

TRANSCRIPT OF
TEXAS DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION ADVISORY COMMITTEE
PUBLIC MEETING
TUESDAY, JULY 27, 2021
10:05 A.M.
VIRTUAL MEETING VIA WEBEX

TRANSCRIBED BY: Angelica Withall

TRANSCRIPTION DATE: August 10, 2021

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APPEARANCES

COMMITTEE MEMBERS PARTICIPATING VIRTUALLY:

John McBeth, Chair

Jim Cline, Vice Chair

Marc Whyte

J. R. Salazar

Ken Fickes

TxDOT PRESENT AND PARTICIPATING VIRTUALLY:

Eric Gleason, PTN Director

Josh Ribakove, PTN Communications Manager

Fred Fravel, KFH Group, Consultant

MEETING AGENDA

- 1
- 2 ITEM
- 3 1 Call to Order
- 4 2 Guidance on virtual meeting participation
- 5 3 Approval of minutes from January 29, 2021,
- 6 meeting (Action)
- 7 4 TxDOT Public Transportation Division
- 8 Director's report to the Public
- 9 Transportation Advisory Committee regarding
- 10 public transportation matters.
- 11 5 Overview of current Texas Administrative Code
- 12 state funding allocation formula and federal
- 13 Section 5311 funding allocation formula.
- 14 6 Update on Intercity Bus study.
- 15 7 Public Comment - Public comment will only be
- 16 accepted during the meeting. Link and
- 17 details are below. The meeting transcript
- 18 will be posted on the internet following the
- 19 meeting.
- 20 8 Propose and discuss agenda items for next
- 21 meeting; confirm dates of next meeting.
- 22 (Action)
- 23 9 Adjourn (Action)
- 24
- 25

1 PROCEEDINGS

2

3 JOHN MCBETH: It being 10:05 we will call the
4 July 27, 2021, Public Transportation Advisory Committee
5 to order. And our first Item will be a roll call by
6 Josh.

7 JOSH RIBAKOVE: All right. Let's call the
8 roll for PTAC members. John McBeth, our chair.

9 JOHN MCBETH: Here.

10 JOSH RIBAKOVE: Jim Cline, our Vice-Chair?

11 JIM CLINE: Here.

12 JOSH RIBAKOVE: J.R. Salazar?

13 MR. SALAZAR: Here.

14 JOSH RIBAKOVE: Marc C. Whyte?

15 MARC WHYTE: Here.

16 JOSH RIBAKOVE: Ken Fickes?

17 KEN FICKES: Morning. I'm here.

18 JOSH RIBAKOVE: And Dietrich von Biedenfeld
19 has not yet joined the meeting.

20 JOHN MCBETH: Okay. We have a quorum. If
21 you would Josh, would you provide us with guidance on
22 how to conduct this virtual meeting?

23 JOSH RIBAKOVE: I sure will. So, everyone
24 your line was muted automatically when you joined the
25 meeting, and I can unmute that when you want to

1 comment. You can let me know about that during the
2 meeting using the chat field, the chat feature in the
3 meeting or the meeting Q&A. I'll be monitoring both as
4 well as my e-mail.

5 It's important that your name be entered when
6 you joined the meeting. If you haven't done that,
7 please exit and rejoin. That's how I will know who you
8 are and be able to unmute you.

9 We're gonna have public comment in this
10 meeting following each agenda item. And so, if you'd
11 like to comment on a specific agenda item while that
12 agenda item is being discussed, just use the meeting's
13 chat feature to let me know that you'd like to comment
14 and who you are and the organization you represent. I
15 will respond and then I can unmute your line so that
16 you can have a conversation with the committee.

17 Lastly, please don't place this meeting on
18 hold. When someone does that what happens is everybody
19 else in the meeting gets to hear their hold music and
20 that's kind of disruptive. Thanks.

21 JOHN MCBETH: Okay. In keeping with our past
22 processes due to the virtual meeting and the need to
23 make sure the court reporter knows who is making a
24 motion and who is not, when you make a motion, please
25 state your name so the court reporter can record it. I

1 will be asking on action items for specific members to
2 make motions and seconds. And the first Item we have
3 on the Agenda is the approval of the minutes from April
4 22, 2021. Is there any discussion or comment relative
5 to these (indiscernible)? Hearing none, I will ask
6 Marc Whyte to make a motion and Ken Fickes to second
7 it.

8 MARC WHYTE: I make a motion to approve the
9 minutes represented here in Agenda Item 3.

10 KEN FICKES: This is Ken, I second the
11 motion.

12 JOHN MCBETH: We have a motion and a second.
13 Is there any discussion? Hearing none, I will call for
14 a vote. All those in favor signify by saying aye.

15 (Aye stated in unison.)

16 JOHN MCBETH: Any no's by saying nay. Being
17 all aye's and no nay's, the minutes are adopted. I
18 will sign those and scan them and e-mail them to you
19 Josh.

20 JOSH RIBAKOVE: Thank you, John.

21 JOHN MCBETH: The next item, Item number 4 is
22 the TxDOT Public Transportation Division's Directors
23 report to the PTAC regarding public transportation
24 matters. Eric, you'll take this on.

