



MEETING AGENDA

Public Transportation Advisory Committee

Tuesday, September 29, 2015 | 1:00 P.M.

3712 Jackson Ave, Bldg. 6, Room 324, Austin, TX 78731

1.	Call to Order.
2.	Safety Briefing.
3.	Approval of minutes from July 23, 2015 meeting. (Action)
4.	TxDOT's Public Transportation Division Director's report to the committee regarding public transportation matters.
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)
6.	Presentation by Linda Cherrington (Texas A&M Transportation Institute) on the effects of urbanization on transit. (Action)
7.	Report on research about energy sector impacts on transit. (Action)
8.	Briefing on the Open Meetings Act with respect to options for public comment. (Action)
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)
10.	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.
11.	Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action)
12.	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 Ave., Bldg. 6, Room 324, Austin, Texas
July 23, 2015

Committee Members Present and Participating:

Rob Stephens, Chair
John McBeth, Vice Chair
Glenn Gadbois (beginning 9:00 A.M.)
J.R. Salazar

Committee Members Participating via Teleconference:

Michelle Bloomer
Glenn Gadbois (8:30-9:00 A.M.)

TxDOT Present and Participating:

Eric Gleason, Director, Public Transportation Division (PTN)
Josh Ribakove, Communications Manager, PTN
Kari Banta, Program Manager, PTN
Steve Wright, Program Manager, PN
Ryan Granger, Federal Relations Representative, Federal Affairs Office (FED)

AGENDA ITEM 1: Call to Order.

Rob Stephens called the meeting to order at 8:30 A.M.

AGENDA ITEM 2: Safety Briefing.

Josh Ribakove gave a safety briefing for attendees at 8:32 P.M.

AGENDA ITEM 3: Approval of minutes from May 26, 2015 meeting (Action).

MOTION John Mcbeth moved to approve the May 26, 2015 meeting minutes.

SECOND J.R. Salazar seconded the motion.

The motion passed unanimously at 8:33 A.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 re-obligating remaining JARC and New Freedom program balances, TxDOT's TIGER VII application, and PTN's July semiannual meetings for the division and the transit operators it funds.

Question and discussion: Glenn Gadbois, Eric Gleason.

AGENDA ITEM 5: Texas legislative update (Action).

Eric Gleason provided this update.

Comments and discussion: John McBeth, Glenn Gadbois, Marc Williams.

No action taken.

AGENDA ITEM 6: Update on federal authorization (Action).

Eric Gleason introduced Ryan Granger from TxDOT's Federal Affairs Office, who gave his briefing at 8:43 A.M. They led the subsequent discussion together.

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

The committee requests another update at the September meeting.

Public Comment from Paulette Shelton, Ft. Bend County.

No action taken.

AGENDA ITEM 7: Review of FY205 5310 program activities (Action).

Eric Gleason initiated the presentation at 9:00 A.M., and then introduced 5310 program manager Kari Banta, who gave a presentation on the topic and encouraged questions and discussion.

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

The committee requests an update on any program changes at the September meeting.

No action taken.

AGENDA ITEM 8: Presentation on coordinated regional planning activities (Action).

Eric Gleason initiated the presentation at 9:40 A.M., and then introduced Steve Wright, Transportation Planning & Program Office, who gave a presentation on the topic and encouraged comments and discussion.

Comments and discussion: Glenn Gadbois, Rob Stephens, John McBeth, Eric Gleason, Steve Wright.

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).

Eric Gleason initiated this discussion at 9:52 A.M.

Discussion among Rob Stephens, Michelle Bloomer, Glenn Gadbois. Items identified as essential included the 5310 program, anticipated changes resulting from the 2020 U.S. census, and TxDOT's long range plan.

Public Comment from Ms. Paulette Shelton, Ft. Bend County at 9:57 A.M. Ms. Shelton requested that PTAC also focus on the effects of urbanization on formerly rural areas, in regard to transit.

Further discussion among Rob Stephens, Glenn Gadbois, John McBeth and Paulette Shelton.

No action taken.

AGENDA ITEM 10: Public Comment

Comment from Ms. Paulette Shelton, Ft. Bend County at 10:09 A.M. Ms. Shelton suggests making the public comment section of PTAC meetings more accessible and making the rules for public comments more clear on the published agendas for PTAC meetings.

Comment from Ms. Regina Blye, Texas State Independent Living Council at 10:15 A.M. Ms. Blye spoke about the Texas State Independent Living Council and its collaboration with TxDOT, and the 1st Annual Transportation Works Summit. She provided the committee with printed information on the summit.

AGENDA ITEM 11: Propose and Discuss Agenda Items for Next Meeting; Confirm Date of Next Meeting

Discussion began at 3:22 P.M.

No items were proposed beyond another update on federal transportation funding authorization. The committee decided to hold its next meeting on Thursday, July 23, 2015 at TxDOT's Riverside Campus.

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

Discussion among all members began at 10:20 A.M. Meeting date was not confirmed but agenda items are to focus on changes to the 5310 program; federal legislation; the effects of urbanization (presentation by Linda Charrington of the Texas Transportation Institute); PTAC's guiding principles and work plan; and progress on research re: the impact of fracking upon transit.

No action taken.

AGENDA ITEM 12: Adjourn (Action).

Meeting adjourned at 10:27 A.M.

Prepared by:

Approved by:

Josh Ribakove
Public Transportation Division

Rob Stephens, Chair
Public Transportation Advisory Committee

AGENDA ITEM 5

Section 5310 Proposed Schedule Changes

Phase	Start	End
5310 Contract FY 2016	Fall 2015	Winter 2016
5310 Application Period FY 2017	Fall 2015	Spring 2016
5310 Contract FY 2017	Fall 2016	Winter 2017
5310 Application Period FY 2018-19	Winter 2016	Spring 2017
5310 Contract FY 2018-19	Fall 2017	Winter 2019
5310 Application Period 2020-2021	Winter 2018	Spring 2019

AGENDA ITEM 6

**Public Transportation Advisory Committee
Tuesday, September 29, 2015**

**Effects of Urbanization on Transit
Linda Cherrington, TTI**

Discussion Topics

Rapidly Urbanizing Rural Areas - Large UZA expanding into Rural Transit Districts

Example: Houston UZA and Fort Bend County Rural Transit District

Issues:

- RTD access to Section 5307 Large UZA Funds through designated recipient
- RTD eligibility to use Section 5307 Large UZA Funds for operating assistance
- Limited sources of revenue for local share

Urban Gaps

Examples: DFWA UZA and The T/DART; Austin UZA and Capital Metro; San Antonio UZA and VIA Metropolitan Transit; El Paso UZA and Sun Metro

Issue:

- Urbanized areas outside regional/municipal transit authorities
 - Access to funds apportioned to UZA through designated recipient
 - If not operating fixed route, not eligible Section 5307 for operating
 - Access to funds for local share to fund transit service – not eligible for State Funds

Example: Port Arthur UZA

Issue:

- Urbanized areas not included in urban transit district/municipal service areas
 - Access to funds for local share to fund transit service

Limited Eligibility Providers in DFWA Urbanized Area

Examples: Arlington, Grand Prairie, NETS, and Mesquite

Issue:

- No longer Federal provision for access to Section 5307 funds for operating

Growing Number of Urbanized Areas

Additional Large Urbanized Areas >200,000

New Small Urbanized Areas >50,000

Issue:

- Transit Funding Formula – Appropriated amount State Formula Funds for Urban Areas unchanged since 2001
- Large Urbanized Areas >200,000 still eligible for State funds

Rapidly Urbanizing Rural Areas Large UZA Expanding into Rural Transit Districts

- RTD access to Section 5307 Large UZA Funds through designated recipient
- RTD eligibility to use Section 5307 Large UZA Funds for operating assistance
- Limited sources of revenue for local share

