

BEFORE THE

TEXAS DEPARTMENT OF TRANSPORTATION

Public Transportation            )  
Advisory Committee            )

Room 1A.1  
TxDOT  
200 East Riverside Drive  
Austin, Texas

Tuesday,  
November 21, 2006

The above-entitled matter came on for  
telephonic meeting, pursuant to notice, at 1:30 p.m.

COMMITTEE MEMBERS PRESENT:

FRED GILLIAM, Chair  
VINSEN FARIS  
REBA MALONE

COMMITTEE MEMBERS PRESENT VIA TELEPHONE:

BOB GEYER  
KARI HACKETT  
DONNA HALSTEAD  
CLAUDIA LANGGUTH  
VASTENE OLIER  
BOB PETERS  
JOHN WILSON

TxDOT STAFF PRESENT:

ERIC GLEASON, Director, PTN Division  
KELLY KIRKLAND, Director, Planning and  
Support, PTN Division  
GINNIE MAYLE, Public Information, PTN  
Division  
SHERYL WOOLSEY, Director, PTN Transportation  
Services

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1 P R O C E E D I N G S

2 MR. GILLIAM: It is 1:30, and I'll call the  
3 meeting to order. If all of you would for the record,  
4 identify yourselves. And for the rules, as always, if you  
5 would, identify yourself when you speak. And also, if you  
6 would, upon voting on any measure -- what we'll do is --  
7 if you will, identify who you are, where they'll know  
8 who's voting at that time.

9 Did somebody just join us?

10 MS. LANGGUTH: Hi. It's Claudia Langguth.

11 MR. GILLIAM: Good afternoon, Claudia. We now  
12 have all the ones who were to be with us today. Mark  
13 Maddy is the only person who will not be joining us. And  
14 I just called the meeting to order. So if we will  
15 start -- actually, if -- I'll start with the table --

16 (Pause.)

17 MR. GILLIAM: Vinsen, if you will, start here.  
18 And then we'll --

19 MR. FARIS: Vinsen Faris.

20 MS. MALONE: Reba Malone.

21 MR. GILLIAM: Fred Gilliam.

22 DR. PETERS: Bob Peters.

23 MS. HALSTEAD: Donna Halstead.

24 MR. GEYER: Bob Geyer.

25 MS. LANGGUTH: Claudia Langguth.

26 MR. WILSON: John Wilson.

27 MR. HACKETT: Kari Hackett.

1 MR. GILLIAM: Let's see. Vastene?

2 MS. OLIER: This is Vastene Olier.

3 MR. GILLIAM: Okay. Can you hear us?

4 MS. OLIER: (No response.)

5 MR. GILLIAM: Okay. Vastene, apparently, we're  
6 not hearing you very well on this end.

7 MS. OLIER: [inaudible].

8 MR. GILLIAM: Pardon?

9 (Pause.)

10 MR. GILLIAM: Can you hear now? I --

11 MS. OLIER: I can hear you now well.

12 MR. GILLIAM: Okay.  
13 Can you hear?

14 THE REPORTER: I can barely hear what she's  
15 saying. But I'll try to --

16 MS. OLIER: Yes, I can, Fred.

17 MR. GILLIAM: Okay. They are not hearing you  
18 as well. And you're coming in at this speaker sort of  
19 low, but we'll try to make this work. And if I fail to  
20 hear you, don't hesitate to try to raise your voice or do  
21 something to indicate. And I'll try and make sure I  
22 recognize you. Okay?

23 MS. OLIER: Okay. Thank you.

24 MR. GILLIAM: Okay.

25 The first item of business is to approve the  
26 minutes for September 22 and October 20. Is there any  
27 reason we couldn't take them both at the same time?

1 MR. FARIS: We weren't all at both meetings.  
2 And so --  
3 MR. GILLIAM: Okay. We'll take them separate  
4 then. We'll take the September 22 meeting minutes. How  
5 about a motion?  
6 MR. FARIS: Vinsen Faris --  
7 MS. HALSTEAD: Donna Halstead moves approval.  
8 DR. PETERS: Bob Peters seconds.  
9 MR. GILLIAM: Okay. So I have a motion and a  
10 second. Any discussion on the minutes?  
11 (Pause.)  
12 MR. GILLIAM: If not, let's start a roll call  
13 on the approval.  
14 Vinsen, if you will, start here.  
15 FEMALE VOICE: Vinsen Faris. Aye.  
16 MS. MALONE: Reba Malone. Aye.  
17 MR. GILLIAM: Okay. Go to the phone.  
18 DR. PETERS: Bob Peters. Aye.  
19 MS. HALSTEAD: Donna --  
20 MS. LANGGUTH: Claudia Langguth. Aye.  
21 MR. GILLIAM: Wait a minute. Who just spoke on  
22 that last one?  
23 MS. HALSTEAD: Donna Halstead and Claudia  
24 Langguth.  
25 MR. GILLIAM: Okay.  
26 MR. GEYER: Bob Geyer. Aye.  
27 MS. OLIER: Vastene Olier.

1 MR. GILLIAM: All right. And that was, "Aye,"  
2 on you?

3 MS. OLIER: (No response.)

4 MR. GILLIAM: Is --

5 MR. WILSON: John Wilson. Aye.

6 MS. OLIER: Yes. That's correct.

7 MR. GILLIAM: Okay.

8 MR. HACKETT: Kari Hackett. Aye.

9 MR. GILLIAM: Okay. That's -- so the minutes  
10 have been approved for September 22. I'll entertain a  
11 motion now for the October 20, 2006 minutes.

12 DR. PETERS: Bob Peters moves the October 20  
13 for acceptance.

14 MS. LANGGUTH: Claudia Langguth. Second.

15 MR. GILLIAM: Okay. So we have a motion and a  
16 second. Any discussion on the minutes?

17 (Pause.)

18 MR. GILLIAM: If not, we'll start a roll call,  
19 and I'll start it here.

20 Vinsen, you're just -- you're not --

21 MR. FARIS: No.

22 MR. GILLIAM: Okay.

23 MR. FARIS: Not voting.

24 MR. GILLIAM: All right.

25 MS. MALONE: Reba Malone. Yes.

26 DR. PETERS: Bob Peters. Yes.

27 MS. LANGGUTH: Claudia Langguth. Yes.

1 MS. HALSTEAD: Donna Halstead. Yes.

2 MR. GEYER: Bob Geyer. Yes.

3 MR. WILSON: John Wilson. Yes.

4 MR. HACKETT: Kari Hackett. Yes.

5 MR. GILLIAM: Let's see. Vastene?

6 MS. OLIER: Yes.

7 MR. GILLIAM: Okay.

8 MS. OLIER: Vastene. Yes.

9 MR. GILLIAM: So Vastene, yes? Okay.

10 So the minutes for the 20th have been approved,  
11 so -- October 20. Okay.

12 Item Number 3 on the agenda is discussion on  
13 and recommendations for TxDOT's legislative agenda,  
14 including the legislative appropriation request for the  
15 80th legislative session. And this -- if we adopt  
16 something, we'll require an action.

17 John, are you prepared to talk about this? Is  
18 this something that -- didn't you put this on the agenda?

19 MR. WILSON: Well, we had a committee meeting,  
20 and we did have -- we did, of course -- can everybody hear  
21 me okay?

22 MR. GEYER: Yes, sir.

23 MS. MALONE: Yes.

24 MR. WILSON: Okay.

25 We had a meeting, I guess, on November 1 with  
26 the subcommittee, and we came up with -- I think everybody  
27 agreed with what we already had -- the two [inaudible] we

1 already had. And then they came up with another six items  
2 to be considered, and I'll just read those. And then I  
3 think that Dr. Peters had sent [inaudible] to you more in  
4 depth, but I'm going to read the first -- I'll read them  
5 all to you.

6 Number 1: A portion of the county fee be  
7 related to coordination measures.

8 Number 2: Right of first refusal for operators  
9 with existing service.

10 Three: Rural operators be able to purchase  
11 alternative fuels and propane at TxDOT operations.

12 Four: Insurance issues for operators  
13 traversing state line boundaries.

14 Number 5: Enforcement a mechanism for  
15 coordination plans that are due December 1.

16 And Six: Hybrid vehicles count as alternative  
17 fuel vehicles even if powered by traditional means.

18 Now, Dr. Peters has sent -- and I -- he sent it  
19 by text. And then what I did -- I did a Word document  
20 yesterday. So I hope everybody had a chance to read that.

21 I just assumed -- did everybody receive that?

22 MS. HALSTEAD: Yes.

23 MR. GILLIAM: What -- did you say you sent  
24 something yesterday, John?

25 MR. WILSON: Yes, I did. We first sent it by  
26 text message that Dr. Peters sent that he [inaudible], and  
27 I sent that out to everybody. And then the second time I

1 sent it out, I sent it by Word document.

2 MR. GILLIAM: Okay.

3 MR. WILSON: But Dr. Peters prepared it. Did  
4 you not get that, Fred?

5 MR. GILLIAM: I have it now. I just didn't  
6 know what I was looking for.

7 MR. WILSON: Oh. Okay.

8 MR. GILLIAM: Okay.

9 MR. WILSON: Well, with that, then I'll turn it  
10 over to any of my committee members -- I mean that's what  
11 we discussed.

12 Now, I guess, Dr. Peters, that you took time  
13 out to write up the four items. Do you want to discuss  
14 them? Or --

15 DR. PETERS: Well, I'd like to say a couple of  
16 things. The -- on the hybrid vehicles, actually, that  
17 goes into -- I think the state should adopt an emissions  
18 standard, as opposed to a specific type of fuel standard.

19 If you can operate a hybrid vehicle, you get the same  
20 mileage and you get the same or less quantitative  
21 emissions. And why not use that?

22 Secondly, some of the technology on the  
23 alternative fuel vehicles has a way to go before it is  
24 very dependable. I think the hybrid technology is  
25 probably a little bit farther advanced. So I think the  
26 state should look at an emissions standard, as opposed to  
27 a specific fuel standard.

1           On the matter of the enforcement mechanism,  
2 these coordination plans that we're submitting at the end  
3 of next week are not going to enforce themselves. And I  
4 think I gave a list of 12 or 13 possible steps you could  
5 go through, and I've never been very brief when I wrote  
6 things down.