25 ERIC GLEASON: All right. Well good morning

1 everyone. This is Eric Gleason. I'm Division
2 Director, Public Transportation at TxDOT. So, Josh,
3 let's go ahead and get to the report if you could. All
4 right. So, I'm gonna roll through a number of
5 different items for the committee this morning. Touch
6 base on a few upfront and then spend some time on an
7 update from the pandemic.

8 So, the first thing I wanted to highlight for
9 the committee was that in June the Commission awarded
10 almost \$90 million worth of federal transit and state
11 transit grant program funds. It was a combination of
12 FY 22 state funds given that we had an appropriation
13 item this session for FY '22 and '23. We did go ahead
14 as we typically do in June preceding the start of the
15 next fiscal year so that we can have these funds under
16 contract by September 1st. So just shy of \$35 million
17 of state funding. Regular federal FY 2021 transit
18 programs almost \$44 million with most of that being in
19 the rural area formula program. We did award just over
20 \$7 million in the Seniors and Individuals with
21 Disabilities Program following a Call for Projects --
22 Statewide Call for Projects in areas of the state of
23 under 200,000. And then finally what we fully expect
24 to be the last amount of federal emergency relief
25 funding, which was a combination of regular rural

1 program formula funding, 3.3 million. And then a
2 larger amount of intercity bus funding. Which also
3 included a small amount of previously awarded and de-
4 obligated CARES funding in there. So, a total of
5 almost \$11 million in emergency relief funding. So, a
6 lot of money out the door at the June Commission
7 meeting. We are now working fast and furiously to get
8 all those funds executed in the federal grant system
9 and under a project grant agreement with some
10 recipients.

11 Next slide, please. The next thing I want to
12 touch on was that we did submit an application into the
13 USDOT RAISE grant program opportunity. Those
14 applications were due on July 12th, and we did submit
15 what we call a rural transit asset replacement and
16 modernization project. Under the guidelines for the
17 RAISE grant program, no state -- no single state can
18 receive more than 10% of the overall funding available.
19 There's about -- I think there's a billion dollars
20 available, so no single state could get more than \$100
21 million. And no individual project could request more
22 than 25 million of US RAISE grant funding.

23 So, the department submitted, at the end I
24 think the department submitted two projects. One of
25 which was this one. And it -- this project is a

1 combination of statewide rural program fleet
2 replacement. Keeping us in a state of good repair
3 through 2024, that's the projected state of good
4 repair. It also included an element -- a pilot for
5 electric vehicles and the necessary charging stations
6 associated with that. And then the construction of
7 four transit facilities that were at the point of being
8 close or close enough to ready for construction where
9 we felt that they would be viable elements of an
10 application.

11 So, you can look across the chart and see
12 that the total project cost is 37.6 million. The
13 department is flexing in from the highway side, \$10
14 million to assist with the rural fleet replacement
15 element. We have also identified \$4.4 million of state
16 funding available to support this, most likely TMF,
17 Texas Mobility Funds. And then finally, just over \$23
18 million is our request for RAISE grant funding. So, we
19 submitted on the 12th. We have heard that it may be
20 November before we hear the results of this. But just
21 wanted to update the committee on that. Any questions
22 on this one?

23 Okay, next slide please. Now, the main thing
24 I wanted to spend time with the committee on today is
25 just give you an update of where things stand with the

1 COVID-19 pandemic. And talk about three areas that we
2 have some information on.

3 The department conducted an initial survey
4 back in August and September of last year. And we went
5 out and -- with a second survey in June looking to
6 update to see what kind of progress had been made since
7 September and to get a sense of where people were at
8 with that. We've collected some information on
9 performance, and I wanted to give you an update on
10 funding. The survey standpoint, you can see the key --
11 the key findings from the survey, we've got some charts
12 coming up here shortly but after a precipitous decline,
13 average weekly ridership does -- does appear to be
14 improving. The concern over the availability or loss
15 of local revenues supporting the transit system seems
16 to have subsided from the level it was at last Fall.
17 Which is a good thing. And then a lot of systems are
18 supporting the vaccination effort in the area in some
19 way or the other.

20 From performance standpoint ridership is
21 still down over its FY '19 levels through quarter
22 three, but the last -- but a quarter-to-quarter
23 comparison does show that the trend is up over 2020.
24 So that's encouraging. The big issue on the
25 performance side is cost and the data that's being

1 reported to us by rural transit systems is telling us
2 that the hourly cost of service is up about 36% over
3 2019. Which is troublesome.

4 And then finally from a funding standpoint,
5 the three pieces of federal legislation and emergency
6 relief funding totaled almost \$157 million of emergency
7 relief funding that we've received. And that about
8 almost 50% of those funds have been expended. A little
9 shy of 50%. So, Josh, let's go to the next slide.

10 We'll dive into the survey a little more
11 deeply here and performance to give you a little more
12 background in both those topics. So, here's the
13 picture of average weekly ridership. The blue bars
14 here is what folks reported on to us in September of
15 2020 and the orange bars are what the latest survey
16 results are. And so, you can see that on the right
17 that a significant number of systems are reporting that
18 ridership is up. So that's encouraging.

19 Next slide. You can also see the decline in
20 the expectation that about -- around local revenues.
21 People are fairly pessimistic about that in September
22 and they're feeling significantly better about that in
23 June. So that's encouraging.