Section 5307 Urban Area Formula Grants

Small Urbanized Area (UZA) 50,000 to <200,000

- Formula Funding Apportionment

Bus *
<ul style="list-style-type: none"> ○ Population ○ Population X Density
Low-Income
<ul style="list-style-type: none"> ○ Low-Income Population
Small Transit Intensive Cities
<p>For each qualifying performance category</p> <ul style="list-style-type: none"> ○ Vehicle Revenue Miles per Capita ○ Vehicle Revenue Hours per Capita ○ Passenger Trips per Capita ○ Passenger Miles per Capita* ○ Passenger Miles per Vehicle Revenue Mile* ○ Passenger Miles per Vehicle Revenue Hour* <p><i>*Requires full NTD report</i></p>

*Factors for Bus also apply to funding apportionment for Section 5339 Bus and Bus Facilities

Large Urbanized Area (UZA) >200,000

- Formula Funding Apportionment based on all public transit providers operating in the UZA

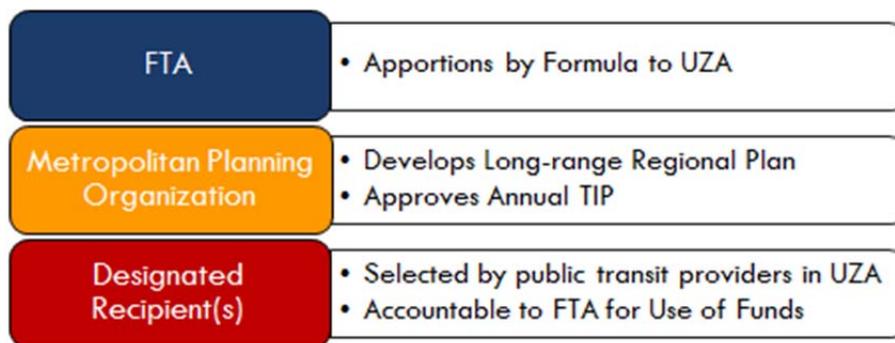
Bus *	Fixed Guideway
Bus Non-Incentive Tier <ul style="list-style-type: none"> ○ Population ○ Population X Density ○ Bus Vehicle Revenue Miles 	Fixed-Guideway Non-Incentive Tier <ul style="list-style-type: none"> ○ Fixed Guideway Vehicle Revenue Miles ○ Fixed Guideway Directional Route Miles OR ○ Minimum for UZAs with Commuter Rail and 750,000+ population
Bus Incentive Tier <ul style="list-style-type: none"> ○ Bus Passenger Miles Traveled X Bus Passenger Miles Traveled divided by Operating Costs 	Fixed Guideway Incentive Tier <ul style="list-style-type: none"> ○ Fixed Guideway Passenger Miles Traveled X Fixed Guideway Passenger Miles Traveled divided by Operating Costs OR ○ Minimum for UZAs with Commuter Rail and 750,000+ population
Low-Income	
<ul style="list-style-type: none"> ○ Low-Income Population 	

*Factors for Bus also apply to funding apportionment for Section 5339 Bus and Bus Facilities

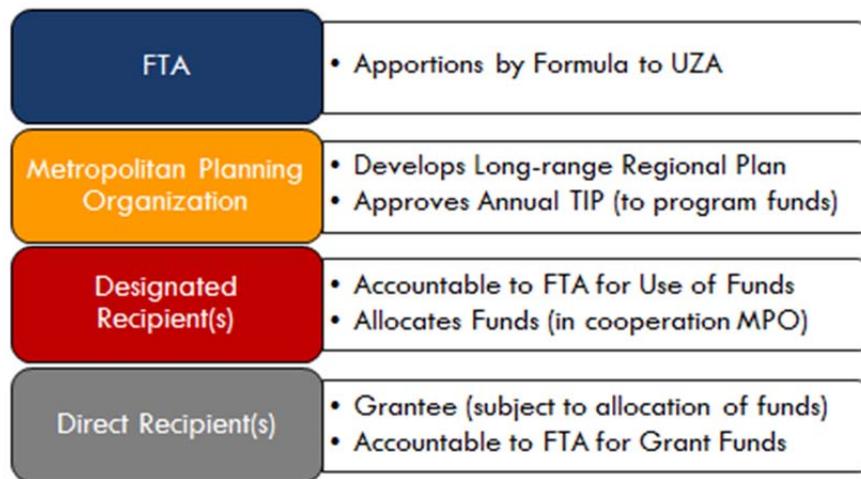
Eligible Recipients

- A requirement for funding under Section 5307 is the selection of a **designated recipient** for Section 5307 in a UZA. The recipient(s) so designated in each UZA must be a governmental authority and have the legal authority to receive and dispense federal funds in the UZA.
 - For **UZAs under 200,000** in population, the governor or the governor’s designee (TxDOT) performs the role of the designated recipient.
 - For **UZAs with populations 200,000 or more**, a designated recipient must be selected in accordance with the local planning process by the providers of publicly owned public transportation service in the UZA. The metropolitan planning organization (MPO) must concur in the designation. FTA encourages the designation of a single designated recipient for each UZA 200,000 or more in population. However, nothing precludes the designation of multiple designated recipients.
- A state or designated recipient may authorize another public entity to be a **direct recipient** for Section 5307 funds. A direct recipient is a public entity that is legally eligible under federal transit law to apply for and receive grants directly from FTA.
- A Section 5307 recipient, whether a designated recipient or direct recipient, may choose to pass its grant funds through to another entity (**subrecipient**) to carry out a project eligible under Section 5307. A sub-recipient arrangement does not relieve the original recipient of its responsibilities to carry out the terms and conditions of the grant agreement.

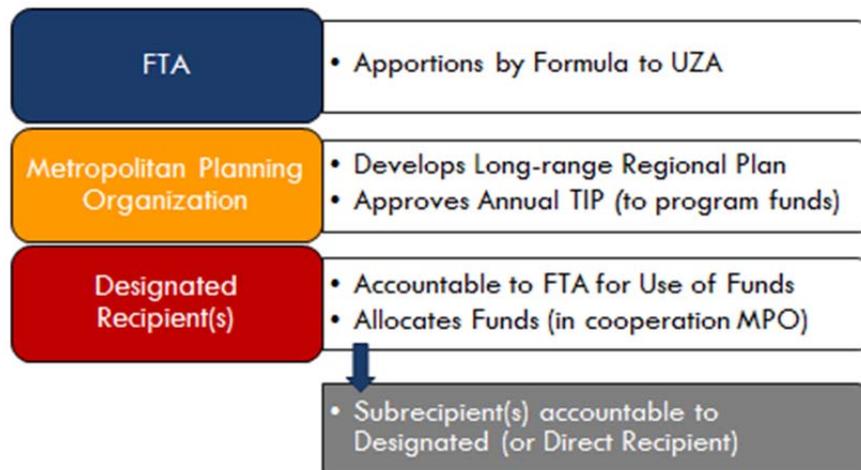
Section 5307 Large UZA Funds Participants in Allocation of Funds



Section 5307 Large UZA Roles and Responsibilities



Section 5307 Large UZA Roles and Responsibilities



**FEDERAL TRANSIT ADMINISTRATION
TABLE 3A**

**FTA FY 2015 (CR) SECTION 5307 OPERATING ASSISTANCE SPECIAL RULE
OPERATOR CAPS FOR URBANIZED AREAS OVER 200,000 IN POPULATION**

The total available for operating assistance is based on FY 2013 NTD Data and the Section 5307 funding shown in FTA Apportionment Table #3.

NOTES: Agencies that are included in this table AND that are eligible for grants under the Section 5307 Urbanized Area Formula Program are eligible to receive operating assistance, subject to local allocation, up to the specified amount in Fiscal Year 2015. This list does NOT indicate an agency's eligibility or entitlement for funding and does not represent an allocation of funding under the Urbanized Area Formula Program or any other FTA program. Only public agencies that operate fixed route bus service are permitted to use this provision in their Urbanized Area Formula Program grants.

