APPEARANCES

COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

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

COMMITTEE MEMBERS PARTICIPATING TELEPHONICALLY:

Michelle Bloomer
Christina Crain

TxDOT PRESENT AND PARTICIPATING:

Eric Gleason, Director of Public Transportation Division PTN
Josh Ribakove, Communications Manager PTN
Donna Roberts, PTN Section Director
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**MEETING AGENDA**

1. **Call to order**
2. **Safety Briefing**
3. **Approval of minutes from April 19, 2016 meeting (Action)**
4. **TxDOT's Public Transportation Division Director's report to the committee regarding public transportation matters**
5. **Discussion of performance based reporting for public transit (Action)**
6. **Discussion and development of PTAC Work Plan based on PTAC's guiding principles and comments made at the January 22, 2015 meeting (Action)**
7. **Public Comment - Public comment will only be accepted in person. The public is invited to attend the meeting in person or listen by phone at a listen-in toll-free number: 1-855-437-3563 (US) with attendee access code: 598 304 40. The meeting transcript will be placed on the Internet following the meeting.**
8. **Propose and discuss agenda items for next meeting; confirm date of next meeting (Action)**
9. **Adjourn (Action)**
PROCEDINGS

MR. STEPHENS: Okay. We're having a little bit of technical difficulty, and we'll get started here very shortly. Once we get this call logged in then we'll get going.

All right. Let's go ahead and get started. What we'll do is we'll Call to Order. It is 1:07 and we'll -- we've got Eric Gleason with TxDOT, J.R. Salazar, John McBeth, Rob Stephens, and Mr. Josh here.

We have any -- well, we don't have anybody --

MR. RIBAKOVE: Well, if I can have another moment, I can probably get Christina on the phone.

MR. STEPHENS: Okay. And then we'll get a quorum, cause we don't have a quorum.

MR. RIBAKOVE: Doing my very best with this.

MR. STEPHENS: We'll just wait a little bit.

MR. GLEASON: Mr. Chair, we could probably proceed with my report without the quorum --

MR. STEPHENS: Yeah --

MR. GLEASON: -- if you wanted to.

MR. STEPHENS: -- let's do that, Eric.

That'd be good. That'd be good.

MR. GLEASON: Let's give him one more shot at that and then we'll do that.

MR. STEPHENS: Yeah, we'll go ahead and do
that, Josh, give you some time. So we'll begin with the
Director's report. Eric.

MR. GLEASON: Okay. So I thought I would
mention four things.

MS. CRAIN: Hello?

MR. RIBAKOVE: Christina?

MS. CRAIN: Yeah.

MR. RIBAKOVE: Okay. We're on.

MS. CRAIN: Okay. Got it?

MR. STEPHENS: Okay. Christina, this is
Rob. Thank you for joining us. We've got J.R., John,
myself and you as committee members. And Mr. Eric
Gleason was gonna begin with a committee report.

MR. GLEASON: Still want to do that?

MR. STEPHENS: Yes, sir. No, continue,
please.

MR. GLEASON: All right. So Christina, I
just -- welcome. I just started. Eric Gleason with the
Public Transportation Division. I was gonna touch on
actually five items today real quickly.

MS. CRAIN: Having a hard time hearing.

MR. GLEASON: Okay. I will speak up. How's
that?

MS. CRAIN: Sorry.

MR. GLEASON: How's that? Okay. Let's --
maybe we can -- want to move that more centrally? How's that, Christina?

MS. CRAIN: That's better. Thank you.

MR. GLEASON: All right. I can hear you too.

MS. CRAIN: Okay.

MR. GLEASON: So five items. The first is the TxDOT Legislative Appropriations Request for 2018 and 2019 was adopted by the Commission at their August meeting and submitted to the legislature. I think there are -- first and foremost, this committee was successful in two fronts on that Appropriations Request.

The first, and I think most significant, was that the Department was swayed with the argument made in needing to provide additional revenues, additional funding for areas who have gone over 200,000 in population.

And the Department did approve, within its baseline revenue forecast, which means using revenues that we have available in this next biennium to increase public transportation grant funding by three-and-a-half million a year to address the areas over 200,000, which was a recommendation from this committee, and so I think the committee should feel very, very good about the work associated with that and especially the results.
The second recommendation coming from the committee was for a similarly sized increase for rural transit. That was relegated to an exceptional item request in the approved LAR, which means that it goes over as a part of our request but it requires general revenue funding to be approved by the legislature to be included in the budget. So not quite the same certainty associated with that as with the first three-and-a-half million. So both things good there.

And then just as on the side, the Department did sustain levels for public transportation from the previous biennium inclusive of the funding for census impacts and we also continued in the LAR. The practice begun last biennium of flexing over-funding from the Service Transportation Program, seven-and-a-half million dollars a year to address rural and small urban fleet replacement needs. So all in all, I think a very good LAR for public transportation. I think this committee played a large role in that.

Secondly, assuming that the LAR goes through the appropriations and is approved, we're gonna have to do some pretty significant rulemaking. So if we're successful in the additional appropriation, we're gonna have to go into our State Funding Formula rules and revise them to allow us to distribute the funds as
intended.

And, as you know, that's always an interesting opportunity for the committee and for us to open up the rules, particularly the rules around the allocation formula. So I do anticipate having to do that. We may -- and so from a work item standpoint, Mr. Chair, I think y'all can anticipate, perhaps in the spring, some general background discussions.

But I don't think while the session is going on we would actually be proposing rule changes as much as just doing some background, getting ready for a pretty -- pretty focused effort right after session to make those changes. But we'll give that some more thought in terms of how we can get ready for that in the event that it happens so we can work as quickly as we can to get that in place.

