



## MEETING AGENDA

### Public Transportation Advisory Committee

Thursday, January 28, 2016 | 1:00 P.M.  
200 E. Riverside Drive, Auditorium  
Austin, TX 78704

1. Call to Order.

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2. Safety Briefing.

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3. Approval of minutes from September 29, 2015 meeting. (Action)

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

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5. Update on federal authorization. (Action)

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6. Presentation on TxDOT's federal TIGER VII grant application and subrecipients. (Action)

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

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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: 1-866-637-1408 [US] with conference code: 897 305 0787. An audio recording of the meeting will be placed on the Internet following the meeting.

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

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10. Adjourn. (Action)

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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 3

## **MINUTES FOR ADOPTION**

Public Transportation Advisory Committee – Teleconference Meeting  
3712 Jackson Ave., Bldg. 6, Room 324, Austin, Texas  
September 29, 2015

### **Committee Members Present and Participating:**

John McBeth, Vice Chair  
J.R. Salazar

### **Committee Members Participating via Teleconference:**

Michelle Bloomer  
Rob Stephens, Chair

### **TxDOT Present and Participating:**

Eric Gleason, Director, Public Transportation Division (PTN)  
Josh Ribakove, Communications Manager, PTN  
Kari Banta, Program Manager, PTN  
Kelly Kirkland, Section Director, PTN

### **AGENDA ITEM 1: Call to Order.**

John McBeth called the meeting to order at 1:05 P.M.

### **AGENDA ITEM 2: Safety Briefing.**

Josh Ribakove gave a safety briefing for attendees at 1:05 P.M.

### **AGENDA ITEM 3: Approval of minutes from July 23, 2015 meeting. (Action)**

**MOTION** J.R. Salazar moved to approve the July 23, 2015 meeting minutes.

**SECOND** Rob Stephens seconded the motion.

The motion passed unanimously at 1:07 P.M.

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

Eric Gleason's report began at 1:07 P.M. and touched on the Texas Transportation Commission's July Minute Order approvals, the yearly shutdown of TEAM (the federal grant management system) and TEAM's replacement by a new system called TrAMS.

### **AGENDA ITEM 5: Discussion of potential changes to the Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities program activities for FY2016. (Action)**

Eric Gleason opened this topic at 1:10 P.M. and introduced Kari Banta, who began her presentation at 1:11 P.M.

Comments and discussion: John McBeth, J.R. Salazar, Michelle Bloomer, Kari Banta, Eric Gleason.

No action taken.

**AGENDA ITEM 6: Presentation by Linda Cherrington (Texas A&M Transportation Institute) on the effects of urbanization on transit. (Action)**

Linda Cherrington began her presentation at 1:29 P.M.

Questions and discussion: J.R. Salazar, John McBeth, Michelle Bloomer, Linda Cherrington

No action taken.

**AGENDA ITEM 7: Report on research about energy sector impacts on transit. (Action)**

Kelly Kirkland began his presentation at 2:10 P.M.

No action taken.

**AGENDA ITEM 8: Briefing on the Open Meetings Act with respect to options for public comment. (Action)**

Josh Ribakove began his presentation at 2:14 P.M.

No action taken.

**AGENDA ITEM 9: Discussion and development of Public Transportation Advisory Committee (PTAC) Work Plan, based on PTAC's guiding principles and comments made at the January 22, 2015 meeting (Action).**

John McBeth initiated this discussion at 2:19 A.M., asking if any committee members wanted to provide input on this topic. No input was received.

No action taken.

**AGENDA ITEM 10: Public Comment**

There were two comments from Ms. Paulette Shelton, Ft. Bend County, beginning at 2:20 P.M. Ms. Shelton first commented on item 6, then commented on item 8, requesting that PTAC accept public comments on agenda items before taking action on those items. The committee agreed to do that.

Comments and discussion: John McBeth, Eric Gleason, Josh Ribakove.

**AGENDA ITEM 11: Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action)**

Discussion among all members began at 2:32 P.M. No agenda items were proposed. The committee asked TxDOT to poll the committee to select a date for the next meeting.

