CALL TO ORDER.

SAFETY BRIEFING.

APPROVAL OF MINUTES FROM JANUARY 28, 2016 MEETING. (ACTION)

TxDOT’S PUBLIC TRANSPORTATION DIVISION DIRECTOR’S REPORT TO THE COMMITTEE REGARDING PUBLIC TRANSPORTATION MATTERS.

PRESENTATION ON FEDERAL AUTHORIZATION. (ACTION)

DISCUSSION OF COMMITTEE MEMBER JOHN MCBETH’S WHITE PAPER ON URBAN GROWTH AND TRANSIT FUNDING. (ACTION)

PRESENTATION AND DISCUSSION ON THE PUBLIC TRANSPORTATION ADVISORY COMMITTEE’S (PTAC) LEGISLATIVE APPROPRIATIONS REQUESTS, PAST AND PRESENT. (ACTION)

DISCUSSION OF CURRENT AND FUTURE COMMITTEE MEMBERSHIP. (ACTION)

DISCUSSION AND DEVELOPMENT OF PTAC WORK PLAN BASED ON PTAC’S GUIDING PRINCIPLES AND COMMENTS MADE AT THE JANUARY 22, 2015 MEETING. (ACTION)


PROPOSE AND DISCUSS AGENDA ITEMS FOR NEXT MEETING; CONFIRM DATE OF NEXT MEETING. (ACTION)

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 3
Committee Members Present and Participating:
Rob Stephens, Chair
John McBeth, Vice Chair
Glenn Gadbois
J.R. Salazar

Committee Members Participating via Teleconference:
Michelle Bloomer

TxDOT Present and Participating:
Eric Gleason, Director, Public Transportation Division (PTN)
Josh Ribakove, Communications Manager, PTN
Kelly Kirkland, Planning and Reporting Manager, PTN
Ryan Granger, Federal Relations Representative, Federal Affairs Office (FED)

AGENDA ITEM 1: Call to Order.
Rob Stephens called the meeting to order at 1:04 P.M.

AGENDA ITEM 2: Safety Briefing.
Josh Ribakove gave a safety briefing for attendees at 1:06 P.M.

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

MOTION John McBeth moved to approve the September 29, 2015 meeting minutes.
SECOND J.R. Salazar seconded the motion.

The motion passed unanimously at 1:08 P.M.

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

Eric Gleason’s report touched on the previous day’s Transit Operators Business Meeting, the predicted TxDOT-PTN April startup for eGrants, and the current situation and status of the Texoma Area Paratransit System (TAPS).

Question and discussion: Glenn Gadbois, Eric Gleason.

AGENDA ITEM 5: Update on federal authorization (Action).
Eric Gleason introduced Ryan Granger from TxDOT’s Federal Affairs Office, who gave his briefing at 1:11 P.M.


The committee requests another update from Ryan Granger at the March meeting, to address the concerns he was unable to address at this meeting.

Public Comment from Paulette Shelton, Ft. Bend County.

No action taken.

AGENDA ITEM 6: Presentation on TxDOT’s federal TIGER VII grant application and subrecipients (Action).

Eric Gleason introduced Kelly Kirkland (TxDOT-PTN), who gave his briefing at 1:52 P.M.

Questions and discussion: J.R. Salazar, Glenn Gadbois, Eric Gleason.

No action taken.

AGENDA ITEM 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).

Rob Stephens initiated this discussion at 2:01 P.M.

Questions and discussion: John McBeth, Glenn Gadbois, Rob Stephens, J.R. Salazar, Eric Gleason

Suggestions for work plan focus areas:

- The changing transit paradigm (Glenn Gadbois)
- Shrinking committee membership (J.R. Salazar)
- Committee diversity (Rob Stephens)
- Urban gap (John McBeth)

MOTION John McBeth moved to move forward with the current meeting’s agenda.

SECOND J.R. Salazar seconded the motion.

The motion passed unanimously at 2:29 P.M.
AGENDA ITEM 8: Public Comment

Two comments from Ms. Judy Telge, Coastal Bend Center for Independent Living at 2:30 P.M.

- Ms. Telge expressed approval of the change in the 5310 process from a yearly cycle to a two-year cycle.
- Ms. Telge hopes someone from a State Independent Living Center (SILC) – or a transit end user – joins the committee.

AGENDA ITEM 9: Propose and Discuss Agenda Items for Next Meeting; confirm Date of Next Meeting (Action)

Rob Stephens initiated and led this discussion beginning at 2:35 P.M.

John McBeth requested a presentation from TxDOT on PTAC’s Legislative Appropriations Request (LAR) – past and current.

John McBeth requested an item focused on his urban gap white paper, which he distributed at the meeting.

Eric Gleason suggested an item focused on current and future committee membership.

