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TEXAS DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION ADVISORY COMMITTEE -
TELECONFERENCE MEETING

3712 Jackson Avenue
Bldg. 6, Room 323
Austin, Texas 78731

Tuesday, November 18, 2014

COMMITTEE MEMBERS PRESENT and PARTICIPATING:

Michelle Bloomer, Chair
J.R. Salazar, Vice Chair
Rob Stephens

COMMITTEE MEMBERS PARTICIPATING VIA TELECONFERENCE:

Glenn Gadbois (telephonically)

TxDOT PRESENT and PARTICIPATING:

Eric Gleason, Director, Public Transportation Division (PTN)
Steve Wright, Coordination Planner, PTN
Josh Ribakove, Communications Manager, PTN
Bobby Killebrew, Deputy Director, Public Transportation
Division (PTN)

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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:

Safety Briefing

Page 03

AGENDA ITEM 3:

Approval of minutes from July 27, 2014 meeting

Page 04

AGENDA ITEM 4:

Division Director's report

Page 05

AGENDA ITEM 5:

Legislative Appropriations Request discussion

Page 14

AGENDA ITEM 6:

Public comment

Page 26

AGENDA ITEM 7:

Confirm date of next meeting

Page 43

AGENDA ITEM 8:

Adjourn

Page 54

P R O C E E D I N G S

1
2
3
4
5
6
7
8
9
10
11
12
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MS. BLOOMER: Since we have four of us either in Austin or on the phone, I'd like to go ahead and call the meeting to order.

The second item on the agenda is the safety briefing. I will turn that over to Josh.

MR. RIBAKOVE: I'm going to turn that over to Bobby Killebrew who has done the safety briefing for this room so many times that he could do it while he sleeps.

MR. KILLEBREW: Absolutely. For the record -- I wasn't going to speak -- but for the record, Bobby Killebrew, Deputy Director of the Public Transportation Division at TxDOT.

Welcome all, including our visitors; it's good to have you here. I think you've probably all been here before and know how to exit this building, but in case of an emergency, if we have to evacuate, you'll see the exit signs in both sides of this room and we will go to the clearest, safest exit.

There are three exits on this floor: there's one by the elevators which you came up; there's one, as I'm pointing -- for the people on the phone -- there's one this direction, which is towards the east; and there's one also kind of a southwesterly direction from this room. And we'll head outside and congregate outside and wait for further

1 instructions.

2 I don't think we're going to have any kind of
3 weather today. I think it's warming up nicely outside. I
4 hear it's a pretty day, but should something happen, if we
5 need to shelter in place, this is our shelter-in-place room;
6 it's the safe room on this floor and here's where we'll be.

7 If you have need of medical necessities, raise
8 your hand. I'm first-aid certified and we'll get you the
9 necessary medical conditions, and anybody can dial 9-1-1
10 including myself, so we'll do that. We have an AD down on
11 the first floor if we need that for whatever reasons, and
12 with that, we'll have a safe meeting and I'll turn it back
13 over to Michelle.

14 MS. BLOOMER: Well, all right. Thank you, Bobby.

15 Moving on to Item 3 on the agenda, approval of
16 minutes from July 24th, 2014, meeting. Were there any
17 questions regarding the minutes from members?

18 MR. GLEASON: This is Glenn. I move to approve.

19 MS. BLOOMER: Okay. I have a motion to approve.

20 Do I have a second?

21 MR. SALAZAR: This is J.R.; I second that.

22 MS. BLOOMER: Okay. Before we take action, can I
23 just ask a quick question: Josh, between Agenda Item 3 and
24 Agenda Item 4, it says Agenda Item 3 is a motion passed
25 unanimously at 8:51 a.m. and then under Agenda Item 4 it

1 says that we had a discussion at 8:43.

2 Did we take those items out of order?

3 MR. RIBAKOVE: I believe we took them out of
4 order. I'm not -- yeah, I think we did. I think we were
5 just -- we were just waiting for somebody to arrive and took
6 care of the minutes first -- we took care of the other,
7 first.

8 MS. BLOOMER: Okay. If there are no other
9 questions, I'll call the vote, and given half of us are here
10 and half of us are in our office, I'll go ahead and just
11 call off the names.

12 So, Michelle?

13 Yes.

14 Rob?

15 MR. STEPHENS: Yes.

16 MS. BLOOMER: Glenn?

17 MR. GADBOIS: Aye.

18 MS. BLOOMER: J.R.?

19 MR. SALAZAR: Yes.

20 MS. BLOOMER: Okay. The minutes pass.

21 Moving on to Item 4 on the agenda is TxDOT's
22 Public Transportation Division Director's Report to the
23 committee. I will turn it over to Eric.

24 MR. GLEASON: All right. Thanks, Michelle.

25 This is Eric Gleason, TxDOT Director of Public

1 Transportation. I didn't have for you a written report in
2 your packet. I would like to report on three items to the
3 committee today. The first, since you met last in July, was
4 that the Commission did adopt a legislative appropriations
5 request for the 2016/2017 biennium, and of note, for this
6 committee, that request did include in it, as part of the
7 Department's baseline element if you will, flexing into our
8 program, \$15 million of highway funding for the biennium for
9 the purposes of a Fleet Replacement Program. And I will
10 have more on that program and how we propose to approach it
11 for you at your next meeting should you like to hear about
12 that, but assuming that that successfully survives the
13 legislative session, then we will be in a position,
14 September 1st of 2015 to be looking at a Fleet Replacement
15 Program.

16 Now, importantly, this is not -- this is not an
17 exceptional item in the appropriations request; it is
18 included in what I would call, then, the baseline request of
19 the Department.

20 MR. GADBOIS: Is that State or Federal Highway?

21 MR. GLEASON: That's Federal Highway Program.

22 MR. GADBOIS: So you don't have the whole
23 non-constitutionally dedicated issue?

24 MR. GLEASON: Correct. Correct.

25 The second item to update you on is actually

1 something that has been occupying a lot of our time
2 internally and many of subrecipients of our programs, the
3 Department did move to a different financial platform in
4 October and we have spent a lot of time getting folks ready
5 for that during August and September, training over 300
6 subrecipients on the new program. We are going through what
7 we call a 90-day stabilization phase, which is basically,
8 you know, we're making sure that folks get paid. We're
9 making sure that staff get their paychecks. Subrecipients
10 get reimbursed and working through the normal litany of
11 implementation issues you might anticipate when a department
12 as large as TxDOT, you know, moves away from a financial
13 system that's worked perfectly for 30 years and implements a
14 new one. So, we're making progress. I think that everyone
15 is getting their reimbursements, but it's been a huge focus
16 of attention on our part for the last several months.

17 The third area I'll mention is in the programs
18 area. Just real quickly, we do have out on the street our
19 next annual coordinated Call for Projects. That went out in
20 early, I guess, early this month, and projects are due in
21 February, February 9th, I believe is the date. And this is
22 the Call for Projects that includes Rural Transportation
23 Assistance Program funding, rural discretionary funding and
24 inner-city bus funding, as well as some 5304 estate planning
25 and research funds. Historically, the call has included

1 more. Under SAFETEA-LU, it included JARC and New Freedom
2 Program funding, but without those funds being separate
3 anymore, it no longer has that in it. So, we are conducting
4 webinars on that and we'll be looking at proposals around
5 February 9th.

6 The other one that we have also sent out or have
7 also kicked off this next round of 5310 Program -- of
8 projects, project selection, those proposals are due back to
9 us, as well, on February 9th from around the state. And I
10 know we had a webinar this morning and we have had a number
11 of webinars on changes, key changes in the 5310 Program as a
12 result of some additional federal guidance that we are
13 implementing this year as a part of that.

