



MEETING AGENDA

Public Transportation Advisory Committee

Tuesday, September 18, 2018 | 10:00 A.M. (local time)

Texas Department of Transportation (TxDOT)

200 E. Riverside Drive, Room 2B.1, Austin, TX 78704

1. Call to Order.
2. Safety Briefing.
3. Introduction of Public Transportation Advisory Committee (PTAC) members and comments from PTAC members.
4. Approval of minutes from May 8, 2018 meeting. (Action)
5. TxDOT's Public Transportation Division Director's report to PTAC regarding public transportation matters.
6. Discussion of Federal Transit Administration (FTA)-required Transit Asset Management plans. (Action)
7. Discussion of performance trends noted in the 2017 Texas Transit Statistics report. (Action)
8. Discussion on FY19 work program topics including, but not limited to:
 - Implementation strategies in anticipation of additional funding included in TxDOT's 2020/2021 Legislative Appropriations Request
 - Administrative rule revisions in response to FTA Public Transportation Safety Program final rule (672, 673)
 - Review of Intercity Bus program priorities and practices (Action)
9. 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.
10. Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action)
11. Adjourn. (Action)

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

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

AGENDA ITEM 4

Approval of Minutes from May, 2018 Meeting

MINUTES FOR ADOPTION

Public Transportation Advisory Committee – Teleconference Meeting
200 E. Riverside Drive Room 2B.1, Austin, Texas
May 8, 2018 10:00 A.M.

Committee Members Present and Participating:

John McBeth, Chair
Jim Cline, Vice Chair
J.R. Salazar
Ken Fickes

Committee Members Participating via Teleconference:

Michelle Bloomer
Christina Melton Crane

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Josh Ribakove, Communications Manager, PTN

AGENDA ITEM 1: Call to Order.

John McBeth called the meeting to order at 10:00 A.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove gave a safety briefing for attendees at 10:02 A.M.

AGENDA ITEM 3: Approval of minutes from March 27, 2018 meeting (Action).

John McBeth opened this item at 10:03 A.M.

MOTION J.R. Salazar moved to approve the March 27, 2018 meeting minutes.

SECOND Ken Fickes seconded the motion.

The motion passed unanimously at 10:03 A.M.

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

Eric Gleason began his report at 10:04 A.M. The report touched on federal apportionments for FY 2018, anticipated Texas Transportation Commission action, the TxDOT Public Transportation Division's customer satisfaction survey for grant subrecipients, the TxDOT Semiannual Business Meeting for Transit Operators, and TxDOT's FTA application for State Safety Oversight certification.

AGENDA ITEM 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).

John McBeth introduced this topic at 10:40 A.M. Eric Gleason provided some context for today's discussion.

Discussion among Eric Gleason, John McBeth, Jim Cline, Michelle Bloomer, J.R. Salazar, Ken Fickes and Christina Melton Crane.

- MOTION** Jim Cline moved to write to the Texas Transportation Commission stating:
- a) PTAC's long-term vision is for 14-hour weekday bus service and 8-hour Saturday bus service for the state of Texas.
 - b) In consideration of budget constraints, PTAC's short-term recommendation is to fund 14-hour weekday bus service only.

SECOND Ken Fickes seconded the motion.

The motion passed unanimously at 10:39 A.M.

AGENDA ITEM 6: Discussion and development of PTAC Work Plan based on PTAC's guiding principles and comments made at the January 22, 2015 meeting (Action).

John McBeth introduced this item at 10:40 A.M. Eric Gleason began the discussion with an overview of the handouts for this item, after which the discussion was led by John McBeth.

Discussion among John McBeth, J.R. Salazar, Michelle Bloomer, Jim Cline, and Ken Fickes.

No action taken.

AGENDA ITEM 7: Public Comment

John McBeth introduced this item at 11:06 A.M.

There were no public comments at this meeting.

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

John McBeth initiated and led this discussion beginning at 11:07 A.M. No agenda items were proposed. The next meeting will be held in July. Date to be determined.

No action taken.

AGENDA ITEM 12: Adjourn (Action).

MOTION Michelle Bloomer moved to adjourn.

SECOND J.R. Salazar seconded the motion.