Third item is committee appointments. I wanted the committee to know that -- that we are working with the Speaker's Office. We do have an individual we believe that they are going to recommend to replace Glenn Gadbois on the -- on the committee.

We are also talking with them about the remaining appointment vacancy, which I believe will then be a general public vacancy because I think Glenn was a user. And then I think both the Governor and the
Lieutenant Governor have a user vacancy on the committee as well.

So I think you will see us try to make a concerted effort this fall prior to session to get the committee filled and get it filled with a diverse set of individuals representing each of those three categories because I think we have struggled. I know we have struggled for years now without a full complement on the committee and without the diversity that that complement would bring to our conversation. So we will try and get that done before session begins.

Finally, two items that aren't necessarily germane to the Committee's activities but are of interest. The Division continues to be the focus for audit efforts. I don't know if we're an audit training ground or what the deal is. But, as you know, we've been through our tri-annual state management review. We are preparing our response to FTA the findings in that review, and those are due next Monday.

And then we've also had the state auditor in looking at our annual audit review processes, and compliance, and oversight efforts. A number of you and others in the industry have been a part of that. We've had to go out and -- and compile information.

I know, J.R., you were one of those. I
appreciate that. That has been an exhaustive and intensive process at a level of detail we've not ever seen before. So I don't see any letup to the auditing. It seems every time it seems to come, it seems to come at a -- at a greater level of detail.

It is and continues to be our desire as a program to try and balance our compliance requirements with allowing the industry and stakeholders to be as flexible as they need to be to get the job done with the money they have. And that just continues to be a real challenge for us, and I don't see that letting up.

Finally, I want to give J.R. an opportunity to talk to you folks a little bit about a recent award they got, so J.R.

MR. SALAZAR: Sure. We were recently awarded a -- an award for our safety efforts through the National Safety Counsel. Was down in our new building in Brownwood/Early, Texas. They presented us an award on our efforts on our safety program, and we were one of ten recipients. We were the smallest recipient in the state of Texas. I believe one of the largest ones had 22,000 employees. We had the smallest of 66 employees. So they had presentation to us and they also had a video. It's a really nice production where it says that the big guys need the little guys and the
little guys need the big guys, and together we all do  
our efforts to maintain the things that we do and try to  
remain safe out in the dangerous world that we live in.  
And so we're really proud of that award as well.  
MR. GLEASON: Congratulations on that.  
That's a great accomplishment, yet another feather your  
the cap.  
MR. SALAZAR: Thank you.  
MR. STEPHENS: J.R., who gave -- who gave  
that award?  
MR. SALAZAR: National Safety Counsel.  
MR. STEPHENS: National Safety Counsel.  
MR. GLEASON: And that concludes my report,  
Mr. Chair, unless there are questions from the  
committee.  
MR. STEPHENS: Okay. Christina, do you have  
any questions for Eric on his report?  
MS. CRAIN: No.  
MR. STEPHENS: None at all?  
MR. STEPHENS: Agreed. John --  
MR. McBETH: No.  
MR. STEPHENS: -- anything for Eric?  
MR. McBETH: Great work.  
MR. STEPHENS: J.R.?
MR. SALAZAR: No, sir.

MR. STEPHENS: Thank you, very much, Eric.

Good report. I'll go back up to the top of the -- of the list here. So we skipped our Safety Briefing. Do you -- Josh, would you like to lead us in a Safety Briefing?

MR. RIBAKOVE: I would be happy to.

MR. STEPHENS: Okay.

MR. STEPHENS: All right.

MR. RIBAKOVE: Welcome to TxDOT's Camp Hubbard Campus. You're in Building 6 on the third floor. As you know, elevator lobby is right outside. There are stairs, if we need to evacuate the building, right at the elevators.

You'll also see restrooms there by the elevators. Currently, the women's room on this floor is closed for maintenance; can either go up one floor or down one floor and you'll find one in the exact same spot. Should we need to shelter in place in case of inclement weather, which we're not expecting today, that same stairwell by the elevators is the best place to do that.

In case you are not familiar with Austin, the City a few months ago changed over to no handheld cell phones while driving. Do be aware of that and be
careful with it because there is some enforcement going on. Also, there's still construction going on on the highway you may have taken up here, Mo Pac, and -- and look for reduced speed limits there as well.

MR. GLEASON: If I may, Mr. Chair, I think there's an interesting partnership between the Austin Police Department and Cap Metro here where the officers actually ride buses.

MR. STEPHENS: Oh, that's awesome.

MR. GLEASON: And they -- and I don't think they're in service vehicles as much as they're just buses and several officers will be on them. They have realized that they're higher up above, as they travel up and down the roadways, and so they're able to see more that's going on. And the officer on the bus will radio an officer on the roadway to pull over a vehicle if they see the driver using a handheld device. So it's a good partnership for safety for public transportation, but be aware.

MR. McBETH: I'm sure that Linda's charging them to do that. She's got to be making a big fair at least.

MR. GLEASON: John Salazar's a capitalist.

MR. STEPHENS: That's awesome. It does create a nice little environment for passengers and
employees to interact with police officers in a
different setting, so that is neat. That's awesome.

Okay. We got the Safety Briefing. So we
have minutes there for you for our April 19th meeting.
If -- if you haven't had a chance to look them over,
guys, please look them over. If you have, I'll
entertain a motion.

MR. SALAZAR: This is J.R. I move to
approve.

MS. STEPHENS: Awesome.

MS. CRAIN: Christina, second.

MR. STEPHENS: We have a motion and a
second -- a proper second, so all in favor say, "Aye."

("Aye" spoken in unison)

MR. STEPHENS: All opposed, same sign. None
-- none opposed. Unanimously we have our meeting
minutes approved. So let's move --

MR. RIBAKOVE: Hey, Rob.

MR. STEPHENS: Yes.