14 So with that, I will close and entertain any
15 questions from the committee members.

16 MS. BLOOMER: Are there any questions for Eric
17 from the Committee?

18 MR. GADBOIS: If I may, Michelle? This is Glenn.

19 So we discussed potential changes to 5310, but
20 that was going to be an initiated conversation about how
21 they would change this year looking towards changing for
22 next cycle, right; am I remembering that correctly?

23 MR. GLEASON: We talked about that in the context
24 of the Regional Planning Program, which is another item on
25 this agenda.

1 MR. GADBOIS: Oh, okay.

2 MR. GLEASON: I'm not sure we exactly talked about
3 that with the 5310 Program.

4 MR. GADBOIS: Okay. So what are the changes with
5 5310?

6 MR. GLEASON: Well, the Feds came out with some
7 additional guidance around defining of what a traditional
8 recipient is and a non-traditional recipient, and those are
9 the kinds of things that we are working through.

10 MR. GADBOIS: Okay. And so are the conversations
11 being well-attended, the discussions?

12 MR. GLEASON: As far as I know they are, and
13 actually, again, as a potential other item on your next
14 meeting -- is that in January more or less, Josh, the next
15 committee meeting -- in the January/February time frame?

16 MR. RIBAKOVE: Yeah, the last Tuesday in January,
17 unless we decide otherwise.

18 MR. GLEASON: So, again, that will be toward the
19 close of the project proposal date and we can provide the
20 committee with a more substantive update on the program, if
21 you wanted to.

22 MR. SALAZAR: This is J.R. I would recommend that
23 we do that.

24 And getting back to Glenn's point, I think a lot
25 of the providers, in talking to Carol, too, there's a lot of

1 interest in the 5310 Program and a lot of the changes that
2 are taking place. And how are we going to be able to prove
3 that we are actually doing services, opposed to saying we've
4 done that in the past and people knowing that we have; now
5 we're going to have to prove that and, you know, that's
6 going to be an issue with providers and we're looking
7 forward for guidance from PTN on how we're going to do that.
8 Maybe not necessarily how we're going to do that, but
9 guidance on some of those things that we need to line up.

10 MR. GLEASON: Any other questions?

11 MR. GADBOIS: So, LAR, we can talk about
12 developing a letter for communications with the
13 Commission --

14 MR. GLEASON: Yes.

15 MR. GADBOIS: -- either an exceptional request or,
16 you know, some sort of rider. What I understand from what
17 you've told me is the Department just decided to include a
18 substantial request into their base budget?

19 MR. GLEASON: I focused on the base budget. I
20 neglected to mention that the Department also included, as
21 an exceptional item, a request for an additional \$18 million
22 a year to support Public Transportation Grant Programs.

23 MR. GADBOIS: Okay.

24 MR. GLEASON: But it did -- it was listed as an
25 exceptional item --

1 MR. GADBOIS: Okay.

2 MR. GLEASON: -- so I apologize for not mentioning
3 that earlier.

4 MR. SALAZAR: And this is J.R. Do we -- did we
5 have copies of that or do we have ...

6 MR. GLEASON: I assume they all got copies of the
7 letter we sent or the letter that Michelle signed to send to
8 the Commission?

9 MR. RIBAKOVE: Not from -- not from me, no. I can
10 get those out to you.

11 MR. SALAZAR: Can we get those, please?

12 MR. GLEASON: That's an oversight on our part. We
13 will get those in to you, yes.

14 MR. SALAZAR: Fair enough.

15 MR. GADBOIS: But we would have gotten the link to
16 the Commission action?

17 MR. GLEASON: Absolutely.

18 MR. RIBAKOVE: Yes.

19 MR. GADBOIS: And so we would have that on our
20 e-mail, and that's actually more important than the letter.

21 MR. RIBAKOVE: I will see that you guys all get
22 the letter in your e-mail in the next couple of days.

23 MR. GLEASON: That's an oversight and I apologize
24 for that.

25 MS. BLOOMER: This is Michelle.

1 Glenn, you were asking for a copy of the letter or
2 were you asking for a copy of the exception in the LAR?

3 MR. GADBOIS: I was looking back to make sure that
4 we understood the full dispensement [sic] of our interests
5 and Eric's already answered that. Now I just need to
6 remember to go look at Commission action to see the detail.

7 MS. BLOOMER: Okay. And then, Josh, I just got a
8 text from Brian Baker saying that the call-in number is not
9 working.

10 MR. RIBAKOVE: Gee, it was working.

11 MS. BLOOMER: Is there a call-in number I can give
12 him that's not the call-in number that the committee use?

13 MR. RIBAKOVE: Yes. That's a different number,
14 but the dial-in number is the same number, the 866 number.

15 MR. GLEASON: We will send him that -- we will
16 send him that number, Michelle.

17 MS. BLOOMER: Okay. You're going to send it to
18 him?

19 MR. GLEASON: Yes, we are.

20 MS. BLOOMER: Okay.

21 MR. STEPHENS: Michelle, this is Rob. I could
22 hear Eric clarifying an exception. The LAR letter was for
23 18 million?

24 MR. GLEASON: Eighteen million per year, yes, sir.

25 MS. BLOOMER: Okay. Then -- I'm sorry -- what was

1 the 15 million?

2 MR. GADBOIS: That's a base budget for capital
3 replacement.

4 MR. GLEASON: In the Department's base budget --
5 in other words, it's not as an exceptional item, but as a
6 part of the Department's baseline proposal -- there was \$15
7 million flexed in from the Highway Program into Transit for
8 the purposes of fleet.

9 MS. BLOOMER: Okay.

10 MR. GLEASON: That's a two-year number.

11 MS. BLOOMER: So the 18 million is on top of that?

12 MR. GLEASON: As an exceptional item, yes.

13 So the exceptional item will take specific action
14 to add into the Department's budget, if it happens.

15 MS. BLOOMER: And is that 18 million, is that also
16 for fleet?

17 MR. GLEASON: That is for general purposes.

18 MS. BLOOMER: Okay.

19 MR. STEPHENS: When do you -- when do you think --
20 Eric, this is Rob -- when do you think the Commission will
21 be addressing that issue or when would it be appropriate, I
22 guess, for us to --

23 MR. GADBOIS: Legislature.

24 MR. GLEASON: Well, the Commission has adopted the
25 appropriations request; they did that in August, Rob.

1 MR. STEPHENS: Okay.

2 MR. GLEASON: And now it moves into the session --

3 MR. STEPHENS: Okay.

4 MR. GLEASON: -- and, you know, it has to make its
5 way all the way through appropriations, and so we're talking
6 late May, early June.

7 MR. STEPHENS: Okay. Thank you.

8 MR. GADBOIS: By May 31st.

9 MR. GLEASON: Unless they got hung up on other
10 items.

11 MR. STEPHENS: I gotcha. Thank you so much.

12 MR. GLEASON: Yeah.

13 MS. BLOOMER: All right. Are there any other
14 questions or clarifications on the director's report?

15 (No audible response.)

16 Hearing none, we'll go ahead and close Item 4 and
17 move on to item 5, the presentation and discussion of Texas
18 Regional Coordination Public Transportation Planning. And
19 I'm assuming that we'll be turning that over to Steve?

20 MR. GLEASON: Yes, Steve is here now.

21 MR. WRIGHT: Hi, Michelle. I'm here.

22 So, it's good to see you all. Thank you for
23 having us again. We wanted to follow up on the conversation
24 that we had at the last Public Transportation Advisory
25 Committee meeting back in the summer. As requested by the

1 Advisory Committee at your last meeting, the Public
2 Transportation Division invited lead agencies in Texas to
3 share success stories.

