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2
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TEXAS DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION ADVISORY COMMITTEE -
TELECONFERENCE MEETING

200 East Riverside Drive
Auditorium
Austin, Texas 78704

Thursday, January 22, 2015

COMMITTEE MEMBERS PRESENT and PARTICIPATING:

J.R. Salazar, Vice Chair
Rob Stephens, Transportation Provider Representative
John McBeth, General Public Representative

COMMITTEE MEMBERS PARTICIPATING VIA TELECONFERENCE:

Michelle Bloomer, Chair
Glenn Gadbois, Transportation User Representative

TxDOT PRESENT and PARTICIPATING:

Eric Gleason, Director, Public Transportation Division (PTN)
Kris Dudley, Public Transportation Division
Kari Banta, Public Transportation Division
Josh Ribakove, Communications Manager, PTN
Bobby Killebrew, Deputy Director, Public Transportation
Division (PTN)

PUBLIC COMMENTS:

Judy Telge, Coastal Bend Center for Independent Living

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11
12
13
14
15
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17
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21
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23
24
25

TABLE OF CONTENTS

AGENDA ITEM 1:

Call to Order Page 03

AGENDA ITEM 2:

Discussion regarding the safety briefing Page 03

AGENDA ITEM 3:

Approval of minutes from November 18, 2014 Meeting Page 05

AGENDA ITEM 4:

Division Director's report Page 05

AGENDA ITEM 5:

Discussion regarding the 5310 Program Page 07

AGENDA ITEM 6:

Discussion of dollar amounts needed for fleet Replacement and expansion Page 43

AGENDA ITEM 7:

Discussion of committee priorities and area Of effort Page 55

AGENDA ITEM 8:

Public comment Page 62

AGENDA ITEM 9:

Discussion regarding agenda items for next Meeting Page 64

AGENDA ITEM 10:

Adjourn Page 65

P R O C E E D I N G S

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
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MS. BLOOMER: Okay. Then let's go ahead and call the meeting to order at 8:46.

We'll move on to Agenda Item 2: The safety briefing.

MR. KILLEBREW: Good morning, Michelle, this is Bobby.

MS. BLOOMER: Good morning, Bobby.

MR. KILLEBREW: And just to let you know, since we had some downtime, I went ahead and conducted a safety briefing outside of your normal meeting. So we've already accomplished that and we don't need to do it again.

MS. BLOOMER: Okay. Then we will move on to Item 3: Approval of the minutes from the November 18th, 2014 meeting.

Before I ask for a motion, has everybody had a chance to review the minutes, and are there any questions?

(No audible response.)

Hearing no questions, I'll go ahead and call for the motion.

MR. SALAZAR: This is J.R.

I move to approve.

MR. STEPHENS: This is Rob.

I second.

MS. BLOOMER: Okay. Having a motion and a second,

1 I'm going to stop because I forgot to do one step.

2 So, obviously, J.R. and Rob are in Austin. Is
3 there -- are there any other members in Austin?

4 MR. SALAZAR: Yes, Michelle.

5 John is with us today, too.

6 MS. BLOOMER: Okay. Welcome, John.

7 MR. McBETH: Thank you.

8 MS. BLOOMER: What about Glenn?

9 MR. SALAZAR: No Glenn.

10 MS. BLOOMER: No Glenn?

11 MR. RIBAKOVE: Glenn will be -- Glenn will be
12 calling in shortly.

13 MS. BLOOMER: Okay. Okay, so no Glenn, no Brad.

14 So -- okay. So, since I'm here and ya'll are
15 there, I'm just going to go ahead and call everybody's name
16 and we can do it that way for approval of the minutes.

17 So we do have a motion and a second.

18 So, John?

19 MR. McBETH: Aye.

20 MS. BLOOMER: Okay.

21 Rob? Yes?

22 MR. STEPHENS: Yes.

23 MS. BLOOMER: And, J.R.?

24 MR. SALAZAR: Yes.

25 MS. BLOOMER: And, Michelle?

1 Yes.

2 So the minutes are approved. We'll move on to
3 Item 4, which is TxDOT Public Transportation Division
4 Director's Report.

5 Eric?

6 MR. GLEASON: Good morning, Michelle.

7 This is Eric Gleason, director of public
8 transportation for TxDOT, and Michelle, just so you know, on
9 the phone what you can't see is we have a -- we have a
10 pretty good attendance this morning at the meeting from
11 members of the public. I think most of them would identify
12 themselves as transit providers.

13 MS. BLOOMER: Great, thank you.

14 MR. GLEASON: So we had a very successful, I think
15 anyways, Semi-Annual Meeting yesterday, well-attended, a lot
16 of good topics, some good discussion. And so a lot of folks
17 have, obviously, taken the opportunity since they were in
18 Austin to stay over another night to attend the meeting.
19 So -- which is great to see; we don't often see this many,
20 many people in the crowd.

21 From a Director's Report standpoint, it's been
22 relatively quiet. What I will say for the Committee is that
23 we are now entering what I think of as our high season from
24 an activity-at-the-Commission standpoint. We expect and we
25 are hoping to see federal apportionments by the very end of

1 this month or the first week of February. We are positioned
2 at the February Commission meeting to begin rolling out
3 5311 Program awards for the formula portion based on needs
4 and performance.

5 And then as we move into the April/May/June time
6 frame, we'll be working our way through some of the
7 Discretionary Program awards as we typically do, as well.
8 And then with June, assuming the Legislature completes its
9 business on time, with June, we would anticipate the State
10 FY 16 formula awards. So this is typically a busy time of a
11 year for us.

12 And we have two important dates out there -- well,
13 there's one important date out there for two important
14 efforts. February 9th is when proposals for both the 5310
15 Program and the Coordinated Call are due. So it's a really
16 busy time.

17 And that -- that's the extent of my report. I'd
18 be happy to answer any questions folks might have.

19 MS. BLOOMER: Okay. Do any of the members have
20 any questions for Eric?

21 (No audible response.)

22 Okay. Hearing none -- before I move on, I just
23 wanted to thank those that are in the audience for attending
24 the PTAC meeting and sharing your thoughts with us. I do
25 apologize, I had hoped to be there with you yesterday and

1 today in Austin; unfortunately, I was not able to get my
2 child care stars to align perfectly to make that happen, but
3 I look forward to seeing you at the next Semi-Annual in
4 July.

5 Okay. Having heard the Director's Report, we'll
6 go ahead and move on to Item 5 on the agenda, which is:
7 Discussion of general guidance and reporting requirements
8 for the 5310 Program.

9 MR. GADBOIS: And before we start, Glenn is now on
10 the phone.

11 (A chorus of "Good mornings")

12 MS. BLOOMER: Welcome, Glenn.

13 MR. GADBOIS: Thanks much.

14 And I'm sorry I'm not there, but I'm not sharing
15 my crud with ya'll.

16 MR. GLEASON: And we very much appreciate that.

17 MR. McBETH: We very much appreciate that.

18 MR. GADBOIS: I figured.

19 MS. BLOOMER: And, Glenn, just to let you know,
20 J.R., Rob, and John are all in Austin and I am on the phone
21 with you, okay?

22 MR. GLEASON: Glenn, this is Eric.

23 Just as well, we have a pretty good audience this
24 morning, largely transit providers who were here yesterday
25 for one of our Semi-Annual Meetings. So we probably have

1 close to 20 people in the audience. We have a couple
2 folks -- Coastal Bend Independent Living Center, Judy is
3 here, and then someone from the State Independent Living
4 Council is here, as well, so pretty good crowd this morning.

5 MR. GADBOIS: Super. Thanks.

6 MS. BLOOMER: Who's going to be doing the 5310
7 Report?

8 MR. GLEASON: Okay. So Kris Dudley will be
9 providing this for the Committee and giving, as requested,
10 an update on some of the new guidance that we are working
11 with, with the 5310 Program.

12 So, Kris, go ahead.

13 MS. DUDLEY: Thank you.

14 Good morning. For the record, my name is Kris
15 Dudley. I'm excited to be here this morning. It's been
16 kind of a long road here.

17 I'm going to basically go over what we've provided
18 for you in your packet. The first page -- I'm not going to
19 read it, of course -- the first page talks about the
20 significant changes. And like I mentioned yesterday at the
21 Operators Meeting, the eligible subrecipients or the
22 eligible recipients for these 5310 dollars has indeed,
23 changed.

24 And yesterday in the meeting I talked about how
25 our TAC does not necessarily follow, at this point, the

1 federal guidance. And that was -- so, I believe what the
2 statement that I made was, "The TAC was wrong." Well, the
3 TAC isn't really wrong; the TAC just hasn't caught up to the
4 federal guidance. But what the TAC does say is that, as far
5 as Texas is concerned, the recipients, the eligible
6 recipients, the first group of eligible recipients are the
7 small urban and rural providers.

8 When the circular was final on June 6, 2014, the
9 eligible subrecipients are nonprofit entities, number one,
10 and then secondly, those groups that are -- and I don't want
11 to use the word blessed -- or deemed by legislation or local
12 order to serve those individuals that this program targets:
13 individuals with disabilities and seniors. So there are a
14 number of organizations in the state that are recognized to
15 coordinate services for individuals with disabilities and
16 seniors, and those are Centers for Independent Living, as
17 well as the Aging and Disability Resource Center. And so, I
18 think, federally, those two groups are coming closer under
19 the HHSC umbrella.

