of your money with it. Even with this, we
22 might not be successful in addressing the coverage,
23 because you can't get the local funding.

24 MR. MCBETH: Exactly.

25 MR. GLEASON: It's complicated.

1 That's about all I have to offer.

2 MR. MCBETH: It was a great report. Some
3 good work. There's a lot of information I think we need
4 to --

5 MR. GLEASON: Does the committee want or
6 think they need any additional information? We have the
7 request to split the rural trip purpose out from the
8 urban trip purpose.

9 I'm not -- I think maybe an identification
10 of a fleet replacement amount for the 18,000 one time,
11 an ongoing fleet replacement to be added to the annual,
12 so at least it's sustainable. I'm not hearing anything
13 else.

14 MR. MCBETH: I think the information we
15 have is just -- there's a lot of it here, which is going
16 to take a while to digest it all. I don't think we can
17 take any action today unless somebody wants to make a
18 recommendation.

19 MR. GLEASON: Josh, when are we scheduled
20 to meet next?

21 MR. RIBAKOVE: The next meeting is
22 tentatively scheduled for Tuesday, the 29th of May.
23 However, that is the day after Memorial Day, so maybe
24 the committee wants to adjust that.

25 MR. GLEASON: The committee could consider

1 an early May meeting.

2 MR. MCBETH: I would think that would be
3 better.

4 MR. GLEASON: Maybe giving you a little
5 more time after that meeting to pull something together
6 for the commission.

7 MR. MCBETH: I think maybe sometime in the
8 second week of May. Because we have, you know, these
9 dates for the LAR adoption in August. So it's got to
10 be -- got to be early in May so we can pull stuff
11 together.

12 MR. GLEASON: I'm anticipating maybe a
13 little more work after the May meeting. If it's early
14 May, we can turn something around that the committee
15 could bless.

16 MR. RIBAKOVE: May is a month with five
17 Tuesdays in it. If we want to stick with a Tuesday, the
18 1st is a Tuesday, the 8th, the 15th, the 22nd --

19 MR. GLEASON: Let's not try and schedule it
20 now. We will do it after this. We'll look for an early
21 May opportunity.

22 MR. MCBETH: I think we just have to look
23 at all this data and decide where we want to go.
24 There's a lot of stuff there. You can always ask for
25 however much you want to ask for. We never get it, but

1 we can always ask for it.

2 MR. GLEASON: I think that's the decision.
3 If the smallest number that it makes sense to ask for is
4 38 million, then the committee may just decide that's
5 what you need to do, unless there's another sort of
6 statewide rationale for picking a smaller number.

7 MR. MCBETH: This report, as it is now, we
8 can release this report.

9 MR. GLEASON: Yeah. It's a TTI product.

10 MR. MCBETH: Unlike the last --

11 MR. GLEASON: We're going to ask them to
12 split out those trips for these tables and do a little
13 bit around the fleet replacement, and then we're done.
14 TTI product, it can -- assuming Michael's threshold,
15 we're good.

16 MR. MCBETH: So with those changes, do
17 we -- as a committee, do we need to adopt this report?

18 MR. GLEASON: No, sir. Not asking you to.

19 MR. MCBETH: Okay. Anybody have any other
20 questions or comments?

21 MR. SALAZAR: Only comment I have is, I
22 support your thoughts on presentation to the --

23 MR. MCBETH: The commission?

24 MR. SALAZAR: Yes.

25 MR. MCBETH: I think we need to have our

1 May meeting and work out what we want to request.
2 Because when we ask this to be presented, we would also
3 want to make our recommendation as to the direction they
4 would consider going. How much money? We want to do it
5 all at one time or we want to do portions of it in
6 stints?

7 MR. GLEASON: In terms of working between
8 now and then, Mr. Chair and members of the committee, be
9 careful that y'all don't start a dialogue amongst
10 yourselves. We can facilitate that. We can be kind of
11 a clearinghouse for questions. We can send those out to
12 committee members, ask for individual committee member
13 response back. And we can kind of, you know, work
14 through a setup for the May meeting if we need to.
15 We'll follow, again, your direction on that.

16 I want to just caution the committee
17 members, we can't start a five- or six-way e-mail
18 dialogue between committee members to do business. We
19 can certainly, you know, facilitate that if you want.

20 The next discussion is going to be, you
21 know, the agenda item will be "committee discussion of,"
22 and there won't be a presentation, per se. We'll have
23 TTI here as a resource. But it will be whatever we need
24 to do to get you ready for that.

25 MR. MCBETH: So any questions that members

1 have -- this is John. Any questions any members have
2 about this report, it would be best to direct those to
3 Eric so that they can provide us all at the same time
4 with the same report.

5 MR. GLEASON: Correct.

6 MR. MCBETH: So that we can come back here
7 in May and sit down and have a path forward as to what
8 we want to do.

9 MR. GLEASON: We will turn this around and
10 send out to the committee members a final version with
11 those changes we talked about.

12 MR. MCBETH: Great. Wonderful work. Good
13 stuff.

14 MR. GLEASON: Thank you.

15 MR. MCBETH: You knew there was an iceberg.
16 Just trying to avoid it.

17 Agenda Item No. 7. This is on every
18 agenda. Discussion and development of the PTAC work
19 plan based on PTAC's guiding principles and comments
20 made at the January 22nd, 2015 meeting. It's an action
21 item only. If one of the members wishes to discuss
22 something about that work plan.

23 Ken can't because he doesn't have it. Oh,
24 he has the abbreviated --

25 MR. FICKES: I have a question about the

1 guiding principle. These were developed in 2012. Is
2 that correct? Have we achieved any of them?

3 MR. GLEASON: Sure.

4 MR. FICKES: If we achieved them, why are
5 they still on the list?

6 MR. GLEASON: Why don't we -- I might
7 suggest that also for the May meeting, if not May then
8 the next one, we take a look at these and we put
9 together a quick overview for the committee of where we
10 think we are on them.