No action taken.

**AGENDA ITEM 12: Adjourn (Action).**

**MOTION** J.R. Salazar moved to adjourn the meeting at 2:33 P.M.

**SECOND** Michelle Bloomer seconded the motion.

The motion passed unanimously and the meeting adjourned at 2:33 P.M.

Prepared by:

Approved by:

\_\_\_\_\_  
Josh Ribakove  
Public Transportation Division

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Rob Stephens, Chair  
Public Transportation Advisory Committee

# AGENDA ITEM 5



# THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

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Overview for the Public Transportation  
Advisory Committee (PTAC) of Texas

## Examples of Supporters

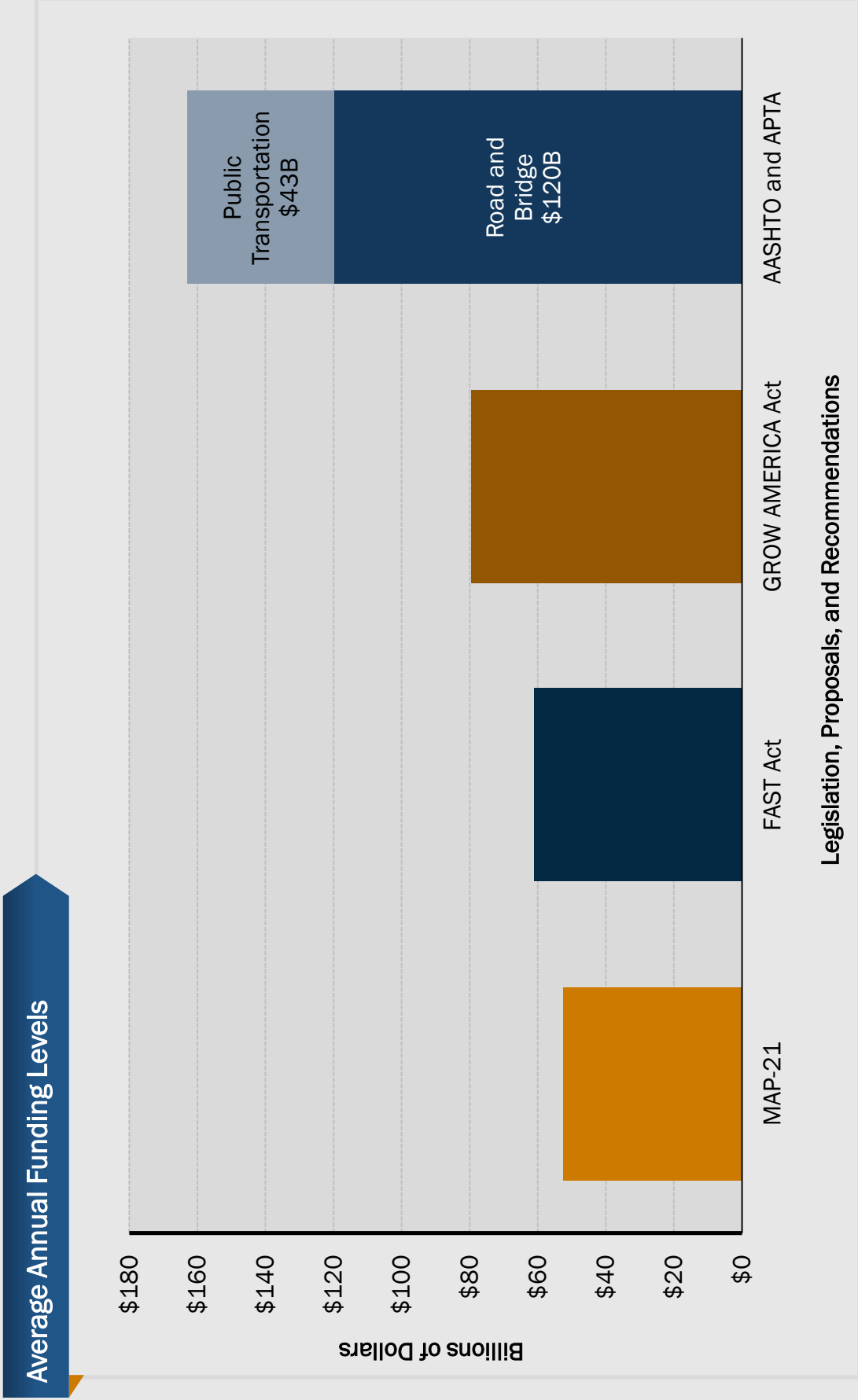
- Amalgamated Transit Union (ATU)
- American Bus Association (ABA)
- American Public Transportation Association (APTA)
- Association of American Railroads (AAR)
- National Conference of State Legislatures (NCSL)
- National League of Cities (NLC)
- PeopleForBikes
- U.S. Conference of Mayors



