

Transcript of the Testimony of
PUBLIC MEETING

Date:

May 08, 2018

Case:

PUBLIC TRANSPORTATION ADVISORY COMMITTEE

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TRANSCRIPTION OF
TEXAS DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION ADVISORY COMMITTEE
PUBLIC MEETING
Tuesday, May 8, 2018
10:00 A.M.
200 E. RIVERSIDE DRIVE, SUITE 2B.1
AUSTIN, TEXAS 78704

REPORTED BY: LOU RAY, TEXAS CSR 1791

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APPEARANCES

COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

- John McBeth, Chair
- J.R. Salazar
- Ken Fickes
- James "Jim" Cline

COMMITTEE MEMBERS PARTICIPATING TELEPHONICALLY:

- Michelle Bloomer
- Christina Melton Crain

TxDOT PRESENT AND PARTICIPATING:

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

MEETING AGENDA

ITEM

1. Call to Order:
2. Safety Briefing.
3. Approval of minutes from March 27, 2018
4. TxDOT'S Public Transportation Division Director's report to the Public Transportation Advisory Committee (PTAC) regarding public transportation matters
5. Discussion of Texas A&M's Texas Transportation Institute's current Texas transit needs assessment to consider a recommendation for TxDOT's Legislative Appropriations Request. (Action)
6. Discussion on status of efforts and potential updates to PTAC Work Plan based on PTAC's guiding principles and comments made at the January 22, 2015 meeting. (Action)
7. 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.
8. Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action)
9. Adjourn. (Action)

1 MR. MCBETH: Good morning, all. This is
2 the May 8th meeting of the Public Transportation
3 Advisory Committee. I'll ask each of you to please put
4 your phone on silent so we don't have any music or
5 interruptions during the discussions we're going to have
6 today.

7 I'm John McBeth. I'm the Chairman. We
8 have a quorum with Michelle on the phone, and I'll go
9 ahead and call the meeting to order. And we, as always,
10 will start with our safety briefing from Josh.

11 MR. RIBACOVE: Welcome to 200 East
12 Riverside. We're in Room 2B.1. For medical
13 emergencies, please call 9-1-1. As I said, we're
14 located at 200 East Riverside Drive, 78704.

15 The AEV Unit is located on Level 1 in the
16 main lobby in the Security Booth. First aid kits are
17 located on each floor.

18 In case of a fire or other need to
19 evacuate the building, fire extinguishers are marked and
20 located on each floor. We will evacuate by walking down
21 the stairs and exiting the front door of this building,
22 turn left and gather near the sidewalks and fence line
23 of the parking lot facing Riverside Drive.

24 In case of tornado or inclement weather,
25 stay inside, move away from exterior walls and windows.

1 We'll proceed downstairs to the large auditorium. Or we
2 can also move to the restrooms right here by the
3 elevators as shelter areas.

4 In case of an active shooter or bomb
5 threat, follow instructions from the public address
6 system and on-site security personnel.

7 Thanks for your time. Have a safe and
8 productive meeting.

9 MR. MCBETH: Thank you. Item No. 3 is
10 approval of minutes from the March 27, 2018 meeting.
11 It's an action item.

12 MR. CLINE: I move approval.

13 MR. FICKES: Second.

14 MR. MCBETH: We have a motion for approval
15 and a second from Mr. Fickes. All those in favor say so
16 by -- signify by saying aye.

17 COMMITTEE MEMBERS: Aye.

18 MR. MCBETH: All opposed by no?

19 Hearing all ayes and no noes, the minutes
20 are adopted.

21 No. 4, TxDOT's Public Transportation
22 Division Director Report to the PTAC regarding public
23 transportation matters. Mr. Gleason?

24 MR. GLEASON: Good morning. This is Eric
25 Gleason, Director of Public Transportation for TxDOT. I

1 have five items in my report for the committee this
2 morning.

3 The first is that as of this morning, FY
4 '18, full apportionment is (inaudible); you probably
5 know that. What you may not know is that we're seeing
6 increases in every program from last year. We are
7 looking at the smaller program; 207 has gone up --
8 percentage wise -- up just over 7 percent. But a large
9 portion of that is due to Galveston being included in
10 that program now. So when you take Galveston out, it's
11 about a two and a half percent increase in 5307; small
12 urban funding, one and a half percent in smaller than
13 5310 funding; 3.3 percent up in 5310 rural funding. The
14 rural formula is up 3 percent.

15 The big new is in the bus and bus facility
16 program where they for whatever -- we had no idea this
17 was happening -- they doubled the rural amount for
18 everyone. So everyone is still getting the same amount.
19 But rather than having 1.75 million a year, we're now
20 getting 3.5 million. So no idea that was coming. It's
21 still way low for Texas. Rhode Island is still up there
22 at about 25 or \$28 per capita and we're still trying to
23 break, I think, 50 cents per capita here in Texas. But
24 nevertheless let's not look a gift horse in the mouth.
25 That's certainly good news.

1 MR. MCBETH: Rising tides float
2 everybody --

3 MR. GLEASON: That's right --

4 MR. MCBETH: -- that's what we were
5 told --

6 MR. CLINE: And then the small urban bus
7 and bus facilities is just shy of 5 million now, up
8 almost 42 percent. So it is under bus and bus
9 facilities so --

10 MR. MCBETH: Yeah.

11 MR. CLINE: -- at least from a percentage
12 increase standpoint.

13 MR. MCBETH: This is John. We're finally
14 getting our money back that they took away years ago and
15 gave to the major metropolitan areas. We prevailed --
16 our argument finally prevailed and we're finally getting
17 not all of it back, but we sure did get a big chunk of
18 it back.

19 MR. GLEASON: So we have you to thank for
20 the increase --

21 (Laughter)

22 MR. MCBETH: Oh, I think probably more
23 Community Transportation Association of America and the
24 Bus Coalition who was a big ally in this.

25 MR. GLEASON: We literally follow people

1 into restrooms crying and whining --

2 MR. CLINE: We're getting pretty good at
3 that --

4 (Laughter)

5 MR. MCBETH: -- crying and whining.

6 MR. CLINE: We'll just leave it at that...

7 MR. GLEASON: -- not sure that needs to be
8 on the record.

9 The second item to mention -- the second
10 item to mention, the May and June Commission meeting is
11 coming up. We are -- I think two things of note there.
12 The coordinated call, which many of you participated in,
13 we are going to move out with a first allotment of
14 funding for projects from funding we already have in
15 hand at the May meeting.