4 MR. GADBOIS: Steve, can you hang on a second?

5 MR. WRIGHT: Yes.

6 MR. GADBOIS: Okay. Go ahead, thanks.

7 MR. WRIGHT: As I was saying, to follow up on the
8 request by PTAC at your last meeting, the Public
9 Transportation Division invited lead agencies to share
10 success stories that have stemmed from the Regional Planning
11 Effort. This was not mandatory of the lead agencies; it was
12 completely at their discretion as to do this. They had two
13 or three weeks to respond. Twelve agencies responded with
14 24 stories.

15 Attached in your packet is a synopsis of the
16 stories that were submitted to us. Each of those has a more
17 detailed description that was submitted by the lead agency.
18 If you would like that, we would be happy to provide those
19 to you. We simply didn't include them in your packet
20 because each of the stories is two or three pages each and
21 it would have been a bit overwhelming, but if you would like
22 to see more detail, we can provide that to you. I won't go
23 over all of these examples, but, again, they are in your
24 packet. I would just mention as a part of a very quick
25 overview, 100 percent of the projects cited the Regional

1 Planning Effort as the catalyst for the project that they
2 cited that either the regional planning process provided the
3 mechanism or the environment for the problem or the issue to
4 be identified and/or resolved. And you can see a variety of
5 projects that are represented, so hopefully this will give
6 you a sampling of some of the projects that lead agencies
7 shared with us.

8 A brief recap as far as future direction,
9 generally, of the Regional Planning Effort in Texas: You
10 might recall we have discussed previously that TxDOT
11 convened two statewide stakeholder working groups over the
12 course of the past year to provide input and to make
13 recommendations for future direction of this effort in
14 Texas. These groups represented diverse interests and
15 geographic areas impacted by the Regional Planning Effort.
16 These groups presented TxDOT with a comprehensive set of
17 recommendations covering a wide array of matters such as:
18 roles and expectations of lead agencies, funding priorities,
19 content of regional plans, inclusion of priority population
20 groups, improved quality and accountability, and the need to
21 establish performance measures. All recommendations of both
22 working groups were previously presented to and discussed
23 with PTAC which offered additional input and guidance.

24 In response to all of these activities, TxDOT has
25 determined a new direction to be initiated in 2015 with the

1 start of the next five-year plan update. You might recall
2 that the regional plans are updated every five years, as
3 called for through FTA guidelines. Additionally, TxDOT has
4 developed a guide book for lead agencies and will present
5 this guide book and share other information on this new
6 direction with lead agencies in early 2015 during a series
7 of regional workshops.

8 We will also provide the FY 2016 funding
9 application at these regional workshops which will take
10 place probably in February, at the very latest, the first of
11 March. We'll share these with the lead agencies' staff.
12 Just for your information, timeline-wise, the funding
13 applications for 2016 will be May -- they'll be due May,
14 2015, and contracts will be executed September, 2015. So
15 that will initiate the start of this cycle for the next big
16 plan update. And these updated plans will then be due by
17 December 30th, 2016. So when we start the new contract in
18 September 1st, 2015, there will be almost a year and a half
19 for the different regions to update their plans. The
20 regional workshops that I referred to will also include
21 sharing of best practices from different agencies around the
22 state and will also provide guidance for conducting this
23 five-year update.

24 The guide book -- I won't go into detail on
25 that -- but it focuses on clarifying the roles for lead

1 agencies and for TxDOT. You have a draft table of contents
2 in your packet. Again, this will be presented at these
3 regional workshops in February. It also includes
4 information on performance measures, as we've discussed
5 before. Just, again, not to go into great detail on that,
6 but just to mention, this emphasizes project measures, as
7 had been suggested by PTAC. There will be a very strong
8 emphasis on the need for local performance measures per
9 project, per local plan, and that will be in addition to the
10 new handful of statewide measures that we had talked about
11 before and that had been recommended before by the
12 workgroups.

13 And to follow up on earlier discussions concerning
14 the looking beyond the next big plan update, as I mentioned,
15 the updates will be completed end of December, 2016, and
16 they will not be updated again until 2021. So those interim
17 years between the next two, five-year updates, those interim
18 years, we will seem notable and significant changes in how
19 we will operate this effort. After the 2016 funding cycle
20 for these interim years, TxDOT will fund the bulk for pilot
21 projects, so this will be a change from the past. The
22 emphasis will be on pilot projects to really try to focus on
23 working the plans and implementing what has been called for
24 in this upcoming five-year update. The pilot projects will
25 need to address priorities in the regional plan. So

1 whatever is funded is going to need to tie directly to the
2 regional plan so that it is a strategic funding decision.

3 A preference will be given to proposed projects
4 with measurable outcomes; letters of support from the
5 respective lead agency; local match, which is something
6 new -- that's something that heretofore, we have not called
7 for with the regional planning funding; and the
8 demonstration that this proposed pilot project would be
9 relevant to other parts of the state and could have a high
10 likelihood of being replicated in other parts of the state.
11 So those will -- that will be the emphasis for our interim
12 year funding -- what we've been referring to as "interim
13 year funding."

14 Another change with this interim year funding is
15 that these awards will be made competitively as part of
16 TxDOT's annual coordinated Call for Projects. This is
17 different. As you might recall, the regional planning
18 funding and Call for Projects has, for the past several
19 years, operated on a separate funding cycle, separate and
20 apart from what we refer to as the "coordinated call." So
21 we think that there will be any number of advantages and
22 efficiencies gained by combining that with the coordinated
23 call.

24 The other significant change is that any eligible
25 applicant will be able to apply for these interim year funds

1 to conduct these pilot projects. It will not necessarily be
2 limited to the designated lead agencies. Again, to date,
3 any of the regional planning funds has always been limited
4 specifically to designated lead agencies, so this will be a
5 change. Just to clarify, every five years, when we have the
6 big plan update, which includes the comprehensive needs
7 assessment and the big resource inventory and those steps,
8 that funding will still be limited to the designated lead
9 agencies because that's very unique and specific to their
10 role as lead agency. But the interim year funding for the
11 pilot projects will be open to, you know, any entity in a
12 given region that might want to apply for a project, again,
13 that is strategic in nature; it's going to support a
14 priority identified in that respective regional plan, they
15 would be considered for funding.

16 Yes?

17 MR. GADBOIS: So by aligning these, Steve, are you
18 seeing the possibility for parading the different funding
19 opportunities to create pilots?

20 MR. WRIGHT: We are very much hoping that that
21 will be the case. And I'm glad that you mentioned that,
22 too, Glenn, because I meant to mention, related to your
23 comment, I meant to mention when I talked about the success
24 stories that were submitted earlier, more than half of the
25 stories that were submitted to us, which again is just a

1 sampling, but based on these stories that were submitted,
2 more than half of those leveraged other funds to complete
3 that project, which is really what this was designed to do
4 from the beginning. Because, you know, we've always stated
5 that the regional planning funds alone couldn't accomplish
6 that. So what has naturally been occurring in a lot of the
7 regions with these projects is that they are leveraging
8 other funds and I think that speaks to the question that you
9 were just asking.

10 So that will be the bulk of the funds awarded in
11 these interim years. Some funding in these interim years
12 will still be awarded to the designated lead agencies to
13 cover the costs associated with data collection and
14 reporting for the new performance indicators. So it's only
15 reasonable that if we are going to be asking the lead
16 agencies to report in on some of this data, that they be
17 compensated for that cost, but we anticipate that that cost
18 will be minimal. So, clearly, the bulk of the funding
19 during those years will be for pilot projects.

20 So that's just a quick overview and follow-up to
21 some of the items that we talked about at your summer
22 meeting, and a report of what has transpired since then.
23 I'll be happy to respond to any other questions that you
24 might have.