## In General

- Five years (FY2016-FY2020), \$305 billion
- AASHTO's take: "Progress but not perfect."
- The Good:
  - Long-term (i.e., five or six years), unlike MAP-21
  - Fully funded for the entire five years
  - Slightly increased funding over current funding levels plus projected inflation
  - Maintains MAP-21 program reforms, which are still being implemented
- The Bad:
  - Does not identify a sustainable, long-term source of revenue
  - Is not funded completely by transportation user fees
  - Funding levels are still significantly lower than recommendations by industry groups

# FAST Act: How much better and how far short?



## Transit Highlights

- Over five years, transit funding increases nearly 18 percent over FY2015 MAP-21 funding levels (versus 15 percent for highways)
- Creates an expedited project delivery pilot program in the Capital Investment Grant program for public-private partnership projects with less than 25 percent federal funding
- Phases in increased Buy America requirements, up to 70 percent by FY 2020
- Directs USDOT to review public transportation safety standards and protocols
- Makes \$199 million available to assist in funding the installation of positive train control (PTC) safety technology
- Like SAFETEA-LU, the FAST Act re-introduces a new competitive grant program for \$5339 Bus and Bus Facilities

# Highlights of Grant Program Changes

## New

- Bus and Bus Facilities Discretionary Grants [§5339(b)]
- Expedited Project Delivery for CIG Pilot Program [Subsection §3005(b) of FAST Act]
- Pilot Program for Innovative Coordinated Access and Mobility [Subsection §3006(b) of FAST Act]

## Repealed

- Bicycle Facilities [§5319]
- Pilot Program for Expedited Project Delivery [Subsection §20008(b) of MAP-21]

## Consolidated

- Public Transportation Innovation (Research and TCRP) [§5312]
- Technical Assistance and Workforce Development [§5314]

## Modified

- Planning [§5303/§5304]
- Urbanized Area Formula [§5307]
- Fixed Guideway Capital Investment Grants [§5309]
- Elderly and Disabled [§5310]
- Formula Grants for Rural Areas [§5311]
- Public Transportation safety Program [§5329]
- State of Good Repair [§5337]
- Bus and Bus Facilities [§5339(a)]

## §3005(b) Expedited Project Delivery for CIG

- This pilot program [Subsection 3005(b) of FAST Act] replaces Expedited Project Delivery [Subsection 20008(b) of MAP-21] and allows up to eight projects to be selected for grant awards over the course of the authorization
- Selected projects must at least in part be supported through a public-private partnership (P3) and operated and maintained by employees of an existing provider of public transportation
- Eligible recipients: State and local government agencies, including transit agencies
- Eligible activities: Design and construction of New Starts, Small Starts, or Core Capacity projects that are P3-supported and operated and maintained by employees of an existing public transportation provider
- Maximum federal share of 25 percent, with funding provided by the annual appropriations process

## §3019 Procurement

- Section 3019 of the FAST Act changed purchasing procedures to offer more purchasing options for public transportation systems of varying sizes
- Multiple states and providers may purchase capital assets through cooperative interstate procurements
- Created a pilot program to allow nonprofit organizations to enter into cooperative procurement contracts
- Transit agencies can lease equipment or facilities such as low- or no-emission components
- Established a Joint Procurement Clearinghouse to allow grantees to co-purchase rolling stock within a system that helps them identify procurement partners