7           But on the other hand, these programs or these  
8 plans are not going to enforce themselves. And I think  
9 what we need at a minimum is the designation of some body,  
10 either an individual or group, as being in charge of the  
11 enforcement of the achievement, if you'd rather use that  
12 term, of the coordination plans.

13           This particular entity, whether you want to  
14 designate the steering committees or whether you want to  
15 create a new body, that's -- I think there are arguments  
16 for doing it either way, but, at a minimum, there has got  
17 to be someone to enforce them.

18           Number 2: There has got to be some kind of  
19 requirement for not only cooperation within a planning  
20 region but, since those planning regions are artificial  
21 and were created by the legislature in sort of a hurry in  
22 1965, there ought to be some sort of requirement of  
23 cooperation across contiguous planning regions. And this  
24 should be at a minimum an objective of at some point in  
25 time creating common standards of service and some sort of  
26 a common fare structure -- in other words, to try to  
27 create as much commonality as we can.

1           I think another point that needs to happen is  
2           that the human service agencies and -- I think the human  
3           service agencies -- at least the one that I'm on realizes  
4           that, you know, we are really spending a lot of money in  
5           something that is not always very efficient in the method  
6           that we do human service transportation. And some of the  
7           human service agencies were a little less than forthcoming  
8           and participating in the regional planning process, but  
9           they should be cause to participate in the second stage of  
10          the process.

11                 So -- and the final thing that I wrote about  
12          was the matter of crossing state lines. A person who  
13          lives in Marshall, Texas, has a bigger desire to go to  
14          Shreveport, Louisiana, 27 miles away than they do to  
15          Longview, which is 27 miles the other way. And I think I  
16          used the Dennison, Texas/Durant, Oklahoma, and I could  
17          have used El Paso/Las Cruces or El Paso/Dona Ana County  
18          and vice-versa.

19                 There has got to be some mechanism created  
20          whereby whatever public transportation service we come up  
21          with can when necessary cross a state line and it be  
22          reciprocal. Shreveport, Caddo Parish and Harrison County  
23          have been negotiating some things they can do in common,  
24          but you run into a federal constitutional issue where the  
25          only way legitimately you can do it and make it binding is  
26          through a process called interstate compact. But local  
27          governments can't do interstate compacts; only the states

1 can.

2 So that is a boiled-down version of my  
3 proposals, and I'd appreciate you-all's consideration.

4 MR. GILLIAM: Okay. Thank you for that.

5 MS. HALSTEAD: Fred?

6 MR. GILLIAM: Yes. Who's --

7 MS. HALSTEAD: This is Donna Halstead.

8 Dr. Peters, does not the enforcement mechanism  
9 of the coordination pretty much dovetail with the concept  
10 that there has to be some funding provided for  
11 coordination of these services? And can we not roll those  
12 into one recommendation?

13 DR. PETERS: Yes, ma'am, it absolutely does.  
14 If you don't have the money, you're not going to get very  
15 far.

16 MS. HALSTEAD: Exactly.

17 DR. PETERS: And the enforcement mechanism  
18 requires, ma'am, as I see it, two or three things. And  
19 Number 1 is the granting of formal authority, in other  
20 words: The granting, either by the transportation  
21 commission or the legislature by statute, of some sort of  
22 formal authority to do this and that extends to the point  
23 that if an entity that had undertaken to participate in  
24 the coordination plan backs out, you've got to be able to  
25 do something to them.

26 And, Number 2, besides the scope of service, it  
27 also requires funding. And I think, Donna, the funding

1 level would vary from entity to entity. You need a hell  
2 of a lot more in Dallas than I do in Tyler for the simple  
3 fact that you've got nearly what, 3-1/2 million people and  
4 I've got 725,000. Now, what I have that you don't is  
5 10,000 square miles.

6 So you've got to have a scope of authority,  
7 you've got to have funding, and you've also got to have, I  
8 think, a requirement for an ongoing relationship across --  
9 with contiguous planning regions until such time as we  
10 figure out that instead of trying to do 24, let's cut it  
11 down to about seven or eight, which makes geographic  
12 sense.

13 MR. GILLIAM: Okay. Any other thoughts or  
14 comments on this?

15 MS. HALSTEAD: Could I -- Fred, could I -- this  
16 is Donna Halstead. Could I just make one more quick  
17 comment?

18 MR. GILLIAM: Sure. Go ahead.

19 MS. HALSTEAD: One of the things that was most  
20 aggravating to those of us who were on the original  
21 committee, the original PTAC committee, was that we  
22 discovered that there had not really been a process for  
23 evaluating the work of the agencies who were getting these  
24 funds. And we spent a bunch of time looking at how to  
25 develop appropriate metrics for making certain that the  
26 agencies were doing the job that they needed to do.

27 I think that that becomes a part of this

1 enforcement mechanism in that it may turn out to be that  
2 this is a self-governing process and that specific  
3 requirement of reporting would be developed for use by  
4 TxDOT to determine whether or not the services are being  
5 coordinated as they're supposed to be.

6 I don't know whether it makes more sense to  
7 have it be a regulatory function of TxDOT or a function  
8 that's defined in state statute, but that has got to  
9 happen if there's going to be any teeth at all in any of  
10 this stuff.

11 DR. PETERS: Donna, may I make an observation  
12 on what you just said? Because I think you and I have  
13 probably spent a lot more time than we wish we had  
14 thinking about it, and probably receiving objections from  
15 other persons in our respective necks of the woods.

16 I think where eventually we're going to end up  
17 if we are serious -- it's going to be ten or 12 years down  
18 the road, but I think we're going to eventually end up  
19 with, you know, seven or eight regional transit services  
20 for outside the major cities that operate their own. I  
21 think that's going to -- if we're serious, that's what has  
22 to happen sooner or later. That's what they've done in  
23 other states that are serious about it.

24 And so I think that for starters, my concern  
25 is -- and this is not to be critical of anybody in the  
26 transportation department, but I think if we were told,  
27 "Okay, you all start doing this on February 1," or January

1 1 or whatever 1st, I'm not sure they've got the metrics in  
2 mind yet to do it.

3 MS. HALSTEAD: And I agree with you. That's  
4 why we ended up having the Texas Transportation Institute  
5 work with us to develop the current measurements that we  
6 use. So I think if we were going to make such a  
7 recommendation, it would need to include the strong  
8 suggest -- that strong suggestion -- that there be some  
9 outside assistance in helping to develop appropriate  
10 metrics.

11 DR. PETERS: Well, then why don't we say this?  
12 I also don't think that some of the 24 planning regions,  
13 especially the one that I've been in, is quite ready to  
14 give up their independent position in the universe.

15 So why do we not say, Let's put a fourth thing  
16 in there aside from the scope of service: Scope of  
17 responsibility, money, cooperation with contiguous  
18 planning regions and development of a system of metrics by  
19 which each planning region will be judged? And then let's  
20 put a time frame on that so that, you know, when we're  
21 four or five years down the road, we can take the next  
22 step, whatever that is, and put that time frame as through  
23 December 31, 2010.

24 MR. GILLIAM: Okay.

25 DR. PETERS: And I come up with that -- I  
26 understand the human service contracts all lapse in 2009,  
27 as they are now, but I -- and I think there's a way to

1 continue them over year by year. And the legislature  
2 meets in 2011 -- well, in 2009 and then again in 2011.

3 So it seems to me, you know, if we say, "Okay,  
4 give us authority, give us money, require us to cooperate  
5 with people down the road and give us a system of  
6 measurements of -- standardized measurements by which we  
7 will be judged, and review it periodically," that's the  
8 way we do it through December 31, 2010; January 1, 2011,  
9 we're going to do something else, but we'll have that  
10 figured out by then.

11 MR. GILLIAM: Okay. Any other comments from  
12 any of the members?

13 (Pause.)

14 MR. GILLIAM: I -- a question I have in  
15 relationship, John, since you chaired this group. The  
16 format that this is in, compared to what was originally  
17 sent in by you in April --

18 MR. WILSON: Right.

19 MR. GILLIAM: In the format we have now, it's  
20 certainly inconsistent. And what I'm pointing out is the  
21 earlier format that you had -- it was pretty clear, and it  
22 gave pretty specific direction to the commissioners and  
23 staff of what was being requested.

24 And when I read this, it was although -- I  
25 fairly well understood it, but it was not as clear. And  
26 I'm just wondering if it's the will of this group to  
27 advance this. Then I think we at least should get it in a

1 format that's sort of a common format and is easier to  
2 understand.

3 Is that something that you could take on, John,  
4 or you and the group?

5 MR. WILSON: Well, let me -- I would like --  
6 excuse me. First of all, let me say this about the six  
7 suggestions. I didn't know -- before I went into my  
8 detail to present it to the Commission in the same format  
9 I did before, what I wanted to know is, you know, how  
10 serious was the entire group that we wanted to adopt  
11 something. And then I can certainly bring it back to the  
12 group in the proper format along with the other six  
13 recommendations.

14 MR. GILLIAM: Okay.

15 MR. FARIS: Mr. Chairman?

16 MR. WILSON: But I didn't know if the group  
17 would agree with the subcommittee or not.

18 MR. GILLIAM: Okay. I get your point on that.  
19 Fine.

20 Vinsen?

21 MR. FARIS: Mr. Chairman, Vinsen Faris. I  
22 think on the notes from our committee meeting down in the  
23 conclusion, it -- part of that will take on some of the  
24 tone of the meeting itself insofar as -- in regard to John  
25 talking about going forward. I think that -- I hate to  
26 speak for members of the committee, but we were somewhat  
27 frustrated as to how far to take this and how far to go.

1                   Part of it dealt with that April letter and  
2                   communications in which we sent our recommendations to the  
3                   Commission, and yet the -- there was a major lack of  
4                   communications back from the Commission as to our  
5                   recommendations. And that may have just been me as one  
6                   member of the committee, but I think there were others on  
7                   the committee -- we didn't feel like we got really a yes  
8                   or no or up or down word from the Commission: "Thank you  
9                   very much; go back to the table; no, this isn't your  
10                  position," or anything like that.