The next meeting will be held at 1pm on Thursday, March 29 at TxDOT’s Camp Hubbard campus.

AGENDA ITEM 12: Adjourn (Action).

MOTION J.R. Salazar moved to adjourn.

SECOND John McBeth seconded the motion.

Meeting adjourned at 2:41 P.M.

Prepared by: 
Approved by:

Josh Ribakove Rob Stephens, Chair
Public Transportation Division Public Transportation Advisory Committee
AGENDA ITEM 5
FAST ACT: FOLLOW-UP AND IMPLEMENTATION

Handout for the Public Transportation Advisory Committee (PTAC) of Texas
Part 1: Follow-Up to Questions on Specific Programs

- Congestion Management Plans for Metropolitan and Statewide Planning
- Expedited Project Delivery for CIG Pilot Program
- Recipients of §5310 Enhanced Mobility of Seniors and Individuals with Disabilities
- Background on §5340
Congestion Management Plans

- Allowed but not required in TMAs (urbanized areas over 200k, plus Midland-Odessa), names participants in planning process.
- These requirements will not go into effect until FTA and FHWA complete a rulemaking process and issue further guidance.
- See http://www.federalregister.gov/a/2016-02821/p-137
Expedited Project Delivery for CIG Pilot Program

- (Fixed Guideway) Capital Investment Grant Program (§5309); applies to fixed guideway projects (example: light rail, bus rapid transit with dedicated ROW)

- For the new Expedited Project Delivery for CIG Pilot Program [Subsection §3005(b) of FAST Act], which was asked about at January’s PTAC meeting, FTA will publish guidance in a future Federal Register notice describing the process for project sponsors to apply (see http://www.federalregister.gov/a/2016-02821/p-223)
Direct Recipients of §5310

- Expands definition of “recipient” to include local governments that provide public transportation

- Current §5310 designations for large urbanized areas (200k+) remain in effect until changed by the Governor (see http://www.federalregister.gov/a/2016-02821/p-232)

- The State is the designated recipient for small urbanized areas (50,000-199,999) and rural areas
Background on §5340

- Section 5340 recognizes that growing states and states with high-density areas have needs not addressed through the base § § 5311 (rural) and 5307 (urban) formulas.

- These funds are awarded through the § § 5311 and 5307 apportionments, are indistinguishable from those program funds, and may be used for any eligible purpose in those programs; the § 5340 funds are not tracked or reported separately.

- Texas receives $2.4 million from § 5340 in the small urban program, and $6.2 million in the rural program.

- If § 5340 funds were redirected through the § § 5311 and 5307 formulas, Texas’ rural and small urban areas would receive less funding.
Part 2: Implementation

- Circulars and regulations will be updated
- Details TBD
- FTA’s FY 2016 Apportionment Notice
  - Mentioned new and changed statutes, but provided little specific guidance
Part 3: Other Items

- Innovative Procurement
  - Clarifies and emphasizes the ability of FTA recipients to enter into cooperative procurements and creates a pilot program

- Pilot program for innovative coordinated access and mobility (capital costs)

- Coordinated Mobility
  - Interagency Transportation Coordinating Council on Access and Mobility (Executive Order #13330) to prepare strategic plan and report recommendations to Congress
    - Recommendations to improve interagency collaboration
    - Develop cost-sharing policy
Questions?

**Ryan Granger**
Federal Affairs
(512) 463-5210 (office)
(512) 705-0534 (mobile)

Texas Department of Transportation
125 East 11th Street
Austin, TX  78701-2483
AGENDA ITEM 6
Effects of Urbanization on Transit Funding

Original legislative intent was to provide state transit funding to rural communities with populations of less than 50,000 and to small urban cities with populations of 50,000 to 199,999. Over the years, several cities that were classified as small urban have exceeded the 200,000 threshold yet continue to draw state funding from the small urban allocation even though they no longer meet the criteria. Due to legal interpretation of the Texas statute, urban areas with a population of over 200,000 continue to be eligible for state funding.

<table>
<thead>
<tr>
<th>Large Urban Areas Receiving Small Urban Area Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brownsville</td>
</tr>
<tr>
<td>Conroe/The Woodlands</td>
</tr>
<tr>
<td>Killeen</td>
</tr>
<tr>
<td>Laredo</td>
</tr>
<tr>
<td>Lubbock</td>
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<tr>
<td>McAllen</td>
</tr>
<tr>
<td>Midland/Odessa*</td>
</tr>
</tbody>
</table>

Currently these large urban areas utilize 34% of all funding in the urban allocation. It is projected that in the upcoming 2020 census, an additional four cities will exceed 200,000 and thus fall into this same category. At that time, these 11 cities will likely utilize over 50% of all the funding in the small urban allocation which will greatly reduce the available funding for the other small cities that depend on this funding. In the 2020 census, there may be as many as five new small urban areas that will also depend on this funding.