20 The funding, the funding categories have been
21 split. Once you get past the fact that the whole Texas
22 appropriation has now been divvied up, sixty percent to the
23 large urban areas, of which there are fourteen in the state,
24 and then forty percent for the small, urban and the rural
25 areas which come to the State for us to do our competitive

1 process, which we maintain and do at the local level. That
2 has not changed, as far as MAP-21.

3 But what the circular does do now -- because it
4 also incorporates New Freedom Projects -- it divides the
5 funding up to -- into two subsets, which is traditional
6 capital and then the second subset is called other; it's
7 other capital or operating, okay. And in your packet, I
8 have included the circular, because when the circular
9 discusses 5310 and it talks about the "other category"; that
10 other category is, a lot of it is the actual New
11 Freedom-type activities. So, yes, it's the traditional
12 operating insurance, et cetera, driver salaries, but it also
13 incorporates a lot of the New Freedom-type programs. The
14 traditional fifty-five percent is eligible for those
15 eligible recipients, and that's the nontraditional providers
16 or the nonprofit providers, those organizations eligible to
17 serve the two targeted groups.

18 And in Texas, because it's such a major change to
19 the program, what we have tried to do is allow partnerships
20 between the 5311 and the 5307 agencies with some of these
21 nonprofit entities. We had long, long, long discussions
22 with FTA, both national, as well -- headquarters FTA, as
23 well as Region 6. Because this was so new and we listened
24 to all the FTA webinars and we went over and over with Gil
25 Williams at the federal level about the traditional -- the

1 fifty-five percent of the dollars being spent on traditional
2 projects, which is the usual capital: the vehicles,
3 purchase of service, et cetera.

4 And so the best solution that we have been able to
5 come up with in order to allow more 5307 and 5311 folks to
6 be eligible for these dollars is the partnership with the
7 nonprofit or the entity that is deemed by the State or a
8 local government to serve individuals with disabilities and
9 seniors.

10 And then the public outreach and the Coordinated
11 Plan -- the Coordinated Plan is not a new thing; it's been
12 going on for years ever since SAFETEA-LU. The coordination
13 effort, as many of the folks in this room will tell me, is
14 totally not a new thing. That's why when folks are looking
15 at partnering with different organizations that serve
16 individuals with disabilities and seniors, Oh, guess what?
17 They're already doing it, been doing it for years. Now,
18 let's just adjust how these partnerships work so we can be
19 eligible for the different, you know, the pots of money.

20 In the public outreach, the circular is very, very
21 clear and you will see this reflected in the application.
22 Individuals with disabilities and seniors need to have a
23 place at the table. They need to be able to provide input
24 on the type of service that they might need. And so in
25 cases that we have heard of to date, we have been holding

1 conference calls with providers and local groups to try to
2 discuss how they might be eligible for as of these dollars
3 as possible. And what we found is that when the transit
4 operators meet with the seniors or the individuals with
5 disabilities they find that, Well, okay, so we stop at this
6 block, but actually it would be better if, you know, we
7 could stop two blocks away to be more accommodating to the
8 target group. So a lot of the service adjustments that
9 folks are making are not that expensive or that intense. So
10 that's the first piece that we've provided, and that's the
11 major changes.

12 And then the next piece is the information index,
13 and basically what we've done is give you all the
14 information of this program since MAP-21's inception. We
15 did a little recap of the award for FY 14, and as you can
16 see in the pie chart -- and I'd like to recognize Kari Banta
17 at this time because she provided this information; she
18 actually has done the application this year and she is --
19 was working with me to do the awards last year. So she's
20 working her way into a leadership position for the 5310
21 Program.

22 MR. GLEASON: So, Kris, you're on actually page 4
23 of the handout, but it's labeled page 2 at the bottom?

24 MS. DUDLEY: Page 2, yes. It's page 4 of the
25 handout, but it's page 2 of the actual, what you have here,

1 and I'll just demonstrate: This first page is kind of a
2 table of contents, if you will, and it describes all the
3 handouts that you have behind.

4 MR. SALAZAR: On that, is -- am I just looking at
5 that wrong or is the Abilene District not on there?

6 MR. GLEASON: We didn't tell you, J.R.?

7 MR. SALAZAR: No.

8 MS. DUDLEY: We didn't tell you -- well, you're a
9 hundred percent correct; the Abilene District -- but the
10 Abilene District did get money in FY 14. A matter of fact,
11 it got a lot of money and it was a very interesting process,
12 so we'll send that back out after we include the Abilene
13 District.

14 So that's the first handout, is the award recap
15 for FY 14. The second document, the next document is
16 actually a presentation that I gave at the Semi-Annual
17 Meeting in July of 2013 discussing the changes. And it did,
18 at the back, ask everybody to take a look at the draft
19 circular, because at that time, the circular was draft and
20 it highlighted the areas that I thought folks might find of
21 interest.

22 The next item is the PTAC talking points that we
23 did September of '13, and that was the last time we had the
24 opportunity to visit with ya'll regarding this program.

25 The next item in your packet is a part of the

1 circular that we circulated to all the PTCs, and, in turn,
2 we asked them to circulate it to the transit operators that
3 discusses the primary changes to the actual circular.

4 MR. GLEASON: So that's the circular that is
5 guiding our current efforts?

6 MS. DUDLEY: This circular is guiding our current
7 efforts, yes, and it's the one that was blessed or that was
8 finalized; it was finalized June 6th, 2014.

9 MR. GLEASON: Okay.

10 MS. DUDLEY: The next table that you'll see is the
11 funding that's available this year, okay. And this is
12 the -- since the circular has become final. This is the
13 first year we've actually expressed these dollars in the
14 traditional projects column and the rural project -- or the
15 other projects. And if a 5307 or 5311 transit provider
16 wanted to unilaterally come forward with a project, the
17 project would be eligible only under the other projects
18 column, either, be it small, urban or rural.

19 And so these figures represent the final FY 14
20 appropriations, and once we -- Texas gets our appropriation,
21 we take the admin dollars off the top which is ten percent,
22 and then we -- not we -- Kelly and Bobby do their magic and
23 they divide it up based on population and other demographic
24 areas -- demographic items in the state to get the local
25 allocations, and then it goes into the local process. So

1 that's what those numbers represent.

2 The next piece in your packet is the first section
3 of the application. I got to tell you, this 5310
4 application has been a challenge. Historically, the 5310
5 application was attached to the 5307 and the 5311
6 application. And then there was some discussion that that
7 was too cumbersome, there were too many pages, there was not
8 enough detail. So then we segregated the 5310 application
9 into its own application and we tried to mirror what folks
10 would -- how folks would respond in the Coordinated Call For
11 Projects. So the 5310 application then became a narrative.

12 Well, then, we understood that once the 5310
13 application was a narrative, it was not fair to some of the
14 smaller agencies that perhaps would not have the capacity
15 for somebody to write a competitive application. So we've
16 gone back and this first part of the application is
17 basically the program detail information. So it appears to
18 be long, but it really -- the only information an agency
19 would have to fill out would be the agency's specific
20 information that begins on page 17, and this is the part of
21 the application that is generic to every district an
22 operator turns an application into.

23 As we heard J.R. say yesterday, J.R. is fortunate
24 enough -- J.R. Salazar of Central Texas Rural Transit
25 District -- he's fortunate enough to be able to apply in

1 four districts for 5310 dollars. And so for each district
2 that he applies to, he needs to complete a district
3 supplement. This first --

4 MR. GLEASON: But the over -- but the boilerplate
5 just needs to be done --

6 MS. DUDLEY: Once.

7 MR. GLEASON: -- once.

8 MS. DUDLEY: The boilerplate just needs to be done
9 once, and the reason for these district supplements is so
10 that each part -- and I'm going to use you as an example,
11 J.R. -- but each district in which J.R. applies for dollars
12 only sees this particular part that applies to their
13 district and their district level of funding. So he would
14 have to prepare four budgets and four applications that
15 discuss, individually, what he intends to do for that area.

16 That's some of the complaint we got last year from
17 the stakeholder groups is that the application that we had
18 previously did not discuss the actual activity that was to
19 benefit the area in which it was being scored. So we had
20 some issues there, so that's the reason for the district
21 supplements.

22 So in J.R.'s case, he would turn in a district
23 supplement to each of the four districts that he would apply
24 in and the same agency information detail to -- attached to
25 each of the four applications.

1 MR. GLEASON: Kris, if I can --

2 MS. DUDLEY: Uh-huh?

3 MR. GLEASON: But I think, as well, we've
4 attempted to really only limit the supplemental information
5 portion that they need to do for each district is the
6 minimum that it can be. We're also trying to respond -- not
7 only did we hear that we weren't asking for an area's
8 specific information, but we also heard that, you know,
9 folks who had to fill out, two, three, or four were
10 frustrated.

11 MS. DUDLEY: Right.

12 MR. GLEASON: And so we've had to try to respond
13 to both of those comments; one taking us one way and the
14 other taking us the other way. And so we've tried to get as
15 much into the boilerplate so that doesn't have to be
16 repeated each time and separate out only the information
17 that is needed and is unique to the specific district that
18 it's being applied for.

