



MEETING AGENDA

Public Transportation Advisory Committee

Tuesday, September 27, 2016 | 1:00 P.M. (local time)

Texas Department of Transportation (TxDOT)

3712 Jackson Avenue, Bldg. 6

Austin, TX 78731

1. Call to Order.

2. Safety Briefing.

3. Approval of minutes from April 19, 2016 meeting. (Action)

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

5. Discussion of performance based reporting for public transit. (Action)

6. Discussion and development of 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)

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 Avenue, Bldg. 6, Room 325, Austin, Texas
April 19, 2016 1:00 P.M.

Committee Members Present and Participating:

Rob Stephens, Chair
John McBeth, Vice Chair
J.R. Salazar

Committee Members Participating via Teleconference:

Michelle Bloomer
Christina Crain
Glenn Gadbois

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 (FED)
Blake Calvert, Planner, State Legislative Affairs (SLA)

AGENDA ITEM 1: Call to Order.

Rob Stephens called the meeting to order at 1:00 P.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove gave a safety briefing for attendees at 1:00 P.M.

AGENDA ITEM 3: Approval of minutes from January 28, 2016 meeting (Action).

MOTION John McBeth moved to approve the January 28, 2016 meeting minutes.

SECOND J.R. Salazar seconded the motion.

The motion passed unanimously at 1:02 P.M.

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

This item was skipped due to time constraints.

AGENDA ITEM 5: Presentation on federal authorization (Action).

Ryan Granger from TxDOT Federal Affairs began his presentation at 1:02 P.M.

No action taken.

AGENDA ITEM 6: Discussion of committee member John McBeth's white paper on urban growth and transit funding (Action).

John McBeth began his presentation at 1:05 P.M.

Comments and discussion: Glenn Gadbois, Rob Stephens, John McBeth, Michelle Bloomer, Kelly Kirkland, J.R. Salazar.

Public Comment from Christina Bune, Finance & Administration Mgr., Ft. Bend County.

MOTION J.R. Salazar moved to adopt the white paper.

SECOND Christina Crain seconded the motion.

The motion passed at 1:39 P.M.

AGENDA ITEM 7: Presentation and discussion on the Public Transportation Advisory Committee's (PTAC) legislative appropriations requests, past and present (Action).

Eric Gleason initiated this discussion at 1:40 P.M. Kelly Kirkland began his presentation at 1:42 P.M.

Comments: Eric Gleason, Michelle Bloomer

Michael J. Walk, Associate Research Scientist, Texas A&M Transportation Institute, presented beginning at 1:49 P.M.

Questions and discussion: John McBeth, Glenn Gadbois, Rob Stephens, Eric Gleason

Committee member Glenn Gadbois left the meeting at 2:15 P.M.

Public Comment from Dave Marsh of Capital Area Rural Transportation System.

Discussion: Rob Stephens, John McBeth, J.R. Salazar, Eric Gleason

MOTION John McBeth moved to be allowed to draft a letter to the Texas Transportation Commission outlining PTAC's comments about TxDOT's LAR.

SECOND J.R. Salazar seconded the motion.

The motion passed at 2:46 P.M.

AGENDA ITEM 8: Discussion of current and future committee membership (Action).

Eric Gleason introduced this item at 2:47 P.M. Josh Ribakove began his presentation at 2:48 P.M.

Discussion: Rob Stephens, Eric Gleason, Michelle Bloomer, Christina Crain, J.R. Salazar.

Ms. Crain and Ms. Bloomer expressed a wish to have a full membership roster. Mr. McBeth and Mr. Salazar expressed a wish to have a SILC staff member appointed as a Transportation User Representative.

MOTION J.R. Salazar moved to request that TxDOT notify the appointing offices of vacancies on the committee, and of the committee's suggestions regarding membership.

SECOND John McBeth seconded the motion.

The motion passed at 3:01 P.M.

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

This standing item was deferred until the next meeting.

No action taken.

AGENDA ITEM 10: Public Comment

There were two public comments; however they were made during the agenda items they were about (items 6 and 7).

AGENDA ITEM 11: Propose and Discuss Agenda Items for Next Meeting; confirm Date of Next Meeting (Action).

Rob Stephens initiated and led this discussion beginning at 3:02 P.M.

No new agenda items were proposed.

The next meeting will be held on Thursday, July 21, time TBD 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 3:04 P.M.