16 Those are -- you know, most of the money
17 associated with the awards in May are going to be from
18 the 530 state planning and research program, RTAC
19 program. And we're also going to be doing the Seagram
20 (phonetic) Placement Award. You may recall that for the
21 first time in this coordinated call, we included funding
22 for fleet replacement. So we will be making those
23 recommendations to the Commission in May as well.

24 Leaving then for the June meeting the
25 Rural Discretionary and Intercity Bus program awards.

1 And we're still fleshing those out.

2 And then the other thing in June, of
3 course, will be the FY '19 state funding so we can have
4 those funds under contract by the September of the
5 fiscal year.

6 Just an FYI for the committee, we do have
7 a first-ever sort of subrecipient satisfaction survey
8 out. We've sent it to 78 transit directors, general
9 managers, CEOs and other directors of non-profits that
10 we provide funding to. We've only gotten responses from
11 21. So we're looking to boost that response rate over
12 the next week or so. If you haven't had a chance to
13 respond to that, please do. And if you have, please
14 ignore the note I'll probably send out later today
15 looking for additional information.

16 And as I'm sitting here talking, Ken, I
17 want to make sure you got one of those. I don't know if
18 you did or not. We don't provide you with the funding,
19 so you probably didn't --

20 MR. FICKES: I didn't get that.

21 MR. GLEASON: All right. The fourth item
22 is our July semi-annual meeting is on July 11th. And
23 later on in the agenda when we talk about the next
24 meeting of the Committee, we'll probably talk about
25 whether the Committee wants to meet around that

1 timeframe in July.

2 And then finally, we mentioned last time I
3 believe we were in the process of wrapping up our
4 application to FTA for the state safety oversight
5 certification. We have submitted that. We submitted it
6 on the 5th of April I believe.

7 And we had a minor question or two from
8 FTA so far on it, so we can only believe that it is
9 proceeding through their review and assessment and that
10 certification imminent.

11 So that concludes my report, and I'll be
12 happy to answer any questions.

13 MR. CLINE: There are three states that
14 didn't -- Oklahoma and -- that wasn't on track to get
15 their state safety oversight certification.

16 MR. GLEASON: Were not on track? Yes,
17 there are now only three states that, my understanding,
18 are still lacking any legislative enforcement
19 authorities that they need to implement the program,
20 which is a significant improvement over the past three
21 or four months. So some pretty big states moved past
22 that. I think New York and Illinois were the two big
23 ones that weren't there yet several months ago, and I
24 think they are no longer on that list. I think we're
25 down to like Oklahoma, Tennessee and some other

1 relatively small state.

2 So they're pretty busy back in D.C. with
3 everyone's applications. So I think we'll just have to
4 wait until they get to ours. But, hopefully, that will
5 be coming shortly.

6 MR. CLINE: Just one other question if I
7 could --

8 MR. GLEASON: Sure.

9 MR. CLINE: -- on those funding increases.

10 MR. GLEASON: If you could identify --

11 MR. CLINE: Oh, I'm sorry, Jim Cline. And
12 my question is on these funding increases. It would be
13 interesting to know how that relates to some of the gap
14 funding. The gaps that we're gonna talk about a bit
15 later and --

16 MR. GLEASON: Sure.

17 MR. CLINE: -- how it will impact that.

18 MR. GLEASON: Sure. Okay.

19 MR. MCBETH: Any other questions for Eric?

20 (No response)

21 MR. MCBETH: Thank you very much. We'll
22 move on to Item No. 5, discussion of the Texas A&M's
23 Texas Transportation Institute current Texas trends and
24 needs assessment to consider recommendation of TxDOT's
25 legislative appropriations request. This also is an

1 action item, and I'll let Eric start this off.

2 MR. GLEASON: All right. Thank you. So
3 you have in front of you in your packet a final version
4 of A&M's needs assessment. There are some relatively
5 minor changes to this presentation packet from your last
6 meeting. Mr. Chairman, if the Committee wants, Kelly
7 can walk people through the highlights of those small
8 changes, but I can assure you that there are no truly
9 substantive changes to it. So I can finish here and
10 then if you want Kelly to walk you through those things,
11 she is able to do that.

12 From our standpoint, today's
13 conversation -- the Committee needs to conclude at the
14 end of it whether or not it desires to send to the
15 Commission a recommendation for an increase in funding
16 to include in the 2021 legislative appropriation
17 request. I think what -- in terms of what that action
18 by the Committee today needs to look like, what we've
19 done in the past is that the Committee ends up directing
20 the Chair and perhaps another individual to work with
21 staff to write a letter to the Commission that includes
22 the following points of recommendation. So that's
23 what -- that's where you'll need to get to at the end of
24 this conversation if that's what you wanted to do.

25 Now, when we talked last, we were -- I

1 think everyone was trying to absorb the relatively large
2 amounts of increases that were identified independent of
3 the span in coverage improvement you wanted to take, the
4 relatively large amounts of funding increases. So I
5 think -- again, this is largely a Committee
6 conversation. We don't have an additional presentation
7 as staff.

8 There are a couple of different ways I
9 think that the Committee can come at this number if they
10 wish. I think the first step would be to pick a span of
11 coverage improvement that the Committee felt was
12 appropriate to request for this upcoming biennium. And
13 then you can also consider as a part of that
14 conversation, you know, how much -- of that overall
15 increase that's been identified, how much of that is a
16 reasonable amount for the state to shoulder, and how
17 much of it might be reasonable some others could
18 provide.

19 And so with that, Mr. Chairman, I will
20 turn it over to your capable hands and allow you to
21 facilitate this conversation.

22 MR. MCBETH: Great. Probably the -- of
23 this report, this is the first comprehensive report that
24 we have gotten that justifies almost a hundred percent
25 of the need for rural and smaller urban transportation

1 in the state. There's a lot -- there's a whole lot of
2 meat in this report. But you can summarize it pretty
3 much all on Page 21 with this chart, which we went over
4 at the last PTAC meeting. And basically the estimated
5 total annual cost to fill all the gaps in millions of
6 dollars. The current FY '16 operating costs of \$208.5
7 million, and TTI had gave us four scenarios to cover
8 these -- these gaps.

9 One of them was going to a 12-hour weekday
10 service, which would -- the cost to span that gap would
11 be \$14 million statewide. That would require basically
12 \$3 million worth of new vehicles. And that issue might
13 have just gotten solved by Congress with the new -- we
14 don't know, I guess, so something staff could look at.

15 And then 3 million or -- \$6 million
16 coverage gap of operating cost. And that would be all
17 the systems in the state going to a minimum of 12 hours
18 of weekday service.