11                  One of our colleagues here on our committee  
12                  said that, you know, PTAC -- it often times feels like the  
13                  committee that nobody wanted. As an advisory group, I  
14                  think that it goes back to the frustrations of the -- a  
15                  lot of frustrations out there with the communications back  
16                  and forth, up and down, on direction and, Where do we want  
17                  to go. I'm not sure if the Commission really wants us to  
18                  be advising them at this point on what they should be  
19                  doing for this upcoming legislative session.

20                  And not meaning to speak for John or Donna or  
21                  anyone, Dr. Peters, involved in this -- we were a little  
22                  hesitant in going forward without hearing from others on  
23                  the PTAC as to how far to take this. And I think that's  
24                  where we are today.

25                  MR. GILLIAM: Okay. Well, my understanding was  
26                  that the Commissioners had requested it if we had anything  
27                  to advance. And we did that early on. And then as it

1 related to the coordination activity that was going on,  
2 the comment to me was, "If we wanted to add anything, we  
3 had until, you know, around November -- that related to  
4 the coordination in particular," and -- because we did not  
5 have anything in our suggested activity for the  
6 Commissioners to consider.

7           So I guess my personal feeling? Regardless of  
8 whether the Commissioners have communicated it directly to  
9 us or not, we should take the position of trying to  
10 advance public transportation as vigorously as we can.  
11 And then if they're not satisfied with what we're doing, I  
12 think we'll hear from them quicker on the dissatisfaction  
13 than it would be from the satisfaction side. So I'm sort  
14 of operating from that standpoint.

15           So if we believe this is something that we  
16 should advance for the Commissioners to consider,  
17 personally, I think we should take that initiative. And I  
18 believe we'll hear from them if they don't appreciate it.

19           And otherwise, I think they will consider that we did a  
20 good job. So --

21           MR. FARIS: Great. Well, I think we've heard  
22 from members of the -- of John's committee today, but  
23 could we hear from others of the PTAC?

24           MR. GILLIAM: Okay.

25           MS. LANGGUTH: This is Claudia.

26           MR. GEYER: This is Bob Geyer. I guess -- are  
27 all these issues really legislative issues? I guess

1 they -- I don't know. Who answers that, John?

2 For one thing, Item Number 3 -- we have heard  
3 that statutorily TxDOT -- there's something statutorily  
4 that doesn't allow like a 5311 operator to go on their  
5 property. We've never seen that in writing.

6 And I just wonder if that was not a TxDOT  
7 policy, because -- I've just heard that, you know, that's  
8 a TxDOT policy and it has nothing to do with the  
9 legislature -- and also, the decision made that you have  
10 to buy a vehicle that is alternatively fueled, that that  
11 was a staff decision and that wasn't even a Commission  
12 decision.

13 Can somebody talk to just those two issues, for  
14 one? And then I'm not sure, like all of these -- I need  
15 Number 2 described in better detail. Right of first  
16 refusal for operators? I'm not even sure what that's  
17 talking about, but I'll go with my first two questions  
18 first. Are those something the state decides, or were  
19 they staff decisions or Commission decisions, or what?

20 MR. KIRKLAND: Bob, this is Kelly Kirkland.  
21 Let me see if I can handle that first one.

22 On the issue of selling fuel from TxDOT  
23 facilities, it's my understanding from our contract  
24 services office that we do not have authority to sell fuel  
25 basically to anyone. That is not one of the duties of the  
26 Department of Transportation as laid out in statute.

27 And when -- the relationship that we have with

1 the legislature and the governor and the people of Texas  
2 is one where we specific duties that are spelled out in  
3 statute. And if we do not have the duty to do something,  
4 then we probably can't do it. That's quite a bit  
5 different than the relationship between an individual  
6 citizen of this country and the government where if you're  
7 not prohibited from doing something, then you can do it.

8 MR. GEYER: Okay.

9 Well, then, John, I'll just, you know, ask you.  
10 Shouldn't the recommendation on this be then that we have  
11 to, you know, be very specific, like Fred is talking  
12 about, as to what needs to be done? In other words, TxDOT  
13 has to be given or actually be told, I guess, kind of like  
14 Kelly says, as part of their duties, that they will do  
15 this under their whatever -- authority, that they be given  
16 the right to do that or told to do it. And that's -- we  
17 need to be very specific as to what needs to be done to --  
18 in the legislative session. And this doesn't describe  
19 that.

20 MR. WILSON: Right. I think, first of all, let  
21 me say a couple of things.

22 Number 1: I tried to meet with Ric Williamson  
23 on several different occasions to talk to him about our  
24 legislative agenda so we can get feedback so I can take  
25 back to the full committee exactly what he felt about the  
26 six original positions, but after numerous times of  
27 calling his office and calling his staff and trying to set

1 up a meeting, I never -- they never would set up a meeting  
2 with me.

3 So I just want to let you know I did try that.

4 And that's why it was -- I waited until November 1 to  
5 ever call the subcommittee.

6 Secondly, Bob, you're right that some of these  
7 are not really legislative items. But they still came up  
8 in the committee, and I thought -- in the subcommittee,  
9 and I thought the full committee should at least discuss  
10 it.

11 As far as the rural operators being able to  
12 purchase alternative fuels, that also came up last  
13 Thursday at the Commission meeting that -- the regional  
14 transportation regional [inaudible] brought that to the  
15 Commission as a recommendation from them. And it was my  
16 understanding that they directed Eric Gleason to prepare  
17 proposed legislation on that or proposed action on that  
18 for the Commission to take. So I think that Number 3 item  
19 is already going to be taken care of by the Department.

20 Is that right, Mr. Gleason?

21 MR. GLEASON: John, this is Eric. John, I  
22 don't honestly remember that specific of a direction being  
23 given to me. I will certainly clarify that in case I  
24 missed something. I did hear them say that they wanted to  
25 take a look at it and that they -- I think they were  
26 moved, in my opinion, in particular over the issues around  
27 alternative fuels that were talked about on Thursday with

1       them as a barrier to coordination.

2                   I recall the chair specifically taking the  
3       opportunity at that time to inform Mr. Morris and the  
4       others that the Commission doesn't act -- it likes to take  
5       time and not act quickly on something like this; they like  
6       to act deliberately.

7                   And so I will certainly check my direction.  
8       And so I left there with an obvious commitment being made  
9       to look at the issue, but not quite as specific as you  
10      mention it.

11                  MR. WILSON:   Okay.

12                  What I will do -- Fred, I will add that -- if  
13      the committee so desires, I'll add that as our Number 7  
14      point to our recommended legislative agenda.

15                  MR. GILLIAM:   Okay.   Are -- is it your thought  
16      then that we should pick -- that would be Seven to your  
17      already six I'm looking at -- and the other items on here  
18      that the committee would recommend that should be added to  
19      the legislative agenda?

20                  MR. GEYER:   I'd like to go through each one and  
21      get opinion as to, you know, like are these really  
22      legislative agenda items --

23                  MR. GILLIAM:   Okay.

24                  MR. GEYER:   -- like I asked previously.   I  
25      don't know that they all are.

26                  MR. GILLIAM:   Yes.   Well, I -- when you  
27      mentioned Two earlier --

1 MR. GEYER: Yes. Two I need explained. I  
2 don't understand that.

3 MR. GILLIAM: Mine shows Three. It talks about  
4 rural operators being able to purchase alternative fuels,  
5 propane. That's the one we just talked about. Right?

6 MR. GEYER: Yes. But the one right above it.

7 MR. WILSON: Okay. The one right above it --

8 MR. GILLIAM: I don't have --

9 MR. WILSON: -- was brought up by Donna.

10 Donna, would you like to explain that one? I  
11 don't have any [inaudible] on that, Donna.

12 MS. HALSTEAD: The general thought behind that  
13 was that we had instances last spring in which people who  
14 are currently providing services were not allowed to  
15 compete or did not successfully compete for contracts to  
16 provide certain services. The reason I brought it up is  
17 because there seems to be at TxDOT a desire to privatize  
18 to a great extent.

19 And I wanted to mention this because I was  
20 afraid that current service providers could in fact find  
21 themselves shut out of the process. Now, if it is not  
22 something that service providers are concerned about,  
23 then, obviously, there's no need to move forward on it,  
24 but I at least wanted to bring it up for discussion.

25 DR. PETERS: Donna, this is Bob Peters. I  
26 think this -- actually the concern may be a little bit  
27 broader than Dallas, Texas.

1                   In our coordination plan, we have similar  
2                   language, except we use the language that, Where an  
3                   existing service exists, the two standards are, Number 1,  
4                   cost efficiency, and, Number 2, maintenance of service  
5                   quality, i. e., If a service exists and it works, then why  
6                   change it?

7                   MR. GILLIAM:   Okay.

8                   MS. HALSTEAD:   And I agree.

9                   DR. PETERS:   And so -- and actually, Donna, I  
10                  had not thought about it before you mentioned it three  
11                  weeks ago.  And then I spent about two hours hearing about  
12                  it last Friday.  I think it was.

13                  MR. GEYER:   But are you talking about like the  
14                  MTP contracts?

15                  DR. PETERS:   Yes.

16                  MR. GEYER:   Is that what you're talking about?

17                  DR. PETERS:   Yes, sir.

18                  MR. GEYER:   Okay.  Now, isn't -- wasn't that a  
19                  TxDOT decision?  That was not a legislative to go to the  
20                  larger areas, was it?

21                  MR. GLEASON:  This is Eric.  Yes.  That was --  
22                  I mean basically, we were reprocurring outdated service  
23                  contracts that had come over to us from Texas Department  
24                  of Health when we assumed the medical transportation  
25                  program responsibilities.  And so that was -- the  
26                  procurement and the procurement process was a TxDOT  
27                  decision.

1 MR. GEYER: Yes. But --

2 MR. GLEASON: And that process did not exclude  
3 anyone from competing.

4 MR. GEYER: Well, I guess you could say it did,  
5 because some of them couldn't contract with --

6 MR. GLEASON: It didn't -- obviously, it didn't  
7 guarantee everyone who had a contract would get one. But  
8 everyone could compete or join with others to compete as a  
9 part of that process, and it did not exclude private  
10 competition, either.

11 MR. GEYER: No. I guess my point here is  
12 like -- that's an issue that is not a legislative issue to  
13 me. That's an issue -- not that it's not an issue of  
14 concern, but that's an issue we just take up with TxDOT  
15 staff and, I guess, eventually the Commission. But it's  
16 not something that goes forward to the legislature.