<table>
<thead>
<tr>
<th>Projected New Large Urban Areas (greater than 200,000 in 2020)</th>
<th>Projected New Small Urban Areas (greater than 50,000 to 199,999 in 2020)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amarillo</td>
<td>Del Rio</td>
</tr>
<tr>
<td>College Station/Bryan</td>
<td>Eagle Pass</td>
</tr>
<tr>
<td>McKinney</td>
<td>Galveston (possibly part of Texas City UZA)</td>
</tr>
<tr>
<td>Waco</td>
<td>Lufkin</td>
</tr>
<tr>
<td></td>
<td>Rio Grande City/Roma</td>
</tr>
</tbody>
</table>

Recommended Solution:

To continue providing state funding for these large urban areas without diminishing the limited funding available for the small urban areas included in the current statute:

The Legislature should amend the statute to add a third funding category for urbanized areas between 200,000 and 300,000 population and urbanized areas with population less than 1 million and the principal city is less than 200,000 [or 300,000] which do not have local dedicated taxing authority for funding transit and which cannot adopt one due to being at their sales tax cap and have a functioning public transit system and a FTA funding apportionment.

Transportation Industry experts estimate – based on the current expenditure patterns of the existing seven cities and the possible four new cities – the amount needed will be $7.5 million.

This funding would be in addition to the funding currently available for small urban areas in the formula. TxDOT will be responsible for establishing a formula for distribution of funds in this new category.

For additional information, please contact Elizabeth Bruchez, Brazos Transit District, at liz@btd.org or (979) 255-1527.

*While Midland and Odessa is each a UZA under 200,000 for federal apportionment, they are embedded in the state formula.
AGENDA ITEM 7
LEGISLATIVE APPROPRIATIONS REQUEST 2018-2019
Historic PTAC Input & Current Opportunities
## Timeline: FY 2018-2019 Legislative Appropriations Request (LAR)

<table>
<thead>
<tr>
<th>Month Range</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 2016</td>
<td>Initial Legislative Appropriations Request (LAR) discussion with Commission.</td>
</tr>
<tr>
<td>April 2016 through June 2016</td>
<td>Continued discussion with Commission and Administration. Internal development of draft LAR.</td>
</tr>
<tr>
<td>July 2016</td>
<td>Presentation of draft LAR to Commission (per Transportation Code §201.119).</td>
</tr>
<tr>
<td>August 2016</td>
<td>Commission adopts LAR. Submitted to the Legislative Budget Board (LBB) and Governor's office.</td>
</tr>
<tr>
<td>September 2016 through December 2016</td>
<td>LBB analysis of request, public hearings, legislative consideration and approval as part of the General Appropriation Act (GAA).</td>
</tr>
</tbody>
</table>
Legislative Appropriations Request – PTAC History

- 2014 Letter to Commission
  - Requested doubling of state funding (additional $30M / year)
- Key drivers for additional funds
  - Inflation
  - Population growth
  - Demand for additional service
  - Predictable, additional funds to replace vehicles
  - Forecasted loss of MTP revenue (match for federal funds)
  - Energy sector impacts
- 2012 Letter to Commission
  - Requested additional $54.5 million for biennium
- Key drivers for additional funds
  - Inflation
  - Population growth
  - Need for service (2030 Report)
Evaluating PTAC Options

- Solution-Specific Options
  - Large Urban Areas
  - Gaps in span (hours / days)
  - Gaps in coverage (geographic)

- General Program Growth Options
  - Per capita expenditure levels
    - Inflation
    - Population growth
  - Growth in federal formula funding
Example: Effects of Urbanization on Transit Funding

- Federal programs change at 200,000 population (large urbanized area)
  - Planning regulations different (TMA)
  - Local designated recipient for formula programs
  - Limitations on funding use (5307 for operating expenses)

- State programs “grandfather” existing urban transit districts
  - Six large urbanized areas in 2010 or earlier
  - Four likely to become large urbanized in 2020
  - Four/five likely to become (small) urbanized

- Possible solution
  - Create new state funding category; Assign additional funds ($5.5M / year)
Between 2012 and 2020, annual Federal funding is expected to increase by $24 million, or 33%. State funds would need to increase by $9.8M/year to keep pace.
Example: PTAC Strategy

- Identify key interests
- Evaluate which options (if any) address those interests
- Develop package of options and impact of implementation
# Texas Transit Needs Assessment