24 Next slide. And this is just a tally of how
25 folks said they were supporting vaccination efforts in

1 their service area with a large number of folks
2 offering free or reduced fares. Somewhat smaller
3 significant number providing special services. And
4 then even some folks using their transit facilities as
5 -- for an onsite vaccination. So, all that's really
6 good. It's important to the Commission that everyone
7 is doing what they can to support these efforts and
8 it's encouraging to see these results.

9 So, if we jump to the performance side of
10 things, Josh you can go to the next slide. Again, so
11 tallying rural ridership year to date total, the first
12 chart is the total, Q1 through Q3. You can see that it
13 is still down significantly from where it was in 2019.
14 But the bottom chart is the quarter to quarter-to-
15 quarter comparison, and you can see that it has trended
16 up since third quarter 2020. So, the actual reported
17 data supports the results from the survey. That even
18 though it's still down significantly, it is trending
19 up. So that's a good thing.

20 And then Josh, let's go to the next slide.
21 So, this is on the urban side and it's the same -- the
22 same situation. It's still down significantly from
23 2019 but trending up. Not quite as strongly perhaps as
24 the rural program, but up, nevertheless.

25 All right. Let's look at cost now. So,

1 here's the cost per hour information in a little more
2 detail. You can see the -- the big increase on the
3 rural side and, you know, that's something that we'll
4 talk about tomorrow at our semi-annual meeting. I just
5 want to make folks aware of it if that holds. I think
6 it's -- obviously it has significant implications for
7 the program overall. We're researching that a little
8 more closely to see if everyone's cost has trended up
9 or whether there's a smaller group that have incurred a
10 significantly disproportionately large increase.

11 Trying to figure out a little more information on that
12 but I think you can all understand that that -- if that
13 increase holds that it's gonna pose a significant
14 challenge to getting back to FY '19 service levels.

15 On the urban side an increase but I think
16 possibly perhaps more in line with what you might
17 expect to cover increase cleaning protocols and things
18 like that. So, the urban cost per hour is obviously
19 it's up significantly but perhaps more easily
20 explained, I think the 36% of the rural is the one that
21 we're most worried about.

22 So, I think -- Josh, I don't think we have
23 another slide for this part of the report.

24 JOSH RIBAKOVE: We don't.

25 ERIC GLEASON: So, before I go into the next

1 part, are there any questions for me on the COVID
2 report?

3 JIM CLINE: Eric, this is Jim. I saw the
4 same thing on the cost and share your concerns. I
5 could see the cost per rider, you know, jumping up
6 significantly, I'm just -- that's -- I'm wondering if
7 that's a staffing cost with the (indiscernible) people.
8 It may be an issue about that. So, I'm real interested
9 in hearing why that's the case.

10 ERIC GLEASON: Yeah. Yeah. As I say, if
11 it's a temporary one-time thing to kind of get
12 restarted, as you suggest Jim, I think that's one
13 thing. And it should settle back down, I would think
14 over the next -- the next year. If it doesn't settle
15 down and it's a change in the landscape out there, then
16 I think obviously they'll be some challenges associated
17 with that.

18 Okay, Josh, let's go to the final slide here.
19 And so just as a heads up to folks, here's what's
20 coming down the pipe. We are moving to a every other
21 month format in order to accommodate our discussions on
22 rules with the September 9th meeting and our November
23 9th meeting of the committee. In between all of that
24 in October we do expect to complete the ICB Study, and
25 you have an update on that on your Agenda for today.

1 And then looking ahead to November 12th for the
2 Coordinated Call Release. Again, this is our bi-annual
3 call for discussion and program projects.

4 And Josh, is there one more slide or --

5 JOSH RIBAKOVE: I believe that's the last
6 slide. Let's see.

7 ERIC GLEASON: That's the last slide.

8 JOSH RIBAKOVE: Yep. That's the last slide.

9 ERIC GLEASON: Okay. Here we are. Okay.

10 Any -- any questions from me on my report?

11 JIM CLINE: Just one real quick on logistics.
12 Those are all from 10 a.m. to 12 a.m. -- to 12 noon,
13 correct?

14 ERIC GLEASON: Josh?

15 JIM CLINE: With those --

16 JOSH RIBAKOVE: The PTAC meetings are both at
17 10 a.m. to 12 and for the transcriber, who was it that
18 just asked him a question.

19 JIM CLINE: Oh, I'm sorry.

20 ERIC GLEASON: Jim Cline.

21 JIM CLINE: This is Jim.

22 JOSH RIBAKOVE: Thanks, Jim.

23 ERIC GLEASON: Okay. Well Mr. Chair, I'll
24 turn it back over to you. That concludes my report.

25 JOHN MCBETH: Okay. Thank you very much.

1 The next Item on the Agenda is Item Number 5. An
2 update on the Intercity Bus Study and I will turn this
3 over to Eric to introduce our researchers.