19 MS. DUDLEY: Kari, would you agree?

20 MR. GLEASON: Okay.

21 MS. BANTA: Yes.

22 My name is Kari Banta. Furthermore, I would say
23 that even within the district supplement, we have broken it
24 down into sections so that there is minimized repetition of
25 the information provided --

1 MR. GLEASON: Okay.

2 MS. BANTA: -- by design.

3 And the short-answer format eliminates -- it's
4 designed so that if you fill in the information in one part,
5 you can refer back to that later and not have to repeat the
6 same.

7 MS. DUDLEY: Yeah. And so this year's application
8 is short-answer -- thank you, Kari -- is short-answer to
9 accommodate those agencies that may not have staff that is
10 good at responding to a narrative application. So this
11 makes -- this actually levels the playing field.

12 So, basically, those are the documents. I tried
13 to, when we put this packet together -- when Kari and I put
14 this packet together we tried to highlight the changes first
15 of all, and then by virtue of these -- this passel of
16 documents, provide the history of where we started with
17 MAP-21 -- 5310 and to wince it's evolved with MAP-21.

18 And as we all know, MAP-21 was a two-year bill.
19 MAP-21 is no longer. We are working all these continuing
20 resolutions, and so we are looking at a reauthorization
21 situation. So we don't know what next year will hold.

22 MR. GLEASON: So let's clarify that last point --
23 this is Eric -- MAP-21 is -- even though we are in a time
24 frame that is beyond the authorization itself; that
25 authorization has been extended in lieu of a replacement

1 authorization bill?

2 MS. DUDLEY: Uh-huh.

3 MR. GLEASON: So we are still under MAP-21
4 authorization --

5 MS. DUDLEY: Yeah, by virtue of the continuing
6 resolution.

7 MR. GLEASON: -- and will be until we get new
8 authorization.

9 So it's not that it's gone away?

10 MS. DUDLEY: No, no. It hasn't gone anywhere.

11 MR. GLEASON: It's just that it was originally
12 intended for '13 and '14 and has simply been extended into
13 '15.

14 MS. DUDLEY: And one other thing that I would like
15 to mention that has been posted to the TxDOT website with
16 the 5310 application and information is the questions and
17 answers, and they are quite in-depth, so you guys might want
18 to look at those as well, and maybe Josh can send out that
19 link to ya'll so you will have it readily available.

20 So, at this point, that's basically all I have,
21 but I'll be happy to address any questions.

22 MR. GLEASON: Michelle, this is Eric.

23 Before you jump into questions, just so let you
24 know, we do have one individual in the audience who would
25 like to provide comment on this item and you can either do

1 that now or you can take it at the end of the meeting; it's
2 your prerogative.

3 MS. BLOOMER: Okay. Why don't we go ahead and
4 take the public comment and then that way we can address any
5 issues the individual brings up, along with our own.

6 MR. SALAZAR: Okay. Michelle, we have Judy with
7 the Coastal Bend Center for Independent Living would like to
8 speak.

9 So if you don't mind.

10 MS. TELGE: Where should I --

11 MR. SALAZAR: Right over here.

12 MS. DUDLEY: Right here.

13 MS. TELGE: Okay. Thank you.

14 Thank you, Madam Chair. Michelle, this is Judy
15 Telge. I'm from Corpus Christi and I am with the Coastal
16 Bend Center for Independent Living.

17 We are -- I'm not sure if we are a traditional or
18 nontraditional --

19 MS. DUDLEY: The traditional, according --

20 MS. TELGE: According -- okay. Okay.

21 MS. DUDLEY: -- to the circular.

22 MS. TELGE: Well, whatever.

23 We have been utilizing 5310 funds thanks so much
24 to our local PTC effort and particularly Kris Dudley at the
25 State level, because we were able to develop a program under

1 JARC several years -- well, five years ago; we're ending
2 that now -- which was based in exactly the same things that
3 we're seeing evolve with 5310. So we're very ready and very
4 grateful for what MAP-21 is allowing.

5 We have partnerships. We have, based in consumer
6 choice -- that's a very key part of what we're doing -- and
7 by doing that, we have learned how to fill the gaps, and
8 that really is what 5310 is all about for individuals with
9 disabilities and for seniors. When there's gaps, obviously,
10 you're not going to take a mass transit model and totally
11 change to meet those gaps, so that means getting creative
12 and doing things that may be on a short-term, gap-filling
13 basis and honestly utilize resources that sometimes,
14 especially rural transit operators haven't used in the past
15 as they could, and that would be private transportation.

16 So the other key to what we've been doing is
17 mobility management, which is obviously, a capital expense.
18 That is so critical with seniors and with people with
19 disabilities. You've got to do the hand-holding. You've
20 got to do the counseling. You've also got to take care of
21 the housing and the et cetera, et cetera, et cetera that
22 these folks often have. They basically face gaps
23 everywhere.

24 So those two -- three things, I guess -- two
25 things, have been critical. We've been able to develop --

1 the cost-sharing aspect of this we've always done, we,
2 internally, provide some of our funding from other projects
3 to help fund portions of our program just out of necessity.
4 TxDOT can't support it all; we know that.

5 We have recently become a vendor with DARS, that's
6 Department of Assisted and Rehab Services. We are not under
7 them. They don't fund us as a center. The Feds fund us
8 directly. Some of our centers in Texas do have DARS funding
9 directly; we do not. It's up to each center. But we are
10 now a vendor, and guess what we're doing? We're
11 cost-sharing for their clients. They pay half of what they
12 would have paid to get a consumer to work or keep them at
13 work; we pay the other half. What does that do? It
14 stretches their pot and it stretches our pot, which ends up
15 being TxDOT pot.

16 So we're extremely excited to see this because the
17 partnerships is what -- I was so happy to see what J.R. is
18 doing, what's happening in Victoria. It's testament to what
19 can work if you use public and private transportation, fill
20 those gaps, get these folks where they need to get, when
21 they need to get there. I just wanted to let you know that
22 this is Center for Independent Living that has been given an
23 opportunity and absolutely hope to see more of that. We are
24 working with our rural transit -- now, I think we're going
25 to work more with them -- and working with our urban as

1 well.

2 So thanks for the opportunity and thanks for what
3 you're doing.

4 MR. SALAZAR: Thank you.

5 MS. BLOOMER: Thank you, Judy.

6 MS. TELGE: You're welcome.

7 MS. BLOOMER: Does that conclude the public
8 comments, Eric, on Item 5?

9 MR. GLEASON: Yes.

10 MS. BLOOMER: Okay. I will open it up to any
11 questions or discussions from the Committee.

12 MR. SALAZAR: This is J.R. --

13 MS. BLOOMER: Any questions from the folks out in
14 Austin?

15 MR. SALAZAR: This is J.R.

16 The only -- I'm not sure it's a question, I just
17 have a comment. I know there's been a lot of talk about
18 what works in our area or my area, and that's a good thing,
19 but I am a little concerned about some of the now,
20 nontraditional partners not applying or not -- what's going
21 to happen in other areas of the state that maybe isn't
22 happening in my area. I am a little concerned about what's
23 going on there.

24 MS. DUDLEY: This is Kris Dudley for the record.

25 J.R., and we are very cognizant of the potential

1 or the capacity, if you will, of some of our nonprofit
2 partners, potential partners, to handle that FTA Grant
3 dollar and that's why we have encouraged the partnerships
4 with local transit providers, because the FTA dollar comes
5 with lots and lots of strings, you know, you have to have
6 the Title VI plan; you have to have, you know, all the NTD
7 data and things like that.

8 I think one of the things that differentiates with
9 our aging disability resource centers and our centers for
10 independent living, they are very familiar with those
11 federal-type grants and guidelines and so they are good at
12 the record keeping; they are good at the financial. But
13 that's -- J.R., your big concern has been our concern
14 historically because at the beginning of the 5310 Program,
15 that's basically what was done. Vehicles were, you know,
16 designated to local small nonprofits that may or may not use
17 those vehicles on a regular basis, and a lot of times they
18 would just sit with nothing going on.

19 So when we look at these, the nonprofits that come
20 unilaterally, are they participating in the regional
21 coordination aspect? I mean we've had people on some of the
22 conference calls that are interested in the money when we
23 talk about it upfront, but then when we say, Well, you have
24 a coordinate and you have to work with others in your
25 region -- Well, no, we don't want that, we just want the bus

1 for our people, boom, end of report. So we are working --
2 trying to work very diligently with our PTCs in recognizing
3 the need for these partnerships because it takes a pretty
4 well-oiled machine and organization to keep up with FTA.

5 So I'm not saying it's not going to happen, J.R.,
6 but what I am saying is that we are trying to encourage
7 things like you're doing and like Lisa is doing, so the
8 transit provider can still maintain the responsibility of
9 providing information for FTA. That's why in your model
10 with the Center for Independent Living where you are
11 purchasing the vehicle for the Center for Independent Living
12 eliminating the need, you know, for a lot of things that you
13 can do with a vehicle above and beyond, you know, what the
14 Center for Independent Living may be able to do with the
15 vehicle. And you have some -- you know, you get to count
16 the ridership, et cetera, et cetera.

17 So those are the kinds of partnerships -- and,
18 John, I know you guys have been doing this for years,
19 working with the nonprofits. It's just like I said, many of
20 you guys have been doing this for years and providing the
21 buses; as a matter of fact, it's your model that J.R. and
22 Brian Baker in South Plains are working with.