**Additional
Information Source
of Local Match**

Urbanized Area of Service Provided	Public Transportation System Operator	Vehicles Operated in Peak Fixed Route Service	Apportionment to Urbanized Area	Percent of Apportionment Attributable to Operator based on Vehicle Revenue Hours	Eligible Percent Factor Category	FY 2015 Maximum Amount of Section 5307 Operating Assistance Allowed	Local Sales Tax Dedicated to Transit?	Eligible for State Urban Funds to Apply to Local Share?
Dallas-Fort Worth-Arlington, TX	City of Cleburne	1	\$75,147,275	0.136%	75%	\$76,581		
Dallas-Fort Worth-Arlington, TX	Denton County Transportation Authority	41	\$75,147,275	0.042%	75%	\$23,615	0.50%	
Dallas-Fort Worth-Arlington, TX	Public Transit Services	2	\$75,147,275	0.052%	75%	\$29,154		
Dallas-Fort Worth-Arlington, TX	STAR Transit	1	\$75,147,275	0.345%	75%	\$194,344		
Dallas-Fort Worth-Arlington, TX	Texoma Area Paratransit System, Inc	15	\$75,147,275	0.028%	75%	\$15,997		
Houston, TX	Fort Bend County Public Transportation	18	\$72,089,918	1.644%	75%	\$889,107		
Houston, TX	Harris County , Office of Transit Services	12	\$72,089,918	2.224%	75%	\$1,202,487		
Houston, TX	Island Transit	18	\$72,089,918	0.158%	75%	\$85,213		
McAllen, TX	City of McAllen - McAllen Express Transit	8	\$5,808,441	61.461%	75%	\$2,677,455		Urban
McAllen, TX	Lower Rio Grande Valley Development Council	17	\$5,808,441	38.539%	75%	\$1,678,876		
Denton-Lewisville, TX	Denton County Transportation Authority	41	\$5,612,341	95.286%	75%	\$4,010,847	0.50%	
Corpus Christi, TX	Corpus Christi Regional Transportation Authority	60	\$5,013,417	100.000%	75%	\$3,760,063	0.50%	
Conroe-The Woodlands, TX	Brazos Transit District	70	\$3,404,709	69.670%	75%	\$1,779,055		Urban
Laredo, TX	Laredo Transit Management, Inc.	35	\$3,268,008	100.000%	75%	\$2,451,006	0.25%	Urban
Lubbock, TX	City Transit Management Company, Inc.	60	\$3,155,470	100.000%	75%	\$2,366,603		Urban
Brownsville, TX	City of Brownsville - Brownsville Metro	19	\$2,426,480	100.000%	75%	\$1,819,860		Urban
Killeen, TX	Hill Country Transit District	14	\$2,336,381	100.000%	75%	\$1,752,286		Urban

None
Austin UZA
San Antonio UZA
El Paso UZA

Not Applicable
Midland-Odessa

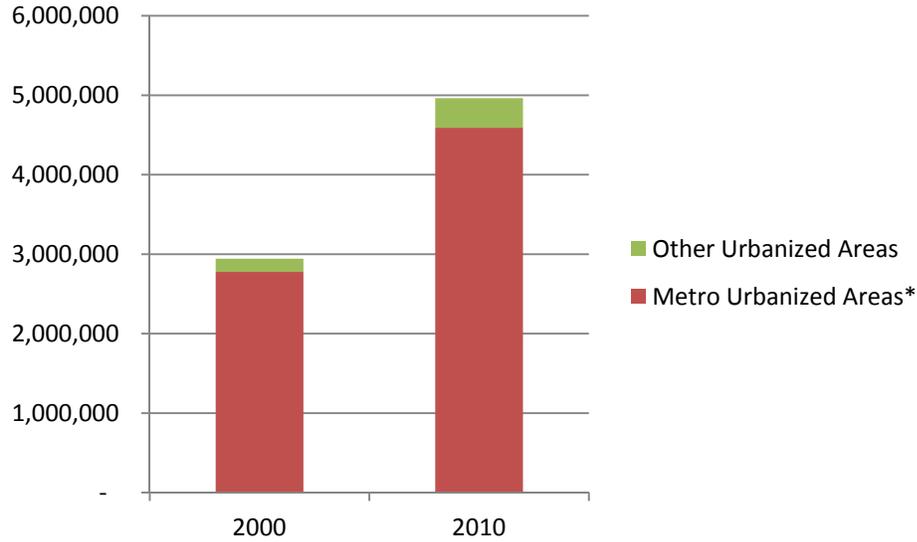
Urban Gaps

- Urbanized areas outside regional/municipal transit authorities
 - Access to funds apportioned to UZA through designated recipient
 - If not operating fixed route, not eligible Section 5307 for operating
 - Access to funds for local share to fund transit service – not eligible for State Funds

- Urbanized areas not included in urban transit district/municipal service areas
 - Access to funds for local share to fund transit service

Population in the Urban Gap

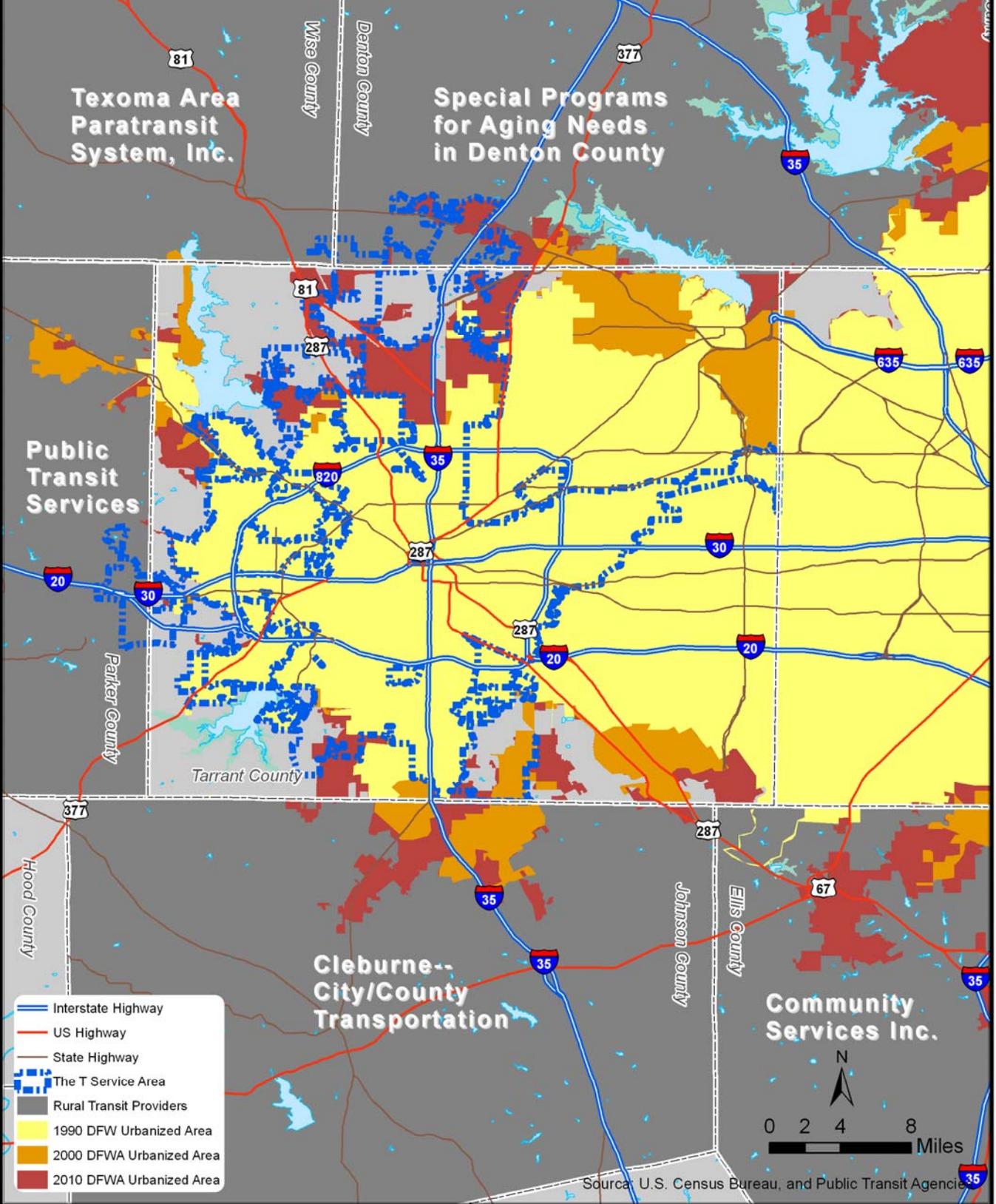
The urban gap is defined as that area within the urbanized area (UZA) but outside the service area of the transit provider(s) for the UZA.