17 MR. WILSON: Then I don't have to put Number 2  
18 in as a number on my list? Okay.

19 MR. GEYER: Well, that's my opinion.

20 MR. WILSON: Okay. All right. That's my  
21 opinion, too. I just want to make sure. All right?

22 What about the other four? Let's take them one  
23 at a time. Let's take -- the Number 1 was a portion of  
24 the county fee to be related to coordination measures.  
25 Let me also say about that that I've already taken the  
26 county legislation fee to the legislative council to  
27 review, and we're -- already are working with different

1 legislators on this. This would have to be something that  
2 would have to be okayed by the sponsoring state  
3 representatives on this.

4 So I'm just telling you that I voted for this  
5 as TTA president. We are moving forward with this,  
6 anyway, but we did not have that it has to be tied to  
7 coordination efforts. I'm just letting you know that --  
8 or measures.

9 MR. GILLIAM: Okay.

10 MR. GEYER: Okay. So yes. I -- this is the  
11 first I'm hearing about the coordination. It was a \$10-  
12 --

13 MR. WILSON: Up to \$10. And what it is -- it  
14 pays for -- 10 percent can be retained by the county. And  
15 then the other 90 percent is distributed based on -- if  
16 there's other government entities like cities, they get  
17 their portion that -- of the vehicles that were registered  
18 in their town. And then they can keep 10 percent for  
19 theirs, and the rest is used for public transportation.

20 But all the money cannot -- it can only be used  
21 for either public transportation administrative -- you  
22 know, up to 10 percent for administrative fee, and -- but  
23 they also could use that 10 percent if they wanted to to  
24 further mobility needs of their citizens. And that's the  
25 way it is already written for the roads and bridge fund.

26 And so we took the statute that was already  
27 there and added this to it. And we do not want to change

1 the legislation that is already there, because the  
2 counties felt like it was important that the legislation  
3 stay as close to the roads and bridge fund as possible.

4 So that's why we did it the way we did. And of  
5 course, coordination measures is not in there, anywhere.  
6 I'm just letting you know that. So I would have to get  
7 the -- you know, because this is already going on, I would  
8 have to get them to take on this if that's something we  
9 want to do.

10 MR. GEYER: Okay. That's not part of it. So  
11 the way you explained it, 10 percent would go for  
12 administration, and the other 90 percent would have to go  
13 to public transportation?

14 MR. WILSON: That's right.

15 MR. GEYER: Okay.

16 MR. WILSON: Well, it would be divided up  
17 among, you know, the -- how the county is divided up. I  
18 mean it takes -- there's four or there -- I think there  
19 are six cities in the county of Lubbock.

20 Each of those six cities on their portion of  
21 the restoration of vehicles in their city will get a  
22 portion of this fee. And they in turn, because they say  
23 all the cities -- Lubbock is under 50,000, they in turn  
24 could contract with the rural providers who provide that  
25 service if they want to, or they could, you know, somehow  
26 provide their own. But basically, it has to be used for  
27 public transportation.

1 MR. GILLIAM: Okay.

2 Does anyone feel strongly that coordination  
3 should be in the document?

4 DR. PETERS: I think so. We've talked about  
5 the fact that coordination plans need money. Here's a  
6 possible source, if it passes.

7 MR. WILSON: Okay.

8 MR. GEYER: Well, my understanding is that  
9 TxDOT is probably going to be funding coordination for  
10 another year, anyway, to the tune of about 50- to \$60,000  
11 per region.

12 MR. WILSON: I think -- let me just say this.  
13 I think the more things you tie to this county fee, the  
14 harder it's going to be to pass.

15 DR. PETERS: I mean, John, you already have  
16 coordination written in the bill, don't you?

17 MR. GILLIAM: No.

18 MR. GEYER: No, he does not.

19 DR. PETERS: Oh. He doesn't? I thought he  
20 did.

21 MR. GILLIAM: No.

22 MR. WILSON: No, I do not.

23 DR. PETERS: Then don't put it in there. God,  
24 no, don't fool with it.

25 MR. GILLIAM: Okay.

26 DR. PETERS: I'm sorry. I misunderstood, John.  
27 I thought you did. And I thought, Well, heck, if that's

1 what he wants to do, we'll do it.

2 MR. GILLIAM: That clears that up.

3 DR. PETERS: Okay.

4 MS. HALSTEAD: This is Donna Halstead. I  
5 didn't have any desire to see it tied to any specific  
6 funding source; I simply wanted to make certain that both  
7 TxDOT and the legislature focus on the fact that this  
8 coordination is not going to occur without some kind of  
9 financial support to make it happen.

10 And there has got to be some way to assist in  
11 funding the coordination of this stuff if we're going to  
12 make the kind of headway that we want to.

13 MR. WILSON: I agree.

14 MR. GILLIAM: And I think you may tie that to  
15 Number 5 when you're talking about enforcement.

16 MR. WILSON: Yes. I think so, too.

17 MS. HALSTEAD: That's --

18 MR. WILSON: All right. So we've gone through  
19 Number 1 and Number 2. Number 3 is now our Number 7. And  
20 then let's go on to Number 4.

21 MS. HALSTEAD: We're going to merge the  
22 coordination piece of it with --

23 MR. WILSON: Number 5?

24 MS. HALSTEAD: -- the enforcement piece. And  
25 then that will all relate to the same subject.

26 MR. WILSON: Okay. All right. Well, why don't  
27 we just take up number 5, since we're talking about it.

1 Is that -- actually be Number 8.

2 (Pause.)

3 MR. GILLIAM: Do I hear anyone? Speak up.

4 MS. HALSTEAD: [inaudible]. And I do. But  
5 that's -- you know, obviously.

6 MR. WILSON: I wonder how we got to eight all  
7 of a sudden. I mean we already had six, and I thought --  
8 Okay. All right. We had six of them already. Okay?  
9 Just changing Number 5 -- we already decided that Number 3  
10 was going to be our seventh legislative item that I'm  
11 going to write up.

12 DR. PETERS: Okay. So the Number on the list  
13 we talked about in November goes at the bottom of the list  
14 we already have now and becomes the number Seven?

15 MR. GILLIAM: That's correct.

16 DR. PETERS: All right. I was -- okay. I was  
17 asleep.

18 MR. WILSON: No. That's okay.

19 DR. PETERS: Okay.

20

21 MR. WILSON: And then I'm just trying to get  
22 to -- there are three more issues here we need to discuss.

23 And I want to make sure if you feel like they need  
24 legislative commitments to get them done or is it just  
25 something that we need to inform TxDOT that we want  
26 internally.

27 DR. PETERS: The way I understand on the

1 alternative fuels -- I understood and -- I could be making  
2 this up, but I understood the transportation commission  
3 and the railroad commission got together several years ago  
4 and figured out how to do this. And I thought somebody  
5 told them to.

6 Kelly, is that right?

7 MR. KIRKLAND: This is Kelly Kirkland. I'm not  
8 aware of that, Dr. Peters.

9 DR. PETERS: Oh. I don't know where -- I've  
10 heard that within the last week or so, and -- that they  
11 were told to sit down and cooperate and they did. And  
12 that's all I know.

13 What I would suggest -- the emissions  
14 standard -- no. I guess keep them separate. Just --

15 John, on one of the earlier lists -- on the  
16 first list, we have the emissions standard-based  
17 purchasing. Correct?

18 MR. WILSON: No.

19 DR. PETERS: I thought we did. Okay. Then  
20 I'll -- I was going to try to tie two more together, but  
21 we can't.

22 MR. WILSON: Okay.

23 MR. GEYER: Eric, Bob Geyer.

24 MR. GLEASON: Yes, Bob?

25 MR. GEYER: Isn't it true that the decision  
26 that you have to go with an alternate fuel vehicle -- was  
27 that not a staff decision?

1 MR. GLEASON: Yes, sir, it was. This is --

2 MR. GEYER: See? There we go again.

3 MR. GLEASON: Well, let me give you the -- I  
4 mean that -- it was an administrative decision made to  
5 implement the statute. And what I can tell the committee  
6 is that particularly following last Thursday's  
7 presentation of barrier constraints, we are taking a hard  
8 look at the existing policy that we do have and that we  
9 are intent on revising it to be more an emissions-based  
10 approach. I think that's where we need to end up.

11 I think we need to, you know, have it not be  
12 prescriptive from the standpoint of what goes in the tank;  
13 we're more concerned about what comes out of the tail  
14 pipe. And so we are moving in that direction, and I hope  
15 to have some new information on that in the next couple  
16 months. So I'm not -- my own view? I'm not sure that  
17 this is a legislative item as much as a recommendation to  
18 the staff.

19 MR. GEYER: Okay. May I make a -- does the  
20 emissions standard have a mileage coefficient built in?

21 MR. GLEASON: We're not that far along.

22 MR. GEYER: Okay. May I suggest you think of a  
23 way --

24 MR. GLEASON: We could consider that.

25 MR. GEYER: I think you should.

26 MR. GILLIAM: Okay.

27 MR. WILSON: Okay. Back to the legislative

1 issues. Since I have to write this, I would like to get  
2 this resolved here.

3 MR. GEYER: Okay. Knock out hybrid vehicles  
4 then.

5 MR. WILSON: Okay. So we're down to two items.  
6 One is the enforcement mechanism for coordinated plans  
7 that are due by December 1. And if that's agreeable with  
8 the committee, I will write it up as our -- as the next  
9 legislative item to present to TxDOT.

10 DR. PETERS: I'm just curious as to what you're  
11 going to write up as far as the enforcement for  
12 coordination plans for the legislature. I just --  
13 that's -- I mean I don't know how I'd write that up. I  
14 mean you've got -- everything is so different as far as  
15 coordination around the state.

16 I mean what are you going to do, just say you  
17 have to have a coordination plan -- okay -- so you get  
18 money; otherwise, you don't get money? I mean it's -- I  
19 don't know that we're at the point where we can define  
20 what coordination is. I don't know if we'll ever get to  
21 that point, especially a statewide thing.