23 MR. McBETH: Yeah, our nonprofits are totally
24 freaked out.

25 MS. DUDLEY: Yeah.

1 MR. MCBETH: They're -- they're like, Who wrote
2 this? What were they thinking? We don't have the ability
3 to do this. That's why we've always worked with you. We
4 have -- we have two staff members assigned to just do the
5 5310 Program for all the non -- we -- we work with a lot of
6 nonprofits and I can only think of one of them that have the
7 infrastructure in place to comply with this without us
8 helping them. So we're going to continue to go ahead and do
9 what we've been doing, helping them to -- when you start
10 talking about Title VI and all of that other stuff, you lose
11 them. They're like, What? We have to do what?

12 MS. DUDLEY: Well -- or even having to provide all
13 their information in Spanish because they have a limited
14 English proficiency.

15 MR. MCBETH: That, and then most of these people
16 are operating -- they're all well-meaning people that
17 were -- they're volunteers. They're all volunteers. Very
18 few of these organizations have a real structure, and so
19 when you start talking to them about accounting and books of
20 original entry, all this kind of stuff, they're like, A shoe
21 box, we've got a shoe box that we keep receipts in.

22 But we're going to continue to support those
23 people and help them do their applications even though we
24 won't be the grantee any longer, but we're not -- we're
25 going to continue our model as best we can to keep the

1 vehicles flowing out there. We do not use any 5310 vehicles
2 ourselves; we get them and we subcontract them out to other
3 people and they utilize them.

4 MS. DUDLEY: And --

5 MR. McBETH: And it's -- it's worked when -- I
6 mean I came to Brazos Transit from the Brazos Valley MHMR,
7 Mental Health and Mental Retardation Center, and the reason
8 I came is because we had a relationship at that time, and
9 that was 1982, where Brazos Transit provided MHMR with 5310
10 vehicles to carry our mentally challenged people to and from
11 sheltered workshops. So this is a program, in our
12 organization it's been going on since 1982, and when I
13 looked at the circular, I, quite frankly, asked the people
14 at The Community Transportation Association of America, What
15 were you guys thinking? What were you thinking; you're
16 dismantling a program that's working.

17 But they do it completely differently in the
18 Northeast than we do it down here in Texas. They do it
19 completely -- because they're a bunch of Socialists.

20 (Laughter)

21 MR. GLEASON: Strike that from the record.

22 (Laughter)

23 MR. GLEASON: This is Eric, Michelle.

24 If I could, John, when you asked them what were
25 they thinking, what did they say?

1 MR. MCBETH: Well, they basically say they were
2 thinking good thoughts, but when it got over to Federal
3 Transit, the people that write these things wrote it in a
4 different manner than what they were actually asking for.

5 So, you know, the horse is out of the barn. The
6 circular is there. It's too late to do anything about it
7 this time around. There will be -- there will be
8 initiatives in the upcoming reauthorization which is coming
9 pretty quickly; we've got 141 days left until we don't have
10 any more Federal Transit money if we don't get our
11 reauthorization packets. So in the upcoming
12 reauthorization, we're going to try to make changes, but,
13 you know, it's very difficult to change a circular once it's
14 out; it takes forever.

15 MR. GLEASON: So, I think one of the --

16 MS. BLOOMER: This is --

17 MR. GLEASON: This is Eric -- go ahead, Michelle.
18 I'm sorry.

19 MS. BLOOMER: I just -- I just had a couple
20 questions. I'm wondering at what point -- so, on the second
21 handout that was provided for this item it said, you know,
22 we went -- we started in July of 2013 at the Semi-Annual
23 Operators Meeting and then PTAC meeting. Just looking in
24 that -- through that, I'm wondering at what point we
25 realized that this change to private nonprofits was going to

1 take effect. Because I heard from quite a -- I won't say
2 quite a few -- I hear from a couple of transit providers
3 that seem to think that this is a complete shock. So that's
4 the first question, and then the second question is how many
5 of the historically -- historic 5310 recipients of rural
6 transit providers are also private nonprofit? And then my
7 third question, which I think John sort of touched on, is if
8 it's a private nonprofit, are they submitting the grant and
9 then do they have the institutional administrative capacity
10 to administer Federal Transit Administration funds, and does
11 TxDOT have any concerns related to that?

12 MS. DUDLEY: Michelle, I'm going to answer your
13 first question. When you talked about the Semi-Annual
14 Meeting, that's the first handout you were talking -- or the
15 second handout, you were talking about that, right,
16 Michelle?

17 MS. BLOOMER: Yes.

18 MS. DUDLEY: That, at the bottom or at the very
19 end, I pointed out that there was a draft circular out for
20 review and comment and that the particular attention needed
21 to be paid to the eligible subrecipients for traditional
22 5310 Projects, as well as the eligible activities. And I
23 recall at that meeting I indicated that everybody should
24 take a look at this and everybody should comment, so I don't
25 know --

1 MS. BLOOMER: The -- the reason --

2 MS. DUDLEY: Yes?

3 MS. BLOOMER: -- the reason I ask is because I
4 don't see it anywhere on the document titled "Enhanced
5 Mobility of Seniors and Individuals with Disabilities,
6 Section 5310, MAP-21," and then at the bottom it says
7 "Presented at the TxDOT Semi-Annual Meeting, 7/20/13."

8 MS. DUDLEY: Are you looking at the --

9 MS. BLOOMER: I may just be missing it.

10 MS. DUDLEY: -- at the second page?

11 That has a front and a back, Michelle.

12 MS. BLOOMER: Mine, I printed mine off the packet,
13 so it's one, two -- oh, shoot -- three, four, five pages in,
14 and, yes, it's two pages -- one and a half pages.

15 MS. DUDLEY: And so at the end of that is some
16 highlighted information.

17 MS. BLOOMER: Okay.

18 MS. DUDLEY: I don't make reference to,
19 specifically, those -- I make reference to the sections in
20 the circular that folks might find, but I didn't go into the
21 specifics.

22 MS. BLOOMER: I think a lot of folks -- I
23 appreciate the summary and the comments to please look at
24 these sections. I think a lot of folks may not have
25 reviewed it, because it seems like for quite a few it's a

1 surprise.

2 But I guess my question is, is it seems now we're
3 going back to where we were in -- let's see, when did I
4 start this -- 2001, 2002, when TxDOT was funding private
5 nonprofits, and like you said, there was, you know, one
6 vehicle here and one vehicle there and those vehicles were
7 only used to transport that entity's clients. How do we get
8 away from that?

9 MS. DUDLEY: Well -- and, Michelle, that is, as I
10 had mentioned, with this model that John and J.R. and Brian
11 are working on, the transit provider is purchasing the
12 vehicle and then they are, through a local MOU or a local
13 contract, they are providing the vehicle for the Center for
14 Independent Living in these two cases. And then the
15 contracts like Brazos and J.R. have -- and J.R., do you want
16 to speak to that because you're actually doing it -- but
17 there are standards and measures in there like ridership and
18 mileage utilization, et cetera, et cetera.

19 MR. SALAZAR: Yes, and we're right in the middle
20 of that contract and I'm glad to hear, John, that you have
21 staff because we may be calling you do get a little guidance
22 on that. And, yes, there is little concern from our
23 perspective about monitoring this new agency that's going to
24 be doing services. And we're to the point of finalizing
25 that contract, but I do think -- and I've visited with Delma

1 and Jessica, our PTCs in the area, and I have encouraged and
2 they are in agreement, that we need to meet with the Center
3 for Independent Living and say, This is what we expect from
4 you; this is what we think ya'll are going to do; ya'll tell
5 us what ya'll think ya'll want to do and that kind of thing.
6 So we're somewhat in the middle of that process.

7 MS. DUDLEY: And what we've asked with these
8 contracts is that if a nonprofit gets a vehicle, that they
9 provide transportation not in competition with the local
10 transit providers. For instance, the Center for Independent
11 Living in Abilene is one of the recipients of one of these
12 vehicles and with the 2010 Census, as happened in many parts
13 of the state, the urbanized area grew, but the small urban
14 or the large urban area provider did not take over that gap
15 area where the old urbanized area or the city limits for
16 that area end, and then there's still areas that used to be
17 served by transit but aren't anymore; there are gaps all
18 over the state. So the Center for Independent Living with
19 their vehicle can fill that particular gap for seniors and
20 persons with disabilities.

21 In some communities there are no accessible taxis.
22 One of those communities was Bryan College Station. There
23 were no accessible taxis. So John is working with the
24 Center for Independent Living and they are doing some of the
25 airport service for individuals with disabilities that need

1 a ride back and forth to the airport.

2 So -- and in the case of Center for Independent
3 Living in Coastal Bend and Mounting Horizons Center for
4 Independent Living, the Director Perry Hunter has just
5 joined us, those organizations handle many, many, many
6 federal dollars, and they -- so they have the financial
7 capacity to handle the Federal Transit dollar.

8 But the smaller itty-bitty agencies --

9 (Phone ringing.)

10 Sorry.

11 MR. GLEASON: We've got a lot of background noise
12 on the phone. If those folks listening in could please mute
13 their phones, we'd appreciate it. Thank you.

14 MS. DUDLEY: The smaller agencies that maybe have
15 just one nursing home or things like that, that's where we
16 try to encourage or we are -- not try to encourage -- we
17 encourage those agencies to work with the traditional
18 transit -- or the 5307 or the 5311 transit provider. Major
19 out of San Angelo, he's doing that very thing. He's taking
20 up and working with one of those agencies because they just
21 don't have the capacity to handle the 5310 dollars.