19 MR. GLEASON: Mr. Chair, if I may, the \$3
20 million is asked for fleet -- is annualized replacement
21 cost.

22 MR. MCBETH: Right.

23 MR. GLEASON: I think the one-time expense
24 is closer to about 8 million.

25 MR. MCBETH: Yeah.

1 MR. GLEASON: But what we wanted to do was
2 get a sense of an on-going annual increase that would
3 sustain the whole.

4 MR. MCBETH: And I think what you -- what
5 you could do is look at -- you can look at Page 19 and
6 get the estimate of that.

7 MR. GLEASON: Yes.

8 MR. MCBETH: And you can look at Page 20,
9 which shows you the one-time cost for vehicles and the
10 12 hours is \$18.3 million. And it's 18.3 all the way
11 down, regardless of the scenario. The total is \$23
12 million, which would -- with this upcoming legislative
13 session with them all saying we don't have any money; we
14 don't have any money; we don't have any money, the easy
15 thing to do would be to go forward with the \$23 million
16 thing and say we need \$23 million we would like to have
17 to support that. That would be an easy thing to do, but
18 it might not be the correct thing to do as far as public
19 policy for transit in Texas.

20 The 14-hour weekday service is
21 considerably more expensive at \$41 million, and then we
22 go to the 12-hour weekday with eight hours Saturdays,
23 it's \$36 million total. And if we go to the 14-hour
24 weekday, 8 hours on Saturday, it's \$54 million.

25 The additional Saturday service,

1 regardless if it's 14 hours or 12 hours, it's very
2 expensive. But that's a matter that we need to discuss
3 as a Committee to decide which direction do we want to
4 go with this. Do we want to ask for the least amount of
5 money with the possibility that we would get that, or do
6 we want to ask for what we as the appointed body think
7 would be best for Texas?

8 And then in that discussion -- and Eric
9 and I have talked about that -- in that discussion of
10 Saturday service, we need to talk about how much of that
11 Saturday service is borne by the state and the federal
12 grants, and how much is going to be borne by the local
13 communities that get that Saturday service?

14 But from my point of view, if a local
15 community wants Saturday service, then they should be
16 responsible for paying for a large portion of that
17 Saturday service since our federal and state funds are
18 already stretched to the max just to provide the daily
19 service that we provide.

20 So with that I'll open up to comments
21 about -- what I would like to see happen today is we
22 decide out of these scenarios, do we want any of them,
23 or do we want one of them as a preference? And then ask
24 Eric and his staff to work with us in developing a
25 letter as we've done in the past and submit that to the

1 Commission saying the PTAC has reviewed the report that
2 TTI did, and our recommendation would be to go for these
3 scenarios -- one of these scenarios and say that we
4 would support that and then let the Commission, as they
5 normally do in their LAR, make a determination what they
6 think is not just reasonable, but what is possible.

7 I mean, we can ask for anything from the
8 Legislature, but as we well know they can also tell us,
9 "Get out of here. No." So I think that's what we --
10 that's what I'd like to accomplish today is decide on
11 where we want to go with these, and then ask Eric and
12 his staff to help us to draft a letter we can send to
13 the Commission saying what our wish list would be for an
14 LAR.

15 And like I said the last time and again
16 today, this report is the most comprehensive report
17 we've ever seen for public transportation in Texas. I
18 don't know what we paid these guys for it, but we
19 certainly got our money's worth. We can easily adopt
20 this report as the PTAC's work plan, because it is full
21 of very meaty issues that we can spend the next 10 years
22 trying to address some of these issues.

23 So anyway with that I'll open it up to
24 anybody's comments or questions.

25 J.R.?

1 MR. SALAZAR: My only comment is you
2 mentioned whether we needed to choose one of these four
3 or do something different. I think we should stay
4 focused on all the work of TTI, and I think we need to
5 choose one of these four. Now, which one of the four it
6 is, I'm not sure. But I think we should stick with the
7 hard work that TTI has done.

8 MR. MCBETH: Jim?

9 MR. CLINE: I wanted to step back and kind
10 of wear the general public hat. That was the source of
11 my appointment, and kind of step back first and say what
12 is the immediate need from the public perspective? And
13 I was looking at the numbers in terms of when you looked
14 at the trip purposes, and I think this was actually very
15 telling. This is Slide No. 3. It's that -- why do
16 people want to do this? Why do people use our services,
17 and the services that are funded by the state and use
18 those funds? And it was either 70 or 72 percent were
19 work, shopping or health related.

20 So we said: What are people from -- the
21 vast majority of the people using the service for?
22 Probably weekday kind of -- weekday timeframes as a
23 priority. And then if you said, Well, okay, what would
24 that -- then you say between 12 and 14 use it for work
25 and shopping probably want to try to aim for 14. So to

1 me I was saying it seems like we should have -- and,
2 J.R., I would agree with you. I think at the end of the
3 day the long-term vision is what's laid out here for the
4 14 and Saturday. That's the long-term plan. But what
5 do we -- what should this body recommend priority for
6 funding? And it seems to me like it's a minimum of
7 either 12 -- I really like the 14 because that gets us
8 actually in grand total of operating dollars much closer
9 to the ultimate, which I think the 14 and 8 makes -- you
10 know, if we said, hey, what's the target, right, down
11 the road? But if we could aim to that because I think
12 the pitch for the service if we come back and say -- if
13 we say we're really aiming to make sure this is a
14 lifeline for a lot of the people out there, either be it
15 to work, to the doctor or even to the grocery store.
16 Right?

17 And so if we said we're providing that
18 lifeline for a big portion of the state. we really need
19 to have better coverage or span of time and we're gonna
20 make sure we get the weekday right, and the long-term
21 vision is going to add Saturday to that. It seems like
22 based on the capital dollars -- the capital dollars are
23 the same, right, no matter what we do. And then the --
24 then the question comes in, what do we do with
25 operating?

1 And so I would think, John, that if we
2 came back and said, wow, the immediate goal would be to
3 get to the 14-day (sic) weekday, and the ultimate goal
4 is to get to the 14 plus Saturday. And I don't
5 necessarily disagree with you on the who should fund
6 Saturday. But if we step back and said start with
7 what -- with the end in mind, okay, that's the end state
8 of what we want to see, and then step back and say,
9 Okay. Now how do we get there? It sounds to me like we
10 could get there very effectively.

11 And again, I think the pitch to the
12 Commission and the Legislature is this isn't like an
13 optional deal. I mean, this is people that in order to
14 get basic life needs and, you know, that kind of
15 service, that that's what's needed for the state of
16 Texas. And it's not like an optional. It's not a
17 pleasure deal. This is a got to have it.