25 MR. SALAZAR: This is J.R., I just have one

1 question. First, thank you for providing that, because I
2 think that I'm the one who asked for a summary of success
3 stories and thank you for that. But when you're talking
4 about local match from other people, talk me into -- talk me
5 through who some of those people are. I'm just trying to
6 get a grasp on who we're going to get a local match from.

7 MR. GLEASON: Calvin State University.

8 MR. SALAZAR: Well, that's different.

9 (Laughter)

10 MR. WRIGHT: It will need to be worked out and we
11 need to have conversation about that. In our internal
12 conversations, the first thing that we've done is recognize
13 that people are already pulled, you know, in all different
14 directions for local match, so we realize that that will be
15 a challenge. That's why we have specifically not indicated
16 that that will be a requirement, but that preference will be
17 given to those areas. So all things considered, if there
18 are projects that have been submitted competitively, and if
19 one of those is able to provide some local match to help
20 cover the costs of these very limited dollars, then we would
21 look at that with preference, but we're not talking at all
22 that that would be a requirement. And -- I mean we could
23 have a very lengthy conversation about local match, but we
24 do recognize that that is sometimes easier said than done.

25 MR. SALAZAR: Okay.

1 MR. GADBOIS: So let's talk performance measures
2 for a couple moments.

3 MR. WRIGHT: Uh-huh.

4 MR. GADBOIS: All too often in the public sector,
5 performance measures end up being a way to bludgeon to death
6 innovation, and, you know, focus you on just, you know,
7 hitting your measures, whatever they might be, right?

8 And part of the reason we had our conversation
9 last time about performance measures is of course we need
10 that, and I think that it's real helpful to track and
11 evaluate and look for ways to do improvement, but at the
12 same time I'm hoping for some balancing, some acceptance of
13 failure, because that's a necessary fact of experimentation,
14 you know, but where a region wants to experiment or innovate
15 or look for new ways to do that, we don't want performance
16 measures being so narrowly defined that they're thwarting
17 that interest, right?

18 Have you had any conversation with folks about
19 those kinds of issues on performance measures and/or, you
20 know, thoughts on how you do that?

21 MR. WRIGHT: Well, my recollection is that in
22 these groups that, you know, spend a lot of time thinking
23 these through, that that sort of thing did come up and there
24 was very specific discussions, to my recollection, that the
25 performance measures would be -- but there's a need for them

1 to be realistic and to provide value in demonstrating some
2 reasonable broad areas of success, but they should not be
3 designed or used in any way to be punitive or to penalize,
4 and to honor innovation.

5 And I think that that's part of the idea behind to
6 having kind of a two-pronged performance measure process,
7 one, that would both honor local, customized metrics for
8 individual projects or for individual plans that's tailored
9 for that area, and then this handful of projects that we
10 could look to from the statewide perspective so that when
11 we're asked in the future for such metrics, we can have
12 something to point to. But these statewide metrics are
13 really focusing more on looking to see that there's progress
14 in a broad sort of way. So, for instance, some of those --
15 a couple of those measures are looking at the number of
16 projects that move from a planning phase to an
17 implementation phase, whatever that might be. It just shows
18 that there's progress and that all of this effort going into
19 planning isn't resulting in the proverbial "dusty plans on
20 the shelf that aren't being used"; it's a way to show that
21 it's moving forward.

22 MR. GADBOIS: So along those lines, let me just
23 pitch to you my new favorite intuit bottle. It's not about
24 how many move from planning to implementation; it's about
25 how early they move there. If you can do small experiments

1 and run those to failure early on, you invest a lot less in
2 it and can move that money on, then, to something more
3 productive.

4 MR. WRIGHT: Okay.

5 MR. GADBOIS: So think about looking for that kind
6 of thing, rather than, you know, simply, did you spend all
7 the money out on planning and move it to implementation,
8 when sometimes it's way too late and overinvested.

9 MR. WRIGHT: That's a good point. Thank you.

10 MS. BLOOMER: Are there any other questions or
11 comments for Steve?

12 (No audible response.)

13 I know this item is an action item, but I don't
14 know that you need to the action from the Committee.

15 MR. GLEASON: It's up to you, Michelle.

16 We just wanted to give you the option, if you
17 desired, but we are not necessarily looking for anything
18 today.

19 MS. BLOOMER: Okay. Is there anything else?

20 MR. GADBOIS: What would the action be? A good
21 job resolution?

22 MR. GLEASON: Sure.

23 MR. GADBOIS: A "good job so far" resolution?

24 (Laughter)

25 MR. GLEASON: Well, let me -- this is Eric -- I

1 think -- I hope we've captured the general intent of the
2 comments we've heard from the committee on this. And so the
3 message is that, you know, following the next major plan
4 update, there's going to be a significant shift in the
5 program which is, I think where the committee ended up in
6 recognizing how do we transition from where we are now to
7 this new area, so I hope we followed through on that.

8 And we will be more than willing at subsequent
9 meetings, if other thoughts come up, to accommodate those.
10 But I certainly appreciate the feedback from the committee
11 on this.

12 MR. KILLEBREW: Michelle, this is Bobby. If I
13 may?

14 MS. BLOOMER: Yes.

15 MR. KILLEBREW: We do have a speaker signed up for
16 this item, so I don't know if the committee would like to
17 take that speaker comment at this point in time or if you'd
18 like to wait?

19 MS. BLOOMER: Okay. If it's specific to this
20 item, let's go ahead and take the comment now.

21 Thanks, Bobby.

22 MR. KILLEBREW: All right.

23 MR. GADBOIS: In front of a microphone.

24 MR. SALAZAR: Michelle, and for the other members
25 on the phone, it's Ms. Carol Warlick, and she's on her way

1 up to the front, now.

2 MS. WARLICK: Hi, Michelle, and other members of
3 the committee. I appreciate this opportunity to talk to you
4 today and my comments will be pretty brief and pretty
5 straightforward.

6 MR. GLEASON: Carol, before you start, can you
7 identify yourself first.

8 MS. WARLICK: Yes, I'm Carol Warlick. I'm general
9 manager of Hill Country Transit District, the HOP, and I do
10 appreciate the opportunity to comment. I have some concerns
11 about regional planning in 5310 that I wanted to bring
12 before you today.

13 J.R. mentioned earlier that some of the transit
14 providers have some concerns, and, of course, we all talk
15 and the main concern is it seems with regional planning and
16 5310 that it's becoming more about the process than it is
17 about transportation and providing transportation to those
18 who are in need of it. Very cumbersome, 5310 has become so
19 cumbersome that it's like we don't even quite know what to
20 do anymore. The public transportation coordinators seem a
21 bit baffled as to how best to deal with it. The providers
22 are baffled as to how best to deal with it. What I mean by
23 that is there's a very small amount of money, obviously, for
24 the 5310 Program, a minimal amount of money. In the past we
25 felt like we made very good use of that money by generally

1 buying vehicles, or at least that's what we did in our
2 case -- I know in many cases it was purchase of service --
3 but for us we were always able to buy one to maybe three,
4 top three vehicles to provide transportation, additional
5 services, at least to our elderly and disabled population.
6 That's still the primary need. That's still what regional
7 coordination is about, is about providing transportation to
8 people served by our HHSC agencies. The best way to do that
9 is to have more resources to do it with: vehicles.

10 Now we're kind of getting away from that, it
11 seems. And I've not sat in on the webinar yet. I intend to
12 be in on the December 3rd webinar, so I'm a little bit in
13 the dark about the new process. I'm not familiar yet with
14 what the requirements are going to be, but I'm not looking
15 forward to them. I have a feeling they're going to be not
16 something we're real pleased with.