## §5303, §5304, §5305 Metropolitan and Statewide Planning

- Increases funding levels
- Requires that Metropolitan Planning Organizations (MPOs) give reasonable opportunity to intercity bus operators and commuter vanpool providers to comment on the area's transportation plan
- Clarifies the selection and role of the representative of public transportation providers on an MPO board
- Provides MPOs that serve transportation management areas with the option to develop a Congestion Management Plan with input from employers, private and public transit providers, transportation management associations, and organizations that provide transportation access to employment for low-income individuals
- Emphasizes intercity transportation, including intercity buses and intermodal facilities, as well as tourism and the reduction of risk from natural disasters

## §5307 Urbanized Area Formula

- The Urbanized Area Formula program grows at a more modest rate, increasing by 1.8 percent in FY 2016 and 10.56 percent by FY 2020
- The “100 bus rule” is modified to include non-ADA general population demand response transit service
- Allows 20 percent of allocation to be used for operations of ADA paratransit under certain conditions
- Eliminates requirement to spend 1 percent of 5307 funds on Associated Transit Improvements
- Allows use of up to 0.5 percent of 5307 funds for Workforce Development
- Increases the Small Transit Intensive Cities (STIC) tier starting in FY 2019



## §5309 Fixed-Guideway Capital Investment

- A big winner: §5309 funds increase 20.7 percent increase in the first year, with no increase after
- Increases threshold for Small Start projects to a total cost of \$300 million
- Provides increased flexibility in funding corridor-based bus rapid transit projects by striking the requirement for short headways on weekend days
- Reduces the maximum federal share of New Starts full funding grant agreements from 80 percent to 60 percent (Core Capacity and Small Starts stay at 80 percent)
- Pilot program streamlines regulatory steps for up to eight grants for new Fixed Guideway Capital, Core Capacity, or Small Start projects seeking a federal funding level of 25 percent or less

## §5310 Enhanced Mobility

- Modest growth for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, growing by 10.56 percent over five years, similar to the Urban Formula program
- A state or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for §5310 funds
- Allows states or localities that provide transit service to be direct recipients under this section
- Requires FTA to develop a best practices guide for 5310 service providers
- Introduces a new Pilot Program for Innovative Coordinated Access and Mobility, providing 20 percent local match grants for innovative projects that improve the coordination of transportation services and non-emergency medical transportation services for the transportation-disadvantaged.

## §5311 Rural Area Formula

- The Rural Area Formula program is funded at \$620 million in FY 2016, growing by 10.78 percent over current levels by the fifth year of the bill to \$673.3 million
- The Rural Transit Assistance Program (RTAP) is continued
- Allows advertisement and concessions revenue as local match
- In determining the amount of the unsubsidized portion of privately provided intercity bus service that connects feeder service that is eligible as in-kind local match, all operating and capital costs can now be included without revenue offset

## §5337 State of Good Repair

- A big winner: §5337 funds increase 15.75 percent increase in the first year, 23.91 percent over five years
- Modifies the eligibility in the high intensity motorbus tier to cover only vehicle State of Good Repair costs
- Codifies the federal/local match share at 80/20, and specifies eligible local match funding