11 That's a valid question. We can certainly
12 do that. I think it's probably a time to revisit them.
13 I was going to suggest that if the members begin
14 thinking about the next one or two topics, they might
15 want to bide off, as a committee, once we see our way
16 through the LAR discussion.

17 MR. FICKES: I didn't mean to force action.
18 I'm just asking questions.

19 MR. GLEASON: If not May, then certainly
20 the next one.

21 MR. MCBETH: Okay. Any comments?
22 Questions? If not, we'll move on to No. 8, public
23 comment.

24 Anybody signed up for public comments,
25 Josh?

1 MR. RIBAKOVE: I have not received any
2 paperwork.

3 MR. CROSSLEY: I came in late. Here's the
4 paperwork.

5 Hi, everybody.

6 MR. MCBETH: Jay Crossley, representing --

7 MR. FICKES: Crossley, right? I know your
8 dad.

9 MR. MCBETH: And you're representing which
10 city?

11 MR. CROSSLEY: Farm & City.

12 MR. MCBETH: Farm & City, okay.

13 MR. CROSSLEY: My name is Jay Blazek
14 Crossley. I represent a nonprofit called Farm & City.
15 We're a 501(c) charitable nonprofit, basically a think
16 tank about urban planning transportation issues across
17 Texas.

18 And so, one, I just wanted to come and hear
19 what you guys are doing and start learning about this
20 committee.

21 But, two, so very related to what you've
22 been talking about, we are doing a project that's sort
23 of a general support-of-transit project. We got a grant
24 from APTA called 1,000 Texans for transit. And the goal
25 is to advocate for transit funding in general in Texas.

1 And a couple points is that -- like, one of
2 the things we've been using is that of states with major
3 Metro, with major transit agencies, Ohio and Texas are
4 the only ones that don't actually have direct funding
5 for transit for the major metros, dedicated funding. So
6 we are seeking to change that. So if you are an area
7 over 200,000 people, there is no dedicated state funding
8 for transit here. Of our peer states, only Ohio is
9 similar.

10 And so we are working on transit funding in
11 general, as well as -- as many TxDOT staff and
12 leadership have noted -- allowing our existing funding
13 to go towards the optimal use, which that might require
14 some constitutional amendments and things like that. So
15 we are somewhat crazy people working on the long-range
16 vision.

17 But the key would be -- I think this is a
18 wonderful report; however, I believe it doesn't assess
19 transit need in those major metros really at all. And
20 so as long as you don't frame this report as saying
21 there's not another bigger chunk of missing need.
22 Because I believe that's not addressed here.

23 And so I would hope that our work would
24 support this work and those kinds of things. I just
25 wanted to make y'all aware of that. But we do view that

1 quest as a ten-year project we're working on, or
2 something like that.

3 MR. MCBETH: Thank you.

4 Are there any other public comments?

5 Hearing none, we'll move on to No. 9,
6 propose and discuss agenda items for the next meeting,
7 confirm date of next meeting. We have confirmed the
8 date. Y'all are going to send that out to us in May.

9 MR. RIBAKOVE: Well, we decided we are not
10 going to confirm a date at this meeting but work on what
11 a good date will be in May.

12 MR. MCBETH: And probably the single agenda
13 item will be this TTI report, is my guess, unless
14 somebody wants to add any more agenda items. I think
15 the report is enough to keep us occupied for a couple
16 hours.

17 MR. GLEASON: Do you want us to frame that
18 agenda item in the context of the LAR?

19 MR. MCBETH: Please.

20 MR. GLEASON: Okay.

21 MR. MCBETH: Okay. That brings us to our
22 favorite agenda item, No. 10, adjournment.

23 MR. FICKES: I move for adjournment.

24 MR. MCBETH: Have a motion. Have a
25 second?

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MR. SALAZAR: Second.

MR. MCBETH: J.R. has seconded. All in favor, signify by saying aye.

COMMITTEE MEMBERS: Aye.

MR. MCBETH: All opposed, nay.

Okay, we're adjourned. Thank you.

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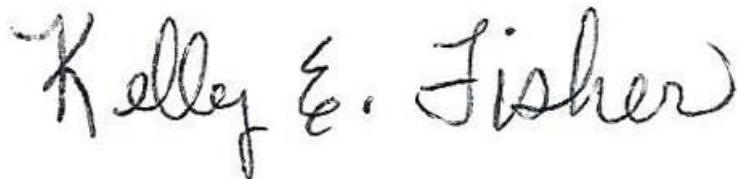
C E R T I F I C A T E

STATE OF TEXAS)
COUNTY OF TRAVIS)

I, Kelly E. Fisher, 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 and later reduced to typewritten form by me or 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 _____ day of _____, 2018.



KELLY E. FISHER, CSR No. 2834
Expiration Date: 12-31-19
KIM TINDALL & ASSOCIATES
Firm Registration No. 631
16414 San Pedro, Suite 900
San Antonio, Texas 78232
210-697-3400