Examined Four Needs in State-Funded Public Transit Districts

<table>
<thead>
<tr>
<th>Need</th>
<th>Question</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hours of Service</td>
<td>Do all transit districts provide 12-hour weekday service?</td>
</tr>
<tr>
<td>Service Gaps</td>
<td>Do all Texans have access to public transit?</td>
</tr>
<tr>
<td>Cost Inflation</td>
<td>Has funding for transit kept pace with inflation?</td>
</tr>
<tr>
<td>Population Growth</td>
<td>Has funding for transit kept pace with population growth?</td>
</tr>
</tbody>
</table>

## Estimated Cost for Meeting Transit Needs

Cost estimates presented in FY2018-FY2019 biennium dollars

- **Hours of Service**: Provide 12-hour weekday service for 5 million more Texans - $17.4 million
- **Service Gaps**: Fill rural and urban transit district service gaps to provide transit to 684,000 more Texans - $28.1 million
- **Cost Inflation**: Adjust state funding to meet transit cost inflation - $25.9 million
- **Population Growth**: Adjust state funding to meet population growth - $21.3 million

Details on Back
Texas Transit Needs Assessment
Analysis Details

**Hours of Service**
Do all transit districts provide 12-hour weekday service?*

5 million Texans do not have access to service at least 12-hours weekdays
$17.4 million needed to provide at least 12-hour weekday service in all districts

Additional details:
- 65% Texans with access to at least 12-hour weekday service
- 35% Texans without access to at least 12-hour weekday service

**Service Gaps**
Do all Texans have access to public transit?

684,000 Texans live in rural or urban transit district gaps
$28.1 million needed to fill eligible urban and rural gaps

Population Living in a Rural or Urban Transit District Service Gap

642,666

Rural

Urban

**Cost Inflation**
50% increase in cost to provide transit
$25.3 million needed to offset inflation

**Population Growth**
26% growth in population
$21.3 million needed to offset population growth

Annual State Funding for Transit Plus Inflation and Population Growth Needs

*the 12-hour weekday threshold was applied to local bus, regional bus, and general-public demand-response modes
Public Transit in Texas

- Public transit plays an important role
  - Used for work, medical appointments, errands, etc.
  - Over 30 million trips taken on state-funded transit services in FY2015

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

- **Service**
  - **Part 1 – Hours of Service:** Do all transit districts provide at least 12-hour weekday service?
  - **Part 2 – Service Gaps:** Do all Texans have access to public transit?

- **Growth**
  - **Part 3 – Cost Inflation:** Has state funding for transit kept pace with increased cost of providing service?
  - **Part 4 – Population Growth:** Has state funding for transit kept pace with growth in population?

- **Cost:** Estimate the FY2018-FY2019 biennium cost for any found needs
Are transit districts providing at least 12-hour weekday service?

*The Threshold: 12-hour weekday service for local bus, regional buses, and general public demand-response.*

**PART 1: HOURS OF SERVICE**
Getting up to Threshold: Transit Districts with and without 12-hour Weekday Service

35% of residents do not have service at least 12-hours weekdays

That’s 5 million people who live in transit districts that do not meet the 12-hour weekday threshold
- 23% seniors or have a disability
- 25% low income
- 11% veterans
One Example of Services less than 12-hours Weekdays

- Operates weekdays 8:30 am – 11 am and 1 pm – 4 pm
  - 6 ½ hours of service per day
- 33,000 residents
  - 22% seniors or have a disability
  - 40% low income
  - 10% veterans
Getting up to Threshold: The Need

- Many agencies are very close to the 12-hour threshold
- 288 additional weekly service hours will bring all providers up to threshold (a 3% increase)
- The cost: $17.4 million in the FY2018-2019 biennium
- For $17.4 million, 100% of residents could have 12-hour weekday service.
Do all Texans have access to transit service?

Types of service gaps:
- Urban Transit District
- Rural

PART 2: SERVICE GAPS
Example of District Gap

34,000 residents live in the urban gap around Tyler
- 17% senior or have a disability
- 22% low income
Filling the Gaps: *The Need*

State Funded Coverage Needs (Rural & Urban Transit Districts)

- 684,000 people
- The cost: $28.1 million in the FY2018-2019 biennium

Estimated Cost to Fill Service Gaps

- Rural Gaps
- Urban Transit District Gaps

$26,820,599

$1,318,886
• Cost Inflation: Has state funding for transit kept pace with the increased cost of providing service?
• Population Growth: Has state funding for transit kept pace with population growth?