18 We've had a really good look in a -- not
19 in the state-funded piece but in the -- in the transit
20 authority perspective is that -- and particularly the
21 more conservative environment, that pitches real well.
22 It's saying we're taking care of our elderly. We're
23 taking care of the folks that really need it, the
24 disabled, and folks that really need the service to get
25 to work. And it's a hard case not to accept.

1 So, anyway, I'm going on with it, but it
2 seems like if we took that approach, put a stake in the
3 ground and say this is where we ultimately want to end
4 up, we're gonna focus our efforts on getting to 14 days
5 (sic) and then have the Saturday -- 14 hours for
6 standing coverage and then try and get to the Saturday.
7 And then whether that's funded federally or by locals,
8 it's really not a question at this point. I think if we
9 said, Wow, what we really want to do is pitch this.

10 MR. GLEASON: That would be a pretty easy
11 case.

12 MR. CLINE: It seems to me it would be a
13 pretty easy case to make from the lifeline perspective.
14 So I'll give it back to you, John.

15 MR. MCBETH: This is John. I think the 14
16 is a good sell from the point of view that it adds an
17 hour in the morning and an hour in the afternoon. And
18 it opens up more jobs. It allows you to take more
19 people to work to do jobs that they can't get to now
20 because we don't -- we start too late and they've got to
21 find another way to get to work. And we shut down too
22 early and they've got to find another way to get home,
23 which normally involves spending the little money that
24 they made to pay for their transportation there and
25 back. So I think 14 is a very logical number -- 14-hour

1 weekday service is a very logical number to go for.

2 Michelle, what are -- what do you think?

3 MS. BLOOMER: This is Michelle. I'm fine
4 with Jim's proposal. I would agree, I think going to a
5 14-hour weekday first and then adding Saturday, like
6 we're pitching it as a lifeline, not employment -- most
7 lifeline services are Monday through Friday. Saturday
8 is when you get into employment, church and things like
9 that.

10 (Telephone interruption)

11 THE REPORTER: I apologize. I thought I
12 turned it off.

13 MR. RIBAKOVE: For housekeeping purposes,
14 just so everybody knows, Christina Crain is also on the
15 phone with us. And there are speakerphones up front and
16 a sign-in sheet, which I neglected to notice. Please
17 put your name on the sign-in sheet.

18 MR. FICKES: Okay. This is Ken, and we
19 operate a program called Rides, which is basically 24/7.
20 And we use taxis and share ride providers for that. And
21 it's a -- it's more than a lifeline. It's lifestyle in
22 some cases, but a lot of it's lifeline. They operate a
23 fixed route and it's where the towns pay, the cities pay
24 all the match. And we run a 12-hour time slot plus
25 Saturdays. We added Saturdays about two years ago.

1 It's incredible. The ridership on Saturdays is almost
2 as much as it is during the week on a regular day. So
3 it's shopping, going to work. It's like Jim said; it's
4 still a lifeline service on Saturdays, but I think that
5 14 hours is certainly a good jump forward.

6 MR. MCBETH: Christina?

7 MS. CRAIN: Yes. So it sounds good to me.
8 I'm fine with it.

9 MR. CLINE: Can I ask a -- this is Jim.
10 Eric, have you gotten any feedback from
11 the -- from the budget perspective what's in the realm
12 of the possible?

13 MR. GLEASON: Yes. It is -- I would say
14 without a doubt this would be considered as an
15 exceptional item request; in other words, something that
16 would be included in the LAR sent over, not how it was
17 funded from -- from existing department revenues.

18 One of the things that is happening, as
19 you know this program -- as you may know, this
20 program -- the funding -- the state funds for public
21 transportation comes from what is known as the
22 non-dedicated portion of the highway fund. In other
23 words, the revenues coming in are not dedicated as the
24 gas tax is dedicated to the construction of roads. We
25 have other sources of revenues for the highway fund, and

1 some of them are non-dedicated. That non-dedicated
2 portion of the overall fund is actually decreasing, and
3 it has to do with the commitments of -- the statutory
4 commitments around the TERP program, which is an
5 environmental quality program about the Department's
6 contribution. So I don't fully understand it
7 completely.

8 But the message I think from the Committee
9 is that that overall amount of non-dedicated funding in
10 the department budget is not growing. In fact, it's
11 shrinking somewhat. So I think the prospects of new
12 funding from that element of the program are not
13 promising.

14 So with that, though, the Department has
15 historically been open to including as exceptional items
16 these kinds of requests.

17 I guess just to circle back one more time,
18 what I'm hearing the Committee talk about I think is
19 that the -- the weekday element is actually something
20 that you would ask entirely for from the state. And
21 that it would be the Saturday element that you would
22 consider other sources of funding in making up that
23 amount. I think that's what I'm hearing. But I do want
24 to be sure I'm hearing that correctly.

25 We sent out some information to you

1 yesterday -- which I don't know if you-all had a chance
2 to look at it; John has it -- that gives you a breakdown
3 of where urban and rural get their monies from. And you
4 can see in that highlighted line that state and federal
5 funding make up anywhere from 42 percent on the urban
6 side to, I think, about 65 percent on the rural side.
7 And we sent that out as information to the -- thought
8 about it in the context of what is the right number to
9 ask from the state.

10 Now, we had not thought of a
11 Saturday-weekday split in that conversation. That does
12 seem to be the way the Committee is going. I just want
13 to confirm that.

14 MR. CLINE: Could I -- John, this is Jim
15 Cline. I would say the priority would be the weekday.
16 And then -- but the long-term vision is to add in
17 Saturday.

18 MR. GLEASON: Yes, I understand that. The
19 question is -- if I may, Mr. Chairman -- is that that
20 weekday element, that 14-hour weekday element, which is
21 a \$41 -- a \$41 million increase, if I've got my numbers
22 right, is that an amount to be included in an exception
23 item request with the expectation that that is all state
24 funding to fill that amount, or is -- the other way is
25 that, okay, we have what currently -- the feds cover a

1 certain amount of the program. State covers another
2 amount, and then local covers a third amount. Do we
3 want to move forward with some sense of a balancing of
4 amounts to get there? I just throw that out as
5 something for the Committee to consider. It may not
6 feel as though we have as much control over the
7 others...