22 MR. McBETH: Yeah, we actually, you know, like in
23 Deep East Texas and Lufkin --

24 MS. DUDLEY: Uh-huh?

25 MR. McBETH: -- in Bryan we are fortunate; we have

1 the Independent Living Center, well-developed
2 infrastructure, good people. They came to us and said, Help
3 us with this, but we know we have to take the
4 responsibility. But in Lufkin, we are literally working
5 with the local community to find someone --

6 MS. DUDLEY: Uh-huh.

7 MR. McBETH: -- that can do this, and it's going
8 to take awhile to get that infrastructure in place. We have
9 a couple of leads on what we're going to do, but in the much
10 smaller Deep East Texas communities, this is going to be
11 somewhat more difficult.

12 MS. DUDLEY: A challenge.

13 MR. McBETH: I think, to kind of respond to
14 Michelle's question, I think what they were thinking when
15 they wrote this because they put the statement in there that
16 if you were getting a vehicle, it had to be a part of the
17 Human Service Client Transportation Plan that the Regional
18 Coordinating Council put together and they thought that
19 would be -- that would be enough to make sure that they were
20 going to continue to coordinate.

21 I think the people who wrote it have a
22 misunderstanding of how that process actually works, because
23 in certain parts of the country, that process is a
24 well-defined process, particularly in New England, and it
25 works like a charm. But when you get out into more of the

1 southern and western states, it's not that well-organized of
2 a process.

3 So that's what they were hoping, and the one thing
4 that we see that could be a problem is people -- nonprofits
5 that we've always provided vehicles to, those vehicles came
6 with some strings. Not as many strings as they're going to
7 have with FTA, but they came with strings like you've got to
8 put a minimum of a thousand miles a month on the vehicle.
9 If you go two months without doing that, we're going to come
10 get the vehicle, we're going to take it away from you and
11 we're going to put miles on it. You had to do preventive
12 maintenance. You have to provide us with those records.
13 You have to show us that you're doing oil changes. You have
14 to show us all of this stuff. You have to give us a copy of
15 your insurance policy, not your insurance binder. We want
16 to see all that stuff.

17 And that's my fear, is that, I think TxDOT is
18 going to have to, at the PTC level, really set some
19 standards for the vehicles that are going out there to make
20 sure that we don't go back to where we were several -- well,
21 a couple of decades ago where people did get a vehicle,
22 Kris, and they did just set it there and it just sat there.

23 We went and rescued several of those vehicles and
24 rehabbed them and utilized them for several years, but when
25 we got them, the people who had them had them for six years

1 and not one of them had more than in nine thousand miles on
2 it.

3 MS. DUDLEY: Right. No -- and we, you know,
4 realize -- I mean right now we're going back to some of
5 those vehicles from 2001, you know, and they're just sitting
6 somewhere or, you know, limited utilization. So we're
7 trying very diligently and collectively with our PTCs to
8 work on projects that don't let that happen.

9 MR. STEPHENS: Michelle, this is Rob Stephens. I
10 do want to make a comment.

11 I do understand what you're saying. What I --
12 there's not much that we can do about the circular being --
13 and come out. It wasn't timely and maybe there weren't many
14 folks who had a chance to react, but what I do appreciate is
15 TxDOT staff really trying to open up options and allowing us
16 to, in areas where John and J.R. have established
17 relationships and there is infrastructure, allowing those to
18 develop normally through the course of business where these
19 guys can help each other out.

20 I know in my area, we're a relatively young
21 transit system and we don't have those sophisticated
22 infrastructures and relationships really don't exist right
23 now, but we're working, you know, to make those happen.

24 But I do appreciate TxDOT's approach in allowing
25 some flexibility and options in there for the nontraditional

1 provider or the smaller and rural to work with some of the
2 new traditional providers to get services to those that need
3 them, the disabled and the elderly, so I do appreciate that.

4 MS. DUDLEY: Thank you.

5 MS. BLOOMER: Thanks, Rob.

6 That helps because I think one of my concerns -- I
7 mean I think it's great that in John and J.R.'s areas they
8 have a model in place. I guess where my concern is coming
9 from for those areas that don't, either how do they get to a
10 point where they have those partnerships and can set up a
11 model -- so I just want to make sure that we're spending
12 these dollars and maximizing the number of trips provided
13 statewide since we all know funding is limited, but trips
14 seem to be unlimited. So I appreciate the -- that comment,
15 because it gives me a little bit more, I guess, a warm fuzzy
16 that there are things already in place.

17 But I did like what John was saying about, you
18 know, the minimum miles per month or some sort of standard
19 so we just ensure that if these vehicles are provided, that
20 they're in use and they're in use consistent with what they
21 would have been in use with the traditional transit provider
22 in the area.

23 MS. DUDLEY: And that's, quite frankly, why we --
24 we adopted John's model, is because there was -- there were
25 some measures and standards in place, Michelle, to, you

1 know -- so we avoid what happened back in 2001.

2 MS. BLOOMER: All right.

3 MR. GADBOIS: So, this is Glenn.

4 Michelle, if you're done, I've got two questions.

5 MS. BLOOMER: Okay. Go ahead, Glenn.

6 MR. GADBOIS: So, the first is, you know, John, I
7 think you're absolutely right, the Coordinated Public
8 Transportation Human Service Plans are where, you know, FTA
9 expected the coordinated planning to occur, such that the
10 nonprofit and transit partnerships were developed. And so
11 my question to both, I guess, John and Kris is, is there a
12 way to strengthen our criteria, you know, that number two
13 criteria under district supplement that has twenty points to
14 provide some clear guidance on how those Coordinated Public
15 Transportation Plans can become better to actually function
16 as intended or anticipated by the circular?

17 MR. McBETH: From a circular point of view,
18 because of the way they wrote it, the circular makes it very
19 clear upfront at the very beginning that 5311 and 5307 are
20 not intended to be recipients of these funds and that kind
21 of closes the door right there. The one thing that would
22 make the Coordinated Plan probably stronger and better would
23 be a requirement that every Coordinated Plan has to be
24 endorsed by the local transit district or the local 5307
25 provider in the same manner that it has to be endorsed by

1 the large urban, the large UZAs.

2 Houston Metro is not going to give anybody any
3 money without endorsing their plan first, I can guarantee
4 you that, from the meetings that I've sat in. So I think
5 that's one point that you could add. You could add one
6 thing in there that would require that those Human Service
7 Plans -- even though we're members of those committees,
8 we're just one member and those committees are huge -- but
9 if you put a statement in there that, Is this endorsed by
10 the rural transit district or the urban transit district in
11 this area?

12 That would make it -- that would strengthen it
13 somewhat and make sure that it was coordinated, because if
14 they weren't going to coordinate it with anybody else -- if
15 they were going to get a vehicle and they were going to
16 limit it to their people, then I would -- I would never -- I
17 would never put my signature on it. Because we're all about
18 not enough resources and what resources you have, you've got
19 to use them up.

20 Glenn, I think that's, that's the one thing that
21 we can add to the application, and I don't know -- I read
22 the circular -- I don't know if that's within the -- I don't
23 know if you can put that in the -- I don't know if the
24 circular would allow you to put it in there. It's something
25 that the people here at TxDOT, you got people who read these

1 things for a living who could probably tell us that and tell
2 us what the language would need to say if we wanted to do
3 that. And I think that would only add strength to it and it
4 would require -- it would bring about -- keep the, keep the
5 coordination going.

6 MR. GADBOIS: Okay. Thanks.

7 MR. McBETH: You bet.

8 MR. GADBOIS: Kris, anything else?

9 MS. DUDLEY: No. Glenn, I don't feel -- since
10 I've been working primarily with the 5310 piece and
11 peripherally only with the planning, I don't feel that I am
12 qualified to answer, actually.

13 MR. GADBOIS: Okay. If you will think about that
14 and talk to, you know, others at TxDOT about John's
15 suggestion, because that sounds like it could be helpful.

16 So here's my second question, as I understand the
17 process as described, Kris, each district is going to
18 consider only their piece of an application. And I kind of
19 understand that, that for the user or stakeholder side it's,
20 What's in it for me? For the District it's, you know, This
21 is the money I have that I need to allocate.

22 There are, however, in examples like J.R.'s,
23 potential for economy of scale that may be factors that
24 should be considered in an application beyond that money
25 allocated for -- be requested and allocated for a district.

1 If that's so, is there a way to include that in the
2 district's consideration in the scoring?

3 MS. DUDLEY: Glenn, so -- to kind of rephrase --
4 this is Kris, I'm sorry -- to rephrase what you're saying is
5 that, in essence -- and we'll use J.R. -- bless you -- as
6 the example because he has to apply to four districts; I
7 think John has to do the same -- that because of the model
8 of J.R.'s program, which you refer to as "economy of scale,"
9 that there maybe should -- and I don't use this term
10 loosely -- but maybe J.R.'s application should be given a
11 priority in those districts?