22 MR. WILSON: Okay.

23 DR. PETERS: I mean ours -- just in our five  
24 counties -- six counties out here, it's totally different.  
25 And --

26 MR. WILSON: Well, I think --

27 DR. PETERS: What are you going to tell them to

1 do that makes any sense?

2 MS. LANGGUTH: Well, Bob, this is Claudia  
3 Langguth. Couldn't we make it part of their regular  
4 coordination plan so it would be included in part of their  
5 plan? I mean that's one way to get enforcement, because  
6 all of them have to submit coordination plans of one type  
7 or another that include other things besides  
8 transportation.

9 MR. GEYER: What do you -- I don't understand.  
10 What do you mean? You would [inaudible] enforcement?

11 MS. LANGGUTH: Well, each of the -- there's no  
12 real sense of enforcement. I mean you're right. I mean  
13 how do you enforce something like that? But at least as  
14 far as getting your strategic plan approved, this could be  
15 a mechanism that could be included as part of that.

16 I mean all of the [inaudible] boards and  
17 development boards, for example, have to have a plan  
18 that's submitted to the government. This could be part of  
19 that plan.

20 MR. GEYER: Okay. But who is submitting this?  
21 Are we talking about -- I mean are we talking about --  
22 right now, there's 24 coordination plans around the state.  
23 This is not an Agency strategic plan. It's different  
24 from that. I mean what and who's -- so if a region  
25 doesn't meet the qualification, who gets hurt? I mean who  
26 gets hurt within that region, the 5310 providers, the 5311  
27 providers, the small cities? Look at who gets cut

1 funding. I mean can't even imagine you writing this up,  
2 John.

3 MR. WILSON: Okay. I think your -- okay. How  
4 about this? You know, Bob and I -- Dr. Peters and I are  
5 both on the study group. And how about that we -- because  
6 I think one thing that Michael Morris has mentioned to the  
7 Commission last Thursday is that he would like it to be  
8 an -- ongoing at least for the next two years -- that's  
9 what I understood -- and that during those two years, we  
10 would meet on a quarterly basis.

11 I think the study group was the regional study  
12 group. And I think maybe this is something that -- we'll  
13 still be meeting. And also, he said there'll be a second  
14 tier, a planning fund, and maybe at that time we should  
15 include maybe specific goals to be met with a new planning  
16 document that addresses coordination.

17 In other words, I think the one thing that was  
18 wrong with the plan that's going to be turned in by  
19 December 1 is -- I think they're going to be all over the  
20 place. And some plans will have some things in them that  
21 all plans should have, but they won't have it. And I  
22 think that the next set of plans will refine the first  
23 set. And I think that's when maybe some of these things  
24 can come about.

25 And maybe Donna agrees, because she was at that  
26 meeting, too.

27 And you heard what the -- Michael Morris -- his

1 recommendations. Is that not what the -- are those going  
2 to happen?

3 MR. GILLIAM: Who are you asking of, John?

4 MR. WILSON: Well, I guess Eric, because he was  
5 directed by the Commission to listen -- to give the  
6 presentation. And some of the recommendations made by  
7 Michael Morris -- and the members of the study group  
8 that -- we asked for a second bit of planning money to  
9 follow up the first set and -- because there were some  
10 things that we felt like were going to be left out of this  
11 original plan document that's going to be documented.  
12 There should be more structure to the next set of plans.

13 What I'm saying is some of these enforcement  
14 mechanisms could be put into that funding then. Do you  
15 not agree, Eric?

16 MR. GLEASON: Yes. This is Eric. John, let me  
17 do a couple of things here. Let me give the committee an  
18 idea of where the Department is going in the area of  
19 regional coordination and as a way of informing this  
20 conversation.

21 We are looking at pursuing regional  
22 coordination in sort of three general areas. The first  
23 area is in fact sustaining the planning effort. And we  
24 have -- through grant funds that the Department  
25 administers, we have the ability to look at sustaining the  
26 planning effort for a second year and beyond that if we so  
27 desire at some level.

1                   And the second area is that -- we are  
2 looking -- we're sort of looking more toward the carrot  
3 side of encouraging coordination, as opposed to the stick  
4 side, at this point in time, looking for ways that we --  
5 through our competitive program calls for JARC, New  
6 Freedoms and possibly some other funds that we administer,  
7 looking for ways to reward and encourage innovation in  
8 coordination and actually setting up the way we evaluate  
9 project proposals to encourage coordination and  
10 innovation.

11                   And then the third area that we're looking at  
12 and have funds for is an area we'll call program  
13 development or technical assistance, where we expect --  
14 and there were a number of issues that were raised last  
15 Thursday that are sort of statewide issues that might  
16 require some additional research, some additional  
17 consultant work, or whatever, to further flesh out and  
18 understand what opportunities they might have for us. And  
19 we would be in a position of being able to support those  
20 efforts, as well.

21                   So in terms of where the Department's looking,  
22 you would -- I think you all can expect to see us over the  
23 next several Commission meetings to be rolling out piece  
24 of this program through minute orders. And I know that  
25 Commissioner Andrade has also requested that we come  
26 before them shortly with a discussion item on this topic.

27                   The other thing that I would mention is that

1     although I wasn't here for the formation of the strategy,  
2     I do know that it was a deliberate strategy on the part of  
3     the study group and Michael Morris and Commissioner  
4     Andrade that this first round of plans not be -- that we  
5     not be so prescriptive up front that we discourage  
6     participation. I think it was a deliberate decision to be  
7     less detailed and less prescriptive about what should be  
8     in them, a larger emphasis being placed on, Let's get  
9     people to the table, and let's find out what people come  
10    up with.

11                 And I think you're right. There's a range of  
12    different approaches that we're seeing in these plans as  
13    they come in. There are a lot of different ideas out  
14    there. What we will be doing -- as we go through these 24  
15    plans, we'll be trying to pull out what we think represent  
16    best practices or good approaches or interesting ideas.  
17    We're not in the business of evaluating them on whether  
18    they're good or bad plans at this point.

19                 And I think as we move forward into the future,  
20    we're going to continue to sort of for the near term,  
21    anyway, emphasize sort of positively reinforcing ideas and  
22    work that we think others ought to take a look at, and, I  
23    think, not so much yet in the area of enforcement as a  
24    negative thing. We may get there ultimately, but I think  
25    at this point in time we're still interested in trying to  
26    be as constructive and positive about encouraging people  
27    to do coordination as we can.

1                   So with that, I'll let the committee get back  
2 to their conversation.

3                   MR. GILLIAM:   Okay.

4                   MR. WILSON:   With that, I don't think we need  
5 to include the enforcement mechanism for the coordination  
6 plans as a legislative item.

7                   DR. PETERS:   I would say not right now.

8                   MR. GEYER:    Yes.

9                   DR. PETERS:   I also would say, Eric, you're a  
10 lot nicer than I am.  I'd say, By God, you all go do it;  
11 You said you would, so do it.

12                  MR. GLEASON:   Well, Bob, this is Eric.  There  
13 are the range -- you've obviously given this a lot of  
14 thought.  And I have a lot of respect for your ideas.  And  
15 we may all have to -- you may have to slow down a bit to  
16 let the rest of us catch up.

17                  DR. PETERS:   Okay.  Well, I just -- you know, I  
18 will -- as long, Eric, as something is going to exist and  
19 it's going to have a little money, the only thing I would  
20 suggest is that you put some kind of a standard in.

21                  MR. GLEASON:   Okay.

22                  DR. PETERS:   And I really would.  And I would  
23 say, Okay, now you all said you were going to do 14  
24 things.  I just -- I think that's as many as we have in  
25 ours -- I think it's 15.  Do two of them.

26                  MR. WILSON:   Okay.  The last item then, Fred,  
27 is insurance issues for operators transversing state

1 boundaries. The only thing I'd like to say about that --  
2 I know that Dr. Peters talked about this quite a bit, but  
3 we operate -- McDonald Transit operates the Texarkana  
4 Arkansas, and we have insurance that helps us in both  
5 states.

6 And I don't know that this really is a  
7 legislative issue more than just getting the -- set up  
8 with the right insurance. I'm not -- I'm just saying that  
9 this may not be a legislative issue here.

10 DR. PETERS: John, I think you all can do it  
11 because Texarkana, I believe, is a single municipality.  
12 Isn't it?

13 MR. WILSON: Well, there -- no. There's -- we  
14 actually work with -- we have a contract with Texarkana,  
15 Texas, and Texarkana, Arkansas, two different --

16 DR. PETERS: Okay. I thought --

17 MR. WILSON: And -- but we have one unified  
18 entity that operates in both states.

19 DR. PETERS: Well, just -- you know, I don't  
20 know how it needs to be done, but I do know that people  
21 who live in the border counties, whichever border you  
22 are -- that you do have to have that flexibility. And,  
23 you know, you're -- if we're going to create regional  
24 services, well, the region of east Texas does not stop --

25 MR. WILSON: At the Louisiana border?

26 DR. PETERS: -- at the Louisiana line. No.  
27 And by the same token, Caddo and Bossier Parish region

1 does not stop at the Texas line.

2 MR. GILLIAM: Dr. Peters?

3 DR. PETERS: And I almost wished -- after I  
4 wrote it, I wished I hadn't included Texarkana,  
5 Texas/Arkansas, because I thought there probably was a way  
6 around it there. But -- and that way may extend elsewhere  
7 and just nobody knows it.

8 MR. GEYER: Well, El Paso has some metro  
9 contracts or, shall I say, the City of Sunland Park, New  
10 Mexico, contracts with El Paso through an interlocal  
11 agreement.

12 DR. PETERS: Okay.

13 MR. GEYER: And so, you know, that's not a  
14 state issue. That's --

15 DR. PETERS: A local --

16 MR. GEYER: -- an agreement between  
17 localities.

18 MR. GILLIAM: This is Fred. I've operated in  
19 the past in multiple states. And usually you have to make  
20 sure your license -- because normally you have an exempt  
21 license, you have to make sure you're legal for the  
22 license plate to be recognized in the other state.

23 And on the insurance, you normally just have to  
24 make sure your insurance carrier is aware that you --  
25 they're insuring a vehicle that's going to operate in  
26 another state. It's nothing that I'm aware of that  
27 normally requires anything from the state.