MR. RIBAKOVE: If you would just put your
signature on there and hand it to me, cause I forgot to
get it from you last time.

MR. STEPHENS: Awesome. Yeah, I always mess
that up, don't I? Thank you, sir. Okay. We'll move to
item number 5, which is: Discussion of performance based
reporting. And this is an interesting topic I think we just wanted to open up discussion about today. I want to make sure we move forward and kind of have an open -- hopefully a light to medium light discussion about performance. But John McBeth has a White Paper that's been introduced here with some background and some issues about developing this White Paper for -- for this topic, Performance based reporting. So, John, do you want to --

MR. McBETH: Sure.

MR. STEPHENS: You want to open up and talk about that?

MR. McBETH: Yet another White Paper from John.

MR. STEPHENS: Yet another White Paper.

MR. McBETH: Hopefully this one will have the same success that the first one had. And I asked Eric to include or Josh to include in our packet the first White Paper so you can get an idea.

The first White Paper was -- you really can't underestimate how -- how successful that was. There was nobody that even batted an eyelash about it. We met with senior administration about -- about the White Paper and basically got the acknowledgement that, yes, transit needs an increase and we understand this
problem and we understand why we need to increase this in order to keep from having a much bigger problem in the future.

On the rural side, though, they were -- they were receptive to the fact that, yes, rural transit hasn't received an increase in many, many, years of state funding. But for the size of increase the Texas Transit Institute recommended in their -- their paper that they did for this committee at TxDOT's request, it -- it was a -- it was a very large amount of money, 46 million dollars basically.

And the administration wanted to -- to see more of a justification of not just that we needed the money but -- but what exactly were we gonna do with it. Now, we had already kind of had informal discussions here at the PTAC with Eric, and Rob, and myself and others about performance measures for rural transportation over and beyond just what we have in the LAR, which is an exceptional item for basically a cost of living increase.

This would be new money that we would be requesting outside of that money, and it would be money that we would need to tie to increasing the performance of -- of rural public transit.

One of the things that was pointed out to us
by senior administration is on the highway side, the largest portion of this budget, when they are looking at a project, they're looking at what it's going to do. They have certain goals. Is it gonna -- is it gonna increase safety, is it going to increase throughput, is it going to decrease congestion, is it going to decrease pollution.

So they have very clearcut, very measurable items, goals that -- that before they invest their money and they see it as an investment and infrastructure that they want to see. And I think for us to be able to get them to invest this kind of money we're talking about that TTI brought forward, we're going to have to have those same kind of performance measures.

So we kind of sat down and thought about, first of all, we've talked about a level of service. Many, many systems do not serve 12 hours a day. So that was, of course, the very first one we looked at is if you're going to get any of this new money, you've got to increase your level of service, so at least a minimum of 12 hours a day, and you've got to -- it's got to be every day.

And then we looked at the systems, and Brazos is one of those. But we have counties that we don't serve because we've just never gotten new
expansion money to serve those counties. So if we wanted to ask for new money since we're already serving all of our systems 12 hours a day, if we wanted to ask for new money, we would be asking for new money to put new service on the street in the counties that we don't serve.

So those are the -- those are the two performance measures that we just right off the bat put in there. The purpose of this discussion is to make sure everybody's comfortable with those, but then also to look at other performance measures that -- that we need to look at that would make rural public transit do the kinds of things that make this type of investment an investment in more mobility for the people in rural Texas.

So that's basically the purpose of putting this agenda item on here. That's why we put the -- the White Paper in here. It's quite brief, but it's to start a discussion as to what -- what should the performance measures be. One thing we know is we have vast amounts of data based upon the fact that we've submitted our quarterly reports from TxDOT and they've given them to the Texas Transportation Institute for all these years.

So as far as adding hours of service, TTI
1 can probably print us out a report that tells us who's
2 not doing 12 hours of service, and exactly based upon
3 the statistics that they've submitted, their operating
4 costs, what it would cost to bring them up to 12 hours
5 of service in every city and county that they serve.
6 So we've got this data that we can -- we can
7 -- we can make this a data power argument for -- for
8 getting more money and pretty much come up with a sound
9 number of -- a pretty sound number as to how much it
10 costs to do that.
11 So with that, that's basically what the
12 White Paper's about. It's to start a discussion,
13 perhaps enough to get Eric and their staff working on
14 what levels of service and what performance measures we
15 need to -- to go forward with. But I know there's
16 probably more than just these two that will -- that we
17 can use to justify the investment that we're asking the
18 Department to make in -- or the Commission to make in --
19 in rural public transportation.
20 MR. STEPHENS: Yes, J.R.
21 MR. SALAZAR: I just have one question. I
22 don't know if it's to you, John, or to Eric. At the
23 last operator meeting there was some -- I believe TTI
24 did a presentation on the information that they had
25 gathered. And some of the people that were in the
audience said, well, the information that was being
presented isn't necessarily accurate, and is there a
push from the Department to clean up that information or
do you know?

MR. GLEASON: No, not at this point, but we
certainly anticipate doing that. And I think that this
conversation would prompt that on our part. But we've
not made an effort in the to have them update that.

MR. STEPHENS: Yeah, I think -- this is Rob.

Thank you, John, first --

MR. McBETH: Sure.

MR. STEPHENS: -- of all for bringing that
up. I think you're right. We -- we made some real big
gains just this past year. I think we should continue
that momentum. I like this discussion, the way it's
going. You know, you're right, TTI's got a ton of data
out there already.

MR. McBETH: Yeah.

MR. STEPHENS: I think we should approach
this, you know, with, of course, Eric helping us
interface with TTI, as getting those folks to do a
study, take a look at what we have now. So I think what
you're asking, J.R., maybe is some of the data we've
got, is it good data, is it current data, does it need
tweaking, do we need to take an inventory of what we
have now.