8 MR. CLINE: This is Jim, Eric. When
9 you -- from the transportation Commission's perspective
10 in terms of the absolute dollar value we're asking for,
11 this is a pretty small amount of money. It's big
12 compared to what we're getting now. But in terms of
13 what's committed to some of the projects, you know,
14 particularly highway projects in an urban area --

15 MR. GLEASON: Oh, sure, absolutely.

16 MR. CLINE: So the reasonableness test,
17 one would be what is the increase over what we're asking
18 for now, what we're getting now, that's a big number.
19 When you look at in terms of absolute numbers versus
20 what the (inaudible) that are made on the part of the
21 Transportation Commission, you know, I don't want to say
22 this is just change orders, but that sometimes it's just
23 change orders.

24 MR. GLEASON: So what you need to tackle
25 though is the dedicated versus non-dedicated, which is

1 not -- the willingness of the Commission to spend money
2 one way or the other because there is a box that they're
3 in constitutionally dedicated funds where they can't do
4 that even if they wanted to.

5 MR. CLINE: Okay.

6 MR. GLEASON: And that's a very legitimate
7 issue, I think, as a policy issue for this Committee to
8 talk about. I think that it's important to recognize
9 that there are some pretty bright lines in the funding
10 environment that prevent the Committee from contributing
11 more. Essentially what they have to do is move money
12 around in the non-dedicated element of the budget and
13 make decisions not to spend it there but to spend it
14 over here.

15 MR. MCBETH: Well, to summarize, is it the
16 opinion of the Committee that the 14-hour weekday
17 service, which is \$41 million, would be what we would
18 tell the Commission that we are recommending that they
19 go forward with on the LAR, and we would like to set a
20 goal in the future of adding Saturday service? Is that
21 the consensus of the Committee?

22 If that's the consensus, we can make this
23 an action item and make it a motion and adopt it, and
24 then ask Eric and the staff to assist us in drafting a
25 letter that we would send to the Commission prior to

1 their meeting to adopt their LAR, which I think you said
2 was in August?

3 MR. GLEASON: The final adoption is in
4 August. The timing for something like this is now.

5 MR. MCBETH: Now. So if that's the
6 consensus of the group, I would entertain a motion that
7 we go with the 14-hour weekday service as supported by
8 the Texas -- by the TTI report with the ultimate goal of
9 adding weekend service -- Saturday service.

10 MR. CLINE: I was going to make a motion,
11 but can we talk about it just a second?

12 MR. MCBETH: Sure.

13 MR. CLINE: Because what I was going to
14 suggest we say as a Committee is that the long-term goal
15 for the public transportation is in the rural and
16 small -- urban transit districts is 14-hour weekday
17 service and eight-hour Saturdays, knowing that we're
18 cognizant of the budgetary limitations that we're all
19 faced with, both the local and the state level and the
20 federal level; that the interim step is to focus on the
21 14-hour weekday, and then -- and the associated capital
22 that goes with it. Because we're talking about the
23 41 million in that case, but there's another 23 in
24 capital that's hanging out there also. Is that correct?

25 MR. GLEASON: There's a one time --

1 MR. CLINE: The one time and then the
2 annualized purchase --

3 MR. GLEASON: Correct. But I think you
4 could probably make the argument that the one-time
5 amount could be like the first year of new money to be
6 spent on capital for several years, and then you would
7 roll out the service of the -- I think it's probably
8 included, and then you just have to annualize the
9 replacement amount.

10 MR. SALAZAR: So if that -- I'm just --

11 MR. CLINE: So I'm trying to --

12 MR. MCBETH: Can you make that -- can you
13 make that as a motion?

14 MR. CLINE: I'd like to make that as a
15 motion; that we set a long-term vision -- this is Jim
16 Cline -- that we set a long-term vision for 14-hour
17 weekday service and eight-hour Saturday service for the
18 State of Texas, recognizing the budgetary limitations of
19 all three elements, both federal, local and state, that
20 we -- our recommendation is to prioritize the 14-hour
21 weekday service and recommend that the Staff prepare a
22 request to the Transportation Commission to support the
23 14-hour weekday service, both capital and operating.

24 MR. MCBETH: Okay. We have a motion very
25 well articulated. Do we have a second?

1 MR. FICKES: I'll second.

2 MR. MCBETH: Mr. Fickes seconds it.

3 All those in favor signify by saying aye.

4 COMMITTEE MEMBERS: Aye.

5 MR. MCBETH: All those opposed, nay.

6 (No response)

7 MR. MCBETH: There being all ayes and no
8 nays, we will -- the motion carries and we will ask Eric
9 and his staff to prepare the letter --

10 MR. GLEASON: And work with you --

11 MR. MCBETH: -- and work with me and with
12 Jim since he made the motion, yeah.

13 MR. CLINE: And I would add that I'd
14 like -- I'd be happy to help if you -- the thought
15 process that I would add in is that we come back in and
16 say why did we choose the 14, and why did we choose the
17 weekday, the lifeline service in order to get people to
18 jobs, get them to healthcare, and get them to meet basic
19 needs.

20 Now, there's a gap -- and Michelle
21 identified it -- that the Saturday employment, people
22 working at the malls and things like that, and those
23 particularly entry-level jobs that are often on the
24 weekends, but that's a gap they're gonna have, but we
25 can tackle the vast majority of those jobs and do a

1 better job of it by adding an hour on either end. So
2 I'll be happy to assist with that, John.

3 MR. MCBETH: Super. Thanks.

4 Okay. There being no more discussion,
5 we'll move on to Agenda Item No. 6. We'll let Eric
6 tackle this one.

7 MR. GLEASON: Thank you. So at your last
8 meeting Ken asked about -- we were on the agenda item
9 that we typically are about the program and guiding
10 principles. And Ken asked if we could prepare a summary
11 of work that had taken place on the Committee or with
12 the Committee with respect to each of those. And so we
13 provided you-all in your packet that information.

14 And we -- what you got in your packet you
15 had -- you've got three items in your packet. And, you
16 know, the third item you got was actually the
17 principles -- the guiding principles as adopted by the
18 Advisory Committee at the time, which was February of
19 2006. And I think that -- for the record, I know,
20 Michelle, I believe you were Chair of the Committee at
21 the time, and, J.R., you were on the Committee and I
22 believe, Christina, you were at the time.

23 MS. CRAIN: Right.

24 MR. GLEASON: And at the time we had three
25 active members of the Committee that were -- you know,

1 had a lot to do with what these principles read as and
2 no longer was the case. So it's a good opportunity, I
3 think, to revisit those.

4 Now, to help you understand more about
5 what's been done, we summarized it in two ways. The
6 first way we summarized it was looking back over the
7 Committee's agendas between 2012 and '18. We broke
8 Committee activity down into four areas of effort. One
9 was around the rules; second, program guidance; third,
10 legislative policies and appropriations requests; and
11 then fourth, long-range transit planning, and provided
12 the Committee with a bulleted list associated with each
13 of those four groupings.