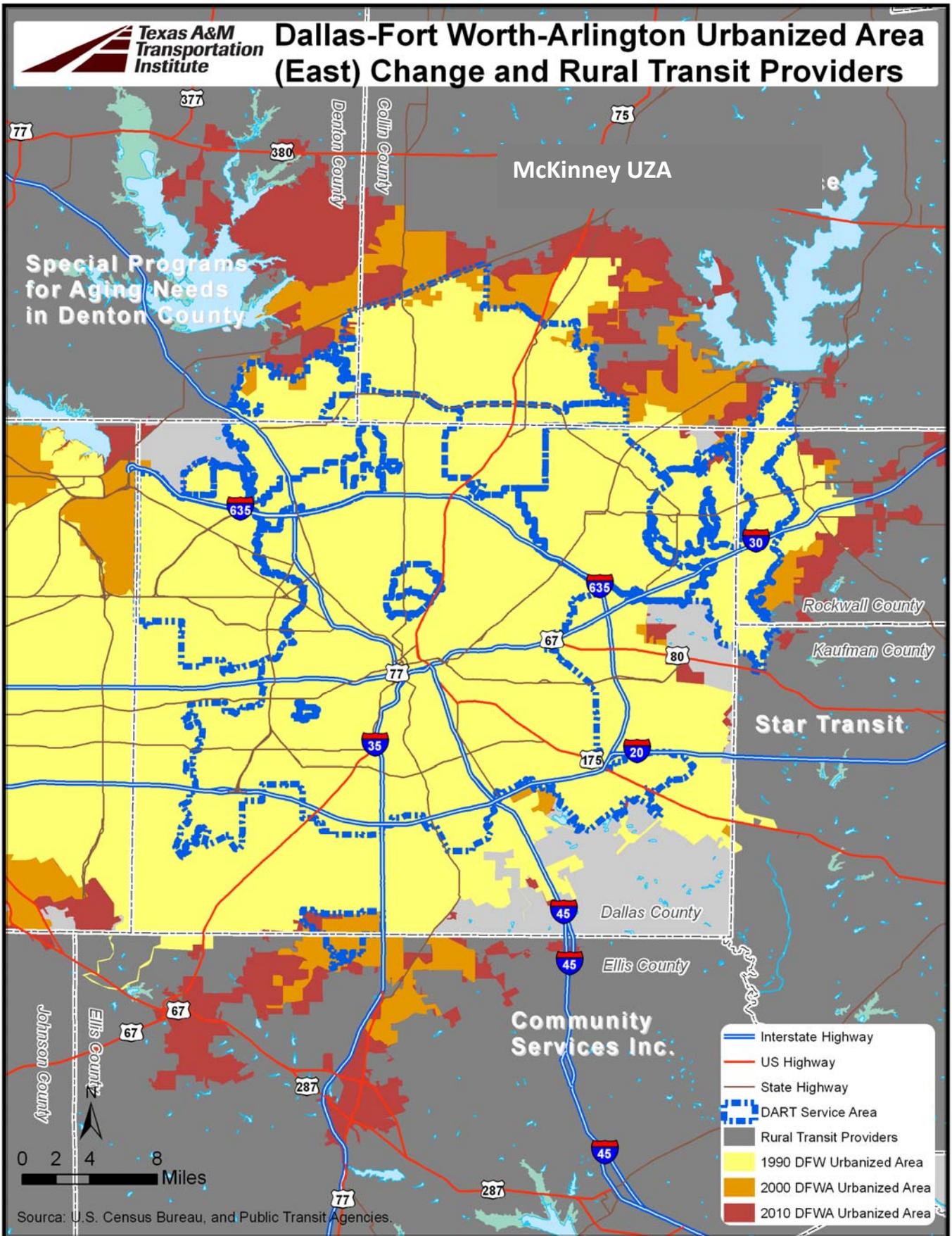
	2000	2010	Change	% Change
Total Texas Population	20,851,820	25,145,561	4,293,741	21%
Texas Population in Urbanized Areas (UZA)	14,796,000	18,948,000	4,152,000	28%
Population in the Urban Gap for Transit	2,943,000	4,964,000	2,021,000	69%
Percent of UZA Population in Urban Gap	20%	26%		
Population in the Urban Gap for Transit	2000	2010	Change	% Change
Metro Urbanized Areas*	2,778,000	4,591,000	1,813,000	65%
Other Urbanized Areas	165,000	373,000	208,000	126%
Total Statewide	2,943,000	4,964,000	2,021,000	69%

*Does not include general population in cities with transit for limited eligibility

Dallas-Fort Worth-Arlington Urbanized Area (West) Change and Rural Transit Providers

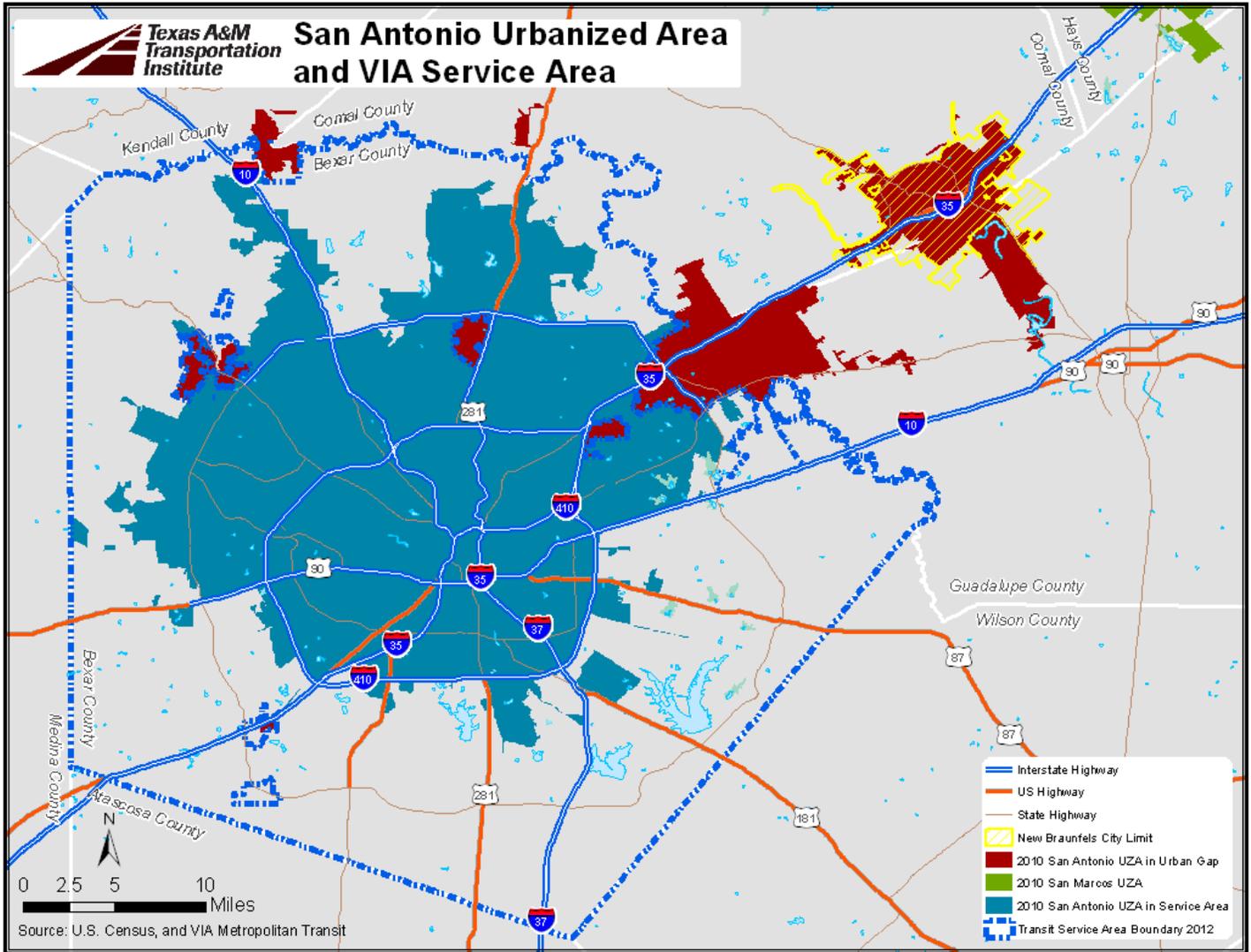


Dallas-Fort Worth-Arlington Urbanized Area (East) Change and Rural Transit Providers