## §5339 Buses and Bus Facilities

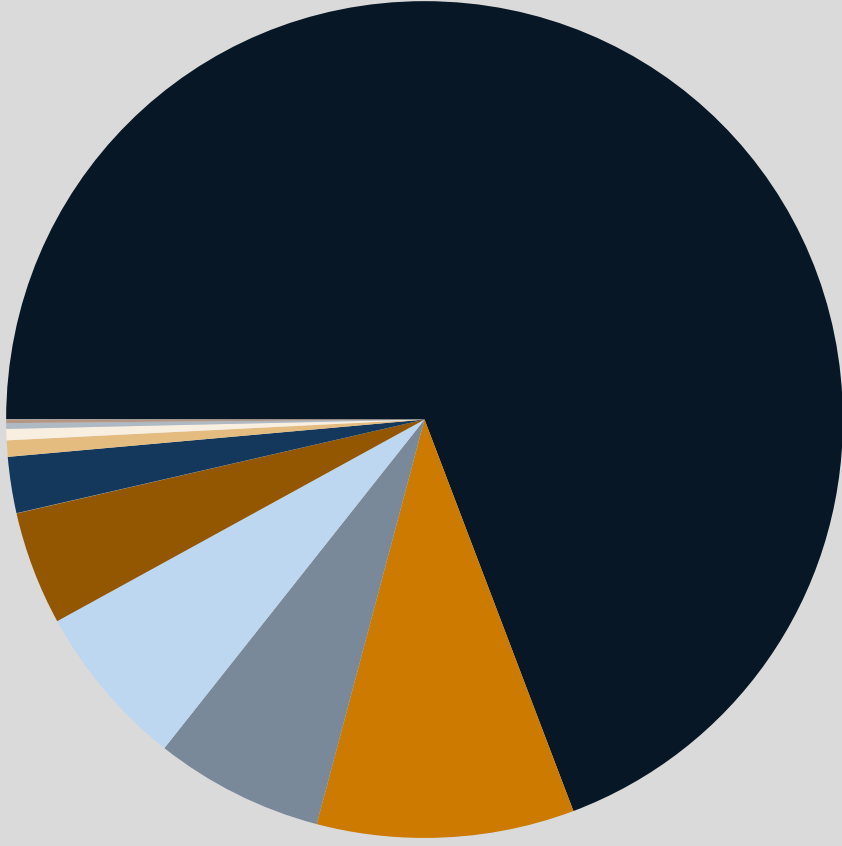
- A big winner: §5339 funds (combined) increase 62.65 percent increase in the first year, 89 percent over five years
- Statewide allocation rises from \$1.25 million to \$1.75 million
- Similar to SAFETEA-LU, the FAST Act once again authorizes new competitive grant programs for bus and bus facilities, which includes a 10 percent rural set-aside and a limitation that not more than 10 percent of all grant amounts be awarded to a single grantee
- States may also submit a statewide application for bus needs to allow the state, rather than the federal government to distribute competitively awarded grant funds
- Discretionary grants for low- or no-emission vehicles, equipment, and facilities, including retrofitting facilities for charging stations
- Allows recipients in a state to pool formula funds to accommodate larger scale procurements

## §5340 Growing States and High Density States Formula

- Retains both the High Density States Program and the Growing States Program of Sec. 5340
- The Growing States tier increases by 14.3 percent over five years of the bill, while the High Density tier increases by a little more than 2 percent total over five years