14 The final thing we did for the Committee
15 was we actually went back to the principles, broke them
16 out by objective, and provided the Committee with a
17 summary -- sort of a general summary, if you will -- of
18 activities that has occurred at the Committee with
19 respect to each of the principles.

20 So, again, this is largely, we think, a
21 Committee conversation today. I think -- just again to
22 kind of kick this off, the Committee could choose to
23 do -- could choose to say, do we like the concept of
24 having guiding principles, and so let me just take a
25 moment here.

1 At the time these were developed, the idea
2 behind the guiding principles was to have the Committee
3 establish things that were important to it to achieve
4 for public transportation that it could reference
5 independent of the specific topic that was in front of
6 the Committee for discussion. And so that was the
7 primary purpose of the guiding principles piece that was
8 developed back in 2012. It was not supposed to be a
9 piece that was discussion topics specific for the
10 Committee. It was supposed to be more general than that
11 and to allow the Committee to come back to these when it
12 was in specific conversations to remind itself of what
13 it was attempting to achieve on the larger scale. So
14 that was the intent of the principles. So the Committee
15 could decide that it liked that notion and that it was
16 time to revisit these and update them.

17 The other thing the Committee could do
18 would be to say that a more -- that a different way of
19 moving forward would be to work with a set of general
20 categories of topics like we provided you as a summary
21 of the work efforts, and to talk more specifically about
22 specific rule changes the Committee may be interested
23 in, specific areas in programs they wish to provide
24 guidance on and so forth, and to revise this -- so we
25 wouldn't necessarily have guiding principles as much as

1 we would have something that looks like a work program.
2 And, of course, it's always possible to do both.

3 So I will kind of leave it there and
4 recognize that this might be a little -- this might be a
5 conversation that may be difficult to get going. I
6 don't know -- I didn't -- Michelle, I didn't warn you I
7 was gonna do this. I don't know if you want to provide
8 any more context for the Committee before the discussion
9 or just let it come out during that.

10 MS. BLOOMER: This is Michelle. I think
11 we can just let it come out. It's been quite a few
12 years since we did the guiding principles --

13 MR. GLEASON: Yes.

14 MS. BLOOMER: -- but I think you covered
15 them very well.

16 MR. GLEASON: All right. I'll turn it
17 over to you then, Mr. Chair.

18 MR. MCBETH: Well, I'll start by saying
19 after the last meeting I began thinking of these guiding
20 principles and what we had accomplished in each one of
21 them. And when I got back I started making a list.
22 Then the other day I got this master work from Eric.
23 And as Michelle said, you and staff have done a
24 masterful job in operationalizing what has occurred with
25 the guiding principles. For a volunteer committee, this

1 Committee has been awfully, awfully busy when you look
2 at this particular document and all that has been
3 accomplished.

4 If nothing else was accomplished, the --
5 just the coordinated and combined call, that alone has
6 made a complete difference in public transit throughout
7 the state. And that originated with this Committee.

8 Then all the rule changes that we've seen
9 and the fact that, as I told the Commission, there was a
10 time when the word rule change was the nastiest word in
11 the world to come out of TxDOT's mouth. But the stuff
12 that we have changed has been adopted unanimously. It's
13 been -- every one has been in a great mood with no
14 negative comments. So I don't know that this Committee
15 is for that, but I do know it's completely different
16 than it used to be. So it's worked -- as far as where
17 we go from here, I like breaking it down into these four
18 categories: Rules, program guidance, legislative
19 policy, long-range planning. And I think that could
20 be -- like I said earlier -- the TTI report could very
21 easily be our work plan for the next several years.
22 There's so much meat in this report that we could go
23 through and say, Okay, what do we need to do in order to
24 change that, or to change that or change that.

25 I know the one thing everybody is very

1 interested in, at least over at the Legislature and, I
2 think, at the Commission, is performance. Everything
3 needs to be performance based. We need to make it a lot
4 more objective. And instead of people just getting
5 their money and spending their money, having results
6 driven by grant money. So that's just my take on this.

7 J.R., you've been here a long time...

8 MR. SALAZAR: Well, and I was going to
9 tell -- say to the Committee and to Tim in particular,
10 you know, part of the guiding principles we adopted many
11 years ago kind of fell to the side because we had so few
12 committee members that we really weren't able to focus
13 in on what we said we were going to do. So I appreciate
14 you bringing up the facts that I think we need to
15 decide. I'm okay with the guiding principles, and I'm
16 okay with the work plan in general as well. I'm not
17 sure which way I would prefer, but I'm okay with it
18 either way, thinking and deciding which way we want to
19 go with it.

20 MR. MCBETH: Michelle -- this is John.
21 I'll defer to you because you're kind of the historian
22 of the Committee.

23 MS. BLOOMER: Well -- this is Michelle --
24 Michelle has slept quite a bit since then --

25 (Laughter)

1 MS. BLOOMER: -- but I like Eric's
2 explanation.

3 MR. CLINE: John, may I --

4 MR. MCBETH: Yeah. Sure.

5 MS. BLOOMER: Or maybe J.R. can provide
6 some additional input as the former Vice-Chair?

7 MR. JOHNSON: Jim?

8 MR. CLINE: Yeah, just a couple of things.
9 I think on the guiding principles -- I mean, our goals
10 remain constant. I mean, those are solid -- these are
11 solid things for this group to do. And I think it's
12 also consistent with our mandate in the Transportation
13 Code also on what we're supposed to do -- advise the
14 Commission what should we do in our advising and
15 providing advice to the staff and then the Commission.
16 I can see us modifying the objectives --

17 MR. MCBETH: That's correct.

18 MR. CLINE: -- as time goes forward. And
19 that could be -- the objectives could be how we frame
20 the work plan. But in my opinion I think the two -- you
21 know, support public transportation, promote coordinated
22 transportation -- yeah, that's what we do. Right? I
23 mean what we should do and some specific -- I think some
24 of the objectives that are -- particularly the tasks
25 that I would be very open to discussion with the staff

1 on those things, and particularly on an annual basis
2 where we really -- maybe a biennial basis I would think
3 would be -- based on the Legislature -- that if we sat
4 down and said, "Hey, in the next two years we want to
5 look back and say we checked these off. And, you know,
6 it's like asking for this money when we make the
7 legislative request, you know, we can fast forward that.
8 And I betcha we get some; we don't get all. So it's
9 gonna be a continuing process. How do we get to that
10 end goal and then the steps it takes to make that
11 happen. Because it's local funding; it's federal
12 funding; it's state funding. How do we match those up?
13 And there's gonna be local decisions, too. Different
14 agencies want -- they're gonna want different things.