1 DR. PETERS: Okay. Well, maybe it is -- the  
2 complaints or the comments that I've heard indicated that  
3 you couldn't do it. But if you can do it, then maybe we  
4 simply need to inform folks in our neck of the woods that  
5 you can.

6 MR. GILLIAM: But I think we should inquire  
7 of -- actually, the best call would to find out from the  
8 license bureau about the license plate, and -- of course,  
9 that's not what was raised here. And whoever's your  
10 insurance carrier, I think you need to determine from  
11 those folks if you can.

12 Now, if you operated under the tort liability,  
13 obviously, the tort that's in the other state that you're  
14 operating -- you know, which is your cap? You'd be under  
15 a Texas tort limit in Texas. And if you operate in  
16 Louisiana, whatever the tort limit is there would be the  
17 issue.

18 Then if you don't have a tort limit, that's  
19 where your insurance would come into play, which would be  
20 much higher, because they're having to cover you for a  
21 much higher tort limit. That may be the issue there.

22 DR. PETERS: Okay.

23 MR. WILSON: Okay. Then it's not a -- this is  
24 not a legislative issue then, I take it.

25 MR. GILLIAM: Well, I think -- no. I think we  
26 need to satisfy that, because you're raising questions  
27 and -- I'm just telling and mentioning from my previous

1 experience. I know here I have sent buses out of state  
2 and they've allowed me to do that, but I had to get extra  
3 insurance to cover me when I was out; I had to make sure  
4 the insurance carrier was aware that I was taking the  
5 buses out.

6 And I've sent some buses to New Orleans, and  
7 I've also sent buses to Oklahoma City. And in both cases  
8 I was able to do it, but -- and I don't know what I paid  
9 as far as a premium, but I did -- to make sure the  
10 insurance covered the buses, I had to notify -- in this  
11 case, I'm covered under the Texas Municipal League.

12 DR. PETERS: Well, let's go back to that then.

13 Let's say you're in Marshall, Texas. And if we get a  
14 route, if we do create a regional service, and there's  
15 going to be a very compelling need for that regional  
16 service to operate on a regular basis between Marshall and  
17 Shreveport, well, you can't ask -- if that bus leaves  
18 Marshall at eight o'clock every morning, you can't call at  
19 7:45 every day and say, Can I go.

20 MR. GILLIAM: No. You just have -- you just  
21 make sure you have the insurance to cover it in advance.

22 DR. PETERS: So are we saying this should be  
23 addressed by legislation, or are we saying forget it?

24 MR. GLEASON: No. Mr. Chairman?

25 MR. GILLIAM: Go ahead.

26 Eric has a --

27 MR. GEYER: I think there have been several

1 examples where that has been done.

2 MR. GILLIAM: Yes. Eric has a comment.

3 MR. GLEASON: I think -- this is Eric. I think  
4 this is an example -- I talked about the Department  
5 supporting program development or technical assistance in  
6 areas that might require further research or information.

7 This could be an example where, given an accurate  
8 description of the problem, we could have someone do some  
9 research and actually find out what the particular  
10 requirements are and how people would need to go about  
11 dealing with that as a starting point.

12 DR. PETERS: Okay. Well --

13 MR. GLEASON: Now, that work could yield some  
14 legislative issues for us, but I'm not sure we know enough  
15 now.

16 DR. PETERS: Okay.

17 I agree with Eric. Let's take it off the  
18 legislative list right now with the idea that it may go  
19 back.

20 MR. GILLIAM: Okay.

21 DR. PETERS: Okay. Is that fine with  
22 everybody?

23 MR. GEYER: Yes.

24 MR. WILSON: Okay. Fred, if it's all right  
25 with you, then what I will do -- I will redo the letter  
26 and add this Number 3 about being able to purchase  
27 alternative fuels from TxDOT operations are our last

1 issue. And I will reissue that letter and send it out to  
2 all the members of the committee this week, and then I'll  
3 send it to you so that you can send it on to the chairman.

4 MR. GILLIAM: Okay. John, is --

5 MR. GEYER: So, John, you're going to be  
6 specific about what actually needs to be changed as far as  
7 statutorily as much as possible, anyway, where Kelly was  
8 talking -- you know, kind of what Kelly was talking about,  
9 if we could quote what needs to be changed exactly?

10 MR. WILSON: That would take some more research  
11 on the other things. The only one that I have done a lot  
12 of research on is the county fee one. And of course, in  
13 that one, I have actually had the legislation actually  
14 written. Each of these things in the second one has to do  
15 with increased funding for the -- it says state public  
16 transportation fund. I think that's one of our items.

17 And there's no statute with that. That's just  
18 increasing the public transportation fee.

19 I don't know. I can look to see. But if it --  
20 there's a lot of work involved, I may not have this next  
21 week. But I'll try.

22 MR. GEYER: Okay. Well, that's fine.

23 Could I ask that staff, Eric, research that and  
24 have it for our next meeting so that we know what needs to  
25 be changed?

26 MR. GLEASON: Well, why don't -- we'll take a  
27 look at it. Whether it's ready the next meeting or the

1 meeting after that, I don't want to commit to that, but we  
2 can get it back in the near future.

3 MR. GEYER: Okay. Well, at least, by January?  
4 Is that something you can do?

5 MR. GLEASON: We'll try.

6 MR. GEYER: We'll try? Well, I mean we should  
7 be able to put somebody on that.

8 MR. WILSON: Well, I will have the legislative  
9 letter to everybody this week, and then I'll have the  
10 final letter to Fred so he can send it on to the TxDOT  
11 Commission.

12 MR. GILLIAM: Do -- I never got a motion or a  
13 second in relationship to it, but I think I probably need  
14 to get a motion and second as long as -- and approval on  
15 this as long as we can -- it can be flexible enough that  
16 you would write the -- write it in a way that we all  
17 accept it. So -- but otherwise, we're going to need to  
18 get back together again. And --

19 MR. WILSON: Yes. Okay. I make a motion that  
20 we allow rural operators be able to purchase alternative  
21 fuels -- I'm talking about propane -- from TxDOT  
22 operations.

23 DR. PETERS: I second.

24 MR. GILLIAM: So we have a motion and a second.  
25 Now discussion?

26 MR. GEYER: I'd like consideration that that  
27 include 5310 operators, also.

1 MR. WILSON: Okay. That's a friendly  
2 amendment, and I'll just go ahead and put it in my motion.

3 DR. PETERS: I agree.

4 MR. WILSON: Okay.

5 MR. GILLIAM: So we've got acceptance on that?  
6 Okay.

7 Any further discussion?

8 (Pause.)

9 MR. GILLIAM: We'll do roll call, and we'll  
10 start with Vinsen here.

11 MR. FARIS: Vinsen Faris. Aye.

12 MS. MALONE: Reba Malone. Aye.

13 MR. GILLIAM: Okay. And on the phone now?

14 MR. WILSON: John Wilson. Aye.

15 DR. PETERS: Bob Peters. Aye.

16 MS. LANGGUTH: Claudia Langguth. Aye.

17 MS. HALSTEAD: Donna Halstead. Aye.

18 MR. GEYER: Bob Geyer. Aye.

19 MS. OLIER: Vastene Olier. Aye.

20 MR. HACKETT: Kari Hackett. Yes.

21 MR. GILLIAM: So the motion carries. So we  
22 have added to the legislative agenda.

23 And, John, you will be rewriting it and get a  
24 copy to everyone so we can forward it on. Correct?

25 MR. WILSON: Yes, sir.

26 MR. GILLIAM: Okay.

27 Item Number 4: Medical transportation program

1 update. Who's taking that?

2 (Pause.)

3 MR. GILLIAM: Welcome. If you will, identify  
4 yourself. And -- okay.

5 MS. WOOLSEY: Good afternoon. My name is  
6 Sheryl Woolsey, and I work with the Public Transportation  
7 Division with the Texas Department of Transportation.

8 And I'm here after a request at one of your  
9 previous meetings to kind of give you an update as to some  
10 of the activities relating to the obligations under House  
11 Bills 2292 and 3588, later amended by House Bill 2702.  
12 The part I'm going to speak about are the programs and  
13 inter-agency contracts within the Transportation Services  
14 section in PTN.

15 Just a little background information. As a  
16 result of the legislation, TxDOT assumed the  
17 responsibility for providing Fund 6 as a state match for  
18 transportation services for recipients with the Texas  
19 Workforce Commission, as well as the Health and Human  
20 Services Commission. In addition, TxDOT assumed  
21 responsibility for the transportation service part of the  
22 medical transportation program.

23 And the way I want to walk through this is just  
24 walk through the different agency contracts that we have.

25 And then after that, if there's any questions, I'll try  
26 to address those.

27 The first inter-agency contract we had is with

1 the Texas Workforce Commission. Currently, that inter-  
2 agency contract is for \$6.8 million, and it's provided to  
3 recipients of the food stamp, employment and training  
4 program, as well as temporary assistance for needy and  
5 families program. Also, TxDOT is working with TWC on some  
6 JARC projects that you'll hear more about in the future.

7 Under the Health and Human Services Commission  
8 inter-agency contract, in addition to medical  
9 transportation, Fund 6 actually provides \$20.3 million in  
10 FY '06 to support transportation services for eligible  
11 programs and recipients and the Department of Agency and  
12 Disability Services, as well as Department of Assistance  
13 and Rehab Services and, in addition, the Department of  
14 State Health Services.

15 So within those three agencies, there are  
16 multiple programs that we actually fund -- provide Fund 6  
17 for transportation services. In addition, TxDOT co-chairs  
18 an oversight committee with the Health and Human Services  
19 Commission where -- issues can be brought to them relating  
20 to these programs within those agencies, including medical  
21 transportation.

22 And more specifically, a little bit about the  
23 medical transportation program. Since we came to TxDOT,  
24 we've been going through an enormous amount of change,  
25 ever since March of 2004. One of the first things that we  
26 can talk about today is the consolidation of what we now  
27 call transportation service center offices. We used to

1 have nine offices, and we have consolidated those in two  
2 different phases.

3 The first phase was consolidating all of the  
4 costs for the recipients under the age of 21 to our San  
5 Antonio call center. The reason we did that was a  
6 recommendation from the attorney general's office due to  
7 the fact that we needed to be able to decipher the data on  
8 the cost for that population. We report that population  
9 data to the Health and Human Services Commission quarterly  
10 in response to a consent decree of which they are involved  
11 in.