<hr/> \$ <hr/>	18th 7:10 19 26:18	<hr/> 5 <hr/>
\$18 28:19 34:11,13,19	1st 11:1 43:18	5 8:3 17:2,11 24:10
\$26 28:10,13	<hr/> 2 <hr/>	50 24:7,9 35:16
\$3 39:3	2 13:24 15:22 18:24 34:22	<hr/> 6 <hr/>
\$30 37:22	20 24:2,10 27:20 29:11 33:21,22 37:15	6 11:22 15:12 17:25
\$35 34:14	20-21 10:3	674 9:10
\$38 35:16	20.1 8:19	69 37:12
\$51 28:19	2005 36:25	<hr/> 7 <hr/>
\$56 35:16	2010 36:23	7 18:10 37:4 46:17
\$6.8 27:2	2012 47:1	<hr/> 8 <hr/>
\$7 28:16	2012-2013 37:2	8 47:22
<hr/> 1 <hr/>	2015 46:20	8-hour 20:25 21:1,17 22:12 23:16 26:8,25 28:9,13
1 10:14 18:10,23 25:24	2016 16:16,17,20,21,23	80 15:11
1.2 36:22	2017 7:10 14:6 16:15,25 17:4,5,9	8th 43:18
1.6 36:21	2018 11:1	<hr/> 9 <hr/>
10 20:4,6 24:10 36:14	2019 9:11,25 31:20	9 19:1 21:19
10- 34:23	21 24:1	<hr/> A <hr/>
10-percent 40:17	22nd 43:18 46:20	A&m 13:11
11 20:20	234 27:4,14	A&m's 11:22
12 21:10 25:7 26:10 36:14	25 26:9	abbreviated 46:24
12-'13 36:21	29th 42:22	Absolutely 15:7
12-hour 20:23,24,25 21:17 22:12 23:15 25:9 26:8,25 27:14 28:9,12 37:23	<hr/> 3 <hr/>	acceptance 6:24
12-year 34:23	3 15:23 36:17	account 16:22
13 21:24 22:5	3.2 37:1	accuracy 18:18
13,000 20:15	30,000-foot 18:2	accurate 18:21 30:7
14 23:12	38 37:12,14,17,22 44:4	achieved 47:2,4
14-hour 20:25 21:1	<hr/> 4 <hr/>	action 5:22 7:11 42:17 46:20 47:17
15 24:5	4 7:10 16:13	actual 16:22 18:1
15th 9:11 43:18	40 29:11	ADA 23:5
17 24:18	47 23:23	
175 31:4		
18 25:23 34:15 37:17 38:20		
18,000 42:10		

add 21:22 24:24 27:15,16,17 34:24	appointee 5:18	bar 21:17
added 15:21 20:12,15 21:14,20 23:12,14,22,25 24:2,9,11 28:6 36:22 38:18,22 42:11	appointment 31:5	bars 28:9
addition 36:20	appointments 14:5,11 15:17	base 29:9,11 39:5,6,8
additional 12:22 13:22 23:24 24:9 26:3,5 27:7,8,17 29:11 36:15,17,18 40:4 41:4 42:6	apportionments 8:15	based 16:15 17:9 25:14 27:13 46:19
address 36:18,22 39:8	appropriation 39:24	baseline 10:20 36:20 39:25 40:7
addressing 39:6 41:22	appropriations 10:2	basic 18:13
adjacent 35:5	approval 7:10 9:7	basically 19:22 21:4,20
adjust 42:24	approve 7:12	begin 10:25 47:13
Administrative 9:6	approved 7:22	beginning 10:2
adopt 44:17	April 9:11	biannual 37:1
adopting 34:6	area 20:10 41:17	bide 47:15
adoption 10:13 13:2 43:9	areas 16:22 17:10 18:20 19:24 22:23 25:12 40:25 41:11	biennium 10:4 36:16,19,21 37:2,3, 4,12 40:3,5
advance 9:15	assessment 11:24 12:4 16:14 17:3,14 18:2,10 21:3 28:20 40:20	big 9:18 14:14 24:10 29:14 31:17 34:7,20 35:21 40:16
advise 12:11	asset 10:25	bigger 34:8
advisory 8:5 33:2	assets 35:5	bit 9:19 16:17 20:21 27:18 44:13
agenda 5:21 7:9 8:3 10:15 32:23 33:20 45:21 46:17,18	assume 13:3	bless 43:15
agree 6:10 15:16	assumed 35:3	BLOOMER 6:11 36:12 37:10,14 38:6
ahead 9:17 25:11 34:3 39:10	assuming 25:20 27:15 44:14	blue 28:2 38:2 40:25 41:11
altogether 36:10	attend 33:16	bounded 30:14
amount 35:20 37:1,12 38:9,19 42:10	attended 32:14 33:13	bounds 39:21
amounts 37:6	attention 13:17,24 15:23 21:12 22:14,21 26:4	brass 39:16
analyses 21:3	August 10:13 13:2 43:9	break 18:1
analysis 16:18,21 17:1,3,5 18:7,25 20:19 21:4,5,25 22:1,5 24:4,14 25:10 26:20	authorities 20:1	briefing 10:6
analytically 37:7	avail 5:2	bring 41:21
analyzed 25:2	availability 31:1	brought 35:14 36:7
animal 41:7	average 34:22	build 39:3
annual 26:12,13 27:2 37:12,25 38:3,19,23 42:11	avoid 46:16	building 5:2
annually 38:21	award 8:18	built 16:25
answers 19:11 23:13	awards 9:23	bullet 25:14
anticipate 23:1	aye 6:6,7 7:5,6,19,20	business 12:23 45:18
anticipating 9:16 43:12	ayes 6:12 7:7,21	buy-in 33:4
	<hr/> B <hr/>	buying 28:17 34:23
	back 28:24 29:21 31:23 35:14 45:13 46:6	