4 ERIC GLEASON: All right. Well, we have a
5 presentation today from KFH, Fred Favel, I believe will
6 be doing the presentation. This is an update on our
7 Intercity Bus Study which as the committee may recall
8 in the Strategic Direction Report that the committee
9 helped us pull together, I guess about 18 months ago
10 now, we identified needing to undertake a more detailed
11 study of intercity services and needs in Texas. And
12 so, we have contracted with KFH, the committee has
13 heard I think twice now from them. Most recently in
14 April on the results of their outreach efforts. And
15 what we have for you today is a picture of the work
16 they've done to identify where there may be gaps or
17 needs for additional interservice -- intercity service
18 connections. So, Fred, you wanna take it away?

19 MR. FRAVEL: Thank you Eric. Can you hear me
20 okay? Everybody? We good?

21 ERIC GLEASON: Yes.

22 MR. FRAVEL: Okay. You want to bring up the
23 next slide? Josh, I think you're -- are you running
24 it? Yeah. I think Eric kind of covered this, you
25 know, what we're gonna talk about today. I just want

1 to mention that the steps we've been through, and
2 you've heard about these before, have included really
3 looking at the existing service network. And we did
4 focus on the network as it was just before Covid hit.
5 Which obviously had effects of frequency and on some --
6 some routes that were suspended. You saw some of the
7 information we analyzed from our demographic look at
8 the state, the unmet needs. We did stakeholder
9 outreach. We did a series of regional meetings. And
10 we did surveys of the transit operators, the private
11 bus carriers, and the regional planning agencies. So,
12 we had a lot of information. I think we presented kind
13 of summary level information from that to you
14 previously. So, I'm gonna talk to today about kind of
15 what we've done since then and where we're going.

16 So, Josh, next slide. One of the major tasks
17 is really evaluating both existing and proposed
18 services. So, we had an inventory of existing
19 services, and we are -- have gone through a process,
20 which I'll talk about, to develop some proposed
21 services. And then we're gonna try and evaluate them
22 both the same way.

23 So, they're really two kinds of performance
24 that we're looking at. One is really looking at does
25 it provide more access or service to places that would

1 not otherwise have service from the unsubsidized
2 network. And then the other is really the cost
3 effectiveness. Cause you could put service everywhere,
4 but it might cost an enormous amount per passenger.

5 So, basically what we're trying to do is
6 develop for each of these services a series of factors,
7 which we will score. And so, for every proposed route
8 and for the existing Section 5311(f) routes, we're
9 looking at the additional population that would be
10 served as a result of the funding. We're making an
11 estimate of -- we're either using the existing
12 ridership from the 5311(f) reports that TxDOT gets or
13 estimating what we think the ridership would be using a
14 transit intercity route level demand model.

15 We -- in a demographic part, we looked at
16 areas of the state that have a high transit dependency
17 need and we're kind of throwing a little weight if a
18 proposed route would serve areas that have a high
19 transit dependence score.

20 We're looking at key destinations. And by
21 that we mean looking at does the route serve colleges
22 and universities. Major medical facilities,
23 correctional facilities. Military bases.

24 Frequency gets a factor and then connectivity
25 to the National Network, which is part of the 5311(f)

1 requirements.

2 On the cost effectiveness side, we're scoring
3 the projected subsidy per passenger trip. So, we need
4 to estimate the cost for all the proposed routes as
5 well as the ridership and the revenue. The passenger
6 boardings per vehicle trip is a performance factor we
7 like to include in the farebox recovery, which you're
8 all familiar with. So, building all of this for all
9 the existing 5311(f) and for a number of proposed
10 routes.

11 So, next slide Josh. How we made those
12 priority areas or those proposed routes. We looked at
13 that demographic data. We looked at the existing
14 services. We looked at all that input. We developed a
15 list and a map of the 30 largest non-urbanized urban
16 clusters. Urban clusters is a census term. It means
17 over 2500 people but less than 50,000, that are more
18 than 25 miles from an existing stop. So, these are
19 places that are remote from the current network and
20 potentially have enough people that they might warrant
21 service.

22 So, we kind of combine that with the
23 stakeholder and the survey input and developed
24 conceptual corridors. And these corridors probably hit
25 most of the places that have relatively high needs or

1 have, you know, urbanized urban clusters that are in
2 that category.

3 And on the next slide we kind of have a map,
4 if Josh can pull that up. It's a little -- I'm sure
5 it's hard to see for you, if you print out your
6 presentation you can see it better. But basically,
7 these are the top 30 urban areas that are more than 25
8 miles from the existing network. So those little
9 circles with numbers in them are keyed to that
10 basically represent a number of the dots that we're
11 trying to connect. And, you know, the object really is
12 to connect them to a larger urbanized area that has
13 frequent service connections to other places and has
14 more services. So, there's some art involved in trying
15 to put this together into a potential network and
16 conceptually we've got that on the next slide. Josh,
17 if you can pull that one up. I'm not saying this is a
18 final, but these are some of the proposed routes that
19 we would be evaluating that would connect a number of
20 those places. And then the connections are all scored
21 with those metrics that I presented before to try and
22 come up with basically a strategic plan and priorities
23 for the 5311(f) program.

24 Now, one of the things -- TxDOT kind of came
25 of back to us after we kind of mapped all these

1 proposed routes and said we want you to evaluate all
2 the existing 5311(f) using the same metrics. So, we're
3 -- we hadn't collected all of that data the same way so
4 we're doing a little bit of tracking here to get that.
5 But I think that will be very interesting to see
6 whether what we've been funding, how that compares to
7 some of these potential alternatives.