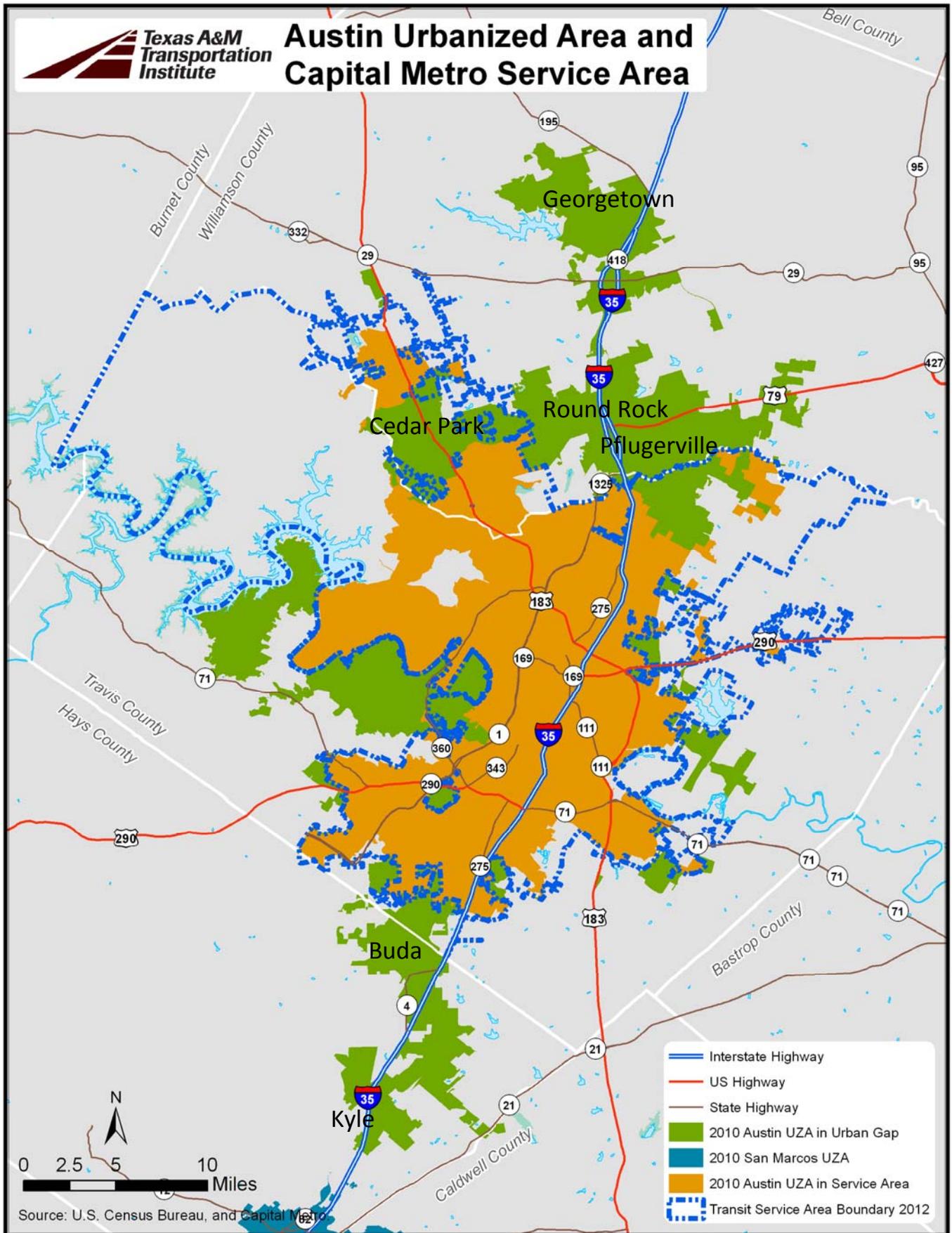
Source: U.S. Census Bureau, and Public Transit Agencies.

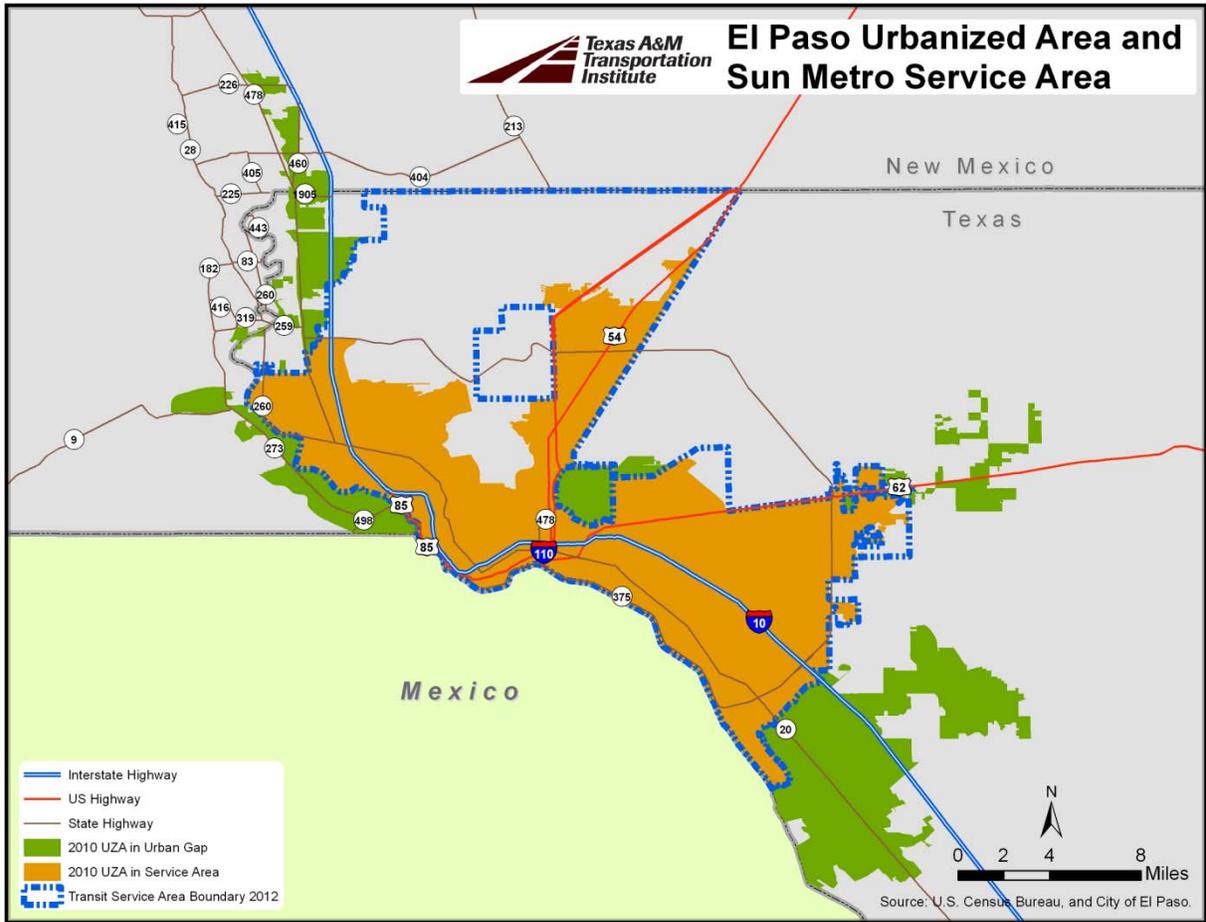
San Antonio Urbanized Area and VIA Service Area