C	
cafeteria 5:1	closer 34:13
call 9:22	Code 9:6
capital 25:21 27:5 28:3,17 35:18 37:18 38:4,7,10	collapse 8:22
CARDENAS 31:14	collected 17:6 18:21
careful 45:9	Collecting 30:10
carry 15:14 25:11,20 32:10	collection 31:9
case 9:24 10:3 40:15	color 20:8 28:5
categories 14:12,14	column 26:2
caused 40:18	combination 14:18
caution 45:16	comfortable 9:14 40:12
census 36:18,23 37:2	comment 29:23 37:11 44:21 47:23
certification 9:8	comments 13:18 44:20 46:19 47:21,24
cetera 14:5 17:9	commission 8:17 9:4,5,18,22 10:5,12 12:11,16 13:2,6 32:12,15, 22 33:1,6,8,12,14,19 35:15 36:13 39:21,24 40:7 43:6 44:23
chair 6:13,14,20 8:9 12:13 28:24 29:21 33:19 34:24 45:8	commissioner 33:3
chairman 5:25 6:15,17,18 7:4,8 32:23 33:19	commissioners 33:1
chairperson 5:22 6:18	commitment 37:21 38:1,3
challenge 32:9	committee 7:4,6,20 8:5 10:15,17 11:14,24 12:2,6,8,15 13:4 29:5,19, 20 31:19 32:21 33:5 40:5,12,16,24 41:9 42:5,24,25 43:14 44:4,17 45:8,12,16,18,21 46:10 47:9,15
championing 33:3	committee's 29:1
chance 5:9	committees 33:2
change 15:18,21 17:11 22:3	common 23:4
changed 13:17,19 20:8	community 35:25
chart 14:9 15:5,22 23:12,13 27:22	compare 21:5,7
chin 30:2	compared 19:21
chock-full 33:9	complete 9:11
choose 11:9,10 12:6,11,15	completely 22:23
chooses 10:17	complex 30:16
chosen 13:5	complicated 20:21 38:13 41:25
chunk 24:10	concludes 11:16
clear 22:8 35:7	conclusion 12:15
clearinghouse 45:11	condition 23:5
Cline 6:10,20,23 7:1,3,16,18 35:10 39:11	conduct 12:23 18:6,11
closely 14:21	conducted 14:7 16:14 21:3 24:14
	confidence 32:6
	confirm 18:18
	confusing 19:7
	confusion 30:3 40:18
	congratulations 8:9,10
	connection 37:9
	consideration 32:11
	considered 33:20
	consistent 20:9
	constituency 41:15
	contact 28:22
	context 12:2 29:2 31:21
	continue 32:10
	continued 13:22
	Continuing 21:24
	contracts 9:2
	contribute 31:22
	conversation 13:22 19:9 35:1 38:13 39:23
	convey 21:13
	convince 39:24 41:10
	coordinated 9:22
	correct 12:20 14:19 15:3 16:10 26:14 27:9 33:15,25 46:5 47:2
	cost 17:20,24 18:4,8 24:14,17,19, 20,25 25:3,4,10,11,15,24,25 26:3, 9,14,15,21,24 27:2,5,17,25 28:1,2, 3,4 34:22 38:18
	costs 25:18,20 27:21 28:11
	counted 23:8
	counties 30:14 31:2
	County 5:17
	couple 22:4
	coverage 19:1,4,9,11,17,18 20:2, 5,18 24:16 25:4,8,12,13,15 26:18 27:3,9 28:7,14,18 30:19 34:16 35:1,4 41:6,17,22
	coverage-gap 26:19 28:1,2,3

craft 39:17**created** 18:19**credit** 34:10,18**culminate** 10:11**current** 17:3,17 21:8,18 24:21
26:6,10 28:11,12 29:9,10 37:4
38:9,14 40:2**cut** 38:24

D

dark 22:22**data** 14:2,6 17:6 18:16,19,20 27:1,
23 30:7,10 31:9 32:7,14 33:13
43:23**data-driven** 37:6**date** 10:13 11:2**dates** 43:9**day** 30:21 33:10 42:23**deadline** 9:15**deal** 37:2 41:19,20**decide** 43:23 44:4**decided** 19:8**decision** 44:2**defensible** 40:14**demand** 22:6,10,22,24 23:4,6,13,
18,20,23 24:3 25:15,17 30:23**demand-responsive** 26:22 28:15**department** 10:1,20,21 31:19 32:1**depending** 21:22**description** 10:9**desire** 33:5,10**develop** 11:10**developed** 47:1**developing** 11:8**development** 46:18**dialogue** 45:9,18**difference** 35:21**difficult** 30:16**digest** 42:16**direct** 13:24 46:2**Directing** 15:23**direction** 10:8 11:8 12:6 29:4 45:3,
15**director** 8:13**director's** 8:4 11:20**discount** 36:10**discrediting** 36:6**discuss** 46:21**discussion** 6:4,5 10:16 11:25 12:8
13:22 29:20 32:24 45:20,21 46:18
47:16**discussions** 10:11**distill** 35:13**distributing** 9:12**distribution** 9:24 14:22 15:1,13
24:6**district** 11:4 15:19 23:3,20 24:15
41:4**districts** 8:25 11:9 18:17,18 20:1
22:10,15,16,19,23 30:11 31:8,10,
16 32:8 35:6**dive** 18:8**division** 8:4,13 10:22**doctors** 31:5**dollars** 26:5,9**door** 5:5**dots** 22:17,19,20**draft** 12:4 13:14**draw** 21:12 22:14,21 26:3**driven** 17:6**drove** 37:9**due** 11:1

E

e-mail 45:17**earlier** 8:15**early** 12:14 43:1,10,13,20**easier** 17:13 21:13 22:8**easy** 30:15**edited** 27:13**elect** 5:25**elected** 40:19**election** 6:15,16 8:9**element** 29:8 38:17**eliminate** 19:8**end** 18:5 22:22 28:8,21**entertain** 29:19**envelope** 31:24**equate** 20:15**Eric** 8:7,12 11:20 15:16,19 28:25
36:7,12 46:3**errands** 14:12**estimate** 25:4,10,24,25 26:4,9
27:1,4**estimated** 26:23,24 27:5,25 28:10**estimates** 25:22 26:16 29:3**estimating** 24:17 26:21**estimation** 18:4,8 24:14,19**examples** 19:23**exceptional** 40:9,11**executive** 11:20**exist** 41:6**existing** 35:5 38:10**exists** 39:14**expedite** 9:7**expeditiously** 9:3**expense** 28:17 37:18**expenses** 37:19**explains** 24:19**extent** 12:8