PARTS 3 & 4: GROWTH
Transit Cost Inflation: The Need

- Cost to provide transit up **50%** by 2019 (vs. 2000)
- Adjusting the level of state funding support for inflation would increase annual funding to **$43 million**
- The cost: **$25.9 million** in the FY2018-2019 biennium
Population Growth: The Need

- 26%: Projected population growth in state-funded transit districts
- 3%: Projected growth in state funding for transit

- 2000 state funds for transit: $2.88 per capita
- The Need: $21.3 million in the FY2018-2019 biennium

If state funds are not increased, state funds per capita will drop to $2.37 by 2019.
TOTAL NEED
Total Need Estimate

Texas Transit Funding Needs

- Current State Funding
- 12-hour Weekday Service
- Service Gap
- Transit Cost Inflation
- Population Growth

Fiscal Year

2000: $28.7 M
2018: $29.7 M
2019: $29.7 M

Millions

- $0
- $10
- $20
- $30
- $40
- $50
- $60
- $70
- $80
- $90
## Total Need Estimate Details

<table>
<thead>
<tr>
<th>Need Area</th>
<th>FY2018</th>
<th>FY2019</th>
<th>Total Biennium Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Cost Inflation</td>
<td>$12.6 M</td>
<td>$13.32 M</td>
<td>$25.92 M</td>
</tr>
<tr>
<td>Population Growth</td>
<td>$10.26 M</td>
<td>$11.09 M</td>
<td>$21.34 M</td>
</tr>
<tr>
<td>Filling Service Gaps</td>
<td>$13.82 M</td>
<td>$14.31 M</td>
<td>$28.14 M</td>
</tr>
<tr>
<td>12-Hour Weekday Service</td>
<td>$8.59 M</td>
<td>$8.79 M</td>
<td>$17.38 M</td>
</tr>
<tr>
<td>Current Funding</td>
<td>$29.72 M</td>
<td>$29.72 M</td>
<td>$59.45 M</td>
</tr>
</tbody>
</table>
Michael J. Walk
Associate Research Scientist
M-Walk@tti.tamu.edu
512-407-1135

Shuman Tan
Assistant Transportation Researcher
S-Tan@tti.tamu.edu
979-458-0233

James Cardenas
Assistant Transportation Researcher
J-Cardenas@tti.tamu.edu
512-407-1141

Transit Mobility Program
Texas A&M Transportation Institute
http://tti.tamu.edu/group/transit-mobility
Getting up to Threshold: Transit Districts with and without 12-hour Weekday Service

**Before Investment**
9.1 million people have access to 12-hour weekday service.

**After Investment**
14.1 million people have access to 12-hour weekday service.

For an investment of $8.7 million annually, we can provide 5 million more people with 12-hour weekday service.

- **Urban Transit District meets span threshold**
- **Urban Transit District does not meet span threshold**
- **Rural Transit District meets span threshold**
- **Rural Transit District does not meet span threshold**
- **Counties excluded from analysis**

**Note:**
1. For a transit district to meet the threshold, any local bus, regional bus, and general public demand-response services operated by the district must provide at least 12-hour weekday service.
2. Population is projected to 2019 using the Texas State Data Center data in migration scenario 0.5.
<table>
<thead>
<tr>
<th>Number</th>
<th>Rural Transit District</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alamo Area Council of Governments</td>
</tr>
<tr>
<td>2</td>
<td>Ark-Tex Council of Governments</td>
</tr>
<tr>
<td>3</td>
<td>Aspermont Small Business Development Center</td>
</tr>
<tr>
<td>4</td>
<td>Brazos Transit District</td>
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<tr>
<td>5</td>
<td>Capital Area Rural Transportation System</td>
</tr>
<tr>
<td>6</td>
<td>Central Texas Rural Transit District</td>
</tr>
<tr>
<td>7</td>
<td>Cleburne, City of</td>
</tr>
<tr>
<td>8</td>
<td>Colorado Valley Transit</td>
</tr>
<tr>
<td>9</td>
<td>Community Services, Inc.</td>
</tr>
<tr>
<td>10</td>
<td>Concho Valley Transit District</td>
</tr>
<tr>
<td>11</td>
<td>Del Rio, City of</td>
</tr>
<tr>
<td>12</td>
<td>East Texas Council of Governments</td>
</tr>
<tr>
<td>13</td>
<td>El Paso, County of</td>
</tr>
<tr>
<td>14</td>
<td>Fort Bend County Rural Transit District</td>
</tr>
<tr>
<td>15</td>
<td>Galveston County Transit District</td>
</tr>
<tr>
<td>16</td>
<td>Golden Crescent Regional Planning Commission</td>
</tr>
<tr>
<td>17</td>
<td>Gulf Coast Center</td>
</tr>
<tr>
<td>18</td>
<td>Heart of Texas Council of Governments</td>
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<tr>
<td>19</td>
<td>Hill Country Transit District</td>
</tr>
<tr>
<td>20</td>
<td>Kleberg County Human Services</td>
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<tr>
<td>21</td>
<td>Lower Rio Grande Valley Development Council</td>
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<tr>
<td>22</td>
<td>McLennan County Rural Transit District</td>
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<tr>
<td>23</td>
<td>Panhandle Community Services</td>
</tr>
<tr>
<td>24</td>
<td>Public Transit Services</td>
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<tr>
<td>25</td>
<td>Rolling Plains Management Corporation</td>
</tr>
<tr>
<td>26</td>
<td>Rural Economic Assistance League, Inc.</td>
</tr>
<tr>
<td>27</td>
<td>Senior Center Resources &amp; Public Transit, Inc.</td>
</tr>
<tr>
<td>28</td>
<td>South East Texas Regional Planning Commission</td>
</tr>
<tr>
<td>29</td>
<td>South Padre Island</td>
</tr>
<tr>
<td>30</td>
<td>South Plains Community Action Association</td>
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<tr>
<td>31</td>
<td>Southwest Area Regional Transit</td>
</tr>
<tr>
<td>32</td>
<td>Span, Inc.</td>
</tr>
<tr>
<td>33</td>
<td>STAR Transit</td>
</tr>
<tr>
<td>34</td>
<td>Texoma Area Paratransit System, Inc.</td>
</tr>
<tr>
<td>35</td>
<td>The Transit System, Inc.</td>
</tr>
<tr>
<td>36</td>
<td>Webb County Community Action Agency</td>
</tr>
<tr>
<td>37</td>
<td>West Texas Opportunities, Inc.</td>
</tr>
</tbody>
</table>
AGENDA ITEM 8
# Current Public Transportation Advisory Committee Membership