Meeting adjourned at 11:08 A.M.

Prepared by:

Approved by:

Josh Ribakove
Public Transportation Division

John McBeth, Chair
Public Transportation Advisory Committee

AGENDA ITEM 6

Discussion of Federal Transit Administration (FTA)-required
Transit Asset Management Plans



PUBLIC TRANSPORTATION

TxDOT Transit Asset Management Plan

Required Plan Components

1. Inventory of Capital Assets

- Vehicles, facilities, equipment

2. Condition Assessment

- What is the age and condition? How are the assets functioning?

3. Establish Useful Life Benchmarks (ULBs)

- Rolling Stock & Equipment: Age and Condition
- Facilities: Transit Economic Requirements Model (TERM)

4. Investment Prioritization

- The detail of which assets will be prioritized for future replacement

TxDOT Plan Participants – 37 entities

- Rural Public Transportation Systems - 25 of 27 (stand alone)
 - Ft. Bend County and Public Transit Services opted to do their own
- 11 Section 5310 Providers (open-door service)
- 1 Small Urban Transit District

Required Asset Inventory Categories

- Rolling Stock – Revenue vehicles
- Facilities – Administrative, operations, maintenance, passenger facilities
- Equipment – Non-revenue support, service and maintenance vehicles

Targets

- Rolling Stock: $\leq 15\%$ or less of fleet assets operating beyond their useful life benchmark (ULB) for age.
- Facilities: $\leq 15\%$ of facilities operating in a condition lower than 3.0 on the Transit Economic Requirements Model (TERM) scale.
- Equipment: $\leq 15\%$ or less of equipment assets operating beyond their useful life benchmark (ULB) for age.

Conclusions

- Covers approximately 2/3 of the total rural fleet
- State of Good Repair (SGR)
 - Rolling Stock 88%
 - Facilities 96% (rated adequate or higher on TERM scale)
 - Equipment 80%
- Required funding to maintain a SGR (FY 19 – FY 22): \$39.1 million

AGENDA ITEM 7

Discussion of performance trends noted in the
2017 Texas Transit Statistics report