15 You know, Ken brought up a little earlier
16 that Saturday service really is a big deal. I think
17 there's some innovative pieces that can come in here
18 with -- the ride share. How do you get that to where we
19 can use federal money for that? I mean, I can tell you
20 that that's not just rural and urban transit districts.
21 That's nationwide. That could be a game changer for how
22 we spend our money. And how do we get the innovation
23 and how do we do some different things; Eric, you and I
24 talked about even on driverless vehicles. That's not --
25 based on the events of yesterday, that's not that far

1 off.

2 Anyway, I'd like to see us modify the
3 objectives and some of the specific tasks. That would
4 be a way to do it in the same format, because I don't
5 think -- the template is not bad. And then do that on
6 an every-other-year basis and then we have a really nice
7 plan to be able to also go back to the Commission and
8 say -- have the Chair go and report and say not only is
9 that our recommendation, but we've started -- this is a
10 plan that we've executed. And I think that's a -- that
11 tells a great story for the staff, tells a great story
12 for the Committee, and it tells a great story for
13 support of public transportation.

14 MR. MCBETH: This is John. That's --
15 those are all good points. Could we -- could staff --

16 MR. GLEASON: Could we -- could staff --
17 (Laughter)

18 MR. MCBETH: Now, I'm not -- I'm using the
19 imperial "we" --

20 (Laughter)

21 MR. MCBETH: Could staff, in light of the
22 adoption of -- the adoption of the 14-hour day thing we
23 just did that we're gonna send to the Commission, could
24 staff develop under each of these guiding principles --
25 could staff develop objectives and tasks that would

1 implement that in the event that we got it so that we
2 could say, if this funding is forthcoming, we at PTAC
3 have adopted objectives and tasks that we will work with
4 everybody statewide to make sure that we get every
5 penny's worth out of the money that we're given. Is
6 that something that staff could -- I mean, y'all
7 certainly have ideas because you've seen so many things
8 come up because of all the people that you're dealing
9 with out here, so you certainly have ideas of things
10 that -- new rule changes we need or changes to the
11 administrative code or things like that. So I'm just
12 wondering if we could, as Jim said, keep the template,
13 but change the objectives of the task -- or at least
14 change the tasks so that it dovetails with getting the
15 money we want. Could that be done?

16 MR. GLEASON: Sure.

17 MR. CLINE: This is Jim. One of the other
18 things that would happen -- and this is the reality --
19 that if it comes back less than 41, how do we do that in
20 a very efficient manner?

21 MR. MCBETH: Exactly. Exactly.

22 MR. GLEASON: Yes, we can do that.

23 MR. MCBETH: I think that falls under
24 strategically leverage, all available resources to
25 maximize service provided throughout the state. So if

1 we get that money, what are the tasks that we're going
2 to have to accomplish in order to make sure we meet that
3 objective.

4 MR. GLEASON: I don't know if you can
5 repeat what you just said, but I can put it in writing.
6 Can you just --

7 MR. MCBETH: I can shoot for that.

8 MR. GLEASON: Thank you.

9 MR. MCBETH: The only issue -- and I gripe
10 about this a lot -- this is John again -- and I will
11 continue to gripe about it. The only issue I have is
12 the one thing in here where we're talking about
13 sustainability. And I just don't see that public
14 transit -- I mean, we can play a role in sustainability,
15 but I don't think we can make our communities
16 sustainable. That's what councils and mayors and that's
17 what -- I'm coming from the point of view of having
18 operated in the most planned community in the world, The
19 Woodlands, since 1986. Everything there is sustainable.
20 But transit plays such a teeny weeny little part of
21 that. There's so many other things. So I don't -- I
22 think we can leave it in here. I just don't know that
23 there's -- I don't know that there's tasks that we can
24 do that we can point to and say, Well, we made that
25 community more sustainable.

1 I think what we could do -- and I'm glad
2 Ken brought it up -- is we really need to look at ride
3 sharing because that is something that we're struggling
4 with right now in my system because it does not lend
5 itself to the FTA rules, background checks, drug
6 screening, all that kind of stuff. It just doesn't lend
7 itself to that. And that's where the conversations that
8 we've had with all the ride sharing people have always
9 ended. They're not going to change their business model
10 just because the FTA says we want random drug tests.
11 They're not gonna do that no matter how much money you
12 think you can give them, that's -- to them they're not
13 changing that. They'll do like they did in Austin and
14 they'll leave. They'll just leave.

15 MR. GLEASON: So there is a lot of effort
16 around the transportation network companies and models
17 that are beginning to be developed by public agencies
18 that do incorporate that as an option. We can certainly
19 look at some of the background information. It has to
20 do with offering -- really quickly, it's one of the menu
21 of options that is available, some of which are
22 consistent with federal guidelines that you put together
23 as a package that takes advantage of -- it's not as
24 straightforward as --

25 MR. MCBETH: Yeah, it's not. And I think

1 also autonomous vehicles, that is something that is
2 moving in quantum leaps right now. We have our own
3 little committee that's looking at that right now.

4 MR. FICKES: This is Ken. I was going to
5 say about the shared ride issues, we've had shared ride
6 taxies for years. We've never -- the two primary shared
7 ride people -- Lyft and Uber -- and one of their big
8 issues is drug and alcohol testing. Well, there's a
9 carve-out in the rules saying the consumer has a choice
10 amongst providers that you're not required to do that.
11 It's amazing how many people in the FTA circle don't
12 know that, but they have a carve-out for it. So that's
13 something that we should be looking at.

14 Other contract clauses that are required
15 by FTA didn't seem to be a big hurdle for some of them.
16 Maybe there's work to be done there.

17 MR. CLINE: We've seen -- this is Jim.
18 We've seen, you know, the -- rely on using the
19 transportation network company rather than sending one
20 of our vehicles can be 10 to 1. It's huge. It is off
21 the rails. And if we -- here's what I really like about
22 the -- well, we agreed to do this -- the idea of a
23 14-hour span of service -- is if you look at how you
24 optimize your use of local dollars, which may be able to
25 pay for some. And I've seen it done with discounts

1 where -- in geofencing, and there's some really -- I'd
2 be happy to share that.