You know, what kind of data are we -- are we collecting and are we collecting the data the same way in -- in every system, are we reporting it the same way, and then look at strategies, the different kinds of strategies. You pointed out some very good ones, some of the outcomes that we were trying to get to. So maybe look at the different ways we collect the data.

Do we need to collect new data, I would hope not. I think most of us are collecting good stuff. I think TTI does an amazing job. They put together performance based training that I went to at one time. And if you start thinking about collecting the data and -- and look at performance, it becomes an easier thing to do. As you're looking at it and trying to meet performance measures, it becomes easier and easier to do.

And I think as an industry we probably need to -- our counterparts with other TxDOT departments are certainly looking at performance. And a portion of our funding is based on performance. The other one, I'll need. It's always easy to ask this is what we need. But I think we need to focus on -- on -- on performance and showing outcomes or measurable outcomes and a strategy to get there. So I appreciate all that, John,
doing that.

Christina, do you have any comments on -- on this item?

MS. CRAIN: Not at this time.

MR. STEPHENS: Okay.

MS. CRAIN: Thank you.

MR. STEPHENS: Okay. I really do appreciate bringing that up. I guess it will be a staple item that we'll keep on the agenda, and maybe get something back next time we meet about maybe a direction we should take or getting TTI involved in doing that, start gathering that data or putting together a proposal for them to move us forward. But I'll -- I'll leave it on here to kind of figure it out, what next steps --

MR. GLEASON: Sure.

MR. STEPHENS: -- should be.

MR. GLEASON: If I can, I think we -- you know, John has touched on two outcome measures. They're -- I want to distinguish, we use performance measures a lot talking about ridership and cost per hour. I think what I'm hearing John talk about are things I call outcome measures.

They're more things that result in -- you know, with more money, the following things would be done. And -- and we're gonna be held to our performance
in getting those things done. So they are performance
measures but not to be confused with the ones we
traditionally produce.

So we've talked about levels of service.

We've talked about service coverage. And I guess, at
this point, if we are going to engage TTI in some
additional work and have to define a scope for them, is
-- are there others that come to mind -- while we're
talking about this, are there others that come to mind
that we could include at this point in that scope.

We can always go back afterwards and
increase, but best to try and capture everything upfront
if we can. So I would entertain, before we close down
this conversation, if anything else that is coming to
mind that we might collect.

MR. STEPHENS: One of the things I've got
that came to mind as you were speaking, you know,
reminding us that what we're looking at is -- is
performance measure for an outcome. There may be some
systems out there that might -- what we might discover
is they may need some assistance in either collecting
the data or -- or -- or some type of assistance to get
what needs to be -- what we might uncover is -- is a
problem we didn't know was there. And so I don't know
how we would put that --
MR. GLEASON: Yeah.

MR. STEPHENS: -- scope of work, but -- but maybe some assistance from TTI to help. What we're not trying to do is not trying to cover up a system where they can't be successful. But if we uncover a problem that we're able to assist them getting to where they need to be so they can do the things they need to do in their areas. But that's the first thing that comes to mind for me.

MR. GLEASON: I think the other -- other area of significance with this work is -- is what is the process we would use -- we would use to gain some reasonable level of knowledge and a consensus from the industry and others that this is the right approach. I know when we -- we talked about this topic briefly at our last semiannual, there were a number of folks saying, you know, no, we don't want to be held to --

MR. STEPHENS: Right.

MR. GLEASON: -- an outcome. And so I think -- well, I -- I agree and everything that I've seen from the Department is you need to show us what you're gonna do with it. I think there's work to be done with folks out there to bring them along with that -- that notion. And -- and then, you know, there's all kinds -- so there's a process issue here.
And then, you know, I think before we're through with this, we're gonna get into questions on how much it costs to do business. And some of the differences out there in what someone's cost per hour -- per service hour is, what, you know, we might even get into that, you know, torturous area of indirect cost. You know, it's just, I can see before we get through this, it's gonna be a pretty broadly based conversation so that when -- if it is something that in front of the legislature you can make the case that it -- that it's going to happen. And so I think it's a great topic and I think it's a perfect topic for this committee to sink its teeth into.

I think we're gonna have to kind of wallow around in it for a while before we can move collectively on it would be my deal. I wouldn't want to jump out of the box too quickly with it. But we can certainly talk to Linda Tarrant and TTI and get them going to define some of the work they did before.

MR. STEPHENS: I appreciate those comments, Eric. This is Rob. First thing that jumps out to mind when you mention that there are disparities in the different parts of Texas. It's a big state with a variety of operating systems and how we do it.

In my area, you know, west Texas, you know,
the area, you know, hiring professional drivers with
CDLs and mechanics with diesel engine type of repair
experience, it's -- it's difficult to -- to -- to tap
that pool. So my -- my cost to operate would be
different than someone else's. So I -- you know, yeah,
I would be sensitive to those things.

In different areas they operate a little
differently or they may have different challenges, or
differences in -- in -- in the way they do their
business. But I think we do need to get that point
we're talking about, how do you do what you do and what
does it cost to do your thing so we can figure out how
to how to get you -- get you to here, get you to some of
these things. We'd like to show we're doing good things
with the -- with the money we've asked for and that
you've given us.

So I agree. Thank you for bringing that up.

MR. McBETH: I think -- this is John. I
think what -- what -- what this does, it changes -- it
changes what we -- what we've done in the past.

MR. GLEASON: Yeah, it does.

MR. McBETH: We've gone forward in the past.
We've asked for increases. When we got them, they were
distributed by formula across to everybody. What we're
doing with this is we're not telling someone you have to
be open 12 hours a day. We're saying if you want to be
open 12 hours a day, you give those other five hours
that you're not doing. We will give you the money to do
it with but you got to give us a plan and you've got to
do it.