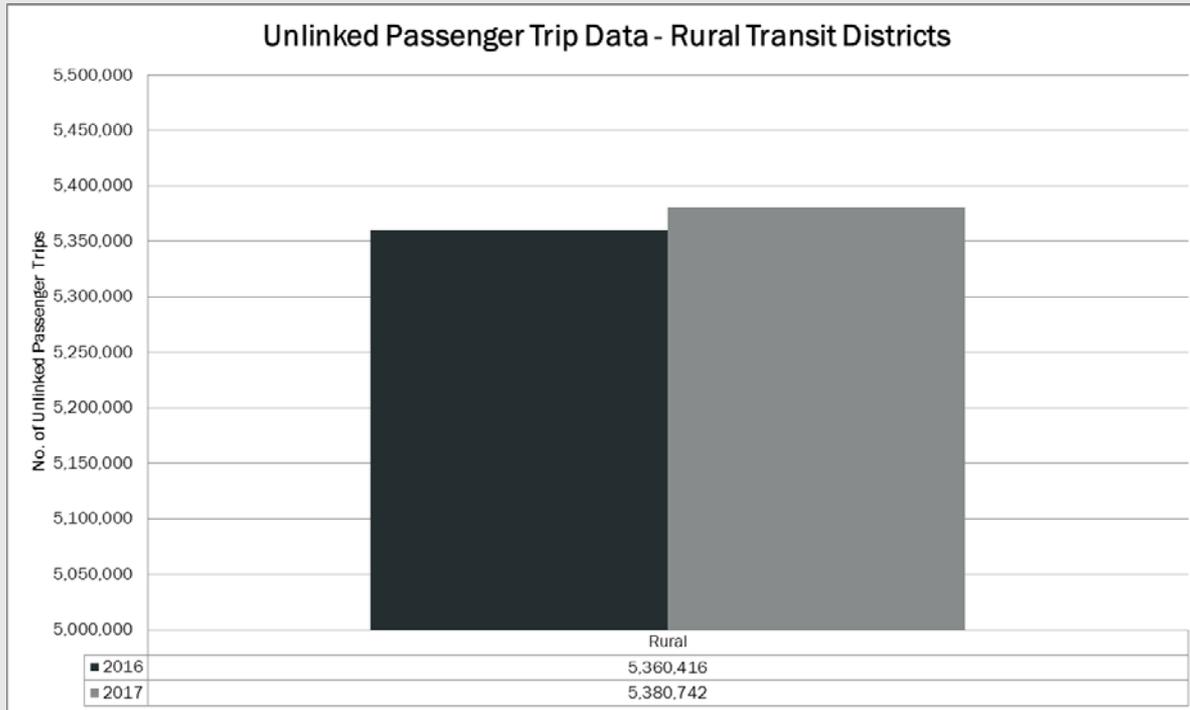
PUBLIC TRANSPORTATION

Performance Trends

Overview of System Performance

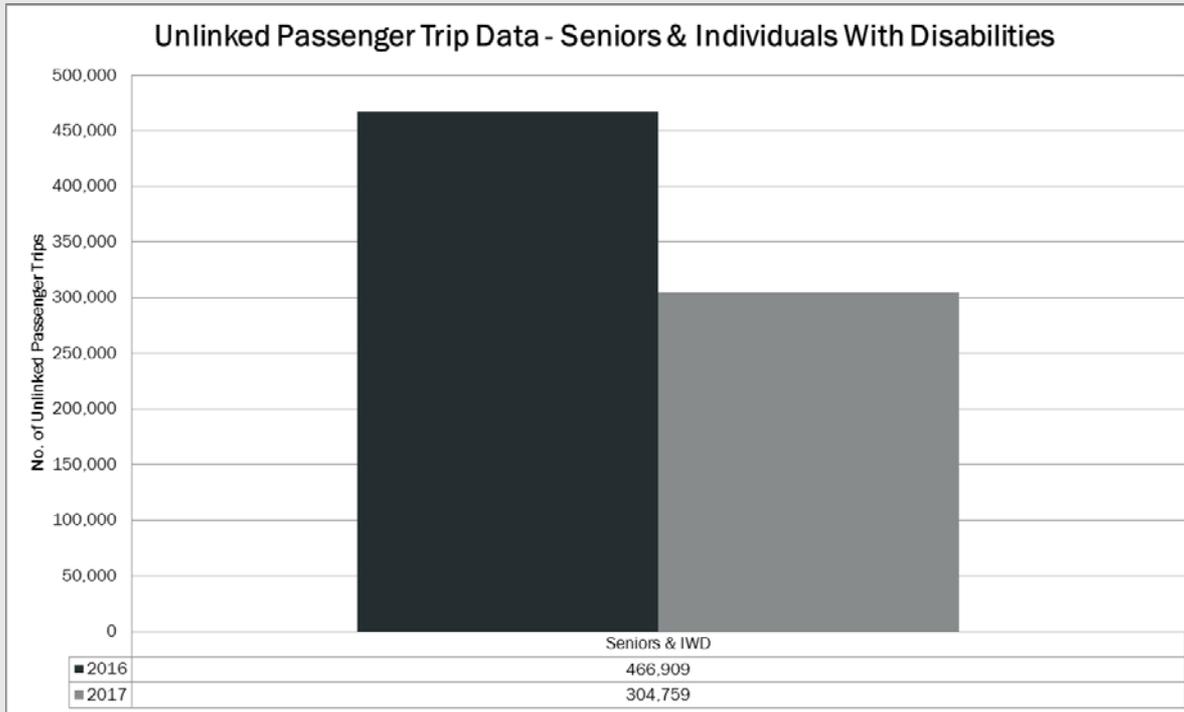
- **Annual Snapshot: FY 16 vs FY 17**
- **Historical Trends: FY 13 – FY 17**
- **System-at-a-Glance**