F

facilitate 45:10,19**fact** 15:25 22:15 30:12 35:2

factor 29:7	formula 8:18	29:1 31:18 32:20 33:15,25 34:15, 21 36:19 37:15,24 38:2,12 39:1,5, 22 41:13,16,25 42:5,19,25 43:4,12, 19 44:2,9,11,18 45:7 46:5,9,14 47:3,6,19
fairly 29:10	forward 13:7 16:25 32:10 46:7	
fall 14:13	found 16:6 19:20,22 20:5	
favor 6:6 7:3,18	fourth 14:9,10	
federal 8:14,21 9:9,20 11:2	frame 8:23 9:17 12:14 13:6	goal 21:4
feed 10:17	free 5:2	goals 17:12
feedback 27:10,13	FTA 9:8,12	gold 38:2
Feel 5:2	full 13:16	good 5:1 30:19,20 31:6,25 39:7 42:3 44:15 46:12
felt 21:12	function 35:25	Governor's 5:18
Fickes 5:17,24 6:7,21 46:25 47:4, 17	fund 17:20	grand 28:7
figure 24:20	funded 16:3,12	grant 8:21
fill 5:8 25:11 27:8,25 28:6,7,14,18, 19 35:23,24	funding 8:14,18 9:1,13,20,22,25 10:21 11:25 12:9,11 39:4,14,25 41:5,18,20,23	graph 21:11,12,15
filled 25:8,13	funds 8:22 9:24 36:1 38:14 40:2	graphically 27:25
filling 25:4,16 26:18	future 34:5 38:8	great 13:9 33:23 42:2 46:12
final 9:7 10:24 46:10	FY 10:3	green 22:19,20,23
find 40:1,10	FY2016 26:3	guess 7:23 32:3 40:13
finishing 8:25		guiding 46:19 47:1
first-class 32:18	<hr/> G <hr/>	<hr/> H <hr/>
fiscal 37:19	gap 18:7,25 20:10,19 21:4,8,25 25:21 35:4 39:14	half 8:16 20:17 26:9 40:4
five- 45:17	gaps 19:2,4,9,11,13,15,17,18,20, 22 20:2,5,18,20 24:15 25:4,8,13, 15,24 26:18 27:3,9 28:1,7,14,18 30:18,19 34:20 35:1,24	hammer 13:8
fixed 24:4,7	gathered 18:16	hand 7:25
fleet 34:11,12 38:11,15,21 39:14 42:10,11 44:13	gave 13:15	handful 8:24
flexible 24:8	gearing 10:25	handout 13:13
flip 24:1	general 10:8,17 17:16 19:12,19 20:3,13 23:6 25:15,17 26:22 28:15 32:24 33:4	happen 32:22 35:17
flow 29:24	generally 12:13	happening 31:13
focus 19:10 40:25 41:5	geographically 16:2 17:6	happy 5:19
focused 12:14 16:18	geographies 30:13	hard 27:23
focusing 13:17	get all 24:21 26:10	Harris 5:17
folks 11:3,4 12:23	give 5:8 13:18 14:2,7 15:5	head 36:2
follow 27:24 29:22 30:17 45:15	giving 13:16 28:12 43:4	heading 38:19
follow-up 11:22	Gleason 6:14 8:8,12 12:1,20 13:4, 9 14:17,20,25 15:10 16:4,7 26:12	health-related 14:11 15:17
force 47:17		hear 12:5
forgot 19:6		heard 12:10
formatted 30:4		hearing 11:21 12:17 42:12
forming 16:18		helpful 15:9 33:7,11

high 10:7	interesting 14:8 35:22	LAR 10:12 13:2 34:6 40:9 43:9 47:16
highway 32:18	internally 10:19	large 29:10
hours 21:13,20,22 23:10,11,14,21, 25 24:2,7,9,11,24 25:7 26:10,11 27:16 30:21	introduce 5:15,16	larger 40:13
housekeeping 5:13	inventory 17:7 18:6,11,12,24 19:21 20:3,14 21:6,19 23:19,24 24:14,22 25:1 26:10 30:6	latest 13:1
hurry-up 31:23	investment 29:16 41:2,3	LBB 10:14
<hr/>	involved 31:9	lead 29:22
I	issue 9:16 29:5 41:1	leave 39:8
<hr/>	issues 29:8	legislative 10:2
iceberg 46:15	item 5:21,23 7:9,11 8:3 11:21 40:9, 11 45:21 46:17,21	legislature 40:15
idea 19:10 21:13 23:2 30:19,20 32:25 33:4	items 8:11	Let alone 39:5
identification 42:9	<hr/>	level 10:7 11:2 18:3 21:9,23 25:8 27:3 28:11
identified 24:15 28:20 35:4	J	levels 20:24 27:12
identify 12:9	<hr/>	Lieutenant 5:18
impact 33:18 37:7	J.R. 6:1 7:17	light 22:20
impacts 36:22 37:2	James 31:9	likelihood 40:6
important 14:2 15:25 18:1 34:25	January 7:10 13:15 20:8 27:11 29:2 46:20	list 47:5
improvement 36:4	Jim 6:10,19 7:3,8,16,18 8:10 35:10 39:10	listed 23:17,18,21
included 24:8 29:3	Jim's 37:11	local 25:19 41:23
including 16:19 29:6	John 5:25 15:4 29:24 35:10 46:1	location 16:7
incorporate 13:20	join 11:9	long 33:11
increase 38:23 39:25 40:1,2,7,17	Josh 5:12 7:23 42:19 47:25	long-range 31:20 32:5
increased 27:11	July 13:6	long-term 33:24
increases 36:24 37:9	June 9:23 12:14 13:1,6	looked 17:8 20:18
indication 31:15	<hr/>	lot 11:14 15:15 29:25 30:4 33:17 42:3,15 43:24
individual 32:8 45:12	K	lump 37:17
industry 30:8	<hr/>	<hr/>
inflate 29:8,9	Ken 5:17,24 6:21 7:2 46:23	M
Inflating 29:10	kind 10:7 29:21 30:1 31:7 34:3,7 36:2 39:11 41:2 45:10,13	<hr/>
inflation 29:3,6,14	kinds 40:24	made 14:1 18:21 30:14 46:20
influence 15:13	knew 25:2 46:15	main 14:12 18:3
information 11:3 13:5 28:23 31:7, 11 42:3,6,14	knowledge 32:13 33:12	maintenance 37:19
inside 20:1	<hr/>	majority 15:16
instance 16:20 21:16 28:9	L	make 5:9,25 9:1 10:24 11:10 22:8 33:18 35:6,16,21 40:15 42:17 45:3
Institute 11:23 13:11	<hr/>	makes 7:8 27:14 44:3
interested 36:11	language 15:24	management 11:1