12 The second consolidation, which took place  
13 actually last -- at the end of the spring of '06, was  
14 consolidating from nine service centers now to three. We  
15 have one in Dallas, the one in San Antonio and one in  
16 McAllen. We did this by just moving existing positions to  
17 those three areas to continue to focus mainly on intake,  
18 customer service and being able to answer as many calls as  
19 possible in those particular centers.

20 With that, just to give you a little data on  
21 our call volume, in fiscal year '05, we took approximately  
22 1.4 million calls in our centers. In fiscal year '06, we  
23 took over 1.6 million. So we do have an increase in calls  
24 across the board, and that's statewide. So that would be  
25 for our adult and children population.

26 We continue to focus resources on enhancing the  
27 call center operations and trying to increase our capacity

1 so that we can meet the demands that are upon us due to  
2 the outreach and informing that's taking place.

3 Currently our Dallas and McAllen offices are  
4 staffed fully. In San Antonio, we are still putting and  
5 actually staffing our intake operators and our  
6 transportation specialists, so that we will eventually  
7 have approximately -- about 69 in that particular call  
8 center. It is our largest one.

9 The second thing we'll talk about is our  
10 medical transportation contracts. What we did was -- we  
11 actually issued a request for proposal to secure new  
12 contracts this last year.

13 We made the decision to utilize the same  
14 service boundaries as the regional study group had for the  
15 coordination. So we now have 24 actual boundaries or  
16 service areas, which we call transportation service areas.

17 That's different than what we had in our former  
18 contracts, but, again, we made that decision to support  
19 the coordination efforts.

20 We reduced the number of contracts from 52 from  
21 our previous contracts to -- now we have actually 52  
22 different -- excuse me -- 15 different contracts covering  
23 the 24 different service areas, because we have some  
24 vendors who are actually covering multiple service areas.

25 Also, we simplified the rate structure from having over  
26 300 different rates to now two different rates per  
27 contractor.

1                   We established some contract specialist  
2 positions. One of our focuses was on accelerating and  
3 increasing our contract monitoring. So now we actually  
4 have positions who are dedicated solely to doing contract  
5 monitoring, and they are actually housed across the state  
6 in some of the places where we used to have our call  
7 centers.

8                   So those particular positions -- right now we  
9 have six that are filled. And we potentially have up to  
10 nine that we can fill for those contract positions.

11                  The other area that we want to talk about just  
12 briefly is our -- basically what we call our program  
13 management. Part of the consolidation was pulling the  
14 administrative functions into a central location here in  
15 Austin. We did that by not reducing staff numbers but the  
16 number of staff doing administrative functions, with the  
17 goal of automating the process so that the contractors  
18 could do their claims processing online.

19                  Currently we've already started implementing  
20 the online claims processing for some of our contractors.

21                  And we hope to have that up and running for all  
22 contractors probably in the next, I would say, month to  
23 six weeks or so.

24                  So all in all, that's a kind of an overview or  
25 a recap of what has been going on in the last two years.  
26 Now that we've gone through so much change, we want to  
27 focus more on what we can do to increase and support the

1 coordination efforts.

2 We're meeting with our transportation service  
3 area providers to look at areas of the contract that we  
4 need to focus on, and possibly look at amendments and  
5 different types of things to support the utilization of  
6 more public transportation services.

7 MR. GILLIAM: Okay. Thank you.

8 MS. WOOLSEY: Uh-huh.

9 MR. GILLIAM: Any questions of Sheryl?

10 DR. PETERS: Sheryl, this is Bob Peters. I  
11 have one question. You said you got 1,600,000 calls last  
12 year. Are those anywhere from, you know, "Am I eligible,"  
13 to, "What time can you pick me up"?

14 MS. WOOLSEY: Most of our calls have to do  
15 specifically with transportation services, but what I will  
16 say is that those include calls that could possibly be  
17 complaints that are coming in about a service or questions  
18 about a service: When am I going to be picked up. Those  
19 calls could also be coming in from social workers or  
20 providers, but what we've tried to do is -- we actually  
21 have dedicated lines for our contractors and social  
22 workers, our healthcare providers so that we can focus our  
23 800 number specifically on clients that are needing  
24 transportation services.

25 So my answer to you is yes. They could be all-  
26 inclusive at this point, but what we're trying to do is  
27 focus more on just keeping the 877 number open for people

1 who need to schedule trips.

2 DR. PETERS: Okay. And on your complaints,  
3 what is -- you probably don't have an exact number, but  
4 what is your approximate percentage level of complaints  
5 against medical transportation services?

6 MS. WOOLSEY: Through the first -- the data  
7 that I can -- well, I can tell you some generally. The  
8 data that -- through the first couple of months of  
9 implementing new contracts, based on the number of  
10 authorized trips, the complaints were less than 1 percent.

11 Now again, that was based on the number of trips that we  
12 authorized through that period, and that was like up  
13 through, I believe, July or August. I don't have the  
14 specific numbers with me.

15 DR. PETERS: Thank you.

16 MS. WOOLSEY: Uh-huh.

17 MR. GILLIAM: Any other questions?

18 (Pause.)

19 MR. GILLIAM: Now, you mentioned you had  
20 eliminated the fare structure down to two. Has that  
21 generated the income, or is it too early to know what  
22 effect that has had on the program -- if anything?

23 MS. WOOLSEY: Okay. If I'm understanding the  
24 question correctly, that -- what we did -- the reason we  
25 did that is because -- before, they had different rates  
26 depending on different areas of what they covered. Now we  
27 have an in-county rate and an out-of-county rate. The

1 rates increased because of the fact that the rates that we  
2 had prior to that -- some of those were, you know, four  
3 and five years old, basically.

4 MR. GILLIAM: Okay.

5 MS. WOOLSEY: And so you did see an increase in  
6 rates. If that's what the question is, maybe --

7 MR. GILLIAM: I wasn't really sure. I just --  
8 because -- I think you said it was over 30.

9 MS. WOOLSEY: 300.

10 MR. GILLIAM: 300?

11 MS. WOOLSEY: There were over 300 different  
12 rates.

13 MR. GILLIAM: Fares?

14 MS. WOOLSEY: Right.

15 MR. GILLIAM: And you compressed it down to  
16 two. I just wonder what effect that had on the overall  
17 program.

18 MS. WOOLSEY: Okay.

19 MR. GLEASON: We -- this is Eric. We -- there  
20 was 300 rates, but they are -- we now have 24 services  
21 areas, each with two rates.

22 MS. WOOLSEY: Rates.

23 MR. GLEASON: And those rates were rates  
24 proposed by the contractor. We did not establish those  
25 rates.

26 MR. GILLIAM: Oh. Okay.

27 MR. GLEASON: So those -- presumably those

1 rates as proposed reflect anticipated costs.

2 DR. PETERS: I have a question regarding that.

3 So you -- what if you go across a state planning region  
4 boundary, like Tyler to Dallas or El Paso to Lubbock?

5 What's that? How do you calculate that cost?

6 MS. WOOLSEY: It -- there's two -- the two  
7 rates are established on an in-county rate and an out-of-  
8 county rate. So regardless of -- we don't look at -- we  
9 hope that there are actually subcontract agreements  
10 between the different transportation service area  
11 providers across the regional boundaries to support the  
12 coordination of some of those longer-distance trips. So  
13 that would be -- an out-of-county rate is what that would  
14 be.

15 And some of those trips, though, we do arrange  
16 through -- we use different types of carriers. We don't  
17 just use the contracted service for those long-distance  
18 trips.

19 DR. PETERS: Do you use Greyhound/Kerrville?

20 MS. WOOLSEY: Yes, sir.

21 DR. PETERS: Okay.

22 MR. GILLIAM: Does the state subsidize these  
23 carriers? You ask the provider to establish the rate or  
24 propose the rate, but do you also subsidize any part of  
25 it? Or --

26 MS. WOOLSEY: Medical transportation is set up  
27 on a fee for a service. So therefore it is a unit rate

1 based on a one-way trip, and so it's just a fee for a  
2 service.

3 MR. GILLIAM: And so the passenger that  
4 receives it pays for it?

5 MS. WOOLSEY: No, they do not.

6 MR. GILLIAM: Or the state does?

7 MS. WOOLSEY: They do not. It's just the fee  
8 for that particular service, because these are Medicaid  
9 recipients and so they do not pay a fare for that.

10 MR. GILLIAM: Okay.

11 MR. GLEASON: That 40 percent of the expense  
12 comes from Fund 6.

13 MR. GILLIAM: Okay.

14 MR. GLEASON: And the other 60 percent,  
15 roughly, comes from Medicaid for each trip.

16 MR. GILLIAM: So compressing this down to 52 --  
17 from 52 to 24 contracting, are you getting favorable  
18 pricing from that standpoint compared to what you were  
19 getting prices for?

20 MR. GLEASON: I think part of this -- it's too  
21 hard -- it's too soon to tell. And it's very difficult  
22 only because we inherited three- and four- and five-year-  
23 old rate structures. And so we -- it's a little difficult  
24 for us to get a baseline, Fred, to answer that question.

25 MR. GILLIAM: Okay.

26 MR. GLEASON: We believe we've got rates that  
27 reflect, you know, current costs of doing business whereas

1 the rates I think a lot of our providers were sustaining  
2 before perhaps did not because they had not been revised  
3 for so long. So it's -- so much changed -- you know,  
4 different boundaries, different rate structures, you know,  
5 and updating of rates to begin with -- that it's a little  
6 difficult to make comparisons.

7 MR. GILLIAM: I just know that nationally  
8 there's discussion about coordination and these kinds of  
9 things.

10 MR. GLEASON: Right.

11 MR. GILLIAM: And I'm asking the question  
12 primarily if we have sufficient data or, you know,  
13 historical information that might be helpful to others,  
14 because I know we're -- as a state, we're early into -- we  
15 actually charted new waters. And so -- but I think we're  
16 doing the right thing, without a doubt. So it may be  
17 painful.

18 (Laughter.)