17 In addition to that, those who are in larger urban
18 areas, as we now are in Killeen, have a new set of rules to
19 deal with regarding 5310 and I don't know how exactly we're
20 going to deal with that yet. It's obviously something I'll
21 need some guidance on. But what I've seen, at least in the
22 Hill Country Transit District region, is a lot of confusion
23 created by 5310. It seems to bring with it an expectation
24 from the HHSC agencies that there's more money. That we
25 have the ability to do more when, in fact, we really don't;

1 it's such a small amount of money it doesn't give us much
2 opportunity to be innovative or to do anything additional.
3 And so when they come to those meetings, the HHSC people
4 come to the meetings, they end up being disappointed and
5 sometimes even almost angry that they have been led to
6 believe this program is going to offer more than it does.
7 So that's primarily my comment about 5310.

8 Regarding regional planning, I think the concept
9 behind it is good and I think it varies by regions in the
10 state as to how effective it is and the degree of need for
11 it, so I don't mean to totally take away from regional
12 planning efforts at all. The main thing it's done in our
13 area is make other people aware of what we do that maybe
14 didn't really know for sure what we did. It's brought that
15 forward and clarified that. I still think the process
16 itself is still very cumbersome and that's why we chose to
17 step away from being a lead agency. I think the time
18 involved in meetings, reporting, performance measures -- and
19 I'm not against performance measures, but I think there's
20 always a better way to do that -- I just think the time
21 involved is not -- is not in good relation to the outcomes
22 that are supposed to -- that we want to see. I don't know
23 how else to say that.

24 So our job is to provide transportation. That's
25 our goal in life is to provide transportation to those who

1 need it and more and more -- I've been doing this 31 years
2 now and I still love it, I'm still glad to be in this
3 industry -- but more and more, I see our time being taken
4 away from managing our transit systems and talking with our
5 staff and talking about how we can improve daily services to
6 being spent on data collection, reporting, meetings -- and I
7 know those things have to occur; I'm not against those
8 things -- but let's not let them become the driving force
9 behind everything. Let's not let that take over our primary
10 purpose of providing transportation. So that's -- those are
11 my comments for the day.

12 MR. GLEASON: Thank you, Carol.

13 MS. BLOOMER: Thank you, Carol.

14 MS. WARLICK: Thank you.

15 MR. GADBOIS: You might have --

16 MS. BLOOMER: Does anybody have questions or
17 follow-up for Carol?

18 MR. GADBOIS: Of course I do, Michelle.

19 MS. BLOOMER: Okay, Glenn. It's yours.

20 MR. GADBOIS: Thank you.

21 MS. WARLICK: I don't mind.

22 MR. GADBOIS: Do you mind making this a little bit
23 of dialogue?

24 MS. WARLICK: I don't mind at all.

25 MR. GADBOIS: So let's start with the 5310

1 comments, and I'll start with the last one first, the HHS
2 folks coming to the table with an expect- -- with an
3 unreasonable expectation and/or getting frustrated.

4 MS. WARLICK: Right.

5 MR. GADBOIS: Why do you think that happens? That
6 seems like a communication problem where somehow they're
7 getting a built-up expectation that then sets them up for
8 frustration once they come to the table?

9 MS. WARLICK: Well, I think it happens because a
10 notice goes out that there's going to be a 5310 meeting, a
11 meeting regarding the Section 5310 Program. The
12 availability of these federal funds to provide
13 transportation services to elderly and disabled, okay. That
14 all entities are invited to come and state their needs. So
15 they come with the expectation that they're going to maybe
16 get some funding out of this and sometimes they may get a
17 very small portion, and they come with the expectation that
18 we're going to be able to expand services, maybe expand
19 hours, maybe expand routes, really make big differences in
20 the type of service were already providing. And then we
21 when tell them that's there's only \$80,000 or \$130,000 or
22 whatever the case may be, then we can buy one vehicle and
23 you can purchase a few trips, then they're like, Why we were
24 told that there was going to be this big meeting and there's
25 all this opportunity to do something? That's what I mean by

1 that.

2 MR. GADBOIS: Okay. And then on the 5310 use for
3 capital, traditionally, at least one of the big ways that
4 it's been used --

5 MS. WARLICK: Right.

6 MR. GADBOIS: -- do you understand the LAR request
7 and/or budget well enough to be able to tell me whether you
8 think that 15 million can be -- is that -- that's for
9 capital replacement, right?

10 MR. GLEASON: It's for fleet replacement.

11 MR. GADBOIS: Fleet replacement. So that's only
12 things in your inventory that needs to be replaced because
13 they're out of date, not new vehicles, correct?

14 MR. GLEASON: Not expansion vehicles.

15 MR. GADBOIS: Not expansion vehicles?

16 MR. GLEASON: Correct.

17 MR. GADBOIS: So what I'm looking at is that 15
18 million in the LAR is not going to address the issues you
19 raised around 5310, correct?

20 MS. WARLICK: Well, it may help somewhat. It will
21 help somewhat.

22 MR. GADBOIS: So there's never enough money,
23 right?

24 MS. WARLICK: There's never enough money for fleet
25 replacement.

1 MR. GADBOIS: But it can address some of those
2 needs that 5310 had been dealing with; that's a question,
3 not a statement.

4 MS. WARLICK: It doesn't replace the importance of
5 having those 5310 funds, that additional money, to buy a
6 vehicle or two with.

7 MR. GADBOIS: Okay.

8 MS. WARLICK: That money, historically, has been
9 hugely important to us, Glenn, to purchase one or two more
10 vehicles for the rural fleet, is generally what it was --
11 one or two vehicles for the urban fleet.

12 MR. GADBOIS: To expand the fleet?

13 MS. WARLICK: No.

14 MR. GADBOIS: No?

15 MS. WARLICK: To replace aging vehicles.

16 MR. GADBOIS: To replace, okay.

17 MS. WARLICK: They've always been used to replace
18 aging vehicles.

19 MR. GADBOIS: Okay.

20 MS. WARLICK: But that allowed us to at least keep
21 the same level of service that we were at. We've never had
22 to cut services, but being able to just kind of piece by
23 piece, replace the fleet, then we would have been able to
24 continue those services to those elderly and disabled folks.

25 MR. GADBOIS: And so, Carol, I understand you're

1 taking a bunch of federal -- a number of federal programs
2 and looking at how can I do my business --

3 MS. WARLICK: Uh-huh.

4 MR. GADBOIS: -- and that means at times piecing
5 together some 5310 to do vehicle replacement --

6 MS. WARLICK: Exactly.

7 MR. GADBOIS: -- and looking for other ways to do
8 vehicle replacement, et cetera. I understand that as a
9 process.

10 Eric, have we ever gotten a good handle on the
11 actual numbers needed over time for vehicle replacement? I
12 mean do we have a state schedule for that?

13 MR. GLEASON: What we have is we have a database
14 of every fleet that there are grant funds in throughout the
15 entire state, and in most cases, we hope simply the entire
16 fleet that a rural transit district has or an urban transit
17 district has. So we have a database by fleet member tells
18 us how old the fleet is and each year there's a mileage
19 update associated with that member of the fleet so we can
20 track at the fleet level, at the vehicle level, where we're
21 at. And so we can drop the line -- we can draw the line
22 anywhere we want in terms of useful life. What I can tell
23 you is that as a rule, the agencies in this state can easily
24 exceed industry standards for useful life, and they do.

25 MR. GADBOIS: Sure. We do that with a roadside as

1 well, by the way.