map 19:22 20:6,7,13 21:24,25 22:5,6,9,12,16,20 23:9,10 25:5,17 26:19,23 28:15	14,19 35:16 36:17,21,22 37:1,4,17, 22 39:3 40:4 44:4	October 11:1
mapped 20:5	mind 29:15 39:17,20	offer 42:1
maps 18:19 20:11	minimum 19:14	offers 23:3
matching 35:20 36:1	minutes 7:10,21 33:21,22	officials 40:19
matters 8:6	mitigate 37:8	one-time 28:16 38:4,7,20
May-june 9:17	mode 22:3	one-year 37:17
Mcbeth 5:12,25 6:3,12,16,24 7:3, 7,14,17,21 8:1,3 11:19 12:18,25 13:7 15:4,8,14 27:7 30:17 31:17 32:11 33:7,16 34:2,18 35:8 38:24 39:2,6 41:10,14,24 42:2,14 43:2,7, 22 44:7,10,16,19,23,25 45:25 46:6, 12,15 47:21	model 26:6	ongoing 29:16 37:21,25 38:18 42:11
means 20:9,10	modes 22:4 32:1	operated 16:24 17:18 18:13
medical 14:5,23	moment 32:9	operating 16:2 25:11,20 26:3,5, 12,13,24 27:2 28:2,10 30:21 35:19 37:21 38:1,3 39:15
meet 17:18 21:14 22:2,11 23:25 24:2 42:20	money 9:2 34:6,20 36:15 38:10,15 41:6,21 45:4	operation 23:6,7
meeting 5:8,20 7:11 8:18 9:22,23 12:3,19 13:8 30:1 35:12 42:21 43:1,5,13 45:1,14 46:20 47:7	month 8:15 9:5 10:6 43:16	operator 30:1
meetings 12:22 32:13 33:9,12,17	months 11:13	opportunity 40:14 43:21
meets 23:2	moon 32:4	opposite 22:21
member 5:17 45:12	motion 5:25 6:3,18 7:14,17	orangey 28:4
members 5:14 7:6,20 11:17 45:8, 12,17,18,25 46:1,10,21 47:13	move 6:19 7:9,12 11:21 12:7 47:22	order 10:13 16:11 21:14,20 22:7 39:7
Memorial 42:23	moved 18:24	original 14:3
message 33:6	moving 11:8 24:13	originally 27:11
met 22:24 23:7	multiple 36:14	Oversight 9:6,9
methodology 27:13,19		overview 21:10 47:9
metropolitan 19:25	<hr/> N <hr/>	
Michael 12:3 13:11 14:17 29:2 37:16	near-term 11:25 12:9,12	
Michael's 44:14	necessarily 11:13	<hr/> P <hr/>
Michelle 6:11 36:12,20 37:13 39:12	needed 13:23 16:1,2,11 24:1,10, 11 26:5 38:17	package 9:8 39:20
mid-april 9:15	needing 24:6	packages 40:24
middle 26:2	newest 5:16	packet 13:14
miles 20:15 31:4	nice 28:4	par 31:25
million 8:19 15:12 20:17 26:9 27:2 28:10,13,16,19 29:11,12 34:11,13,	nominate 6:19	paratransit 23:6
	nos 6:13 7:7	parked 39:9
	number 14:22 27:12 37:1 38:3 40:13,14,20,21 44:3,6	part 9:8 10:13 39:24 40:10 41:19
	numbers 15:1,13 29:10,13 31:17, 22,25 32:2,4 34:7 35:15 36:6,9 40:17	partially 23:2,9
	<hr/> O <hr/>	passenger 35:22
	occur 19:24,25	past 12:21 13:4 31:23
		path 36:3 46:7
		people 15:15 16:5 20:16,17 30:3 41:11

percent 15:11 21:19 23:23 24:1,7,9,10
percentage 21:22
performed 18:7
performing 18:25
perspective 35:22
phone 5:14 6:8 12:23
pick 26:6 31:4
picking 44:6
pie 14:9 15:5,21 23:13
piece 33:13
pieces 27:10
pink 28:3
place 5:18
places 17:15 19:12,18 20:2,13 22:2 28:14
plan 11:8,11 31:20 32:5 33:24 46:19,22
planning 29:12
plans 11:1,3
point 10:24 11:18 18:4 29:18,21 32:3 38:7
points 25:14
portions 45:5
pot 15:20
potentiary 6:17
powerful 33:13
Powerpoint 18:5
powers 6:17
preparation 8:21
present 27:24 34:4
presentation 11:22 12:7 13:15,16,19,21 19:3 22:7 28:22 32:12 33:8,22 44:22 45:22
presented 12:3 33:14 34:5 45:2
presenting 16:15
pretty 29:14 30:12,15
previous 16:16 19:3
principle 47:1