MR. GLEASON: Right.

MR. McBETH: We're giving you the money and
then we keep getting the same reports from you that
shows you're not doing it, and we keep getting -- you
know, as Liz and I spend our time over at legislature.
If you go over there and you ask the people in
appropriations for money, first question out of the box
is, what are you gonna do with it.

MR. STEPHENS: Oh, yeah.

MR. McBETH: What are we -- what -- what are
we, the spenders, the appropriators, what are we going
to get back. And I think that's -- that's why our
argument that we need -- we haven't gotten an increase
in 15 years so y'all need to give us increase. They
understand that but then they come right back and go,
guess what, Texas Railroad Commission, HHSC, they just
name the ones that haven't.

And so we're not gonna go anywhere, so we
want more money. And we're not gonna go out there and
tell people this is not really that kind of performance
measure. We're not -- we're not gonna come out there and tell them you got to do it. But if you want money, you got to do it. And I think people are -- people are gonna have to understand that, or you can just continue to do what you do. There may be communities --

MR. STEPHENS: Yeah.

MR. McBETH: There may be communities that don't want but eight hours of transit service a day.

And if that's the way the community is, fine.

MR. STEPHENS: That's true.

MR. McBETH: Okay, let them be that way.

MR. GLEASON: That is a -- that is -- if I can, this is Eric. That is a -- it's also a fundamental role change for us. Because we, you're talking about is me.

MR. STEPHENS: Yeah. Right.

MR. GLEASON: And -- and that's -- that's a fundamental role change for the Department. Without judging it as being right or wrong, it's just a big change.

MR. McBETH: Yeah.

MR. GLEASON: And that is -- it's a whole new way of doing business --

MR. McBETH: It's a whole new way of doing business, yeah.
MR. GLEASON: -- for us.

MR. STEPHENS: I'll share a funny story.

This is Rob. Years and years ago when I first got into this business, I remember trying to figure out what we were doing. And I approached a supervisor and I asked what I thought then was a very simple question, was are we on time, are our buses on time. And he goes, well, let me help you out with that. So we left it at that.

A week later he came by and sat in my office. And I said, so how are we doing. And he gave me a thumbs up. He said, we're doing fine. And he gave me a -- a bill for mileage that he drove around and watched all the vehicles. And he came to my office and said, we're doing good, thumbs up.

So I just -- I didn't know what to think about that. So I hope we're not doing that when we come to the table and they ask us, how are you doing. I go, here's the bill, we need a bunch of money and we're doing great. So I like this shift.

I like this shift in thinking about, you know, we should be performance based and we should be giving answers to questions that are very simple, that we should be thinking about all the time. You know, what -- what -- what are -- what are we doing to expand our services to fill the gaps and being responsible
stewards of public money.

MR. SALAZAR: I agree with everything, and the only thing that I'd like to add is -- is I think that we need to be aware that maybe some of the rural transit systems, some of the bigger ones, we're gonna be okay with data submission and that kind of stuff. But some of the smaller ones may or may not have the capability of producing. Surely they do, but...

MR. GLEASON: Yes. And you're right, J.R. And -- I think we have to go this direction, though. I think that --

MR. SALAZAR: I agree.

MR. GLEASON: -- that we are -- if I can just get off topic a bit, I think we're moving -- this industry needs to move in the direction where perhaps not -- not everybody comes along. It -- it is sophisticated. It is complicated. There are overwhelming compliance program requirements.

And to do it well and to be able to strategically plan for your future in a meaningful, sustainable way is complicated business, and -- and some of our systems are losing their ability to do that. It is just -- it's -- it's bypassing them. It's -- it's not fair fault.

It is just becoming an incredibly complex
1 situation, let alone being able to rehire and find
2 leadership for all of those systems to continue to lead
3 them. So it's a complicated environment. But I think,
4 John, I appreciate you bringing this up. The Department
5 appreciates you bringing it up. It's consistent with
6 our outcome philosophy.
7
8 Now, I think the Department is -- is -- is
9 an infrastructure department, so we are not necessarily
10 thinking about things from an operating system
11 standpoint. But I think that we can -- y'all can come
12 up with outcomes that at least respond to what do I get
13 for my money. You don't get a bridge, you don't get a
14 road, but you get service coverage or you get span of
15 service.
16
17 MR. McBETH: Well, we can certainly -- this
18 is John. We can certainly provide more throughput.
19
20 MR. GLEASON: Yeah.
21 MR. McBETH: And throughput for us is number
22 of trips we do --
23
24 MR. GLEASON: Mm-hm.
25 MR. McBETH: -- and -- and the areas that we
26 serve. It's the number of square mileage that we're out
27 there carrying people where they need to go. So that's
28 -- that's the bottom line, when the end of the day gets
29 here, everybody gets to go where they wanted to go.
MR. STEPHENS: That's right. And -- and --
go ahead, Christina.

MS. CRAIN: No, I was gonna say I -- I
totally agree with the philosophy and I like the change.
I like it.

MR. STEPHENS: It's good stuff. I'll tell
you another quick story. You know, to -- to -- to kind
of go off what Eric's saying, it is a complicated kind
of a comprehensive environment that we're in now.

Back home I -- I sit on an MPO policy board,
and that's that metropolitan planning stuff. And the
whole topic of discussion -- I guess it's this way
across the state, guys -- it's about highways, it's
about roads, it's about all that good stuff. And at the
end of our session, we all kind of give a report about
what we're doing.

And so each -- each little jurisdiction, we
talk about this road, that bridge or whatever. And
everybody gets it, they're nodding. When it's my turn,
you know, there's kind of -- you know, and I had the
Chair ask me just this past wee, said, Rob, can you
bring us some numbers; can you bring us some stuff.