# FAST Act Transit Apportionments

Texas, FY2016



Urbanized Area Formula: 69.22%

Nonurbanized Area Formula: 9.92%

Bus and Bus Facilities Total (formula plus \$1.75M statewide): 6.51%

High Intensity Fixed Guideway: 6.37%

Enhanced Mobility: 4.38%

Metro Planning: 2.18%

High Intensity Motorbus: 0.63%

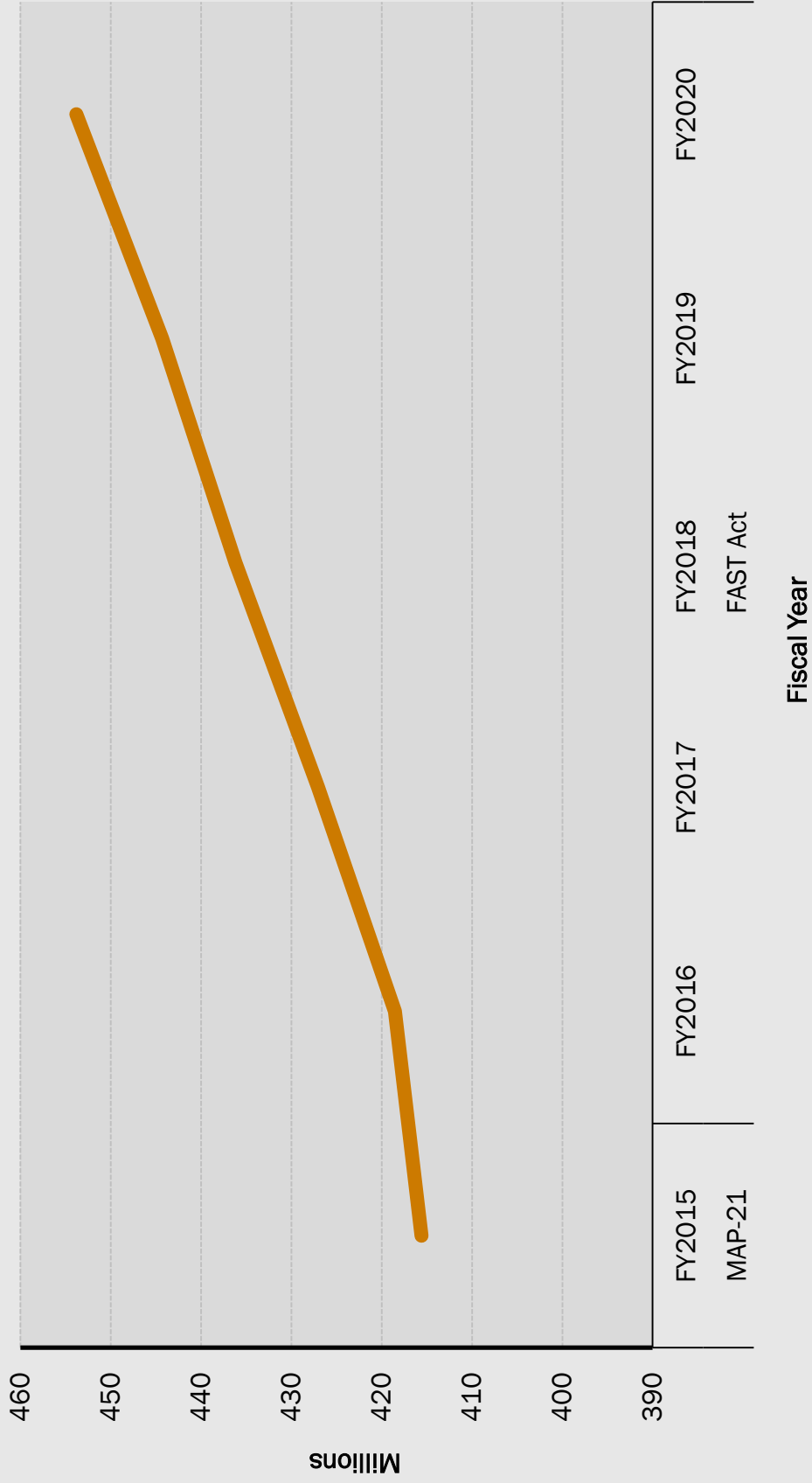
Statewide Planning: 0.44%

State Safety Oversight Program: 0.22%

Rural Transit Assistance Program: 0.13%

# FAST Act: Estimated FTA Apportionments Per Year

Texas, FY2015-FY2020





# Sources

- American Association of Highway and Transportation Officials (AASHTO), 2015 AASHTO Bottom Line Report: *Executive Version*, at <http://bottomline.transportation.org/Documents/Bottom%20Line%202015%20Executive%20Version%20FINAL.pdf>.
- AASHTO, “Member Briefing: Fixing America’s Surface Transportation Act,” Jan. 7, 2016, <http://fast.transportation.org/Documents/2016-01-07%20AASHTO%20Briefing%20on%20FAST%20Act%20FINAL.pdf>.
- American Public Transportation Association (APTA), “Surface Transportation Conference Committee Reports Out Five Year Bill,” Dec. 2, 2015, at <http://www.apta.com/gap/legupdatealert/2015/Pages/Surface-Transportation-Conference-Committee-Reports-Out-Five-Year-Bill.aspx>.
- APTA, “FAST Act Conference Report Funding Levels Table,” at [http://www.apta.com/gap/legissues/authorization/Documents/H.R.%2022,%20FAST%20ACT/FAST\\_Act\\_ConferenceReportFundingLevelsTable\\_FINAL.pdf](http://www.apta.com/gap/legissues/authorization/Documents/H.R.%202022,%20FAST%20ACT/FAST_Act_ConferenceReportFundingLevelsTable_FINAL.pdf).
- APTA, “FAST Act FTA-Estimated State-by-State Apportionments Table,” at <http://www.apta.com/gap/legissues/authorization/Documents/H.R.%2022,%20FAST%20ACT/FAST%20Act%20FTA%20Estimated%20State-by-State%20Apportionment%20Tables.pdf>.
- APTA, “FAST Act Program Table,” at <http://www.apta.com/gap/legissues/authorization/Documents/H.R.%2022,%20FAST%20ACT/FASTAct%20FTA%20Program%20Table.pdf>.
- Federal Transit Administration, “FAST Act,” at <http://www.fta.dot.gov/FAST.html>.
- U.S. Department of Transportation, “Grow America Highlights,” at <https://www.transportation.gov/grow-america>.