<table>
<thead>
<tr>
<th><strong>Appointed by (previous) Governor</strong></th>
<th><strong>Appointed by (previous) Lieutenant Governor</strong></th>
<th><strong>Appointed by Speaker</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ms. Michelle Bloomer</td>
<td>Ms. Christina Melton Crain</td>
<td>Mr. John McBeth, Vice Chair</td>
</tr>
<tr>
<td>First Transit</td>
<td>Christina Melton Crain, PC</td>
<td>Brazos Transit District / The Woodlands</td>
</tr>
<tr>
<td>600 N. Tennessee Street</td>
<td>5521 Greenville Avenue, Suite 104-944</td>
<td>1759 N. Earl Rudder Freeway</td>
</tr>
<tr>
<td>McKinney, Texas 75069</td>
<td>Dallas, Texas 75206-2925</td>
<td>Bryan, Texas 77803</td>
</tr>
<tr>
<td>(903) 868-9170 (office)</td>
<td>(214) 215-8152 (office)</td>
<td>(979) 778-0607 ext. 0 (office)</td>
</tr>
<tr>
<td>(903) 893-4766 (fax)</td>
<td>(214) 373-8405 (fax)</td>
<td>(979) 778-3606 (fax)</td>
</tr>
<tr>
<td><a href="mailto:michelle.bloomer@yahoo.com">michelle.bloomer@yahoo.com</a></td>
<td><a href="mailto:cmcpcatty@gmail.com">cmcpcatty@gmail.com</a></td>
<td><a href="mailto:john@btd.org">john@btd.org</a></td>
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<tr>
<td>General Public Representative</td>
<td>General Public Representative</td>
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<tr>
<td><strong>Mr. J.R. Salazar</strong></td>
<td><strong>Mr. Rob Stephens, Chair</strong></td>
<td><strong>Vacant</strong></td>
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<tr>
<td>Central Texas Rural Transit District</td>
<td>Midland Odessa Urban Transit District</td>
<td>Transportation Provider Representative</td>
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<tr>
<td>P.O. Box 712</td>
<td>P.O. Box 60610</td>
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<tr>
<td>Coleman, TX 76834-0712</td>
<td>Midland, Texas 79711-0610</td>
<td></td>
</tr>
<tr>
<td>(325) 625-4491 (office)</td>
<td>(432) 561-9990 (office)</td>
<td></td>
</tr>
<tr>
<td>(325) 625-5044 (fax)</td>
<td><a href="mailto:rstephens@mcdonaldtransit.com">rstephens@mcdonaldtransit.com</a></td>
<td></td>
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<tr>
<td><a href="mailto:rs@cityandruralrides.com">rs@cityandruralrides.com</a></td>
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<td>Transportation Provider Representative</td>
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<td><strong>Vacant</strong></td>
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<td><strong>Transportation User Representative</strong></td>
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<tr>
<td><strong>Mr. Glenn Gadbois</strong></td>
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<tr>
<td>5616 Bull Creek Road</td>
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<td></td>
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<tr>
<td>Austin, TX 78756-1010</td>
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<tr>
<td>(512) 294-7446 (cell)</td>
<td><a href="mailto:Glenn@MovabilityAustin.org">Glenn@MovabilityAustin.org</a></td>
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<td></td>
<td>Transportation User Representative</td>
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Members appointed by the Governor, Lieutenant Governor, and Speaker of the House serve at the pleasure of the appointing official.
July 29, 1992

TO: District Engineers, Division Directors and Special Staff Offices of Administration

SUBJECT: Public Transportation Advisory Committee

As you are aware, part of the Department's Sunset Legislation (SB 352) required the creation of a Public Transportation Advisory Committee to be appointed by the Governor, Lt. Governor, and Speaker of the House.