12 MR. GADBOIS: No. Well, not necessarily a
13 priority.

14 Let me use a specific example and I'll switch to
15 John because John mentioned this specific example. Where
16 John actually provides resources to help with both the
17 application and in the administration of these grants; that
18 is -- that should be match at a minimum, right? And if it's
19 match in the resource that crosses over every one of the
20 applications that may cross over districts and -- in which
21 case that's an economy of scale. And what I want to make
22 sure of is that in our application, any abilities-type
23 factors can be considered by the district -- not necessarily
24 that it gives them priority, but that they can consider
25 that.

1 MR. GLEASON: Glenn, this is Eric.

2 I think there's room in the process for that and
3 we clearly take the responsibility to make sure that those
4 conversations happen if they need to. I think, you know,
5 fundamentally what we're looking for from the stakeholder
6 groups is a recommendation, and so as those recommendations
7 come forward to us, we become more and more aware of where
8 there may be economies of scale and where there may be
9 issues among districts which have, you know, where an agency
10 may have several applications in several districts.

11 So it's a -- you know, the conversation at the
12 district level is not intended to be the final conversation;
13 it's a communication issue for us as we work through the
14 proposals. And then as we consider the recommendation, it's
15 another opportunity for us to revise the results based on
16 those kinds of things. And so, you know, it's not a perfect
17 process from that standpoint, but I think we are obligated
18 at the division level to ensure that these kinds of
19 opportunities are caught and accounted for, and I think
20 there's room in the process to do that.

21 MS. DUDLEY: And, Glenn, to --

22 MR. GLEASON: Does that get at your question?

23 MR. GADBOIS: It does. It's less formal --

24 MR. GLEASON: Yes, it is.

25 MR. GADBOIS: -- and I would like that I, that I

1 get it.

2 MR. GLEASON: Okay. Well, we can work on making
3 it more formal. I think part of this, too -- some of the
4 conversation we had back in 2013 was recognizing that the
5 program was changing and that it may be -- you know, the
6 third year into it might be a great time to kind of take a
7 breath and see where we're at and see if we have to make a
8 major course adjustment. And I think that will all add up
9 to the conversation at the time.

10 MR. GADBOIS: Okay.

11 MS. DUDLEY: But one thing I did want to add to
12 Eric's explanation is, Glenn, this year, which is totally
13 different from anything that we have done before, we are
14 providing three different sessions for the PTCs to bring
15 their stakeholders for training. Because we're aiming as --
16 for consistency statewide. So, you know, what you've
17 mentioned could be part of the conversation we have with the
18 local stakeholders when we do those training sessions.

19 MR. GADBOIS: Super. Thanks.

20 MS. BLOOMER: Any other questions from the
21 Committee?

22 (No audible response.)

23 Okay. Hearing none, we will move on to Item 6:
24 Discussion of dollar amounts needed for fleet replacement
25 and expansion.

1 MR. GLEASON: Michelle, this is Eric. I'm going
2 to start the conversation. This item is on the agenda as an
3 outgrowth of some conversation from the last meeting. It
4 may have been in the context of a discussion on the
5 Department's legislative appropriations request.

6 What we have assembled for you in your packet is
7 information from a number of different places to kind of get
8 at this overall question of need. And so I'm looking at the
9 pages associated with Agenda Item 6, fleet replacement
10 needs. The first page in your handout is a snapshot of the
11 current fleet and where it falls from a depreciation
12 standpoint giving the Committee members sort of an ability
13 to develop a sense of overall condition to the range of
14 depreciation values. So what we've got here for you is a
15 depreciation rate of seventy-five percent, a hundred percent
16 or a hundred and fifty percent based on mileage, and the
17 percentages are based on industry standards for vehicle
18 types.

19 And we divided the fleet into the fleets
20 associated with urban areas, exclusive of the metropolitan
21 areas, exclusive of those areas, but urban areas and rural
22 areas of the state. And so as you make your way down, you
23 know, if you look at, you know, in the best of all worlds
24 with available funding and a consistent source of available
25 funding, you would probably try to manage your program at

1 the point where when a vehicle passed seventy-five percent
2 of its useful life, you would begin looking to procure a
3 replacement vehicle for that so by the time you got that
4 replacement vehicle on your property and ready to roll, you
5 might be at a hundred percent. But, you know, if you had
6 enough money and enough stability in a program to just
7 strategically put yourself in a position where, you know,
8 you are routinely taking care of any member of the fleet,
9 which is over seventy-five percent. And you can look across
10 and you can see if you -- you know, a snapshot of the fleet
11 that is approaching 3,000 vehicles, you can see where we
12 fall today with respect to that. You know, we're dealing
13 with over half of the members in both the urban fleet and
14 the rural fleet being over seventy-five percent of the
15 mileage.

16 The flipside of that, if you go to the bottom of
17 the table and you take a snapshot of those vehicles which
18 are in excess of a hundred and fifty percent of their useful
19 mileage, you can see the numbers of vehicles and the
20 replacement value associated with those. And what we know
21 about that hundred and fifty percent threshold is that it's
22 a threshold which is routinely met in the industry. If you
23 are an agency with best-practice maintenance practices in
24 place in the workplace, if you are an agency that, you know,
25 routinely takes care of your fleet and replaces it, then

1 it's -- a hundred fifty percent is not a -- it's not an
2 excessive standard to use; it's something that can be
3 achieved. And, certainly, in the funding environment in
4 red, it's something that gets us to numbers that are more
5 realistic in terms of the amount of money we might be able
6 to bring to the problem.

7 So that's a snapshot of the current fleet. The
8 next page you have in your packet is information from the
9 Department's long-range plan, which is on target to be
10 considered by the Commission at their February meeting this
11 year. And this is an excerpt from that on summarizing work
12 done to try to identify long-range transit capital needs in
13 the 2015 to 2040 time frame.

14 You know, over three-quarters of the amount is
15 associated with the preservation of the current investment.
16 We have identified a fairly significant amount associated
17 with service expansion, and then a relatively smaller chunk,
18 but not insignificant in terms of our availability to fund
19 some major new projects. And this is what people have on
20 the books. This is what we have in our State Transportation
21 Improvement Plan. This is what the known at this time.

22 And, you know, this is always sort of a
23 work-in-progress, these kinds of numbers around transit.
24 We, as a State, don't, don't pay the amount of attention to
25 this kind of a question that we do on the highway side, but

1 I think in general, each time we do this, this number gets
2 better. So that gives you a -- so you have a current
3 snapshot. This gives you a sense of an estimate of what we
4 would need to bring to the issue over the long term.

5 And then the next three pages of your packet are
6 actually a description of --

7 MR. GADBOIS: Eric?

8 MR. GLEASON: Yes.

9 MR. GADBOIS: Eric?

10 MR. GLEASON: Yes, sir?

11 MR. GADBOIS: This is Glenn.

12 MR. GLEASON: Yes, sir?

13 MR. GADBOIS: Hang on one second. I want to make
14 sure I understand the number.

15 MR. GLEASON: Okay.

16 MR. GADBOIS: On preservation you have 3,110 and
17 that's millions, so that number is \$3,110,000,000?

18 MR. GLEASON: Yes, sir. Yes, sir.

19 MR. GADBOIS: Okay.

20 MR. GLEASON: Over the time frame of the plan.

21 MR. GADBOIS: Okay.

22 MR. GLEASON: The next three pages are a
23 description of a program which is -- the funding for which
24 is included in the Department's legislative appropriations
25 request.

1 And, actually, if I could ask the Committee
2 members to actually turn to the last page, and I'm looking
3 at a graph that's titled "Projected Investment Impacts," and
4 if you could ignore for the moment, the red line on that
5 graph and just focus on the blue and the green. What the
6 blue and the green communicate are, you know, if we did
7 nothing about this, it shows you over the next three years
8 where we would stand with respect to the numbers of members
9 of the fleet that would be in excess of a hundred fifty
10 percent based on mileage. And then the green line shows you
11 the current capacity that we have with the Federal 5339
12 problem to address that.

13 And, you know, one of the major things -- and this
14 is a federal priority for the Department and I know it is
15 for the industry -- is in a reauthorization of federal --
16 federal authorization that we need to do something about the
17 levels of funding and the allocations of funding and the
18 formula versus discretionary elements of bus and bus
19 facilities capital funds. So that green line shows you that
20 we have a very limited ability, financially, to address this
21 issue.

22 The red line that is labeled "State Program" shows
23 you an estimate of what we believe we can accomplish with
24 the amount of funds that are included in the LAR for the
25 Department plus the assumption that the industry will use

1 other federal formula or local funds as match for those
2 State funds that are in the LAR. This shows you what we
3 think we can do in terms of addressing the -- this issue.

4 The other pages you have are actually a
5 description of the program specifically and our thoughts on
6 how it comes together and how we intend to implement it, but
7 I think I'll stop at this point and see if -- and I think,
8 Glenn, you were the one at the last meeting that were asking
9 about this, so let's see what kind of questions are out
10 there.

11 MS. BLOOMER: Are there any questions for the
12 Committee?

13 (No audible response.)

14 Glenn, I know this was an item you had requested.
15 Do you have any questions for Eric?

16 MR. GADBOIS: Well, some observations before
17 questions.

18 MR. GLEASON: Sure.

19 MR. GADBOIS: But I'm happy to let the people in
20 the room comment first if ya'll got any, and then I'll jump
21 in with a few observations.