FY 16 vs FY 17 Performance – Rural Ridership



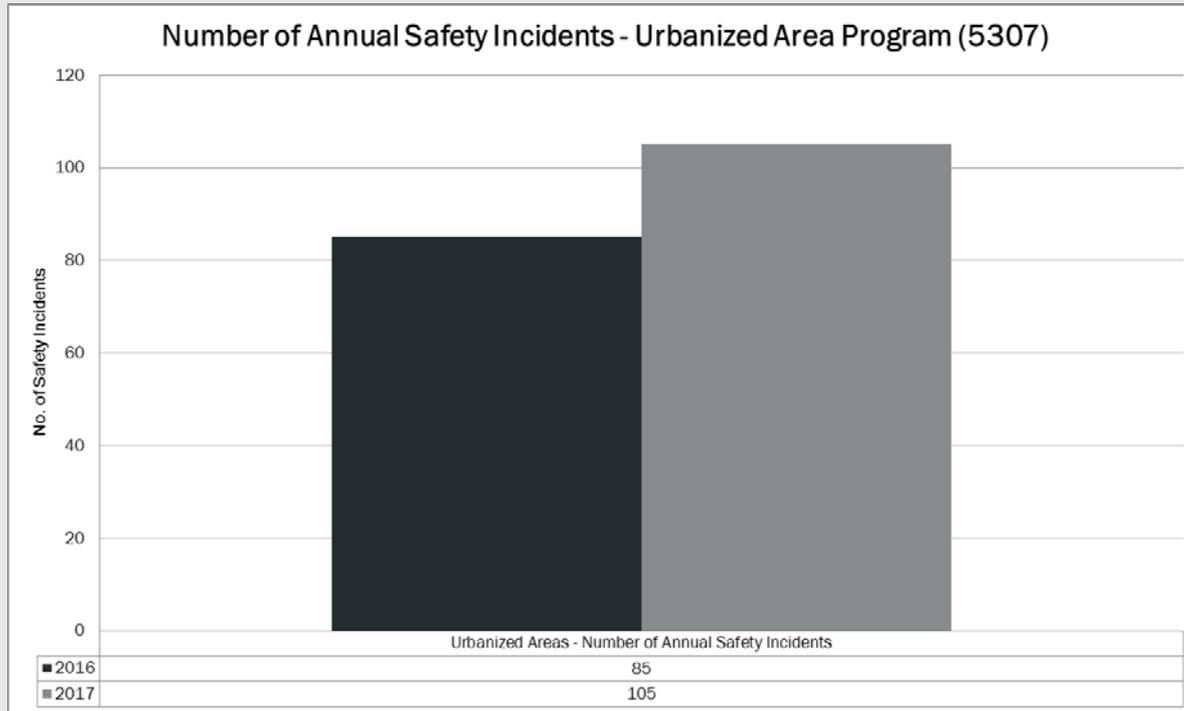
Slight Increase in Rural Ridership

FY 16 vs FY 17 Performance – Seniors & IWD



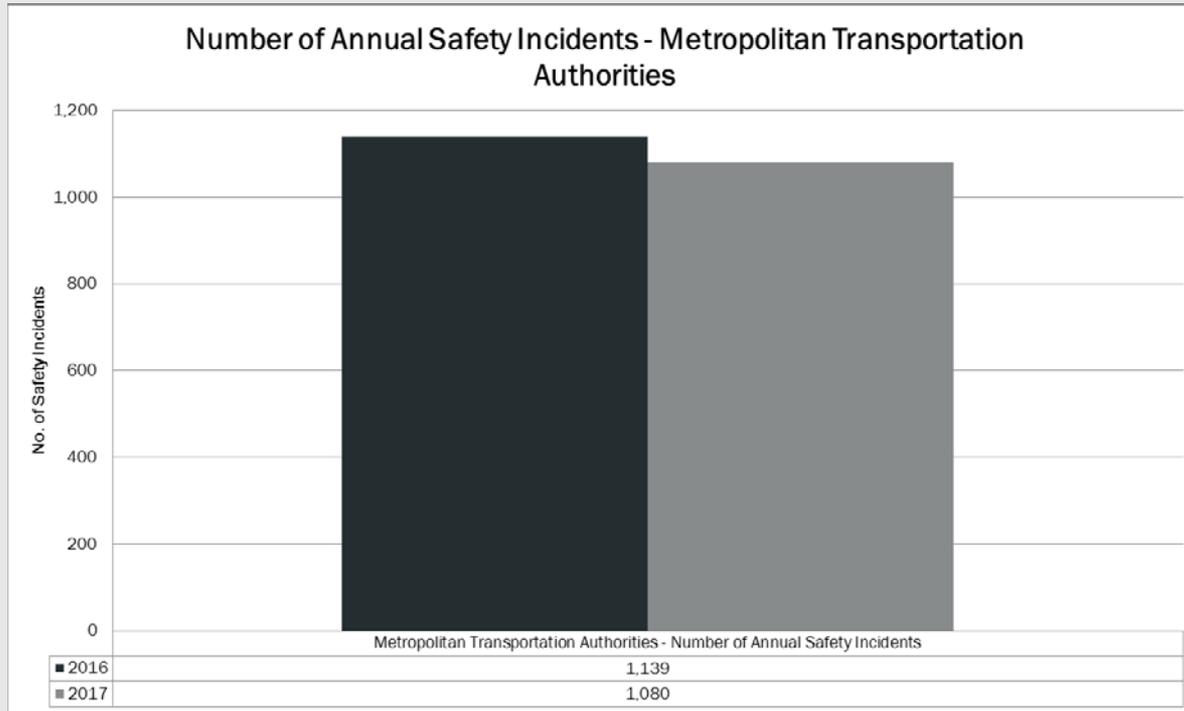
35% Decrease

FY 16 vs FY 17 Performance – Urban Safety Incidents



19% Increase

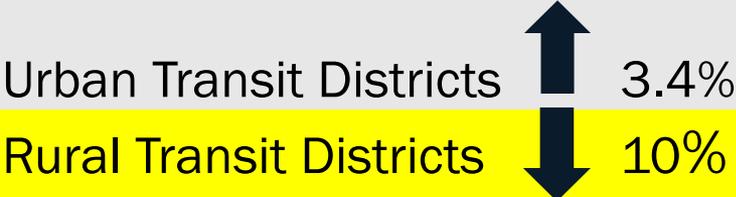
FY 16 vs FY 17 Performance – Metro Safety Incidents



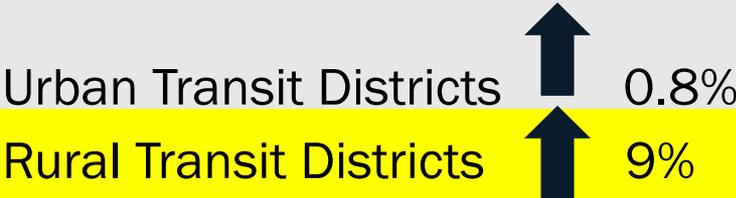