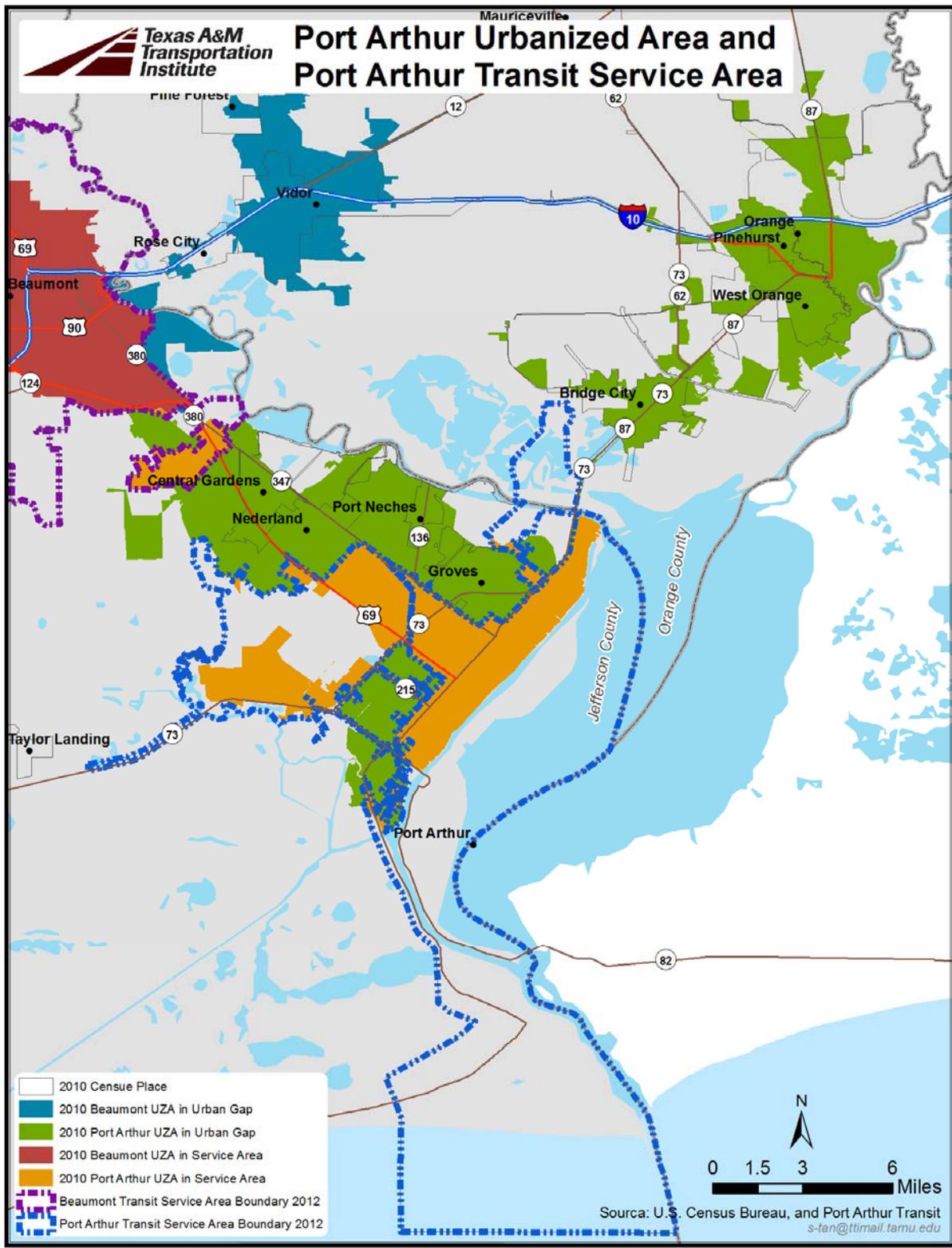
Source: U.S. Census, and VIA Metropolitan Transit

Austin Urbanized Area and Capital Metro Service Area





Port Arthur Urbanized Area and Port Arthur Transit Service Area



Limited Eligibility Providers in DFWA Urbanized Area Arlington, Grand Prairie, NETS, Mesquite³

- No longer Federal provision for access to Section 5307 funds for operating

³ City of Mesquite now contracts for general public demand response transit with STAR Transit

Eligibility for Section 5307 Funds

TEA-21

Language in federal authorization TEA-21 (1997) provides up to \$1,444,000 annually for operating assistance to eligible providers that operate 20 or fewer vehicles in an urbanized area with a population of at least 200,000 to provide services to elderly and persons with disabilities.

Eligible cities are Arlington, Mesquite, Grand Prairie and Grapevine (for NETS)⁴.

SAFETEA-LU

FTA extended to SAFETEA-LU authorization (2005)

FTA established seven criteria for SAFETEA-LU:

- Demand response exclusively for elderly and/or persons with disabilities.
- Vehicles operated in maximum service are 20 or fewer.
- Service area is in an urbanized area >200,000.
- Service is not ADA paratransit for fixed route transit.
- Neither fixed-route nor ADA paratransit is provided in the service area by the provider.
- Provider received federal Section 5307 funds in 1996, 1997, and 1998.
- Metropolitan Planning Organization agrees.

Authorized annual Section 5307 Formula Funds for operating assistance, based on the maximum used in 1996, 1997, and 1998 (with adjustments for Grand Prairie and NETS).

Grantee/Locality	Maximum Amount Operating Assistance
City of Arlington	\$ 654,818
City of Grand Prairie	\$ 262,871
City of Mesquite	\$ 250,000
City of Grapevine	\$ 260,000
Total	\$ 1,427,689

MAP-21

MAP-21 does not include provisions for limited eligibility providers to use funds for operating assistance.

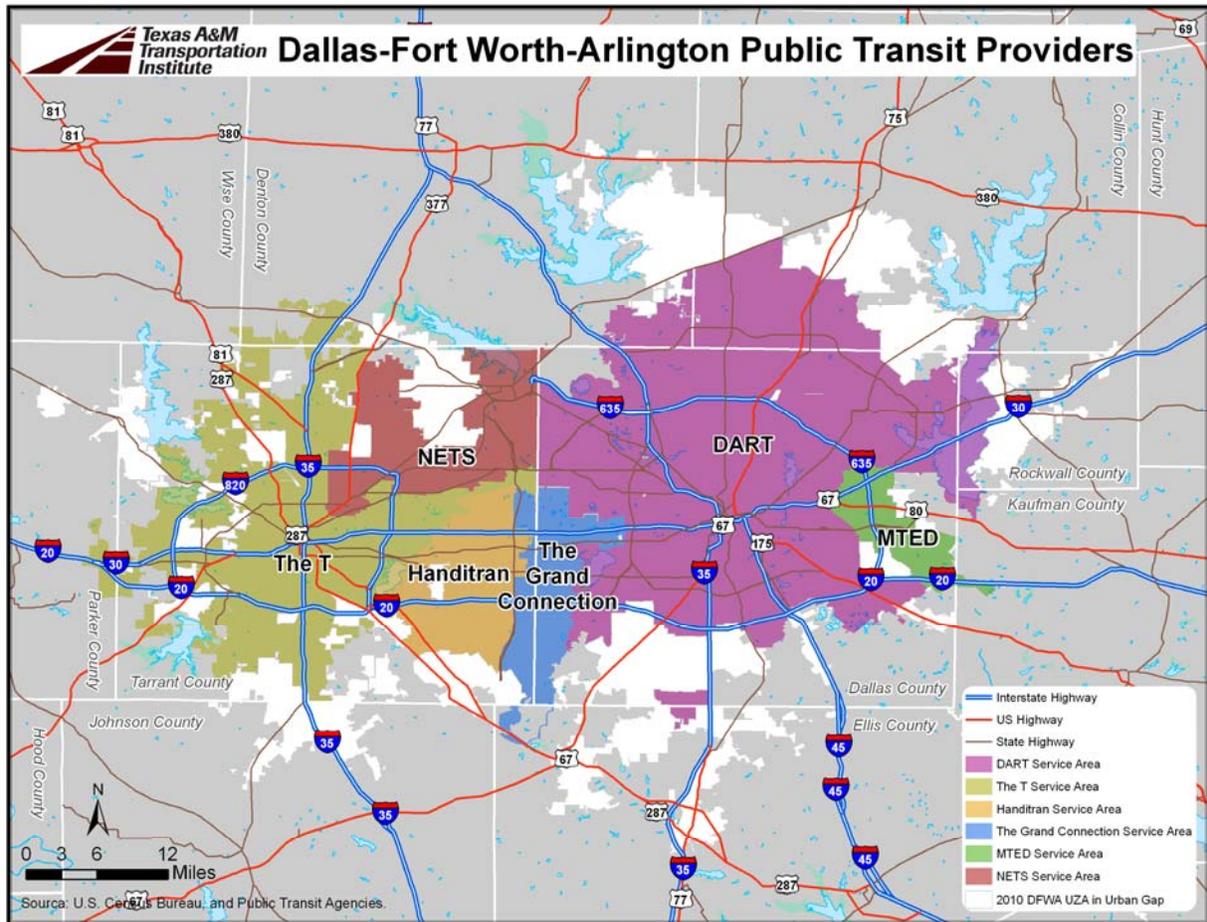
Arlington, Grand Prairie, NETS, and Mesquite do not provide fixed-route transit and are not eligible under the Section 5307 Operating Assistance Special Rule.