2 MR. GLEASON: Yeah, and so it's, you know -- and
3 so we are able to develop a replacement schedule, if you
4 will -- we don't have a replacement schedule, per se, that
5 says, you know, this year, this year, that's it. We will be
6 able to do that with this LAR funding so we're not so
7 totally dependent on what I call a "food drive," an
8 unscheduled food drive from the back of the federal plane
9 with some discretionary funding source that we didn't know
10 was going to be there when the year started.

11 MR. GADBOIS: Okay.

12 MR. GLEASON: So the whole idea behind this
13 program, as small as it is, and it's not big enough, but we
14 thought it was a reasonable first step in this direction --

15 MR. GADBOIS: Right.

16 MR. GLEASON: -- was to commit the Department on
17 more than an on-going basis to bringing additional funding
18 in that can then be paired with federal formula funding that
19 everyone gets. On the rural side we hope to produce a ten
20 million dollar a year replacement effort. The actual need
21 is probably closer to 15.

22 MR. GADBOIS: Number, one, I wanted to understand
23 that the LAR, in relation to Carol's comments on 5310.
24 Number two, we haven't gotten into this conversation, but
25 it's usually generous to the roadside guys who are at 30 to

1 40 percent backlog on their maintenance and operations, to
2 give up some money, to do that at all. I mean I actually
3 think that is generous of them. They're not saying go find
4 new money, which is usually the answer that we get on our
5 side, so thank you.

6 So last question --

7 MS. WARLICK: Uh-huh?

8 MR. GADBOIS: -- general manager, is that you?

9 MS. WARLICK: Yes.

10 MR. GADBOIS: Okay. So what's the difference in
11 your mind between a general manager and a CEO?

12 (Laughter)

13 MS. WARLICK: I don't know. What's the difference
14 in your mind?

15 MR. GADBOIS: Well, the reason I asked that,
16 Carol, is because the transit industry for a long time has
17 been saying, Let me just keep my head down and run my
18 business, and the problem with that model is that nobody
19 then understands your business and nobody wants to invest in
20 it, right?

21 MS. WARLICK: Uh-huh.

22 MR. GADBOIS: And so one of the differences in a
23 CEO is they accept responsibility for selling their services
24 to shareholders, to potential investors, et cetera.

25 MS. WARLICK: Uh-huh.

1 MR. GADBOIS: And in one of your comments about
2 regional planning just made me think about this and so I
3 wanted to ask you: It seems to me part of the transit
4 business ought to be using this regional planning as a way
5 to sell your services to new investors and partners.

6 MS. WARLICK: Uh-huh.

7 MR. GADBOIS: But it doesn't sound like that's an
8 opportunity being realized very well.

9 MS. WARLICK: No, I think I said that. I think I
10 said that one of the things that has come out of regional
11 planning is there's been a renewed awareness or an awareness
12 among some people who were not aware of exactly what we did.
13 I think that has come out of it --

14 MR. GADBOIS: Okay.

15 MS. WARLICK: -- and I think that is a good use of
16 it.

17 A lot of the rest of it, I'm not so sure about. I
18 think we generate a lot of reports and we do a lot of
19 paperwork -- we don't, us, specifically, anymore. We have a
20 lot of meetings and we raise a lot of expectations that,
21 again, that maybe cannot always be met. But, Glenn, I do
22 believe that regional planning is very different in every
23 region of the state, the way that it's conducted and the
24 results. And in our area, it's quite different than I'm
25 sure the way it is in the Houston area or East Texas or

1 somewhere like that.

2 For us, the people who meet in your Regional
3 Transit Advisory Group, the name of our group, are people
4 who have worked together for the 30 years that I've been
5 doing this. We all know each other. We have been
6 coordinating since I started this job. We have brought some
7 new people in and that's been a good thing. We brought a
8 few new people to the table, but we could have done that
9 anyway.

10 MR. GADBOIS: Without all the paperwork.

11 MS. WARLICK: Yeah. I think that would have
12 happened anyway. As far as being able to generate any new
13 services, we've not been able to do that. It takes the
14 funding to do that. We're having the same conversations now
15 that we had 25 years ago. We need to expand hours. We need
16 to expand routes. We need more vehicles. We need to market
17 our system a little bit more. It's been good as far as
18 sitting down and having a type of conversation that you and
19 I are having -- or this group is having today, but beyond
20 that, there are limitations.

21 MR. GADBOIS: I just want to ask one -- I swear,
22 Michelle -- just one last question because you just made me
23 think about it. That you have no new service coming out of
24 it, is that a matter of people not -- you know, the people
25 that you talk with not having any money for services or is

1 that people that have money saying no?

2 MS. WARLICK: It's a matter of us not being able
3 to expand beyond what we're doing with the resources that we
4 have.

5 MR. GADBOIS: But that wasn't quite a question.
6 Is that because ya'll haven't found any new money or is that
7 because people who have new money to invest in this are
8 saying no?

9 MS. WARLICK: It's because we're part of a formula
10 program and we get X amount of funds.

11 MR. GADBOIS: Well, ya'll are, but other people in
12 the area --

13 MS. WARLICK: The people that I'm dealing with,
14 they don't have vehicles. They don't have resources. They
15 don't --

16 MR. SALAZAR: We're in the same boat that Carol
17 is, is that we don't promote more service simply because we
18 cannot do it in the vehicles that we have in place now. So
19 we don't go out and promote that because we can't meet the
20 demand as it is now, and so it's hard to do that.

21 MS. WARLICK: Right.

22 MR. SALAZAR: And I think to Carol's point is, you
23 know, I think her title is general manager, but I think she
24 holds the CEO title as well, where those things are kind of
25 combined.

1 But I do understand Carol's point, with regards to
2 5310 where now I think there is some issues with people that
3 have big areas, such as Carol, such as Kerr, Brazos, such as
4 mine where we had the issue of multiple applications and I
5 believe that's been addressed and I think that's been taken
6 care of. But now in the application there is a scoring
7 formula for participation from elected officials,
8 commissioner's court, and that kind of thing.

9 So now, I am thinking, are we really going to have
10 to spend time to go out to every commissioner's court that
11 we have in our area and ask for a letter of support from
12 them. And that's fine if we have to do that, but if they
13 come back and said, Sure, we'll give you a letter of
14 support, but we want some information from you. We want you
15 to go back. We want you to give us ridership. We want you
16 to -- you know, it's just creating this great big huge
17 workload for us and we're busy enough as it is, and to
18 Carol's point, are we here to do that? Are we here to speak
19 in front of the commissioner's court or are we here to
20 provide service? And I think that's what I think is that
21 we're here to provide service.

22 MS. WARLICK: And we do relay it to our
23 commissioner's courts and our elected officials. Now,
24 obviously we all do that.

25 MR. GADBOIS: Well, I would think so because you

1 want money from them, right?

2 MS. WARLICK: Well, we want their support. We
3 want their --

4 MR. GADBOIS: I mean among other things.

5 MS. WARLICK: -- we want their interaction with
6 our system and we get that, but the main thing the transit
7 people are feeling is that we are becoming more and more
8 machines that generate -- that collect data and generate
9 reports.

10 MR. GADBOIS: Uh-huh.

11 MS. WARLICK: And, yes, we all are sophisticated
12 enough that we know that's part of the game, that to some
13 degree that we must do that; that there's accountability;
14 that there's numbers that need to be collected; that there's
15 information that needs to be collected. That's not an
16 issue, but it's becoming really the tail wagging the dog.
17 It's becoming overwhelming, the amount of detail in
18 collection and reporting that's required. And like J.R.
19 said, every time you talk to someone, that leads to, Well,
20 would you just give us -- you know, like that's the only
21 thing that we have to do -- would you just give us this
22 little report.