8 If you want to see on the next slide, you get
9 a good sense of really if you bring in the existing
10 network and then filled in all of those other
11 corridors, the state really looks -- starts to look
12 like it has pretty -- pretty high level of coverage.
13 So, we are looking at this as a potential overall
14 network if the service that existed pre-Covid comes
15 back. And I think that ties in with what Eric was
16 saying. The intercity bus industry was really
17 flattened as travel basically stopped in the Spring of
18 2020. This summer there's been (indiscernible). My
19 understanding is Greyhound is adding hours -- service
20 hours and frequency back into the network in proportion
21 to the return of ridership. Hopefully if we don't have
22 another wave this will continue. Particularly in the
23 Fall as students go back to universities and colleges
24 but we're not out of the woods yet. And in fact, in
25 the interviews with the intercity bus company's we got

1 a couple of -- a couple of the services that were not
2 previously subsidized that may need help going into the
3 next round. So, we're including those in the analysis
4 as well. So, you can see the map here.

5 The next slide, I think, kind of talks a
6 little bit more about our methodology. Josh, if you
7 want to bring that up. As I mentioned we're looking at
8 both performance in terms of coverage and does it serve
9 places that are potential destinations and does it make
10 connectivity. And then we're gonna be ranking all of
11 the routes on those measures and then scoring them and
12 then summing the scores. So, it's a little bit
13 convoluted but I think when you see it, it will make
14 sense. And that will give us some idea of the relative
15 priority we should have on the combined 5311(f) route
16 network we've got and these potential routes. So
17 that's really what we're in the midst of right now.
18 We've ranked and scored on a number of factors. And
19 like I said, we're working on that almost as we speak.

20 So, basically our next steps are to really to
21 turn out those two tech memos. Josh, the next slide
22 which has got one our 5311(f) buses. So, we've got to
23 complete the tech memo with the evaluation of the
24 proposed and current 5311(f) route network in the
25 context of the entire network. We're doing --

1 obviously to be able to do that we're calculating the
2 performance indicator so that tech memo is coming along
3 in parallel.

4 And then after we produce that, which I think
5 really gives us the strategic direction for considering
6 what might want too -- what we might want to include in
7 a Coordinated Call. There are two tech memos. One on
8 seamless trip information and ticketing. And another
9 one on innovative service delivery models and we've
10 been kind of picking up examples to include in those
11 along the way. So, I think when we get to those,
12 we'll have some interesting ideas to put out there as
13 well. But this is really a key part of the work that
14 we're engaged in right now and we're getting close on
15 that.

16 So that's kind of the status of the Intercity
17 Bus Study. We have some of the earlier tech memos up
18 on the website, which is -- I'm not sure
19 (indiscernible) on the next slide or not but you - you
20 know, I'm sure TxDOT can get you that. And if you want
21 to follow up you can contact Theodore Kosub with TxDOT
22 or obviously Eric and then at KFH Group you can reach
23 out to me, or Bennett Powell is in our Austin office.
24 So that's kind of where the Intercity Bus Study is
25 right now. We're a little behind schedule. We have

1 people over doing strange things after Covid like
2 taking vacations and things like that. But we're back
3 in -- pretty much back in the office and back on track
4 with that, so. Eric, fellow TxDOT folks, anybody else
5 want to add anything? I don't know if Theodore is here
6 or not.

7 ERIC GLEASON: This is Eric -- Eric Gleason
8 for the court reporter. I think that's it. I think we
9 are interested in hearing from the committee. I know
10 we may have some public comment and John, we can do it
11 one of two ways. We can hear first from committee
12 members and then invite comment? Or you can invite
13 comment and then have a committee member discussion.
14 I'll leave that up to you.

15 JOHN MCBETH: Okay. We'll start with
16 committee members. Are there any committee members
17 that have comments relative to Fred's report on
18 Intercity Bus?

19 MR. SALAZAR: John this -- this is J.R. for
20 the record. I don't really have a question; I just
21 have a comment. I think all this information is
22 interesting and I think it's well overdue. You know,
23 I think this is what the committee was looking for and
24 I think that's exactly what they presented and so it's
25 exciting and I like it.

1 JOHN MCBETH: I agree with you, J.R. This is
2 something that I wanted to start, and we got started I
3 guess about a year and a half ago. The pandemic kind
4 of wormed it's way into this and really slowed
5 everything down, but I think we've made some -- this is
6 John by the way, we've made some really, really good
7 progress and the report is -- is quite detailed and
8 quite extensive so I really appreciate what KFH Group
9 has done in this regard and this will -- we'll come
10 back to this in October with hopefully recommendations
11 to administration on what we do with this particular
12 program, so. And if there are any general public that
13 wish to comment, you need to chat to Josh so that he
14 can unmute your microphone so that you could make your
15 comments. I would prefer to do that item by item
16 instead of waiting til the end. So, Josh, has anybody
17 chatted with you to see if they want to do comments?

18 JOSH RIBAKOVE: Yes. We're gonna hear from
19 Dave Marsh from CARTS. I'm gonna go ahead and unmute
20 his microphone now. And I'll take a look and see if
21 there's anyone else. Dave, your mute -- your mic is
22 open. You can mute and unmute yourself at this time.