Texas Transit Funding Formula for Urban Funds

The Texas Transit Funding Formula for "Limited Eligibility Providers" is based on the population in these cities for people age 65 and over and people with a disability as a percent of total urban population eligible for state transit funds = 6 percent.

Those ~6 percent of Urban Funds are then allocated according to the Texas Transit Funding Formula among Arlington, Grand Prairie, NETS, and Mesquite.

⁴ NETS is comprised of the cities Bedford, Euless, Grapevine, Haltom City, Hurst, Keller, and North Richland Hills.



MTED is now STAR Transit operating general public demand response within Mesquite, to medical appointments in Dallas County and to destinations in the STAR Transit service area (Rockwall County, Kaufman County, Balch Springs, and Seagoville). STAR Transit also operates City of Mesquite PASsenger Shuttle – **COMPASS**, an express bus service between Hanby Stadium located in downtown Mesquite and the Lawnview Station on the DART Green Line located in East Dallas.

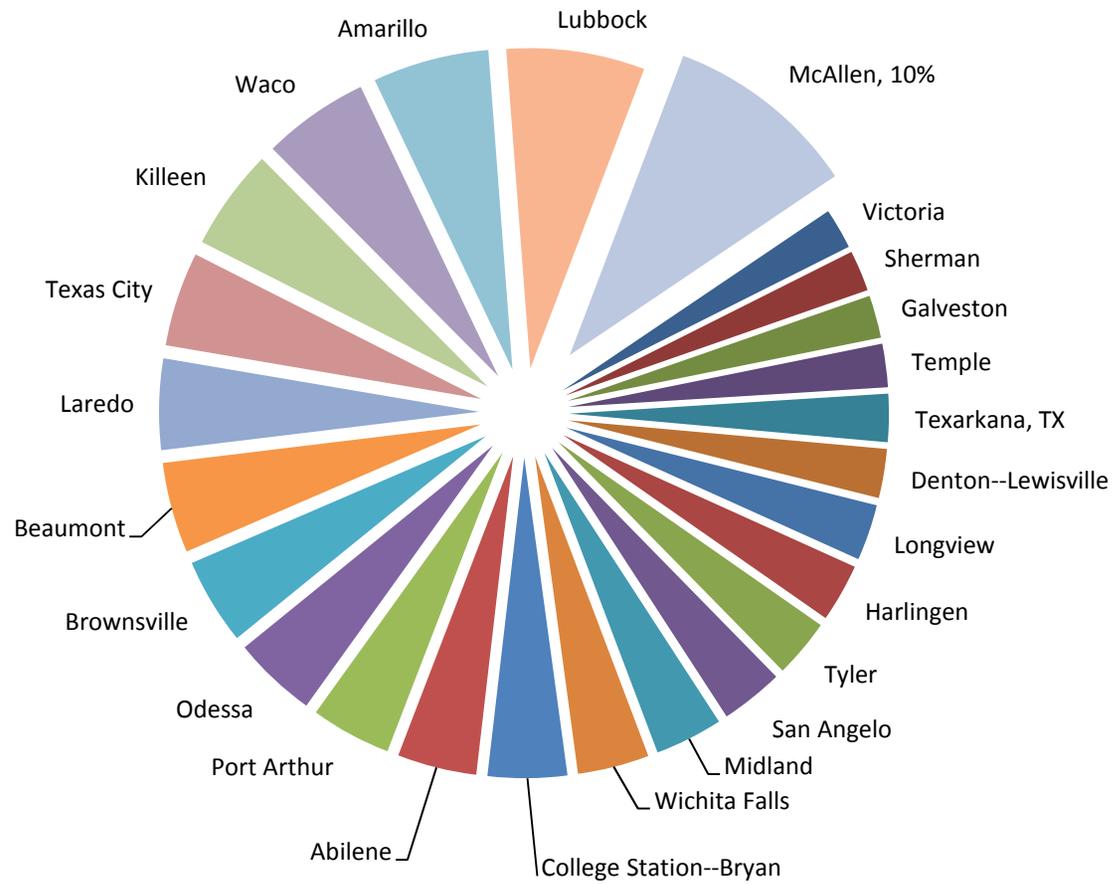
Growing Number of Urbanized Areas

- Transit Funding Formula – Appropriated amount State Formula Funds for Urban Areas unchanged since 2001
- Large Urbanized Areas >200,000 still eligible for State funds