23 MR. GADBOIS: Well, Carol, I wouldn't think that
24 you would be complaining if that were leading to money for
25 buses, right?

1 MS. WARLICK: Possibly so, but it doesn't lead to
2 any more funding; it just leads to more work.

3 MR. GADBOIS: But what you're saying is we're
4 having to do all of this reporting and all of this work and
5 it's not having a net-positive impact on our ability to do
6 business?

7 MR. SALAZAR: Well, I think, Glenn -- and I don't
8 mean to speak for Carol -- is that we have a long working
9 history in the state of Texas and that has never been the
10 case where we work with community and they provide funds, or
11 at least they haven't for my area, and so I think that's
12 where we come from, that we know, yes, we're going to deal
13 with them and, yes, we have commissioners on our board, and,
14 yes, we talk to them, but when it comes down to them
15 providing funds for us to provide service or purchase a
16 vehicle, that historically hasn't happened.

17 MR. GADBOIS: Really? Okay.

18 MR. SALAZAR: Or, at least that's in my area. I
19 don't --

20 MS. WARLICK: Yeah.

21 MR. GADBOIS: Okay.

22 MS. WARLICK: So, like I said, this is not a
23 complaint against having to generate a reasonable amount of
24 paperwork; that's part of our job, we understand that. But
25 it's just becoming more complex and more cumbersome every

1 year, and I see the staff -- I'm not talking about me. It
2 doesn't affect me nearly as much as it does my financial
3 director, my human resource person, my rural and urban ops
4 people; they're the ones that I see stressing more and more
5 and getting loaded up more and more to where it's literally
6 difficult for me and Terry, my financial director, to find
7 time and sit down and talk about daily operations and things
8 we need to do because she and the staff are so busy
9 generating.

10 And, you know, it's partly because we have many
11 different grants. It takes many different grants, that
12 patchwork of funding to do what we do. So I'm not
13 putting -- this is not a blame game; I'm just saying it's
14 the nature of the beast. It's becoming very, very
15 cumbersome and there's really nothing else for me to say
16 about it.

17 MR. GADBOIS: Thank you.

18 MR. SALAZAR: Thank you.

19 MS. BLOOMER: All right. Thank you, Carol.

20 Are there any other public comments, Bobby?

21 MR. KILLEBREW: I don't believe so, Michelle.

22 MS. BLOOMER: Okay. I think one thing we had
23 talked about moving onto -- I think that closes out Agenda
24 Item 5, if everybody is okay with that, as well as Agenda
25 Item 6.

1 That puts us on agenda Item 7, which is propose
2 and discuss agenda items for the next meeting. And based on
3 Carol's comments and the comments earlier from Eric, I think
4 one of the items that we wanted to talk about at the next
5 meeting was the 5310 Program, the additional federal
6 guidance, and then based off of Carol's comments, maybe
7 looking at the reporting requirements associated with the
8 5310 Program. So I would agree, in the end, we're all here
9 to provide service, which is the end-product, not
10 necessarily the process.

11 Are there any other items that the committee
12 members wanted to place on the agenda for next time?

13 MR. GADBOIS: So given this conversation, the
14 other one I'd like to get, Eric, and to him thinking about
15 is what I just heard, capital equipment, buses are a cap for
16 the ability to do services. They are a ceiling on their
17 ability to provide services; is that a fair summary of what
18 you said, J.R.?

19 MR. SALAZAR: Sure.

20 MR. GADBOIS: Okay. So what I would love to be
21 able to understand is what we think LAR's request might do
22 for capital replacement and any -- what do we have that
23 might start helping us understand what new capital
24 investment might be needed. Does that make sense?

25 MR. GLEASON: If I can explore a little further,

1 the notion of fleet as a cap on certain -- it almost sounds
2 as though if you had more fleet, that you could expand
3 service.

4 MR. GADBOIS: That's what I heard.

5 MR. GLEASON: Okay. So you got money for service,
6 not for fleet?

7 MS. WARLICK: We do to a limited degree.

8 MR. GLEASON: Okay. I just wanted to make sure
9 that I heard that right; that it's limiting expansion.

10 MR. GADBOIS: Well, that's what I heard. That's
11 what I want to explore.

12 MS. WARLICK: I think we have -- I think we have
13 some local entities who would step up to the plate a little
14 bit more if we had the resources.

15 MR. GADBOIS: For purchasing services if you had
16 the resources.

17 MS. WARLICK: I think so.

18 MR. GLEASON: If you could accommodate the fleet
19 need.

20 MS. WARLICK: To some degree. I'm not talking
21 about huge expansion. I want to be careful about that, but
22 to some degree, yes.

23 MR. SALAZAR: I agree with Carol.

24 MR. GADBOIS: So, I'd like to explore that a
25 little bit.

1 MR. GLEASON: And what is it that you want to
2 explore about that?

3 MR. GADBOIS: Well, my first question about that
4 is: What do we have already -- what do you have already
5 that would help us get a handle on what those dollar amounts
6 are?

7 MR. GLEASON: Okay. Okay.

8 MR. GADBOIS: And, then, obviously, what are the
9 caps so that we can come to a dollar amount?

10 MR. GLEASON: So you're asking about fleet
11 expansion?

12 MR. GADBOIS: That's what I heard was a cap to
13 providing more services.

14 MS. BLOOMER: Eric, this is Michelle.

15 I think if we can look at replacement and then
16 expansion, so --

17 MR. GLEASON: Okay.

18 MS. BLOOMER: -- I know you've already done some
19 sort of an analysis as part of the LAR, but what's the
20 current status of the fleet? And if we say it's at 120
21 percent past it's useful life it's going to cost this much;
22 if we replace at 150, it's going to cost this much, how much
23 does the, you know, would the 15 and the 18 million assist
24 in that, and then we can look at expansion as well, as part
25 of that.

1 MR. GLEASON: Okay. I understand -- I understand
2 what --

3 MS. BLOOMER: Okay. Because I would say we have
4 the --

5 MR. GLEASON: -- you're looking for.

6 MS. BLOOMER: Sorry.

7 MR. GLEASON: Yeah?

8 MS. BLOOMER: I was going to say I would say we
9 had the same issue when I was in Tarrant County, is that we
10 had -- we had local entities coming to the table with money
11 requesting to purchase service, but we didn't have the fleet
12 to do it.

13 MR. GADBOIS: Well, and --

14 MS. BLOOMER: Not -- like Carol said -- not a huge
15 amount, but we did have some service requests that we
16 weren't able to meet because we did not have the vehicles to
17 provide the service.

18 MR. GADBOIS: Well, and Michelle -- I'm right --
19 that's the way a lot of HHS's are going to want to purchase,
20 right -- or participate, is purchase of service; they won't
21 help straight up on the capital replacement?

22 MS. BLOOMER: Right. Right. They just want to
23 purchase a trip.

24 MR. GADBOIS: Yeah. Okay.

25 MS. BLOOMER: And so --

1 MR. GLEASON: Wait. Wait. Wait. Wait. Wait.

2 And when they purchase a trip, they're
3 purchasing -- they're covering the full expense of that trip
4 with that purchase?

5 MR. GLEASON: No. No.

6 MS. BLOOMER: This is Michelle. It depends,
7 depending on the program. In some cases it should be the
8 fully allocated cost of the trip and it's either covered a
9 hundred percent by the local entity or, you know, it's
10 matched with another grant like JARC and New Freedom.