22 None? Okay.

23 So, Eric, first, thank you very much for doing
24 this. I'm sure it was a lot of work, but I find it both
25 helpful and somewhat hopeful. With your last chart it

1 sounds like the steps that have been taken in, you know, the
2 current appropriations and the commitment from TxDOT
3 actually fill a gap that would have been critical otherwise.
4 You know, and so looking from the green line through the red
5 line, that's a huge gap that the State -- that TxDOT is now
6 asking the State to step up and fill, and I find it hopeful
7 that you're asking for that.

8 Now, we -- now, I guess the question is what we'll
9 actually get in appropriations? And so the other -- I mean
10 the only other question is, has this presentation been done
11 to the industry and/or is the industry going to -- willing
12 to step up and help TxDOT to actually make the
13 appropriations happen?

14 MR. GLEASON: The answers to your questions,
15 Glenn, are yes. And just to be clear, that where this
16 appears in our appropriation, this is included as a part of
17 our baseline request, so it is not identified as an
18 exceptional item; it's in our baseline request.

19 MR. GADBOIS: Right.

20 MR. GLEASON: And what we're actually doing is
21 flexing highway funding over to transit for these purposes.

22 MR. GADBOIS: Right. And that's exceptional and,
23 you know, congratulations to TxDOT for doing that.

24 MR. GLEASON: Thank you, I appreciate that.

25 MR. GADBOIS: But you still have to get your

1 budget through the legislative process?

2 MR. GLEASON: Yes.

3 MR. McBETH: But the fact is --

4 MR. GADBOIS: And legislators need to understand
5 how critical this is.

6 MR. McBETH: The fact that it's in the base budget
7 bodes very, very well for it because it's in the base
8 budget. And going through appropriations, that's now
9 Representative Otto's Committee and he's always been a very
10 strong proponent of, at least rural transit, because of
11 his -- he represents Liberty County and Brazos does a lot of
12 rural transit in Liberty County, so I think that because
13 TxDOT has asked for this in their base budget, I don't think
14 anyone is really going to question it. I don't -- I don't
15 see it happening, but there's always the possibility because
16 it is coming from STP funds and it's being flexed, there
17 could always be the somebody saying, Well, that seems to me
18 like a diversion, but I don't think that it's going to
19 happen. It's a small amount of money.

20 MR. GLEASON: So one of the things, if I can, that
21 is unique about this effort is that it's going to be very
22 deliberate and strategic in terms of the fleet that gets
23 replaced. So, you know, in the past when we have done fleet
24 replacement, we have many times, we have simply tried to
25 make sure that everybody gets something, recognizing that

1 everyone has needs.

2 In this instance, we are going to take a draw up
3 the line from the worst member of the fleet or the
4 highest-mileage member of the fleet and we're going to draw
5 up the line until we reach the amount of money that we have
6 available and we're going to start picking those off one at
7 a time as we can.

8 Now, having said that, those agencies that have
9 fleet that are included in that draw-up-the-line exercise,
10 the idea here is that working with the industry, we're going
11 to establish some thresholds, if you will, or some criteria
12 that will help us be sure that when we give these scarce
13 funds to these agencies, that they have in place in their
14 program best-practice maintenance efforts; that they're in
15 compliance with our vehicle maintenance requirements; that
16 there is a relatively high rate of fleet utilization in the
17 organization; and that they are -- they have in their
18 capital programs and their boards have adopted budgets that
19 allow them to set aside funds for fleet replacement for
20 these purposes.

21 So this is a significant change, if you will, in
22 how we as a Department are approaching this opportunity and
23 we are taking deliberate steps or anticipate taking
24 deliberate steps to strategically award these funds to those
25 agencies that we can be sure are going to make the best use

1 of this and also take the best care of the fleet that they
2 get. That's a big deal.

3 MR. GADBOIS: I like it. Great.

4 MR. GLEASON: Well, getting there -- it's
5 sounds -- it's far easier for me to say than to get there.
6 We are intending -- it's our intent to -- assuming this is
7 approved, we want to be able to move quickly following its
8 approval and to be in a position in late August or
9 September -- probably September -- to have a Commission
10 award. And then to have project grant agreements signed and
11 executed and procurement efforts underway by November. I
12 think it's incumbent on us with this first shot out of the
13 barrel to do it well and to be able to demonstrate
14 performance before the end of this next biennium so that we
15 can make the case for continued funding that will put us on
16 a sustainable platform, which whether it's enough money or
17 not, if it's a sustainable platform that we can count on,
18 then we can really begin to do some good fleet planning work
19 and keep those depreciation levels down on a predictable
20 basis.

21 MR. GADBOIS: And I'm sure you're already doing
22 this, but to the extent you let the transit agencies know as
23 early as possible what the criteria will be, what they need
24 to have in place?

25 MR. GLEASON: Yes.

1 MR. GADBOIS: That will give them more time to do
2 it if they don't already have it.

3 MR. GLEASON: We talked about it yesterday at the
4 Semi-Annual Meeting and in the next thirty days or so, I
5 intend to solicit interest on the part of the industry to
6 help us develop what those criteria that they will be held
7 accountable to are. It would be my intention to say, These
8 are the areas we'd like to develop something, you know,
9 compliance, fleet utilization and so forth, and then to work
10 with the industry to develop the specific criteria in each
11 of those areas so that they know and are a part of deciding
12 how to move this program forward.

13 MR. GADBOIS: Great. Thanks much.

14 MR. GLEASON: Okay.

15 MS. BLOOMER: Thank you.

16 Are there any other questions on Item 6 from the
17 Committee or comments?

18 (No audible response.)

19 I just want to say thank you, Eric, for pulling
20 that information together. I would agree with Glenn, the
21 red line is, I think, much -- is a much better picture of
22 where I think a lot of us thought we were or where we were
23 going to be at our last meeting, so I appreciate that.

24 We'll go ahead and move on to Item 7: Discussion
25 of Committee --

1 MR. McBETH: Is this an action item?

2 MS. BLOOMER: Let me stop for a second.

3 MR. McBETH: Well --

4 MS. BLOOMER: Yeah, I wanted to go back to 6. It
5 says action, but was that just to allow us to take action or
6 was there some specific action that staff was looking for?

7 MR. GLEASON: It's to allow you to take action.
8 We are not looking for action from the Committee at all.

9 MS. BLOOMER: Okay. Then going on to Item 7:
10 Discussion of Committee priorities in the areas of effort.
11 I don't have anything specific on this topic.

12 Are there any other members that have an item that
13 they'd like to discuss and/or recommend for the next agenda?

14 MR. GLEASON: Michelle, this is Eric.

15 If I can, before we get into this conversation,
16 just a quick ground rule for Committee members. I think
17 because the agenda item is not specific to a topic, what
18 we -- what we can do with this item is we can, we can --
19 Committee members can introduce ideas for topics they would
20 like to consider. We can have questions asked of that
21 person to clarify exactly what the intent of that topic
22 would be.

23 What we need to safeguard against would be any
24 kind of a conversation that might begin to look like the
25 Committee was talking about the merits of that topic or some

1 of the, you know, and beginning to sound as though they are
2 reaching some conclusions about it.

3 Does that make sense?

4 MS. BLOOMER: Yes. Thank you.

5 With that sort of guidance provided, one of my, I
6 guess issues for sort of opening it up is I know we have our
7 work plan. It's been a few years or months since we've
8 worked on that. One of the items was regional coordination,
9 which I think we've addressed over the last six to eight
10 months. We might with our new member, John, want to re-look
11 at that at our next meeting and see if there's anything we
12 want to change or fine-tune, if we still have the work plan.

13 MR. GLEASON: Okay. So, I'm sorry --

14 MS. BLOOMER: So I'll open with that.

15 MR. GLEASON: I'm sorry, Michelle.

16 Are you asking for us to bring the work plan back
17 in total or just asking about if there was anything on
18 regional coordination topic that John recognizes --
19 recognizing his new participation wanted to re-visit?

20 MS. BLOOMER: I think we might -- no, not the
21 second -- the first item that we may want to bring the work
22 plan back --

23 MR. GLEASON: Okay.

24 MS. BLOOMER: -- more formally. I believe we have
25 items that have been on the agenda that's usually on most of

1 the agendas to talk about the work plan, but we haven't had
2 a substantial discussion on the work plan --

3 MR. GLEASON: Okay.

4 MS. BLOOMER: -- in quite, in quite some time. So
5 I think that would be helpful to bring John up to speed on
6 that.

7 MR. GLEASON: Okay.

8 MS. BLOOMER: And then also open it up, if there's
9 any tweaks you need to make to the work plan at that point.

10 MR. GLEASON: Okay.

11 MR. McBETH: This is John.

12 I had a couple of issues. The first one is I
13 don't think the PTAC has ever looked at this, this
14 particular issue, but it's an issue that has the capacity to
15 really change the way transit is conducted in specific
16 areas. And this is the issue of when cities go over 200,000
17 population, which we just had occur to us when the Woodlands
18 and Conroe were fused by the census and went over 200,000
19 population. Those cities historically have been eligible to
20 continue to draw from the State funds that they got when
21 they were under 200,000 population, as long as they do it
22 through the established transit district that was serving
23 them.

24 I think that we have the brewing of a perfect
25 storm if we don't have at least TxDOT study that issue. And

1 I'm not saying they haven't -- it's very possible that Eric
2 has people already looking at it -- but right now, you know,
3 at one time we only had one city that was in that position,
4 and that was Laredo. Now, we have several, Lubbock, the
5 Woodlands -- I can't name them all, but there are several
6 that went over 200,000 that are drawing from that pot --
7 while at the same time we are adding -- we have people
8 going -- cities going from rural into the new -- into
9 becoming new small urbans.