And I felt -- and I talked to him about it.
I go, gosh, you know, I mean -- you know, no one else
has to do that, you know, not really, but I do. And I
get it. It's just -- it's easier to see the outcome.
You look at a bridge or a read or something and
everyone's, oh, yeah, I know -- I get that.
   But when it comes to what we do, it's a
little harder to get unless you tell your story the
right way and you -- and you put it in a way in front of
them that it helps them understand what you do. So we
-- we are kind of under a different -- I mean, we -- we
-- you know, it's different. It's different for us and
we need to learn to live in this new environment and --
and do a good job at it. And...
   MS. CRAIN: Mm-hm.
MR. STEPHENS: So we'll get going on that so
it's not -- it's -- you know, I do it locally, you know,
at my -- back home at my system, so might as well try to
encourage that, you know, from the top down and figure
out how to help each other.
   That's kind of why I asked Eric if we
discover things along the way where systems might need
assistance, you know, that we can figure that out and
help them come along with this. Like J.R.'s saying,
there may be issues at each system that may need
assistance with.
   MR. GLEASON: Okay. Very good.
MR. STEPHENS: Yeah. Any -- anybody have
1 comments? What -- I think Josh just left, but what he
2 wanted to do was remind everyone if you want to speak on
3 an item, make sure you sign up out there. So I get help
4 from somebody on out. If anyone wants to speak on an
5 item, please fill out the cards or -- what else. Make
6 sure you sign in the sheet there. So - oh, Josh, I was
7 pausing and I -- I didn't know when you'd be back. So
8 if you want to let them know.

9 MR. RIBAKOVE: Sure. And we have one more
10 committee member who is -- is now listening on
11 speakerphone on this cell phone, Ms. Michelle Bloomer.
12 And --

13 MR. McBETH: Hey, Michelle.
14
15 MR. RIBAKOVE: Sorry for the -- for the
delay, Michelle. I hope that you'll be able to hear and
16 communicate with us. Meanwhile --

17 MS. BLOOMER: Thanks.
18
19 MR. RIBAKOVE: The -- the other little
20 housekeeping announcement is just to let you know that
21 there are sign -- there's a sign-in sheet over there and
22 there's speaker sheets as well. If you'd like to make a
23 comment at this meeting, just fill out one of the
24 speaker sheets, give it to me, and we'll pass it along
25 to the Chair.

And if you're here and not from TxDOT, we'd
1 sure appreciate it if you'd sign in on the sign-in
2 sheet. And also, right across the hallway there's a
3 little vending room if anybody would like a drink or a
4 snack.

MR. STEPHENS: Thank you, Josh, very much.

So that being said, I don't know -- do we have anyone
that wants to speak on this item?

MR. RIBAKOVE: Not so -- not so far.

MR. STEPHENS: Okay. Anyone else want to --
have any -- any thoughts, Christina? Michelle, we just
talked about -- welcome and thank you for joining us.

We just talked about the discussion of performance based
reporting for public transit. You -- you got anything
on that one that you want to speak about or chime in on?

MS. BLOOMER: What -- what item are we on?

MR. STEPHENS: Number 5. We just opened up
a discussion for performance based reporting, and moving
forward and how to -- how to tackle that. We think it's
gonna be something that is important for the industry as
a whole to pay attention to, so we were engaging TxDOT
staff, Eric and -- and the folks here about -- about
that discussion item. I don't know if you -- if you
have some input or anything, any comments you want to
make, give you that opportunity.

MS. BLOOMER: I think I'll hold off and
listen to the other comments so I can get my bearings since I'm coming in late.

MR. STEPHENS: Okay. Okay. We were just about wrapping that one up. So I guess if you -- if you think of any or -- either we'll -- we'll -- we'll give you some time on the agenda later to talk about it before we adjourn.

MS. BLOOMER: Was this item merely a briefing item or an action item?

MR. STEPHENS: It was a -- it is -- it's listed as an action item but it was kind of a little bit of both. So we had a quick briefing from Eric, and John submitted the White Paper. Eric, do you have any --

MR. GLEASON: No. I think, Michelle, we list action in the event the committee wishes to take an action. It was fundamentally a discussion item. And then without a formal action on the committee, we are leaving with a request to sit down with TTI and to reengage them in some of the work they did on these kinds of things during the LAR discussions that the committee had.

So, you know, their look at coverage and their look at span of service, for example, we know that -- based on some feedback we got from the larger audience, we know that some of the their assumptions or
conclusions weren't accurate, and so we certainly need to go out there and get everything up to date. And so we're gonna begin doing that between now and the next meeting. But, again, this doesn't have to be an action item.

MS. BLOOMER: Okay.

MR. STEPHENS: All right. If you guys are ready, I don't -- J.R., and Christina, and John, if you guys are ready to move on, don't have any --

MR. McBETH: I'm fine where we are.

MR. STEPHENS: All right. Christina?

MS. CRAIN: Me too.

MR. STEPHENS: Okay. All right. Let's -- let' move on. Thank you -- thank you, Eric, for that. What we'll do is move to -- and if there's no one that wants to speak on this item, we'll move on.

MR. RIBAKOVE: We haven't gotten notice from anyone.

MR. STEPHENS: All right. So we'll go to item number 6 on the -- on the agenda, the Discussion and development of PTAC Work Plan based on PTAC's guiding principles and comments made at the January 22, 2015 meeting. It is also listed as an action item, but as you heard from Eric, I mean, I think this is a staple that shows up on our agenda each meeting so that we can
get a chance to revisit it if we need to.

I'll start off with you, Christina. Do you -- do you have any comments or anything you want to speak on behalf of the work plan for PTAC?

MS. CRAIN: Not right now. Go to everyone else and I may have something. I need to look over it some more.