5% Decrease

Key Report Conclusions

- Ridership



- Vehicle Revenue Miles



- Operating Expense per Revenue Hour



Excludes Data from Four RTDs

- Inaccurate reporting (2)
- 2010 Census impacts (1)
- Significantly inflated service levels (1)

System-at-a-Glance Profile

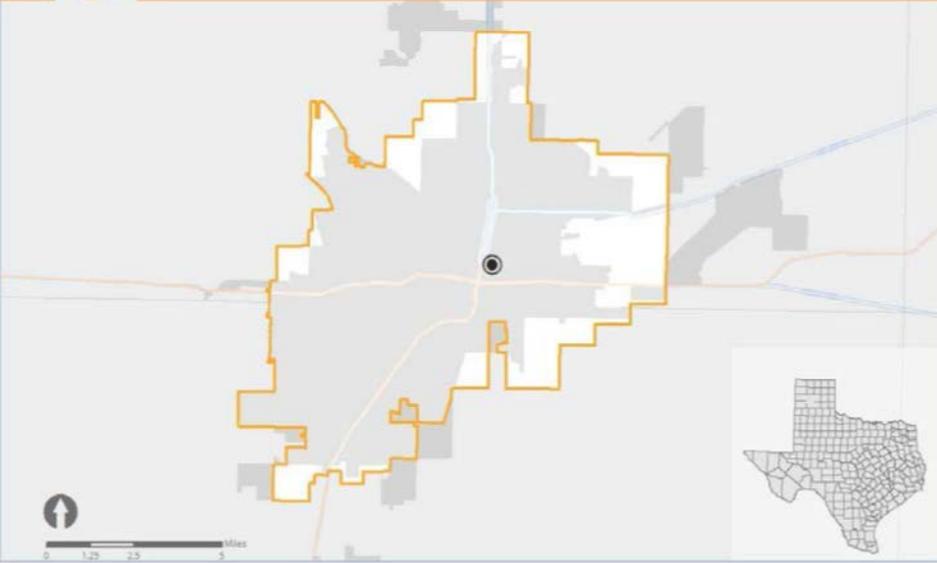
At the July Semi-annual Operators Meeting each provider was given a FY 17 profile detailing:

1. Service Area
2. Demographic Information
3. PTN Compliance Information
4. Performance Measures (operating expense per total vehicle mile & ridership per revenue mile)
5. Expenditures by program area (i.e. administrative, maintenance, etc.)

Performance – System-at-a-Glance

LOGO

TRANSIT AGENCY

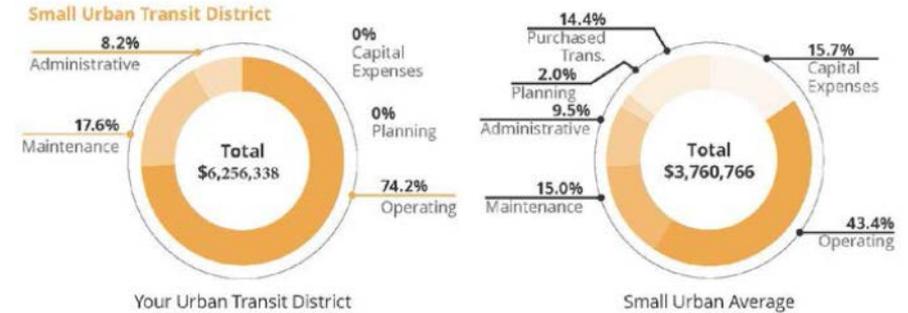


The City serves as an urban transit district (UTD) for the City urbanized area (UZA). City Transit (CT) is a public transit provider in the UTD, providing fixed-route local bus service and the ADA paratransit service within the city limits west of Bogus Boulevard. The service area covers 92.5 percent of the population and 80.1 percent of the land area of the Humdinger UZA. The rural parts of both counties are served by the rural transit district Helpful Service.

Performance Measures in Fiscal Year 2017



Expenditures in Fiscal Year 2017



Demographic Information



Urban Transit District

- Service Area Population: 201,122
- Service Area Land Area: 96.29 Sq. Miles

PTN Compliance Information

City total risk value is 110. This compares to an average value of 137 for all urban transit districts.

City	Inherent risk	80
	Compliance risk	30
	Total Risk Value	110

Inherent risk is based on organizational structure, organizational or staff changes, and grant funds received

Compliance risk is based on instances of non-compliance discovered/reported as part of subrecipient oversight

PTN considers a value of 0-100 to be low risk, 101-200 medium risk, and above 200 high risk.

Data Sources:

Note:

Transit district map was updated in 2015 and the profile was updated in June 2018.

AGENDA ITEM 8

Discussion on FY19 work program topics including, but not limited to:

Implementation strategies in anticipation of additional funding included in TxDOT's 2020/2021 Legislative Appropriations Request

Administrative rule revisions in response to FTA Public Transportation Safety Program final rule (672, 673)

Review of Intercity Bus program priorities and practices

Proposed Scope of Effort
Additional \$41 Million/Year in State Public Transportation Grant Program Funds

Context

TxDOT's 2020/2021 Legislative Appropriations Request includes an Exceptional Item seeking an additional \$41 million each year to support expansion of State-funded Transit District operations addressing basic coverage and service level gaps in current service operations. The \$41 million is a combination of \$38 million to support ongoing service expansion (coverage and span) and \$3 million each year for fleet replacement purposes associated with the estimated additional fleet requirements of the expansion. The expected outcome of this additional investment is a uniform basic level of service across all areas served by state funded transit districts – 14 hours of daily weekday service (Monday – Friday).

Purpose and Scope

Enhance ability to generally describe, at a reasonable level of detail, an approach to implementing the additional funding by identifying key policy topics associated with acting on additional funding if, and when, it should become available. Actual receipt of new funds will trigger a formal decision-making effort to establish policies and rules governing implementation and ongoing oversight of service investments.