The appointments to this Advisory Committee have been made. Attached are the names and addresses of the appointees for your information. Also attached are copies of the Administrative Rules that have been promulgated by the Transportation Commission governing the operation of, and responsibilities for, advisory committees and the Administrative Announcement designating the Division of Public Transportation to handle administrative support essential to the function of the committee.

As set out in the Legislation the Public Transportation Advisory Committee will advise the Transportation Commission on needs and problems of the state's public transportation providers; comment on rule changes involving public transportation; and perform duties determined by the Commission.

Now that the committee has been appointed, you may be contacted by one or more of its members for information about public transportation matters in your area. Coordination with the Division of Public Transportation concerning advisory committee matters would be appreciated.

Arnold W. Oliver, P.E.
Executive Director

Attachments
(b) Public Transportation Advisory Committee.

(1) **Purpose.** Created pursuant to Transportation Code, §455.004, the Public Transportation Advisory Committee provides a forum for the exchange of information between the department, the commission, and committee members representing the transit industry and the general public. Advice and recommendations expressed by the committee provide the department and the commission with a broader perspective regarding public transportation matters that will be considered in formulating department policies.

(2) **Membership.** Members of the Public Transportation Advisory Committee shall be appointed and shall serve pursuant to Transportation Code, §455.004.

(3) **Duties.** The committee shall:

   (A) advise the commission on the needs and problems of the state's public transportation providers, including recommending methods for allocating state public transportation funds if the allocation methodology is not specified by statute;
   
   (B) comment on proposed rules or rule changes involving public transportation matters during their development and prior to final adoption unless an emergency requires immediate action by the commission;
   
   (C) advise the commission on the implementation of Transportation Code, Chapter 461; and
   
   (D) perform other duties as determined by order of the commission.

(4) **Meetings.** The committee shall meet as requested by the commission or the office designated under §1.82(f) of this subchapter (relating to Statutory Advisory Committee Operations and Procedures).

§1.82 (f) Administrative support. For each advisory committee, the executive director will designate an office of the department that will be responsible for providing any necessary administrative support essential to the functions of the committee.

(5) **Public transportation technical committees.**

   (A) The Public Transportation Advisory Committee may appoint one or more technical committees to advise it on specific issues, such as vehicle specifications, funding allocation methodologies, training and technical assistance programs, and level of service planning.

   (B) A technical committee shall report any findings and recommendations to the Public Transportation Advisory Committee.
Texas Transportation Code
Sec. 455.004. PUBLIC TRANSPORTATION ADVISORY COMMITTEE.

(a) A public transportation advisory committee consisting of nine members shall:
(1) advise the commission on the needs and problems of the state's public transportation providers, including the methods for allocating state public transportation money;
(2) comment on rules involving public transportation during development of the rules and before the commission finally adopts the rules unless an emergency requires immediate commission action;
(3) advise the commission on the implementation of Chapter 461;
(4) perform any other duty determined by the commission; and
(5) reflect the diversity of the state.

(b) The members of the committee shall be appointed by the governor, the lieutenant governor, and the speaker of the house of representatives, who shall each appoint:
(1) one member who represents a diverse cross-section of public transportation providers;
(2) one member who represents a diverse cross-section of transportation users; and
(3) one member who represents the general public.

(c) A member serves at the pleasure of the officer who appointed the member. A member is not entitled to compensation for service on the committee but is entitled to reimbursement for reasonable expenses the member incurs in performing committee duties.

(d) The public transportation advisory committee shall meet as requested by the commission.

(e) The commission may adopt rules to govern the operation of the advisory committee.

Amended by:
Acts 2005, 79th Leg., Ch. 281 (H.B. 2702), Sec. 4.01, eff. June 14, 2005.
Acts 2009, 81st Leg., R.S., Ch. 117 (H.B. 2219), Sec. 1, eff. September 1, 2009.
Texas Transportation Code
TITLE 6. ROADWAYS
SUBTITLE K. MASS TRANSPORTATION
CHAPTER 461. STATEWIDE COORDINATION OF PUBLIC TRANSPORTATION

Sec. 461.001. LEGISLATIVE INTENT AND CONSTRUCTION.
(a) Public transportation services are provided in this state by many different entities, both public and private. The multiplicity of public transportation providers and services, coupled with a lack of coordination between state oversight agencies, has generated inefficiencies, overlaps in service, and confusion for consumers. It is the intent of this chapter:
(1) to eliminate waste in the provision of public transportation services;
(2) to generate efficiencies that will permit increased levels of service; and
(3) to further the state's efforts to reduce air pollution.
(b) This chapter shall be liberally construed to achieve its purposes.