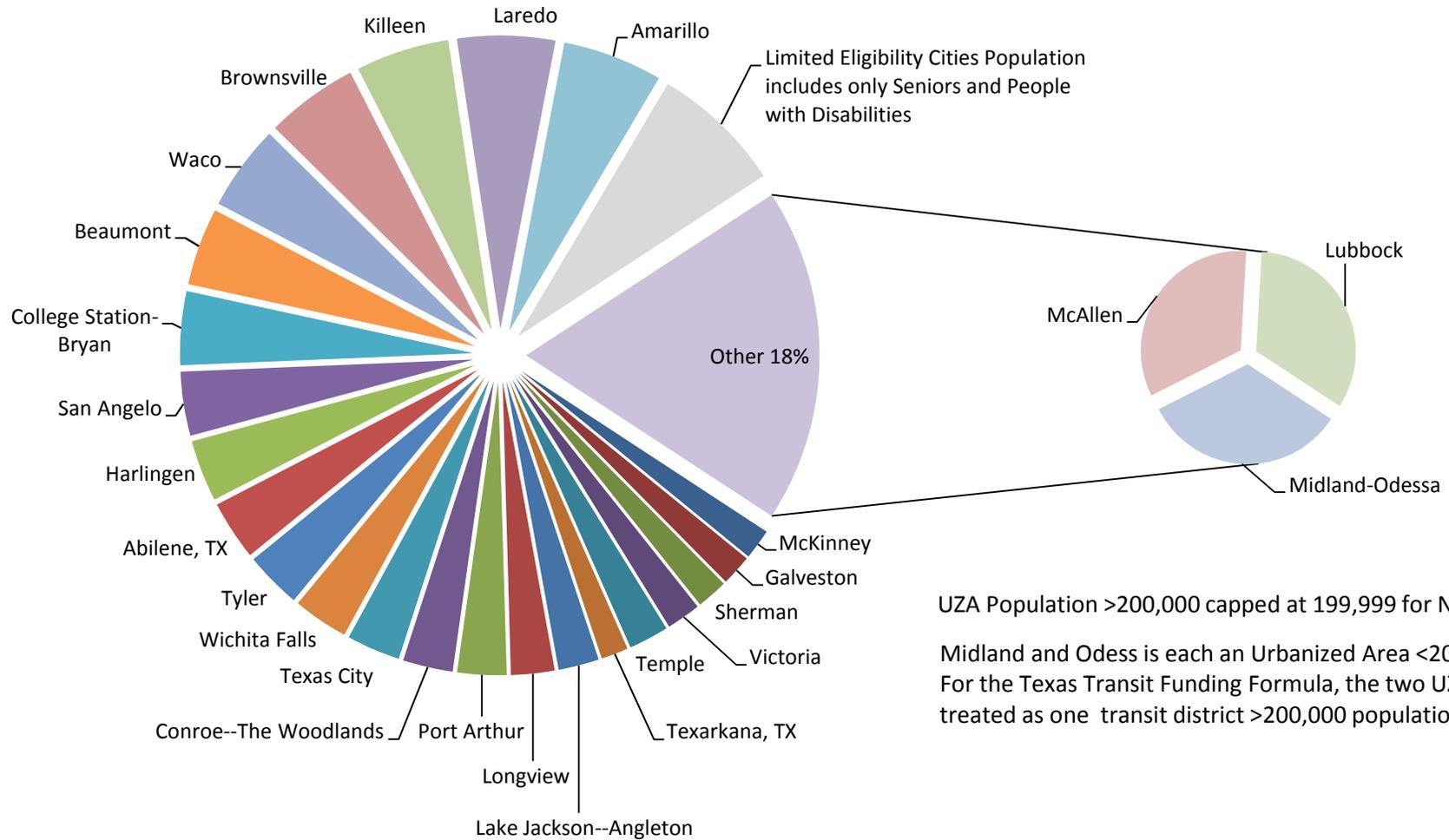
State-Funded Urban Transit Districts

	2010	Capped	2000	Capped	1990
	Population	Population	Population	Population	Population
McAllen	728,825	199,999	523,144	199,999	263,192
Lubbock	237,356	199,999	202,225	199,999	187,906
Midland-Odessa		199,999		199,999	
Conroe--The Woodlands	239,938	199,999	89,445	New Urban	Rural
Laredo	235,730	199,999	175,586		123,651
Killeen	217,630	199,999	167,976		137,876
Brownsville	217,585	199,999	165,776		117,676
Amarillo	196,651		179,312		157,934
Waco	172,378		153,198		144,372
College Station--Bryan	171,345		132,500		107,599
McKinney	170,030		54,525	New Urban	Rural
Port Arthur	153,150		87,969		109,560
Beaumont	147,922		139,304		122,841
Harlingen	135,663		110,770		79,309
Tyler	130,247		101,494		79,703
Odessa	126,405	See above >200,000	111,395	See above >200,000	113,672
Midland	117,807		99,221		91,999
Abilene	110,421		107,041		107,836
Texas City	106,383		96,417		128,211
Wichita Falls	99,437		99,396		97,151
Longview	98,884		78,070		76,429
San Angelo	92,984		114,656		85,408
Temple	90,390		71,937		58,710
Denton--Lewisville		DCTA		DCTA	66,445
Lake Jackson--Angleton	74,830		73,416	New Urban	Rural
Victoria	63,683		61,529		55,122
Sherman	61,900		56,168		55,522
San Marcos	52,826	New Urban		Rural	Rural
Texarkana, TX (only)	52,090		48,767		65,086 incl AR
Galveston		Rural	54,770		58,263
Total Transit Districts	26		26		25
Population (Capped >200,000)		3,581,207		3,020,019	2,691,473
Limited Eligibility - Seniors and People with Disabilities Only					
Arlington	94,200		86,396		unknown
Grand Prairie	52,520		37,995		unknown
Mesquite	38,637		34,209		unknown
NETS	84,661		77,713		unknown
Total Transit Districts	4		4		4
Seniors, People with Disabilities		270,018		236,313	estimate 200,000
Total	30	3,851,225	30	3,256,332	29 2,891,000 approximate
Increase in Total Population		18%		13%	

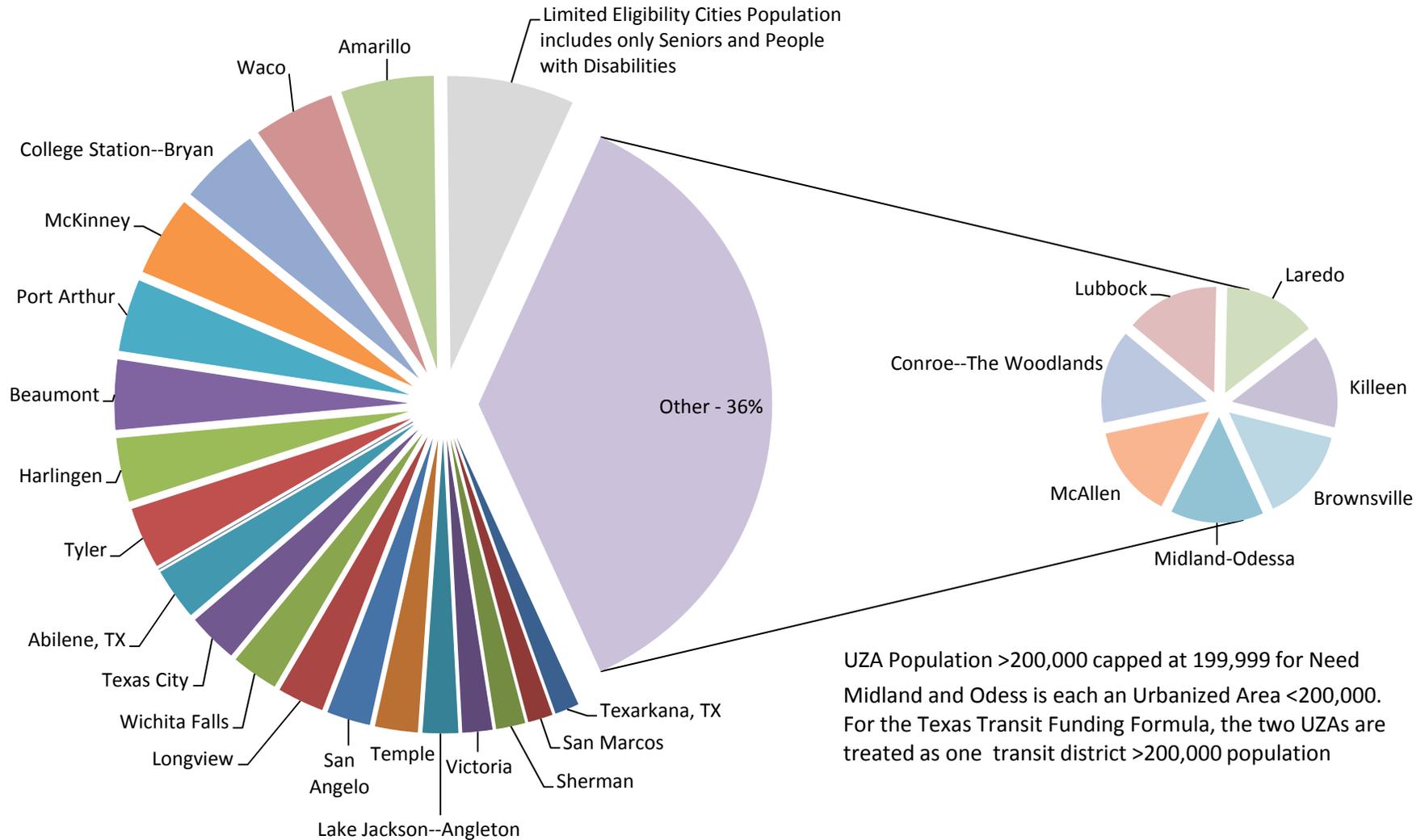
Population 1990 Census Prior to Texas Transit Funding Formula



Population 2000 Census Urban Transit Funding Formula - Need (50%)



Population 2010 Census Urban Transit Funding Formula - Need (50%)



Possible New Urbanized Areas >200,000 in 2020

- Amarillo
- Waco
- College Station-Bryan
- McKinney

Possible New Urbanized Areas >50,000 in 2020

- Eagle Pass
- Rio Grande City-Roma
- Lufkin
- Galveston [possibly part of Texas City UZA]
- Del Rio