Committee Discussion - Key Topics

- **Allocation of Funds: Flexible vs. Prescriptive Investment Strategies**
-Assuming coverage and span picture is used, and how it is characterized (possible outcome vs. promise), during discussions about additional funding, how do we get there (formula allocation or project specific discretionary awards)?
- **Phasing/Timing of Service Expansion – ramping up to full implementation**
-Agency plans confirming funding needs/TxDOT review and approval to trigger release of funding capital investments in advance of new service (fleet and facility modifications / additions)
-Partial funding scenarios
- **Measuring Performance/Accountability**
-Service Availability (outcome) and Service Use (performance) reporting requirements
- **Sustaining the Investment**
-Locking in additional funding – at state and local levels
-Modifications to service based on performance/changed conditions

Timing of Discussion - TBD

Proposed Scope of Effort
Administrative Rule Revisions in Response to FTA Public Transportation Safety Program Final Rule
(49 CFR 673)

Context

On July 19th this year, the Federal Transit Administration (FTA) published its final rules for rail and bus agency safety plans after a five year process. The new rules require bus transit agencies in urban areas that receive FTA Section 5307 funds to develop a safety plan by July 20, 2020. Urban agencies with 100 or more buses in peak revenue service must develop their own plans and submit them to FTA. So-called “small” urban agencies with fewer than 100 buses in peak revenue service have a choice: develop their own plan or allow TxDOT to develop one for them. Therefore, TxDOT may have to develop safety plans for as many as 35 urban providers.

While TxDOT may develop some or all of the 35 small urban provider safety plans, those agencies themselves are responsible for implementing their plans, including having the plan approved by an Accountable Executive.

The new agency safety plans are required to implement the FTA’s Safety Management System (SMS). The SMS is a comprehensive, collaborative approach to managing safety that:

- brings management and staff together to control risk better
- detect and correct safety problems earlier
- share and analyze safety data more effectively
- measure performance more precisely

As part of the new requirements, transit agency safety plans must set safety performance targets based on the four performance measures in FTA’s National Safety Plan:

<i>Measure</i>	<i>Method</i>
1) Fatalities	number and rate per total vehicle revenue miles
2) Injuries	number and rate per total vehicle revenue miles
3) Safety Events	number and rate per total vehicle revenue miles
4) System Reliability	mean distance between major mechanical failures

Committee Discussion – Key Topics:

- Revisions needed to current TAC rules for safety – 43 TAC 31.38, *Public Transit Safety Program*
- Funding: The new rules have no additional federal funding provided, so the safety plans’ development and implementation must come from existing resources that are currently used for planning, operations, and capital projects.

Timing of Discussion: Proposed Rules – January/March

Proposed Scope of Effort Review of Intercity Bus (ICB) Program Policies and Practices

Context

Each year 15% of the total Federal Non-Urban Area Program (5311) is required to be used to enhance intercity bus services. Last year in Texas that set aside amount was approximately \$6.2 million. Historically, the Department has used the Coordinated Call process to solicit operating and capital project proposals from private, intercity bus carriers as well as Rural Transit Districts in support of program goals as provided for in federal program guidance.

Purpose and Scope

Issue: are current policies and practices resulting in the highest and best use of these funds to enhance rural area intercity access and connectivity in Texas?

Committee Scope: identify recommended changes to ICB Program and Policies in time for FY 2020 Coordinated Call for Projects (late Fall 2019).

Committee Discussion – Key Topics

- **Description of Current Department ICB Program**
 - an overview of recent ICB program investments including service and capital project awards over the past 5 years
 - current route performance characteristics
 - criteria and practices employed to determine appropriate levels of investment
- **Review of Other States' DOT ICB Program Approaches**
 - update and summarize results from 2015 Research on Intercity Bus Policy Options that identified a spectrum of different approaches among State DOT's including Florida, Colorado, North Carolina, California, and Washington
- **Options for Texas**
 - from previous discussion, identify range of options for Committee review and discussion as possible new directions for the ICB Program in Texas
 - recommended changes
- **Implementation Strategy**
 - required revisions to Texas Administrative Code
 - transitioning current service investments to new approach (if needed)

Timing of Discussion: November/January/March