## See Also

- FAST Act enrolled bill, at <https://www.congress.gov/114/bills/hr22/BILLS-114hr22enr.pdf>.
- FAST Act conference report, at <https://www.congress.gov/114/crpt/hrpt357/CRPT-114hrpt357.pdf>.
- FAST Act Joint Explanatory Statement, House Committee on Transportation and Infrastructure, at [http://transportation.house.gov/uploadedfiles/joint\\_explanatory\\_statement.pdf](http://transportation.house.gov/uploadedfiles/joint_explanatory_statement.pdf).

# Questions?

## **Ryan Granger**

Federal Affairs

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(512) 705-0534 (mobile)

Texas Department of Transportation

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Austin, TX 78701-2483

# AGENDA ITEM 6



TEXAS DEPARTMENT OF TRANSPORTATION



# TEXAS RURAL TRANSIT ASSET REPLACEMENT PROJECT - TIGER VII AWARD

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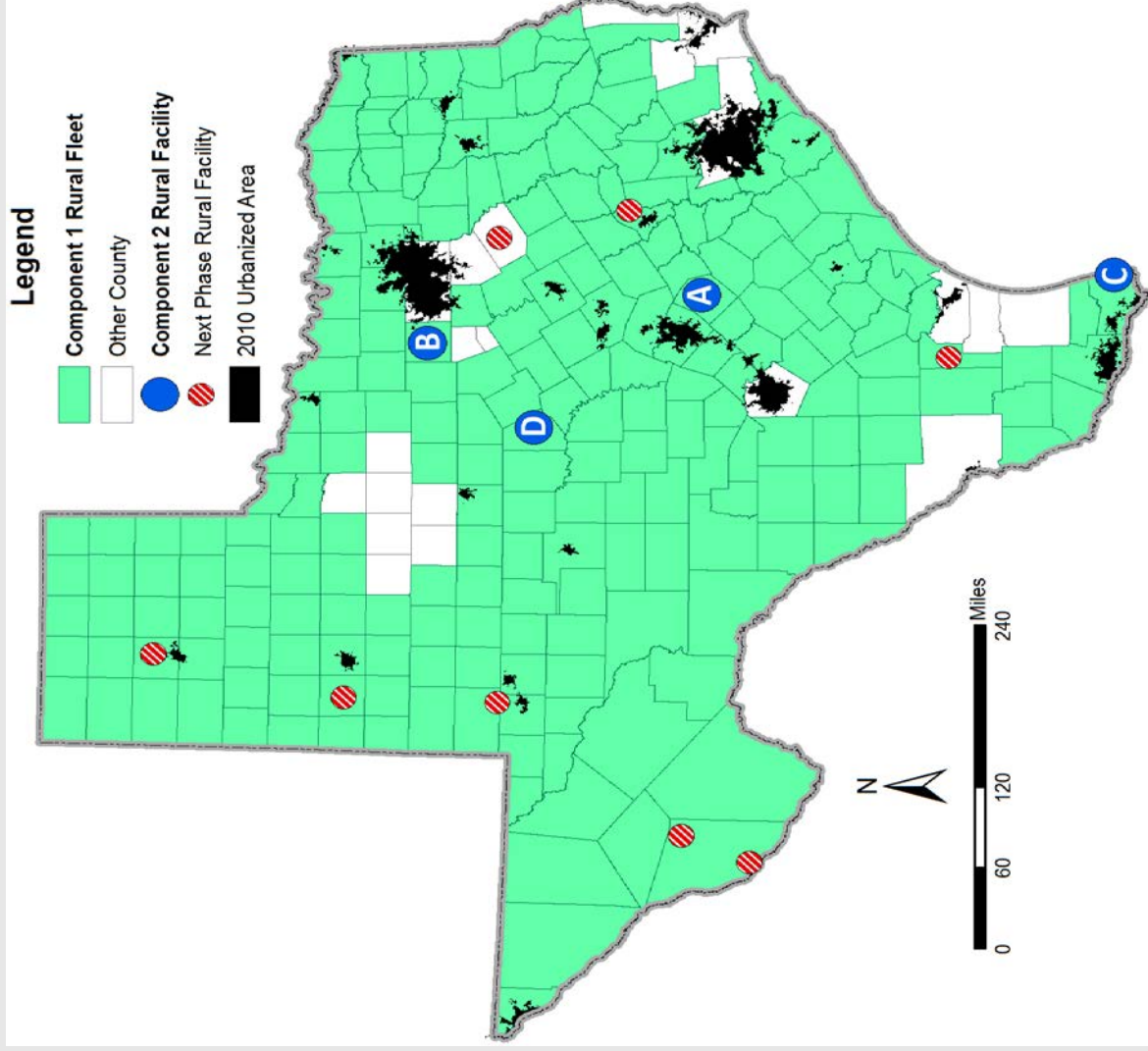
Public Transportation Advisory Committee Meeting