Added by Acts 2003, 78th Leg., ch. 1325, Sec. 13.01, eff. Sept. 1, 2003.

Sec. 461.002. DEFINITIONS. In this chapter:
(1) "Public transportation provider" means any entity that provides public transportation services if it is a governmental entity or if it receives financial assistance from a governmental entity, whether state, local, or federal. The term does not include private carriers that do not receive financial assistance from a governmental entity. It also does not include a person who provides intercity rail or bus service, commercial air transportation, water transportation, or nonstop service to or from a point located outside this state. If a person provides both public transportation services and services that are not public transportation services, that person is included within the term only with regard to the provision of public transportation services and to the extent of those public transportation services.
(2) "Public transportation services" means any conveyance of passengers and their hand-carried baggage by a governmental entity or by a private entity if the private entity receives financial assistance for that conveyance from any governmental entity. It does not include intercity rail or bus service, commercial air transportation, water transportation, or nonstop service to or from a point located outside this state.

Added by Acts 2003, 78th Leg., ch. 1325, Sec. 13.01, eff. Sept. 1, 2003.

Sec. 461.004. DUTIES OF TEXAS DEPARTMENT OF TRANSPORTATION.
(a) The department shall identify:
(1) overlaps and gaps in the provision of public transportation services, including services that could be more effectively provided by existing, privately funded transportation resources;
(2) underused equipment owned by public transportation providers; and
(3) inefficiencies in the provision of public transportation services by any public transportation provider.
(b) The department may contract with any public or private transportation provider for the department to arrange for the provision of public transportation services.

Added by Acts 2003, 78th Leg., ch. 1325, Sec. 13.01, eff. Sept. 1, 2003.

Sec. 461.005. ELIMINATION OF OVERLAPPING SERVICE.
(a) To eliminate waste and maximize efficiency, the department shall encourage public transportation providers to agree on the allocation of specific services and service areas among the providers. The department may incorporate these discussions in planning processes such as the development of the statewide transportation improvement program or a local transportation improvement plan.
(b) If public transportation providers do not reach an agreement on a service plan under Subsection (a), the department may develop an interim service plan for that area.
(c) The department may require that all or a percentage of the vehicles used to provide public transportation services comply with specified emissions standards. The standards may vary among geographic areas based on the need of each area to reduce levels of air pollution. This subsection does not apply to an authority created under Chapter 451, 452, 453, or 460.

Added by Acts 2003, 78th Leg., ch. 1325, Sec. 13.01, eff. Sept. 1, 2003.

Sec. 461.006. DUTIES OF PUBLIC TRANSPORTATION PROVIDERS.
Each public transportation provider shall cooperate with the department in eliminating waste and ensuring efficiency and maximum coverage in the provision of public transportation services.

Added by Acts 2003, 78th Leg., ch. 1325, Sec. 13.01, eff. Sept. 1, 2003.

Sec. 461.007. INCENTIVES FOR EFFICIENCY.
(a) Notwithstanding any other law, including a law establishing a formula for the allocation of public transportation grants, the commission may increase or reduce the amount of a grant made to a public transportation provider based on whether the public transportation provider is complying fully with this chapter.
(b) Notwithstanding any other law, the commission may consider whether a public transportation provider in a geographic area of this state is complying fully with this chapter in executing the commission's other responsibilities relating to that area.

Added by Acts 2003, 78th Leg., ch. 1325, Sec. 13.01, eff. Sept. 1, 2003.
Sec. 461.009. ELIGIBILITY OF VISITORS TO USE CERTAIN PUBLIC TRANSPORTATION SERVICES FOR PEOPLE WITH DISABILITIES.

(a) In this section:
(1) "Provider" means a public transportation provider that provides public transportation services designed for people with disabilities who are unable to use the provider's bus or rail services.
(2) "Services" means public transportation services provided by a public transportation provider and designed for people with disabilities who are unable to use the provider's bus or rail services.

(b) A provider shall determine if an individual who resides outside of the provider's service area and who seeks to use the provider's services while visiting the provider's service area is eligible to use the services not later than two business days after the date the individual gives the provider the appropriate notice and submits any required documentation.

Added by Acts 2011, 82nd Leg., R.S., Ch. 819 (H.B. 2651), Sec. 1, eff. September 1, 2011.