23 MR. MARSH: Okay. Thank you, Josh. Can
24 y'all hear me okay?

25 JOHN MCBETH: Yeah. I can.

1 MR. MARSH: A question. This study it sounds
2 like it's gonna affect funding decisions for the next
3 round of Coordinated Call.

4 ERIC GLEASON: This is Eric. So, what we
5 expect to do Dave is to introduce some of the -- some
6 of the findings or some of the information from this
7 end of this Coordinated Call. From the standpoint of
8 priorities, I don't know. It's gonna depend on the
9 conclusions. I think it could affect the decision of
10 the Coordinated Call. I think if the extent to which
11 it might affect existing investments versus new
12 investments, we'd have to look at. I do know that we
13 do have some -- some one-time funding that we could --
14 we can work with when it comes to new service ideas,
15 so. You know, I guess, you know, if you're -- if
16 you're, you know, interested obviously in the services
17 you have and the investment you have, I think it could
18 possibly impact that, but I wouldn't think that it
19 would be anything more than what might be sort of a
20 down the road future kind of an impact. I don't know
21 think we're gonna immediately switch gears and go to
22 something -- something that, you know, completely
23 different than what we have today.

24 MR. MARSH: Well to me it seems like a lot of
25 the conclusions have yet to be reached and the

1 timetable seems --

2 ERIC GLEASON: Yes.

3 MR. MARSH: -- a little compressed.

4 ERIC GLEASON: Right.

5 MR. MARSH: And I also think there's a lot of
6 room for discussion regarding in efficacy in findings.
7 I have a lot of respect for Fred, but I think the
8 narrow focus of -- of corridors, while it may seem
9 credible in planning steps, I'm not sure in operational
10 steps whether it will lead to or will produce what we
11 anticipate. That's just my feeling of it. I'd like to
12 have an opportunity to talk more about this with Fred
13 and PT and staff, largely because we have a large
14 investment in what we do and how we do it and it just
15 feels like of a threat to what we do. Just to be
16 frank.

17 ERIC GLEASON: No, I think that's find Dave.
18 I appreciate that. I've always understood that, and I
19 think, you know, we will -- I don't think we -- I don't
20 think -- because we're not gonna get the results until,
21 you know, the October timeframe. If we do anything
22 with this Coordinated Call, my guess is it will only
23 represent some initial steps. And we would certainly
24 not do something that we felt represented such a
25 significant shift from the current program so as to,

1 you know, not allow for -- for people to adjust or
2 transition. But I'm also, you know, I think I'm also
3 interested in your -- in your review on how we get from
4 the information that we've -- we've got here to
5 actually getting to something that -- getting the
6 outcomes that make sense. And so yeah, we will -- I'd
7 be interested in talking with you about that for sure.

8 MR. MARSH: Yeah. I appreciate that. And I
9 -- I think there's a lot of misrepresentation of what
10 the program does and what it can do. And I think
11 there's some bias or some bias underlying some of this
12 that I'm not sure is directed in a positive way. And
13 I'll leave it that. Thanks for the opportunity.

14 ERIC GLEASON: Okay.

15 MR. FRAVEL: This -- this is Fred. I just
16 want to say, Dave I'm -- I've -- interested in talking
17 with you. I'm open to that. And we could, you know,
18 set that up and go with that. I would toss out that
19 some -- some of the innovations that might be possible
20 -- might address that. One of the things you see
21 around the country is that there's really -- when you
22 get into the unmet needs and the need for people to
23 make trips, is that there's not only the kind of the
24 intercity mission, which is, you know, clear in the
25 5311(f) regulations and everything. But then there's a

1 lot of unmet needs for regional connections -- regional
2 service. And the -- it's possible to use 5311(f) to
3 address those things. And some of the states have done
4 some interesting things to kind of include those more
5 regional services in, you know, connecting to that
6 intercity network. So, you know, I think there's some
7 -- some problematic aspects. And anyway, I'll be glad
8 to discuss your concerns and these alternatives as we
9 go forward.

10 MR. MARSH: Well, interestingly enough,
11 that's really what our system was designed to do, Fred.

12 MR. FRAVEL: Well, I could tell. I could
13 tell.

14 MR. MARSH: Yeah.

15 MR. FRAVEL: So --

16 MR. MARSH: And that's what it does but --

17 MR. FRAVEL: And -- and you're right if you
18 put those services on the same -- the same metric as a
19 long-haul fixed route intercity bus service, they look
20 different and they do different things and I'm aware of
21 that.