10 And I any if you look at the Metroplex and the
11 enclave cities, this could, in the next -- with the next
12 census, this could really impact the amount of State funds
13 that were going to be available to the small urban pot if
14 the 200,000 and above continue to draw from that, unless the
15 Legislature establishes another fund for that category of
16 cities, say 200,000 to 500,000.

17 And I'm not trying to pick a fight with anybody,
18 I'm just saying I think that is an issue that's on the
19 horizon and I think we really -- and I don't know if Eric
20 has the resources to study it -- but it's something that we
21 really need to study and we need to get a handle on as to
22 what's going to happen, because I know Bryan College Station
23 is going to go over 200,000 in the next census. It's
24 probably already over 200,000. So we would just be another
25 city that's reaching in there and taking that money, so ...

1 MR. GADBOIS: And, John -- Eric, correct me if I'm
2 wrong -- but you deployed TTI, you know, after the last
3 census to do some analysis of that. It's old now, okay.
4 And I think John is probably right; it's worth getting a
5 jump on it early if we're able to get, you know, data and
6 projections.

7 MR. GLEASON: Yes, what we did with the last
8 census, we actually commissioned TTI to do the work prior to
9 the census. It was back in 2009, I think when they did the
10 work. The census was done, of course, in 2010, but the
11 urbanized area decision didn't come for another two years
12 after that, and that's really one -- that's really the one
13 that triggers, then, for the next fiscal year funding, that
14 triggers all the changes.

15 So my thoughts on this would be, you know, if the
16 Committee were to flush out a scope of work, if you will --
17 for lack of a better word -- to address this issue or
18 identify the major areas within this issue that it was
19 interested in, we could look at engaging TTI in beginning to
20 get some work done on those things.

21 MR. McBETH: We can put that in the work plan, if
22 we bring the work plan --

23 MR. GLEASON: Yes.

24 MR. McBETH: -- back and revise the work plan and
25 put that in there.

1 MR. GLEASON: That -- that's correct.

2 MR. McBETH: That's the direction I wanted to go.

3 MR. GLEASON: Yes, but what I would like is a
4 fairly -- at the time -- and I'm just clarifying this just
5 so see where we're going -- I think it could be helpful to
6 have a fairly -- just a brainstorm conversation at the
7 Committee level, if you will --

8 MR. McBETH: Yeah.

9 MR. GLEASON: -- to identify all the possible
10 different nuances there are to this general issue of growth
11 and how well we are positioned to deal with that.

12 MR. McBETH: Yeah.

13 MR. GLEASON: Okay.

14 MR. McBETH: That was -- that was one issue.

15 The other issue is -- I'm just throwing this out
16 there -- we have a new governor. We have a new lieutenant
17 governor. Each of those offices currently have one position
18 available on this Committee and it's the position of a
19 transit user, and I don't know what the protocol has been in
20 the past but I would just like to see someone contact them
21 and tell them, you know, while you're appointing people,
22 there is this Committee over there and you do have opening
23 and it's for someone who uses transit and we do whatever we
24 need to do to help them in getting them those other two
25 members.

1 I think having users on this Committee is probably
2 more important than having anybody else on the Committee
3 because this Committee is supposed to be advising the
4 Department as to the direction that public transportation is
5 supposed to be going and the user should really have the
6 best idea of that. And I'm just throwing that out there. I
7 don't know what the protocol is.

8 MR. GLEASON: Background information --

9 MS. BLOOMER: Eric, did you have a comment?

10 MR. GLEASON: Well, yes.

11 Background information, we have communicated with
12 each of the appointing offices under the previous
13 Administration on the vacancy issue. We will talk with our
14 legislative affairs folks on when they think an appropriate
15 time would be to re-raise this issue with the new
16 Administration.

17 The speaker, of course, is the same, so we're --
18 and the speaker, I think --

19 MR. McBETH: His are all full.

20 MR. GLEASON: -- all the speaker appointments are
21 full.

22 So with the new governor and the new lieutenant
23 governor I'm not sure what the right time will be, but we
24 will have a conversation with our State legislative affairs
25 folks certainly before your next meeting and update you on

1 that.

2 MS. BLOOMER: Okay. Any other thoughts, ideas,
3 suggestions from the members in Austin and/or Glenn?

4 (No audible response.)

5 Okay. Hearing none -- did we only have the one
6 public comment, Eric?

7 MR. GLEASON: Judy has -- Judy Telge from Coastal
8 Bend Center for Independent Living is also signed up to
9 speak under this item, and Judy --

10 MS. BLOOMER: Okay.

11 MR. GLEASON: I guess -- did Judy have to leave?

12 Okay. So Judy is not in the crowd any longer,
13 so ...

14 MS. BANTA: Her stuff is here.

15 MR. GLEASON: Her stuff is here?

16 Maybe we can check the lobby. Hard to miss the
17 orange-red hair.

18 We have found her.

19 You're up.

20 MS. TELGE: I am?

21 MR. GLEASON: Yeah. We're in public comment.

22 You signed up to comment on Number 8.

23 MS. TELGE: I did. And I knew ya'll weren't going
24 to do what --

25 MR. GLEASON: Same comment. So you covered it in

1 the previous one?

2 MS. TELGE: I did except for a couple of things I
3 forgot.

4 MR. GLEASON: Well, then, come on up.

5 Identify yourself for the record, again, please.

6 MS. TELGE: Yes, sir.

7 For the record, Judy Telge from Corpus Christi,
8 Texas, with the Coastal Bend Center for Independent Living,
9 and thank you for the second opportunity to address the
10 Committee and officials.

11 The two things that I did forget to say when I
12 spoke earlier about the successes that we have done in the
13 Corpus Christi/Coastal Bend area with 5310 money, two
14 things. One is that -- and we found this early on because
15 we had a consultant, a national consultant come in to tell
16 us in doing mobility management, you don't have to own the
17 vehicle to provide the service, and we took that to heart.

18 We do not want to buy a vehicle with 5310 money,
19 and other centers for independent living also do not want to
20 purchase yet another vehicle to be on the road; that's what
21 you guys do. Transit providers have those vehicles.

22 What we want to do is make sure that those gaps
23 are filled and those gaps are filled with purchase of
24 service and/or vouchers, which were available through JARC.
25 So that's, I think, a significant thing, especially after

1 hearing the conversation that ya'll had with 5310, okay.

2 Thank you and that's it. Thank you.

3 MR. GLEASON: That concludes public comment,
4 Michelle.

5 MR. RIBAKOVE: Is she there?

6 MR. GLEASON: Michelle, are you on mute?

7 MS. BLOOMER: Sorry. Sorry, I put myself on mute,
8 gosh darn it.

9 I'm like, Josh, hello? Josh?

10 Do we have a date for our next PTAC meeting?

11 MR. GLEASON: It's coming up, Michelle.

12 MR. RIBAKOVE: Currently, we are scheduled for the
13 last Tuesday in March. I don't have a calendar in front of
14 me.

15 MR. GLEASON: The last Tuesday in March, Michelle,
16 is the current schedule.

17 MS. BLOOMER: Okay.

18 MR. GLEASON: The 31st.

19 MR. RIBAKOVE: The 31st.

20 MS. BLOOMER: The last day in March -- oh, the
21 31st, okay. So March 31st.

22 And we don't have anything that should conflict
23 with that as of now, either conferences, Semi-Annual, so --
24 and we usually have it in the afternoon, correct, at 1:00 or
25 1:30?

1 MR. RIBAKOVE: 1:30 in the afternoon up at Camp
2 Hubbard, up on Jackson Avenue in Austin, yeah.

3 MR. GLEASON: And just to --

4 MS. BLOOMER: Okay. So, Members, next meeting,
5 Tuesday, March 31st, at 1:30 in Austin.

6 MR. GLEASON: And, Michelle, if I could, just a
7 general plea to Committee members to let us know as soon as
8 you know whether you can attend or not or whether you will
9 be on the phone. The biggest issue for us is determining
10 whether we will have a quorum or not. So as soon as you
11 know your schedule with respect to that meeting and where
12 you'll be, please let us know -- please let Josh know.

13 MS. BLOOMER: Okay. Thank you.

14 Hearing no other comments or questions, I make a
15 motion or do I have a motion to adjourn the meeting?

16 MR. McBETH: So moved.

17 MR. SALAZAR: Second.

18 MS. BLOOMER: I have a second.

19 All in favor?

20 (Chorus of "Ayes")

21 MS. BLOOMER: All right. Thank you.

22 Everybody have a great day.

23 MR. GLEASON: Thanks, Michelle.

24 MR. GADBOIS: Thanks.

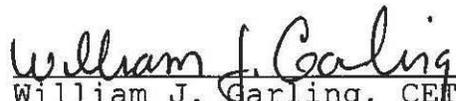
25 (Proceedings concluded at 10:22 a.m.)

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C E R T I F I C A T E

I, William J. Garling, CET, certified electronic transcriber, do hereby certify that the foregoing pages 1 through 65 constitute a full, true, and accurate transcript from electronic recording of the proceedings had in the foregoing matter.

DATED this 28th day of January, 2015.


William J. Garling, CET
Certified Electronic Transcriber
CET**D-543