Prepared by:

Josh Ribakove
Public Transportation Division

Approved by:

Rob Stephens, Chair
Public Transportation Advisory Committee

AGENDA ITEM 5

Handout 1: Current White Paper

Level of Transit Enhancement Program Case for Increased State Appropriations for Rural Transit

Background

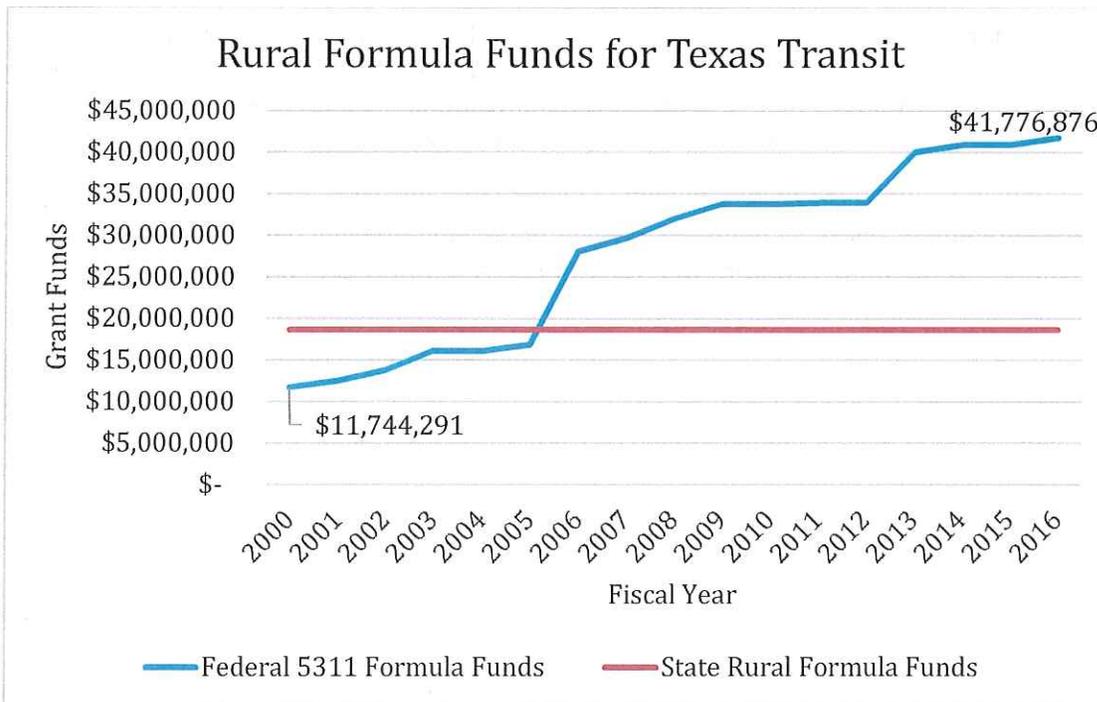
The 5311 program formerly known as the Section 18 program of the Urban Mass Transit Act of 1978 designated federal transit funds to areas with populations of less than 50,000. At the time, Section 18 funds sought to address rural America's isolation issues for that population which did not own vehicles.

Texas is now the largest federally funded rural transit program in the country with its 37 rural and 30 small urban transit agencies providing nearly statewide coverage. Transportation experts consistently regard **Texas as having one of the best, if not THE best, rural transit system in the country.**

In its April 19, 2016 report, the Texas A&M Transportation Institute (TTI) provided the State with a Texas Transit Needs Assessment. TTI studied the need in several areas of interest:

1. Transit cost versus inflation;
2. Population growth,
3. Filling in service gaps,
4. Adding 12-hour weekday service to more systems.

To fill the need, TTI recognized that an additional \$46 million would need to be added in state funding per annum to serve the need. Currently the state appropriates \$29 million annually. There has been no increase in state funding in over fifteen years.



Appropriations: Rural Transit

Item for \$5.6 million annually / \$11.38 biennium cost

Given the size of the need, the rural transit industry recommends a strategic approach with definable goals.

The rural transit industry recommends considering those options that will lead to direct program delivery and increased services: filling in service time gaps and adding 12-hour weekday service to more systems.

Those two categories amount to a \$22.76 annual funding increase according to TTI.

The rural transit industry recommends a \$5.6 increase per annum tied to filling the service gaps and establishing more 12-hour weekday services. The industry feels an incremental program deployment and achievable / verifiable program goals would require ¼ of the TTI identified public transit need to make an immediate impact statewide.

Filling the Service Gaps

Grants under this scenario should be awarded to rural transit districts (RTD) that contain counties or areas not served due to funding constraints. RTDs would submit a plan to TxDOT outlining the counties / areas not served and their plan to deploy services to these areas. Counties should be required to provide a local funding share.

12-hour Weekday Service

As TTI already has all the RTD performance data, they could calculate the per hour operating cost for each RTD and funds could then be appropriated based on that cost per bus operating in that time slot. For the systems that already have such hours, those systems should be given funds to establish weekend service where it is requested or to add hours of service where the need exists.

Existing performance measures should be analyzed by TTI and a standard set that each system must meet, eliminating the need for additional performance measures. Those systems that underperform a TTI established statewide standard would submit a plan to meet that standard before more funding is awarded to the underperforming systems.

Those systems continually surpassing the state average should receive bonuses for their efforts that they can utilize to enhance service hours and quality. This could mirror what the FTA does in the 5307 program with their bonus appropriations program.

AGENDA ITEM 5

Handout 2: March 2016 White Paper – for reference

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.

Large Urban Areas Receiving Small Urban Area Funding	
Brownsville	Conroe/The Woodlands
Killeen	Laredo
Lubbock	McAllen
Midland/Odessa*	

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.

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

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.