January 28, 2016

# Texas Project's Geographic Scope

**In 31 of 37 Rural Transit Districts, 325 transit vehicles are still in service after 133% of their estimated useful life. Costs to keep these outdated vehicles running are very high.**

**Four rural transit passenger facilities have been partially completed with commission awards, but still need significant funds for build-out.**



## Two Elements

### Transit Vehicles

#### Rural transit passenger vehicle replacement

- 72% of rural transit passenger vehicles will exceed their useful life standards by 2017.
- Only \$1.75 million is dedicated to capital acquisition annually (FAST Act); estimated depreciation exceeds \$5 million per year.

### Passenger Facilities

#### Complete four passenger facilities

- These facilities were begun with significant investment from TxDOT.
- Limited annual formula funds mean it would take 5-6 years to build-out these facilities.
- Statewide, construction of other needed facilities is proceeding slowly due to lack of capital funds.

## Accessible Vans



## Light-Duty Cutaway Buses



## Non-Accessible Autos & Vans





# Four Rural Transit Facilities will be Upgraded/Replaced



Cedar Creek (Bastrop area)



Weatherford



Brownwood (new facility will be in Early)



Port Isabel (new facility will be on S. Padre Island)

### Transportation Investment Generating Economic Recovery (TIGER VII)

- \$20.8 Million; funding facilities and fleet replacement.

### FTA Rural Program Funds (§ 5311) \*

- \$10.1 Million Surface Transportation Program flex
- Matched using Transportation Development Credits (TDC)

### State Funds \*

- \$5.2 Million

\* Key to Success of Proposal: Texas Commits State-Programmed Funds to Indicate Local Support

## Next Steps: Schedule

Add Project to Statewide Transportation Improvement Plan (STIP)	Included with November Revision
Coordinate STIP Flex	Begins with STIP approval, typically takes two weeks
Minute Order to Commission	January 28, 2016 Meeting
Execute Agreement with US DOT	March/April 2016
TxDOT Executes Agreements with Subrecipients	April – June 2016
RTDs Conduct Procurement Process (RFPs etc.) to Acquire Vehicles / Contract for Construction	May – November 2016
Vehicles Acquired / Facility Construction	No Later than Dec 2017