19 MS. WOOLSEY: Thank you.

20 MR. GILLIAM: Any other questions?

21 MR. HACKETT: Yes. This is Kari Hackett out of  
22 Houston.

23 MR. GILLIAM: Yes, Kari.

24 MR. HACKETT: I was curious. This is a follow-  
25 up to the complaints discussion. And that's as to whether  
26 or not there's a way -- you all have a way that you can  
27 disaggregate it by regions. What I'm interested in is

1 sort of, What is the trend in this region, for example,  
2 before the new contractor and after. Can you all isolate  
3 that data out?

4 MS. WOOLSEY: The way that we collect data on  
5 complaints or trips or anything is by the transportation  
6 service area. So we would be able to do it for a specific  
7 area, but we would not be able to do it down to the  
8 specific like subcontractor, because all of them have  
9 different structures. But we could do it by the area.

10 MR. HACKETT: I'd like to see that for this  
11 area then. And the reason is just from some of the  
12 anecdotal information we've gotten through public comments  
13 in some of our outreach meetings. Apparently, well, at  
14 least, there's a perception out there that the service is  
15 not as good now for the medical trips as it was before  
16 this new contractor.

17 MS. WOOLSEY: I --

18 MR. HACKETT: And I'm just wondering if that  
19 shows up in the data.

20 MS. WOOLSEY: I think what you'll see is that  
21 the first couple of months through any implementation,  
22 you're going to have an increase in the number of  
23 complaints. However, what we've seen over the last couple  
24 of months is that actually the complaint data is  
25 decreasing -- the number of complaints is decreasing  
26 statewide.

27 So we do have it by transportation service

1 area. We do track those, every complaint that comes in.  
2 And also, in areas where we have specific issues, we've  
3 done accelerated monitoring so that we can ensure that the  
4 services are actually improving.

5 MR. HACKETT: And do you have it like for  
6 several months like over a year- and two-year period?

7 MS. WOOLSEY: No, sir. The contracts just  
8 started in the end of June. So we just have it since that  
9 time frame.

10 MR. HACKETT: I mean before the contracts.  
11 What about before?

12 MS. WOOLSEY: We do -- I mean since we just  
13 came over to TxDOT in '04, some of the data and the way it  
14 was collected actually I don't have several years of time.  
15 We might have some anecdotal on that, but it's not -- we  
16 don't even capture the data in the same way that we did  
17 previously.

18 MR. HACKETT: Okay. Thank you.

19 MS. WOOLSEY: All right.

20 MR. GILLIAM: Any other questions?

21 (Pause.)

22 MR. GILLIAM: Thank you again for your  
23 presentation.

24 MS. WOOLSEY: Thank you for your time.

25 MR. GILLIAM: Item Number 5 on the agenda is  
26 actually the selection for the 2006 Friend of Texas  
27 Transit Award selection committee. Reba has volunteered

1 to serve on it. She has -- actually is probably the first  
2 lady -- I won't say female, but lady -- to serve on it.

3 MS. MALONE: Thank you.

4 MR. GILLIAM: But are there any others that  
5 have an interest in this?

6 MR. GLEASON: I think -- Mr. Chairman, this is  
7 Eric. I think it's worth recognizing that -- and I hope I  
8 get this right -- we've got three members of our committee  
9 that are previous winners of this award. You, Mr.  
10 Chairman, are our most recent winner.

11 MR. GILLIAM: Yes.

12 MR. GLEASON: Reba and John Wilson. So it's a  
13 distinguished group we have here.

14 And, Reba, you volunteered your services last  
15 year, and we greatly appreciated that and are glad to have  
16 you help us again with that.

17 MS. MALONE: Well, I think I know most of the  
18 people that will be coming -- I mean across the state in  
19 one way or another. And I think that sometimes helps.

20 MR. GLEASON: Just for members' information,  
21 the way in which you can nominate an individual for this  
22 is either through a TxDOT district office or through a  
23 public transportation agency.

24 I got that right, Ginnie?

25 MS. MAYLE: Uh-huh.

26 MR. GLEASON: Right.

27 So that's the way, that's the avenue, into this

1 process.

2 MS. MALONE: And I'd just like to add that  
3 there were lots of people last year that were shocked that  
4 I kept my mouth shut the whole time on who the winner was.

5 MR. GILLIAM: Yes, we were.

6 (Laughter.)

7 MR. GLEASON: And then when Commissioner  
8 Johnson wasn't -- was stuck in traffic on the causeway  
9 coming across, we had a Plan B, didn't we?

10 MS. MALONE: We had a plan going.

11 MR. GLEASON: This is the first time, Mr.  
12 Chairman, that I've ever seen Reba at a loss for words.  
13 She was going to have to introduce you.

14 (Laughter.)

15 MR. GILLIAM: Does anyone else have any  
16 thoughts or comments, or is Reba acceptable to everyone?

17 MS. HALSTEAD: Well, she's more than  
18 acceptable.

19 MR. GILLIAM: Okay. Well, good.

20 Thank you, Reba, for stepping forward and  
21 representing PTAC on this.

22 MS. MALONE: We'll see if I can keep my mouth  
23 closed for two years in a row.

24 MR. GILLIAM: Yes. That would be a record.

25 MS. MALONE: I knew you was going to say that.

26 (Laughter.)

27 MR. GILLIAM: Okay. Bob, did you have

1 something?

2 DR. PETERS: No. I was just laughing.

3 MR. GILLIAM: Oh. Okay.

4 Public comment? Did we have anyone to sign up?

5 (Pause.)

6 MR. GILLIAM: No? Okay.

7 The next meeting, confirmation. Do we have  
8 suggested dates?

9 MR. GLEASON: Well, Mr. Chairman, if I may?  
10 We're not -- December's looking a little tight from our  
11 perspective. We had hoped to -- our General Counsel, Bob  
12 Jackson, has accepted an invitation to attend the next  
13 meeting and spend some time with the committee talking  
14 about open meetings and some of the rules that govern  
15 committee operation.

16 He -- we were looking at a meeting on the 15th  
17 of December. And he's not available for that. And I'm  
18 inclined, if the committee's inclined to, to try and  
19 schedule something next for January, but I would defer to  
20 the committee's desire on that.

21 MR. WILSON: That would be fine with me, John  
22 Wilson.

23 DR. PETERS: I'm all for it.

24 MR. GILLIAM: Anyone else who feels like we  
25 must meet in December?

26 (Pause.)

27 MR. GILLIAM: So January looks like a good

1 month.

2 Did you have a suggested date in January?

3 MR. GLEASON: No, not yet.

4 MR. WILSON: Could we possibly meet at the time  
5 when we have the operators all together?

6 MR. GILLIAM: When is that?

7 MR. WILSON: That's going to be the 24th of  
8 January. Is that right, Eric?

9 MR. GLEASON: I think so.

10 MR. WILSON: So could we meet -- I know that  
11 you meet with the PTC the day before. So maybe -- could  
12 we have it the day after?

13 MR. GLEASON: Well, we usually have some kind  
14 of a training event scheduled for that day after. And I  
15 believe we have something this year, as well. We can look  
16 for something in that time frame, John. Is it your desire  
17 to --

18 MR. WILSON: Well, I'm just thinking that, you  
19 know, it saves money if we can, you know, put trips  
20 together.

21 MR. GLEASON: Around the 25th or 26th? Okay.  
22 Well, we'll look at that time frame. And we have a  
23 Commission meeting in there, as well, I believe, unless  
24 that's the --

25 MR. GILLIAM: The 26th is out of the question  
26 for me. The 25th would probably be good if it was in the  
27 morning.

1 MR. KIRKLAND: The 25th is a Commission  
2 meeting.

3 MR. GILLIAM: Okay.

4 MR. GLEASON: Yes. That's a Commission  
5 meeting. So I -- we'll just take a look out there and see  
6 what we can do.

7 MR. WILSON: Okay.

8 MS. HALSTEAD: Mr. --

9 MR. GLEASON: I understand the interest.

10 MS. HALSTEAD: Mr. Chairman?

11 MR. GILLIAM: Yes? Go ahead, Donna.

12 MS. HALSTEAD: This is Donna Halstead. Do we  
13 know when the Commission is going to finalize its  
14 legislative agenda?

15 MR. GLEASON: Yes, ma'am. They have that on  
16 their next meeting agenda.

17 MS. HALSTEAD: And that is when?

18 MR. GLEASON: December 14.

19 MS. HALSTEAD: When that is approved, could  
20 someone mail their legislative package to us?

21 MR. WILSON: It's like -- the draft legislative  
22 package -- this is John Wilson. It's about 80 pages long.

23 Is that right, Eric?

24 MR. GLEASON: Sure.

25 MR. WILSON: I just wanted everybody to know  
26 that it's not a short package.

27 MR. GLEASON: We'll --

1 MS. HALSTEAD: I'll have time over the holidays  
2 to read.

3 MR. WILSON: Okay.

4 DR. PETERS: Donna, you must not have a lot.  
5 (Laughter.)

6 MR. GILLIAM: Okay. Is there any other  
7 business?

8 (Pause.)

9 MR. GILLIAM: I'll entertain a motion to  
10 adjourn then.

11 DR. PETERS: I move we adjourn.

12 MR. GILLIAM: Okay.  
13 And do I have a second?  
14 (Pause.)

15 MR. GILLIAM: Dr. Peters moved. Who'll second  
16 it?

17 MS. MALONE: This is Reba. I'll second it.

18 MR. GILLIAM: Okay. Anybody opposed?  
19 (Pause.)

20 MR. GILLIAM: Otherwise, we're -- the meeting's  
21 adjourned.

22 MR. FARIS: Happy Thanksgiving.

23 MR. GILLIAM: Thanks a lot, and happy  
24 Thanksgiving to everybody.

25 DR. PETERS: The same to you all.

26 MR. GILLIAM: Thank you.

27 (Whereupon, at 2:57 p.m., this meeting was

1 concluded.)

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C E R T I F I C A T E

MEETING OF: Public Transportation Advisory Committee  
LOCATION: Austin, Texas  
DATE: November 21, 2006

I do hereby certify that the foregoing pages, numbers 1 through 69, inclusive, are the true, accurate, and complete transcript prepared from the verbal recording made by electronic recording by Carol Oppenheimer before the Texas Department of Transportation.

11/27/2006  
(Transcriber) (Date)

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