11 MR. GLEASON: Okay. I've got enough to start.
12 I've got enough to go on. I think what I'm reacting to is
13 hearing -- and maybe I just haven't been listening -- I've
14 always understood the issue to be a level of frustration
15 associated when we are successful in bringing in more and
16 new people to the table; that they come for the first time
17 expecting, A-Ha, well, I'm here to talk about more, and what
18 they hear is -- and so, part of the new federal direction is
19 to do a better job of getting more people to the table. And
20 so part of our, quote, new 5310 process, is bringing new
21 people to the table. So we're being successful, but they're
22 bringing expectations that, Oh, what do you mean, this money
23 has already been spoken for three times over? I thought I'm
24 coming -- I thought this was new money? It's not.

25 So with -- we're working through that thing that

1 we've created. But I've -- in my own mind, I've always
2 thought that the true cap on things was money for service
3 and not so much that fleet was an obstacle, because quite
4 honestly, we have always been in a far before position to
5 support fleet requests for partnerships as they come
6 forward, than we ever have been for service. And so --
7 okay, I need to understand it as both, then, okay.

8 MS. WARLICK: It's both. And I think, Glenn,
9 where the focus that came on it just being capital was
10 because I was talking in the context of 5310, which was a
11 program where we had only purchased capital --

12 MR. GLEASON: Okay.

13 MS. WARLICK: -- but Eric is exactly right and
14 that should be clarified, that it's got to be both.

15 MS. BLOOMER: Yeah, Eric, this is Michelle.

16 I think part of it, too, is depending on which
17 partners you're talking about. I think in Tarrant County, I
18 just want to say, when you have new partners coming to the
19 table for the first time they get the 5310 letter, they do
20 come with sort of expectations and then they're disappointed
21 and frustrated. But those partners that you've been working
22 with for awhile that have -- that you've been able to
23 educate as to what you're doing and what your limitations
24 are, given your resources, then they start to realize, okay,
25 if I want service, I'm going to have to pay for it. But you

1 can't just throw them in at the fully allocated cost and go
2 from zero to \$50 a trip, you know, overnight, you'd have to
3 ease them into it. But, usually, one of the things that
4 they're not interested in is helping buy a vehicle.

5 MR. GLEASON: So here's what we can do. We can
6 identify what we think we need, the amount of money we can
7 identify to sustain a reasonable Fleet Replacement Program.
8 We can compare that amount to the combination of funds that
9 are available in the LAR through the 15 million and the 18
10 million, and we can -- if there's a net remainder, then we
11 can talk about expansion.

12 MR. GADBOIS: Yes. And that's my first step,
13 Eric. I understand now more clearly that we need to look at
14 models for more operating costs, as well.

15 MR. GLEASON: Yeah.

16 MR. GADBOIS: But one of the ways that you can
17 cover operating costs is how you allocate it out to
18 contracts for service.

19 MR. GLEASON: Yes.

20 MR. GADBOIS: So that becomes a lot more
21 complicated very quickly. I want to start with the capital
22 stuff, which is what we're talking about here. To the 5310,
23 because that's the other thing that's coming up next
24 meeting, we should also have a conversation about guidance
25 or help we can provide regions on how to communicate better

1 once we're getting more new people to the table.

2 Because I can easily see the problem, new people
3 come in, "Yeah, yeah, more money, let's go spend it on new
4 stuff" without any understanding of all the old stuff that's
5 completely still dependent on, and we ought to look at how
6 we can have those conversations more productively, more
7 quickly, and more easily. And what I can guarantee is that
8 people are talking across the table and we ought to look at
9 how we can facilitate those communications, okay?

10 MS. BLOOMER: Okay. Are there any other questions
11 or discussions on Item 7?

12 (No audible response.)

13 And, Josh, what was the date of the new meeting,
14 again, it was the last Tuesday of January?

15 MR. RIBAKOVE: Right, Tuesday, January 27th, but
16 there have been some mention about the fact that we're going
17 to have our semiannual meetings for our division and for our
18 operators in early January.

19 MR. GLEASON: Well, it's the week before.

20 MR. RIBAKOVE: And so the question was, just do
21 this meeting -- I want them to do the same thing they did
22 the last time and sort of piggyback their meeting onto that
23 when all of the operators are around or do we still just
24 want to go with the 27th?

25 MR. GADBOIS: I think we ought to align to.

1 MR. RIBAKOVE: Okay.

2 MR. GADBOIS: That's my motion, Michelle. This is
3 Glenn.

4 MS. BLOOMER: What was the motion, I didn't hear
5 that?

6 MR. GADBOIS: To align our meeting either before
7 or after, whatever -- however it works best -- but since the
8 operators in the crowd are going to be in town anyway, we
9 might as well make that as convenient as possible.

10 MS. BLOOMER: I would agree, and I think it
11 also -- it also helps to allow folks to attend, rather than
12 just participating on the phone, so if we can align it
13 either before or after the semiannual meeting, that would be
14 great.

15 MR. SALAZAR: Well, I -- this is J.R. I'm fine
16 with that, the only issue I have is that TTA typically
17 aligns themselves with that time frame, as well, so it's
18 either before or after --

19 MR. GLEASON: The big party.

20 MR. SALAZAR: -- but I'm fine with it. We'll just
21 have to figure out what TTA is going to do and maybe act. I
22 don't know if they're going to do anything.

23 MS. BLOOMER: Okay. Well, we'll leave that in
24 Josh's court, to coordinate with TTA and ACT and see if we
25 can align the next PTAC meeting with the semiannual and all

1 those other meetings, since we'll probably all be in Austin
2 anyway that week.

3 MR. SALAZAR: And what I would recommend is that
4 us just go ahead and align our PTAC meeting and then have
5 TTA --

6 MR. RIBAKOVE: Okay. And we'll explore the
7 logistics of that and see what we can do to make it
8 convenient.

9 MR. GLEASON: We will look at the Thursday
10 morning --

11 MR. RIBAKOVE: Yeah.

12 MR. GLEASON: -- following the semiannual. The
13 semiannual is scheduled for Wednesday, the --

14 MR. SALAZAR: Twenty-first.

15 MR. GLEASON: -- 21st, so --

16 MR. SALAZAR: I think that's perfect because TTA
17 typically does it the night before.

18 MR. GLEASON: Yes, I know. So we will look.

19 So you can just put a hold on Thursday the 22nd
20 and we'll shoot for the morning and make it as convenient as
21 we can.

22 MR. SALAZAR: Okay.

23 MS. BLOOMER: All righty. If there are no other
24 items for discussion for the next meeting's agenda, do I
25 have a motion to adjourn?

1 MR. GADBOIS: No, ma'am.

2 MS. BLOOMER: No?

3 MR. GADBOIS: No, we have -- no, we have
4 people's -- no? Okay. Myles just sat through all this just
5 to sit through it? Nothing to say?

6 UNIDENTIFIED MALE SPEAKER: So moved.

7 MR. GADBOIS: Okay.

8 MR. GLEASON: Second.

9 MS. BLOOMER: I have a motion, a second.

10 I'll second it. All those in favor?

11 Aye.

12 MR. GADBOIS: No, no. You got a second, but
13 anyway...

14 MR. GLEASON: Aye.

15 MR. GADBOIS: Aye.

16 MS. BLOOMER: All right. Thank you, all. We'll
17 talk to you again in January.

18 MR. GLEASON: Thanks, guys. Thank you.

19 MR. GADBOIS: In record time.

20 (Proceedings concluded at 2:17 p.m.)

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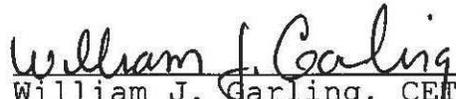
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C E R T I F I C A T E

I, William J. Garling, CET, certified electronic transcriber, do hereby certify that the foregoing pages 1 through 54 constitute a full, true, and accurate transcript from electronic recording of the proceedings had in the foregoing matter.

DATED this 11th day of December, 2014.


William J. Garling, CET
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