principles 46:19
printed 7:13
prior 22:7 34:5 36:19
priorities 11:25 12:9,12
problem 30:6 33:18
problem-specific 37:6
procedure 24:19
proceed 11:7
proceeding 8:17
process 8:22
product 44:9,14
program 8:18 9:1,6,9 10:23 15:11,14
programs 14:18
prohibited 9:12
promoted 6:13
proportion 14:8
propose 10:21
provide 21:23 25:21 27:2 46:3
provided 21:6
provider 23:5
providers 25:19
providing 26:21
PTAC 12:18 13:8,18 27:11 46:18
PTAC's 46:19
public 7:4 8:4,5,6,12 13:25 17:16 19:13,19 20:3,14 23:6 25:15,17 26:22 28:15 33:13 39:25 47:22,24
pull 43:5,10
purpose 42:7,8
purpose-built 34:23
purposes 14:2,5,13 15:2 16:12
push 9:19 40:3
put 15:20 35:15 36:25 40:3 47:8
puts 27:20
putting 10:22

Q

question 17:19 19:12 23:1,13,22 24:16 30:5,18 31:6 35:12,22 36:13 38:14 39:13 46:25 47:11
questioning 31:1
questions 11:6,17,19 17:12,13 18:13 29:18 44:20 45:11,25 46:1 47:18,22
quick 36:13 47:9
quote/unquote 28:17

R

rationale 44:6
reach 25:25
reaching 12:15
reading 36:8
ready 45:24
real 32:7 35:21
reality 31:12
reason 14:15 39:21
receive 33:1
received 8:15
receiving 10:5
recognize 32:18
recollection 36:15
recolored 22:7
recommendation 35:13 42:18 45:3
record 8:12
recur 37:18
red 38:6
reddish 38:3
redone 21:11
reflects 32:7
region 15:18 25:20
regional 25:18
regions 25:21

reiterate 16:14	ridership 15:10	September 10:14
reiterating 15:24	Rides 5:17	serve 16:12
relative 11:20	right-hand 28:8	service 16:19,22,23,24 17:9,10,16, 21 18:13,15,20 19:13,19 20:3,14, 23,25 21:9,14,18,20,23 22:10,18, 22,25 23:14,16,19,20 24:25 25:1,9, 16,18 26:6,8,22 27:3,15 28:10,11, 16 31:1 35:3 37:23 39:13 41:1
release 44:8	risk 9:10	services 17:7,10,17 18:12 19:14 21:6,19 23:24 24:7,8,11,21,22 26:10 28:12
Remember 25:24	role 11:13	session 40:16
repair 39:7	roll 14:25	set 25:6 39:22
replace 38:10,21	Ron's 5:18	sets 32:23
replaced 38:8	round 11:2	settled 40:17
replacement 38:18 39:15 42:10, 11 44:13	route 24:4,7	setup 45:14
report 8:4 11:16,20 31:3 42:2 44:7, 8,17 46:2,4	routinely 40:8	sheet 5:4
reports 33:2	row 26:7,25	sheets 5:7
request 10:3,20,21 32:22 39:25 40:11 42:7 45:1	rule 25:7	shoot 32:4 36:9
requests 13:20 40:9	rules 9:6	shopping 14:12
require 27:4	run 6:14,16 26:5 28:11 41:11	short 33:8
research 30:25	running 16:1 27:18	shorter 8:23
resolved 32:25	rural 8:18,24 9:1 11:4,9 14:18,21 15:6,11,14 22:15,18 30:7,9,11 31:15 42:7	show 22:4,16 37:7
resource 45:23		showed 18:19,20
respect 8:21	<hr/> S <hr/>	showing 22:12
response 22:6,10,22,24 23:4,7,13, 18,20,23 24:3 25:16,17 30:23 45:13	Safety 9:6,9	shown 22:16
responses 31:15	SALAZAR 6:1 7:12 29:23 44:21, 24	shows 15:5,6 21:15 22:5
rest 19:21	Saturday 21:1,17 22:13 23:16 26:8,25 27:17 28:10,13	side 14:23 24:1 28:8 30:7,9
result 12:10 20:6 24:3	Saturdays 26:11	sign 7:23,24
results 20:17 21:11,25 22:1,3,6	schedule 8:20 10:9,18 12:22 43:19	sign-in 5:4
reusing 35:5	scheduled 42:19,22	signed 5:5 9:2 47:24
revenue 40:2	scratching 36:2	significant 14:22
revenues 10:22	segregate 15:5	signify 7:5,18
revised 13:14	selection 5:21	similar 24:6
revisit 47:12	sell 41:8	single 33:3
reworded 17:12	send 33:6 45:11 46:10	sir 44:18
rewording 16:16	sense 27:14 44:3	sit 33:10 46:7
RIBAKOVE 6:8 7:24 8:2 42:21 43:16	sensed 16:6	situations 41:16
rider 14:7	separate 29:4,15	six-twelfth 8:16
riders 14:15	separately 18:9	