22 MR. MARSH: Yeah. And also, you know, in
23 your corridors. I noticed I-35 corridor is vacant from
24 any other services but while Greyhound does serve that
25 corridor, they don't serve it very well, and that's a

1 real-world example. If you're in San Marcos at our bus
2 station -- our Greyhound bus station wanting to go
3 south, which is where many people are trying to go to
4 get to the Valley. We only have two schedules a day so
5 often times people have to travel north to Austin --

6 MR. FRAVEL: Yep.

7 MR. MARSH: -- to connect -- to connect to go
8 to the Valley. So, there's a lot of kind of
9 intricacies in how Greyhound services work and how
10 people really do travel, or they need to go that really
11 is probably more than -- it's probably beyond the scope
12 of your study but it's still it's kind of a real-world
13 thing. So, thanks. I don't want --

14 MR. FRAVEL: (Indiscernible) --

15 MR. MARSH: -- I don't want to take up any
16 more -- these guys have other things to talk about, but
17 I'd be happy to talk with you and Eric in a format
18 where we could kind of explore some --

19 MR. FRAVEL: (Indiscernible) ---

20 MR. MARSH: -- maybe kind of dive it -- dive
21 in a little deeper. Thanks for your time.

22 MR. FRAVEL: Yeah. I've -- let's just plan
23 to have a sidebar on that. We'll set something up and
24 -- and let's go through that. I know the -- the
25 regional service connection was a potential market that

1 was identified in the report. That was done that led
2 to this work, so. It's definitely, definitely, on the
3 table.

4 MR. MARSH: All right. Thank y'all.

5 JOHN MCBETH: All right.

6 MR. MARSH: Appreciate it.

7 MR. FRAVEL: No problem. Thank you, Dave.

8 JOHN MCBETH: Josh, this is John. Do we have
9 any other person that wishes to make comment?

10 JOSH RIBAKOVE: No, John. It was only Dave
11 on this -- on this item.

12 JOHN MCBETH: Okay. Great. It's a good
13 report Fred. Thank you very much.

14 MR. FRAVEL: (Indiscernible) --

15 JOHN MCBETH: And we look forward to meeting
16 where this will come up the next time.

17 MR. FRAVEL: Okay.

18 JOHN MCBETH: This moves us to Item Number
19 six, the summary of state and 5311 formula allocation
20 program. Overview of possible changes to the Texas
21 Administrative Code and Eric is going to handle this.

22 ERIC GLEASON: All right.

23 JOHN MCBETH: Eric, I turn it over to you.

24 ERIC GLEASON: All right. Well, this is Eric
25 Gleason. The committee, y'all may recall that at your

1 meeting in April we introduced this topic to you with
2 some history as to why things are the way they are
3 today. Our purpose today is to ground the committee in
4 sort of a timeframe for moving this work forward. Get
5 an initial conversation around what -- a set of desired
6 outcomes from this conversation and from a potential
7 change in formula rules might look like. And to touch
8 briefly on issues areas that we think capture the
9 significant pieces of the conversation at -- we have
10 ahead of us.

11 So, Josh, can you go to the next slide,
12 please. So just a quick reminder, there are three
13 fundamental reasons as to why we're -- we think we need
14 to take a dive into the both the state formula at this
15 point in time to rural and urban transit districts and
16 the federal rule program formula. A lot of this is
17 around anticipating the impacts of the 2020 census and
18 the announcement by the Census Bureau of their
19 urbanized area determinations. We know as a growing
20 state the that it's gonna trigger some significant
21 changes. And you may recall that TTI did some research
22 on this for us a little while back and one of the key
23 conclusions that came out of that research was that we
24 fully expect three small urban areas today, Amarillo,
25 McKinney, and Bryan/College Station, we expect those

1 three to progress up from a small urban, in being less
2 than 200,000 in population, to going over that
3 threshold and at least from the state funding
4 perspective becoming a large urban transit district.
5 And that moves them into a group of six current large
6 urbans and we know from the work done by TTI that
7 unless we look and make some adjustments to the funding
8 allocations, that that could trigger a pretty
9 significant issue for not only those three programs but
10 for the remaining group that are large urbans today.
11 So, there's a lot riding on the UZA Determinations
12 coming from the census which -- and we'll talk about
13 this a little later but which at this point in time
14 we're projecting for Spring of 2022.

15 On the federal side, yes impacts from the
16 census but more just tracking federal program growth.
17 Over time there's been a fairly steady and significant
18 increase in the federal rural program over time. And
19 the formula that we have is -- has remained static and
20 has some fixed points in it, which has resulted in some
21 -- a different distribution of the allocation then
22 perhaps was originally intended.

23 And then time, something I just talked about
24 as time, but you know, the underlying structure for
25 what we have today has been in place for 15 years. and

1 just from a time standpoint it's -- it's useful, every
2 once in a while, to go back and just confirm and adjust
3 that underlying structure. I will say that, you know,
4 part of this -- this process is anticipating the
5 Commissions interest in these kinds of changes. And I
6 will say that the -- the recent amount of emergency
7 relief funding that they have awarded has triggered
8 their interest in at least the rural program formula.
9 And to what to extent they have discretion over how
10 those funds are allocated. So, I do anticipate a
11 fairly high level of engagement from some of our
12 commissioners on this.

13 So, Josh, let's go to the next slide. From a
14 timeline standpoint, this sort of roughly identifies
15 some blocks of time up through and including rule
16 making, that take us from where we are today where in
17 the July/August timeframe. I'm not sure why we have
18 August/July. Oh well. You know, today's purpose is an
19 overview and scope of effort. We have three meetings
20 that we're anticipating of the committee at the end of
21 which you will have come up with some recommendations
22 regarding the areas of change that we'll identify here
23 for you shortly. So that would comprise of a September
24 meeting, a November meeting, and then a January or
25 February meeting of 2022. And then as I said the

1 anticipating determination by the census in the
2 April/June timeframe that would then take us into rule
3 making in the August to December timeframe of 2022.
4 All this in advance of FY '23 funding.