3 That would be a good topic, Eric, for some
4 innovations, and I'd be happy to share with the group
5 some of the things that we've seen. That -- because it
6 is so -- the ROI is so high, it may better to spend
7 local dollars to do some of those things, not use
8 federal for it, leverage your federal money for
9 something else so we bring a comprehensive look at how
10 the funding is being utilized for use of federal money
11 where it needs to be used, state money where it needs to
12 be used, and local money where it needs to be used. And
13 then look at things like TDCs and -- there's some really
14 interesting things from a funding perspective I think we
15 can do to get much more -- if you get to that 14-hour
16 service and, you know, we've seen that having the TNC's
17 backstop with Lyft service or agency service for the
18 disabled -- and because that's basic. They don't -- the
19 real question was the TNCs, I think, at the end of the
20 day is not getting drug and alcohol testing; it's going
21 to be about how they deal with disabled folks.

22 MR. FICKES: Exactly.

23 MR. CLINE: And if -- and that's the space
24 that we are gonna be the very best at, taking care of
25 those people with special needs. That's what -- I

1 believe that's what the transit, you know, providers --
2 that's a space we'll own. And if we could go and do
3 things to do the general service -- and some of our
4 disabled folks, maybe a blind person, could use Uber,
5 Lyft -- and there's a bunch of other companies. There's
6 just not two; there's a bunch -- that they may choose
7 because it's so much more convenient and it's so much
8 faster that we may be able to really leverage our money
9 where it needs to be, which would be really cool.

10 So, anyway, I'm just -- I'm talking a lot
11 today but --

12 MR. GLEASON: I think what we -- if I may,
13 we can circle back to getting some direction from the
14 Committee on how you want to move forward. What I've
15 heard is if -- and you can tell me; I'm paraphrasing
16 this -- the concept of having at the goal level
17 principles pretty much like what they are here is
18 something the Committee is fine with; that that next
19 level of detail, whether we call it an objective or
20 whether we just call it a work program, that would be a
21 more specific focus on -- that would translate to work
22 effort here at the Committee. And one of those items,
23 if not all of those items, would be related to, you
24 know, how would the state implement additional funding
25 were it to become available to achieve the goal of

1 14-hour weekdays coverage as the study identifies, and
2 then move into Saturdays.

3 I will say there's bound to be, and there
4 are going to be, other topics of policy significance
5 that Committee will need to talk about, and we'll work
6 to weave those into that. And I'm thinking we'll put
7 together for discussion purposes a document for the next
8 meeting that we'll take this conversation (inaudible).

9 THE REPORTER: I'm sorry, could -- could
10 you keep your voice up?

11 MR. GLEASON: Sure. We will put together
12 a document for this Committee at your next meeting that
13 will take this conversation to the next step. I don't
14 know if we need a specific action at this point from
15 you-all. I think it's well understood what you're
16 looking for.

17 Other potential topics are going to
18 include the Asset Management Plan requirement that is
19 before us that FTA has where we have -- well, we will
20 bring a discussion to this Committee at your next
21 meeting that will kind of outline where we are on that.
22 I think there's likely to be some fairly substantial
23 policy discussions associated with that plan and how to
24 fund it that I would like some feedback from this
25 Committee on.

1 We've talked about performance, and I
2 think that's clearly an area we can come back to you
3 with. There are in fact some trends out there that we
4 look at in our annual statistics report we put together
5 that is somewhat troubling, if you will. I think we --
6 we'd like some feedback from the Committee, some advice
7 and direction on how to address those.

8 We may want to look at, you know, the use
9 of inner city bus funding in this state. Several years
10 ago we had some work done -- "we" meaning the Division
11 had some work done -- around looking at how other states
12 approach their inner city bus program, which I think is
13 still relevant and still up to date enough to engage the
14 Committee in that conversation as well. And that
15 potentially represents funding that could be used to
16 accomplish some of -- well, they're rolling something --
17 I tried to identify that.

18 (Laughter)

19 So anything else on this topic for us? We
20 will -- I don't -- I don't know how polished it will be
21 by your next meeting, but we will definitely bring
22 something that will be food for thought.

23 MR. MCBETH: It will be a start.

24 MR. GLEASON: Yeah.

25 MR. MCBETH: It will be a start. Great.

1 Thanks. Great discussion.

2 Item No. 7, public comments, do we have
3 any public comment parties?

4 MR. RIBAKOVE: I received no public
5 sign-in cards.

6 MR. MCBETH: Okay. We received no public
7 comment cards. Is there anybody in the public that
8 would like to address the Public Transportation Advisory
9 Committee?

10 Seeing none, we will move on to Agenda
11 Item No. 8, propose and discuss agenda items for next
12 date, the next TPAC meeting. I think we've already got
13 the agenda laid out right now for staff. What would be
14 the date be?

15 MR. RIBAKOVE: It's the PTAC tradition to
16 have the meeting the day after the semi-annual
17 operators -- that would be the transit operators meeting
18 people in town. And the date of that would be Thursday
19 the 12th of July.

20 MR. FICKES: This is Ken. Isn't the
21 operators meeting earlier this time than usual?

22 MR. GLEASON: It's the 11th. That is
23 earlier.

24 MR. FICKES: I just looked at my calendar
25 and I'm gonna be out of town -- I'm gonna be out of the

1 state for a wedding. So I won't be around at that time.

2 MS. BLOOMER: This is Michelle. I will be
3 out of the country -- I will be back July 15th.

4 MR. MCBETH: Well, that's two people
5 that's not a good date for. So do we want to consider
6 another date?

7 MR. GLEASON: We will. Maybe the next
8 week?

9 MR. MCBETH: That would work.

10 MR. GLEASON: Michelle, how long are you
11 out of town --

12 MS. CRAIN: This is Christina. I will be
13 on vacation that week.

14 MR. GLEASON: We will send some dates out.

15 MR. MCBETH: Okay. Great. And that moves
16 us to adjournment. We'll need a motion and a second
17 unless y'all just want to hang around...

18 MS. BLOOMER: So move.

19 MR. FICKES: Second. This is Ken.

20 Second.

21 MR. MCBETH: All in favor by saying aye.

22 COMMITTEE MEMBERS: Eye.

23 MR. MCBETH: All opposed?

24 (No response)

25 MR. MCBETH: The motion carries and we are

1 adjourned. Thank y'all. Great work.

2 (Proceedings concluded at 11:07 a.m.)

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C E R T I F I C A T E

STATE OF TEXAS)
COUNTY OF TRAVIS)

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

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

IN WITNESS WHEREOF, I have hereunto set my
hand and seal this 17th day of May, 2018.



LOU RAY, CSR No. 2791
Expiration Date 12/31/19
Firm Registration No. 631
KIM TINDALL & ASSOCIATES
16414 San Pedro, Suite 900
San Antonio, Texas 78232
210.697.3400

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