six-way 45:17	state-funded 17:7 18:11,17	takes 34:11
sketch-level 16:18	statewide 41:3 44:6	taking 5:18
slide 13:24 14:1,3 15:22,23 16:13, 17 17:2,11,25 18:10,23 19:1 20:4, 6,20 21:10,24 22:5 23:12 24:5,18 25:23 26:17,18 27:20 28:22 37:15	step 18:10,23,24 20:19 24:13,20, 23 25:24 29:21 35:17	talk 19:16
slides 18:9	steps 18:1,3 24:19	talked 19:4,5 46:11
smaller 44:6	stick 43:17	talking 16:5,17 17:3 30:5,13 33:22
smallest 44:3	stints 45:6	tangerine- 28:4
solid 31:22 32:2	story 40:19	targeting 9:21
sort 12:14 18:2 28:16 31:23 37:5,6, 10 44:5	straightforward 30:12	team 29:2
space 20:9 30:13	strategy 39:4	ten 24:11 34:12
spaces 19:22 20:12,16 22:9 25:5, 17 26:19,23 35:23	streamlined 8:20	tend 29:10
span 16:19,21,23 17:8,18,21 18:14 19:13,15 20:20,22,24 21:15,18 22:2,11,24 24:2,16,22 25:3,10,23, 25 26:6 27:12,18 28:7 30:18 35:24	streams 40:2	tentatively 42:22
span-gap 21:2,5 22:1,5 26:15 28:4	strong 37:9	terms 23:11 24:6 27:21 36:1 45:7
speak 5:7,9,14	struggle 30:8	Texas 9:13 11:22,23,24 13:11,25 14:3,6,16 17:16,22 19:12,14,18 20:6 33:21
speaker 5:6	stuff 33:9 35:8,9 43:10,24 46:13	thing 9:5 14:8 29:15 31:18 40:23
speaking 5:15	submission 9:8,15	things 13:18 16:1,20 30:14 37:20
specials 5:3	submit 10:14	thinking 10:8 29:13 35:2 47:14
spectrum 22:22	subsequent 37:18	thought 14:1 17:12,25 34:8 39:19
speech 6:25	subsequently 12:10	thoughts 29:19 36:11 44:22
spend 33:21	successful 40:7 41:22	threshold 17:18,21 19:14 20:22 21:8,15,18,21 22:2,11,13,24 23:2, 7,15,25 24:3,23 25:3,7 26:1 44:14
spent 38:15	suggest 47:7,13	thresholds 21:7
spilled 31:11	sum 37:17	Thursday's 8:17
split 42:7 44:12	summary 17:2	time 8:23 9:17,18,19 10:1 12:14 13:6 18:22 27:23 30:15 31:21 32:5 42:10 43:5 45:5 46:3 47:12
spotty 41:2	summer 10:12	times 36:14
square 20:15	support 36:1 41:8 44:22	titled 13:25 26:2
staff 11:15 29:21	survey 14:7	today 12:5,10,17 13:21 16:15 19:16 35:12 39:14 41:6,17 42:17
staggering 34:7 35:15	surveyed 15:20	today's 18:4
standpoint 32:2	suspicion 36:7	told 30:15,20
stands 14:9	sustainable 42:12	topics 47:14
start 5:20 12:1 45:9,17	sustained 29:16	total 15:11 28:8,19 36:22 37:3
state 9:6,9,13,20,24,25 11:8 14:3, 4,16 17:8,22 18:14,17 19:21 30:6 35:20 39:7 41:4	system 32:17	touch 8:11
	systems 32:18 41:11	traditionally 9:23
	<hr/> T <hr/>	transit 8:24 9:13 10:25 11:4,9,24 13:25 14:2,4,7,13,15 15:19,25
	table 5:5 27:23 39:23 41:18	
	tables 44:12	
	tacks 39:16	

16:22 17:7,9,16,17,20 18:11,17,18
 19:19,25 20:1,3,14 21:6 22:10,15,
 16,19,23 23:3,19 24:15 30:11 31:8,
 10,16 32:8,17 33:14 35:5 41:4,9,19

translate 23:10

transportation 7:4 8:4,5,6,12
 11:23 13:11 33:21 40:1

treat 29:14

trip 14:13 16:12 42:7,8

trips 14:3,10,15 44:12

true 30:7

TTI 13:12 32:12 44:9,14 45:23

Tuesday 42:22 43:17,18

Tuesdays 43:17

turn 20:4 26:17 28:24 43:14 46:9

two-thirds 14:13

Txdot's 8:3

type 19:5 23:4 28:5 32:14 34:22

types 16:19 19:4,9,10,15,20

typically 9:18 10:6,11

typo 16:6

U

understand 17:13 22:8 27:24
 38:13

unfunded 40:10

Unlike 44:10

updating 31:19

urban 14:18,25 15:6,10,12 22:16
 42:8

urbanized 19:24

V

valid 47:11

van 34:22

varies 21:21,22

vast 6:17

vehicles 25:22 27:4,7,8,12,14,17
 28:18 30:22,24 31:4 34:16,23 35:2

38:8 39:8

version 12:4 13:14 33:25 34:2
 46:10

versus 35:17 36:5

vice 5:22 6:13,15,17,18,20 7:4,8

vote 6:5,6,9

W

Walk 13:10,11 14:19,24 15:3,7,18
 16:5,9 26:13 27:8 30:10 31:6 34:24
 35:9 37:13,16,25 38:5

wanted 16:13 22:4,14 35:6

ways 38:25

webinar 11:6

week 21:20 23:22 24:2,12 43:8

weekday 20:23,24,25 21:1,17
 22:12 23:16 25:7,9 26:8,25 27:15,
 16 28:9,12 37:23

weekdays 26:11

wheres 16:4

white 19:22 20:9,10,12,16 22:9,19
 25:5,16 26:19,22 35:23

wishes 46:21

Wonderful 46:12

wondering 32:19

words 40:1

work 10:2 14:5,12 15:15 16:16,17
 42:3 43:13 45:1,13 46:12,18,22

worked 30:11

working 8:20 9:2 10:19,25 31:10
 45:7

works 29:24

worth 8:17

writing 33:19

Y

y'all 7:8 15:4 30:8,19 34:10 45:9

y'all's 36:11

year 8:19 9:19 15:12 28:11,13,16
 29:11 37:24,25 39:3 40:4

year's 8:16,25

years 34:12 36:14 37:19 38:22
 39:1