MR. STEPHENS: Okay. Will do. Will do. I'll -- Michelle, I'll save you for last. I know you're driving or trying to make it in. I'll just go around the rest of the committee. J.R.?

MR. SALAZAR: I don't think I have anything specific other than, you know, a lot of -- lot of times at TTI meetings or different meetings, they -- they talk about what's going on with PTAC. And there hasn't been a lot going on at PTAC but it looks like in the near future there will -- that will soon change and we will soon be busy and soon have new members with us.

And we hope to get a lot done. I think, you know, the -- the specific plan or the principles, I don't know if we want to discuss that, but I think that this group has plenty to do down the road. That's just my recommendation.

MR. STEPHENS: Thank you, J.R. John?

MR. McBETH: No, I have nothing. I think --
I think the work that we did on the smaller White
Paper...

MR. STEPHENS: Yeah.

MR. McBETH: I think it followed -- tracked
the PTAC Work Plan in a general way, and I don't think
anyone can underestimate the impact that -- that we make
or that that's going to change funding for
transportation in a good way for the state of Texas for
a long, long time to come. So we basically have helped
avoid a big iceberg, I think. And I think the rural
funding thing is the next thing. And that's -- that's
all I have to say.

MR. STEPHENS: Thank you, John. I agree.
Thank you, in your part, for putting that together for
us. Michelle, you got any comments you want to make
about our Work Plan?

MS. BLOOMER: No. I just wanted to add
there was an issue with the phone system. I've been
trying to get in. But I just want to make sure we
haven't taken any action on anything, given my
understanding is the phones aren't working either as
well as some of the PTAC members' phones.

MR. STEPHENS: Yeah, we did experience some
technical difficulties. But up to this time, the only
action we've taken has been approving the minutes. Eric
gave a report and then we had the discussion on
performance based reporting. There was no action.

MS. BLOOMER: Okay.

MR. STEPHENS: And then there's this item.

MS. BLOOMER: Okay.

MR. STEPHENS: So, yeah, I think the item 6
with the PTAC Work Plan is just kind of one of those
staples we're gonna have on each -- each meeting, so it
gives us an opportunity to revisit it if we need to. So
I didn't know if you had any -- any comments about our
Work Plan going forward.

MS. BLOOMER: No. I didn't see it attached.
Has it changed from the one we had previously, or is it
basically the same?

MR. STEPHENS: It is the same -- the same
one. It's -- it's based on the January 22, 2015
meeting. It's still the same one.

MS. BLOOMER: Okay.

MR. STEPHENS: No changes in the Work Plan.
I think it's pretty comprehensive. And as John McBeth
stated, you know, I think it was tracking very well with
kind of the decisions that were made out of this
committee and the work that we've done. So I -- I'd
agree -- I'd agree with him on that one. But...

MS. BLOOMER: Okay.
MR. STEPHENS: Okay. All right, guys. Do we have any -- anyone that wants to speak on this item?

MR. RIBAKOVE: We have not --

MR. STEPHENS: No?

MR. RIBAKOVE: -- not received any -- any, but we could -- we could ask folks if they'd --

MR. STEPHENS: Does anyone want to -- anyone want to speak on this item? I want to make sure we give everyone an opportunity. I don't know if you signed up for that or anything like that. Very well. And do we have anyone other than Christina and Michelle? Okay. We don't have -- we don't have the other part working, do we?

MR. RIBAKOVE: The -- the --

MR. STEPHENS: The participation. They can't right.

MR. RIBAKOVE: Participation line was in --

MR. STEPHENS: Right.

MR. RIBAKOVE: -- but unfortunately --

MR. STEPHENS: Okay.

MR. RIBAKOVE: The sytem just didn't come on.

MR. STEPHENS: All right, then. So I guess moves us to item number 7, if you guys comfortable moving forward. Michelle and Christina, you guys
comfortable moving on to number 7. Public Comment period can only be accepted in person, so we're going to canvas the room here real quickly once more before we -- before we move on. You guys okay to move on, on the phone?

MS. BLOOMER: Yes.

MR. STEPHENS: Okay.

MS. BLOOMER: This is Michelle. Yes.

MR. STEPHENS: Okay. Very good. Thank you, guys. So item number 7 is Public Comment. And I'll remind you once again, if you guys got comments you want to make, please bring them up to Josh. And you can only give comment in person. Of course, the ones on the phone are listening in only. We had some technical difficulties.

But if you folks want to make public comment, please, this is the time to do that. So not everybody run up to the front real quickly. So hearing none, I'll move to item number 8 which is Propose and discuss agenda items for next meeting; confirm date of the next meeting. So I'll begin with, when is our next meet date, Josh?

MR. RIBAKOVE: Well, we've got the Thanksgiving holiday in November, and so that's really something that needs to be determined by the committee.
Normally it would be the last Tuesday of the month, but often in November, that is something that committee wants to change because of Thanksgiving schedules.

MR. GLEASON: If I may -- the other time frame to consider would be -- it's a little further out, but we do have our January semiannual meeting. If you were to have a November meeting, then January works on your --

MR. STEPHENS: Yeah, works.

MR. GLEASON: Sign schedule. If the November/December time frame doesn't work out, I would recommend that you look at right around the time of the January annual meeting.

MR. STEPHENS: Yeah, our next -- our November meeting, guys, is a couple days before Thanksgiving, I think. The 22nd. The last Tuesday's the 22nd.

MR. RIBAKOVE: Okay. Well, that -- and -- and Thanksgiving is --

MR. STEPHENS: The 24th.

MR. RIBAKOVE: So will that -- will that work for the committee? Or would you like to --

MR. STEPHENS: I'll -- you know, that's gonna be rough for me, but I'll let everyone else kind of chime in first. Guys on the phone, Michelle, what do
you think about a November meeting? The 22nd -- both
Christina and Michelle on the phone, the 22nd is the
last Tuesday, which is November, two days before
Thanksgiving. You got any comments --

MS. CRAIN: Yeah.

MR. STEPHENS: -- about November?

MS. CRAIN: I will be traveling that day, I
know. So that's gonna be tough for me, but...

MR. STEPHENS: Okay.

MS. BLOOMER: This is Michelle. I guess
what -- are you talking about the discussion you guys
had on the work plan, what are the things that pressing
item on our Work Plan and if we don't have a meeting in
between now and the end of the year we wanted to have
one in January, what are we putting on hold?

And I think what J.R. said we have, you
know, what sort of activity and progress have we -- have
we made at PTAC. Do we want to go another two months
without having a meeting? And do we have anything
pressing that needs to be addressed between now and
January.

MR. STEPHENS: Good, good, very, very good
question. I'll open that one up. I -- I think we've
done a lot of work to date and made some really good
progress on the funding side. I think we brought up a
good idea for some work for us to do going forward.

Now, I don't know how pressing that is for November meeting. I'll leave it up to you guys. I know the 22nd's probably gonna be rough for everyone, but if you want to meet in November to take care of things again, we can do that. The 22nd might be tough.

MR. SALAZAR: Yeah, the 22nd.

MS. BLOOMER: Yeah, I think the 22nd will probably be tough. Maybe we can combine -- I know we don't normally have a December, but maybe depending on the work that has to be done between now and the next meeting.

MR. STEPHENS: Yeah.

MS. BLOOMER: But the first or second week in December, by the end of November, so I think if you push it further up into November, like the week of the 14th of the 7th, are we giving enough time to.

MR. STEPHENS: You hit the nail right on the head, Michelle. I'm looking over at Eric. I'll give him a chance to chime in. I -- I was gonna get to him last. But, Eric, this is really driven by you, so what do you think TTI and TxDOT can do in November?

MR. GLEASON: Not much...

MR. STEPHENS: Not much.

MR. GLEASON: ...between now and then. You
know, we've got to sit down with Linda and figure out what else she's working on.

MR. STEPHENS: Yeah, that would be the only pressing item would be the item number 5, the performance based type reporting thing. So, you know, it may -- it looks like it may be a good thing to push to and have a really good January meeting. I don't know. I haven't canvassed all of the folks here. But, J.R., what are you --

MR. SALAZAR: I'm fine with January.

MR. McBETH: Same here. This is John. I'm fine with January. Give TTI time to gather their information and provide us with -- with a good briefing.

MR. STEPHENS: Okay, guys.

MS. BLOOMER: This is Michelle. If we did it in January, would we be able to piggyback on to the semiannual meeting?

MR. RIBAKOVE: Yes, that would be the plan. We would -- we would generally have it on the Thursday right after the semiannual operator's meeting on Wednesday.

MS. CRAIN: Okay. That's fine. This is Christina. That's fine with me.

MR. STEPHENS: What day would that be? Do we have a date yet, guys? Do we know?
MR. RIBAKOVE: I do not have it in my -- in my head. I can get it -- I can get it to you, you know, later today easily enough; unless, Eric, you've got to have it on your calendar already.

MR. STEPHENS: I don't have it in my calendar.

MR. RIBAKOVE: I believe it would be, most likely, the second or third Thursday in January, but I can -- I can let you know that, you know, today if you want.

MS. ROBERTS: I think it's the week of January 23rd.

MR. SALAZAR: That would -- yeah, it is. The January meeting is January 25th.

MR. STEPHENS: That's always really tough for me. I got my local board meetings.

MR. SALAZAR: There's a Commission meeting the next morning on the 26th.

MR. STEPHENS: All right, guys. We've got the semiannual in January, so we'll just tie it in with the -- with the semiannual; is that okay with you guys, the week of the 23rd? Okay.

MS. BLOOMER: This is Michelle. I think that's a good plan.

MS. CRAIN: I do too.
MR. STEPHENS: Okay. Looks like we've got the next meeting date. Any items that we want to talk about other than what we've got cooking right now, guys, or Christina, or Michelle?

MS. CRAIN: I don't --

MS. BLOOMER: Nothing from me --

MS. CRAIN: -- have anything.

MS. BLOOMER: -- I'm good.

MR. STEPHENS: You guys good?

MS. BLOOMER: Yes.

MR. STEPHENS: Okay. All right. Very good.

J.R.?

MR. SALAZAR: Nothing from me.

MR. STEPHENS: John?

MR. McBETH: Nothing from me. But I will just make a general announcement that we did the White Paper, we're doing the rural thing, and I have not forgotten about the urban gap. We're -- we're -- we're working on it. We're working on it but it's a very, very tricky problem. We're -- we're not gonna forget about the urban gap, so just so everybody knows that here on record that it's on our radar screen.

MR. STEPHENS: Very, very good. All right, guys. If we're ready to move to item 9, which is adjournment, I will look to the committee for it.
MR. McBETH: So moved.

MR. SALAZAR: Second.

MR. STEPHENS: We got a proper motion and second to adjourn from Mr. John McBeth and J.R. Salazar.

All in favor?

("Aye" spoken in unison)

MR. STEPHENS: All right. Hearing no opposition, I heard everybody say, "Aye," we are adjourned. Thank you, folks.

MS. CRAIN: Thank you.

MR. STEPHENS: Very much.

(Proceedings Concluded)
REPORTER'S CERTIFICATE

COUNTY OF TRAVIS

STATE OF TEXAS

I, Joy Quiroz-Hernandez, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that this transcript was a true record of the proceedings.

I further certify that I am not related nor employed by any of the parties in which this proceeding was taken, nor do I have a financial interest in the actions taken.

Subscribed and sworn to on this 10th day of October, 2016.

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