5 So, the key date here for us really is that
6 one that we can't predict very well right now and that
7 is the UZA Determination. We have some information that
8 suggests to us that the April date is going to slide
9 into summer or perhaps even early fall. And we don't
10 know whether or not into the extent to which that could
11 affect the -- whether or not those determinations
12 impact FY '23 funding or FY '24 funding. If we get
13 some more information on that date that tells us that
14 it might push the impact on funding out a year, you may
15 see us recommending that we slow this schedule down.
16 Just so we're not too far out in advance. But until
17 then, this is our schedule. And hoping to have worked
18 through these issues areas that you'll hear about next
19 by January or February of next year. And leading into
20 proposed rules the following summer.

21 So next slide, Josh. Now in terms of issue
22 papers or issue areas, we've got six issues areas that
23 we've identified for you. And I -- the idea today is
24 to walk through each of these. Have a -- as much of a
25 discussion on each as the committee desires. If you

1 have questions, if you have ideas, let's get them out
2 there so that when we come back to you in September or
3 November, we'll have the most complete discussion we
4 can have on this.

5 The first one is what we're calling desire
6 outcomes. We've identified sort of four general over
7 arching objectives, if you will, for how when we're
8 done, we can assess how successful we've been. Fair
9 and equitable. Promoting sustainable rural and urban
10 transit district programs. We want to reward
11 performance and we want it to be transparent. Now
12 these seem, you know, like how could you disagree with
13 these four? And I think we'll have some information
14 for you here next after I get through these that will
15 show you a little bit of more information on each of
16 those for over arching objectives. But basically, we
17 want to be able to know what we want from an outcome
18 standpoint. So that as we get into discussions on
19 specifics, we can remind ourselves whether or not where
20 we think we may end up on those specifics. Whether or
21 not that is a consistent conclusion with respect to
22 these desired outcomes.

23 More specifically in terms of issue areas and
24 areas to explore, the next one is whether or not when
25 we look at need and we calculate need, whether or not

1 there's -- it makes sense to include additional factors
2 in the formula. Right now, the formula that guides
3 both state and federal rural program allocations uses
4 population and land area as its determination of need.
5 And each transit and districts proportional share of
6 those is what drives a significant amount of funding
7 that it receives. We have done some work looking at
8 additional criteria that at least generally would seem
9 to enhance the current formula's calculation of need.
10 And one thing we've done is to develop what is called a
11 transit dependency index. Which is a combination of
12 demographic factors such as income, age and disability
13 and equity or ethnicity to try and fine tune. If those
14 -- if those factors are generally excepted predictors
15 of who uses the network, then at least theoretically a
16 factor which includes those -- criteria which includes
17 those factors would tend to sharpen the allocation
18 among the districts. If your district had a
19 concentration of those versus one that may not.

20 The second one that we looked at is, is there
21 a way to recognize among transit district what might be
22 a diversity of challenge when it comes to the economic
23 condition, the surrounding economy if you will, in your
24 transit district. And its ability to support your
25 services with local revenues. And so, we've been

1 exploring the possibility of brining something like the
2 calculation of economically disadvantaged counties,
3 which the department uses it -- uses on the -- on the
4 highway side of our programs. Uses to create
5 variations and local match requirements. This is a
6 calculation the department does every year, that looks
7 at a handful of economic indicators geographically and
8 identifies those areas with greater need for subsidy,
9 if you will, then those without. So, this -- it would
10 seem -- it makes sense to us to think about whether or
11 not that kind of addition to the formula would be
12 helpful. So, in September we'll go through this in
13 more detail but the things we've -- but what we've seen
14 so far on this today is that, you know, the transit
15 dependent index does introduce some level of change to
16 the allocation not a tremendous impact. Of the
17 economically disadvantaged counties indicator
18 introduces quite a bit of change. And so, it'll be
19 interesting for the committee to look at those two
20 outcomes and to debate whether or not either on of them
21 or none of them makes sense to add to the formula. Any
22 questions on the first two topics I've covered?

23 The third area that we want to take a look at
24 is performance.

25 JIM CLINE: Eric, this is -- I'm sorry.

1 ERIC GLEASON: Go ahead, Jim.

2 JIM CLINE: This is Jim. I do have couple of
3 questions if could? Sorry to interrupt you on there.

4 ERIC GLEASON: No, go ahead.

5 JIM CLINE: I'd like to -- just a couple
6 ideas I'd like to throw out there. Again, Jim Cline.
7 End of the desired outcomes and this is from the
8 service to the general public, I think we need to make
9 sure as we go, we understand what the impacts of the
10 changes will be to the people using the system. And
11 so, as we -- as we go through and clearly need to
12 review, but as we go through it as it starts looking
13 like changes will occur, could occur, understanding
14 what those are as would it affect individuals. And how
15 can that be phased or minimized, you know, and things
16 like that. But I just -- I think it'd be important to
17 look at that as we go rather than just at the end.

18 And then the second thing is I -- I want to
19 use caution with the -- the disadvantaged counties
20 because I'd suspect that while we may have some very
21 wealthy counties, the people that are using our system
22 are is -- we're already -- I would like to -- I think
23 we are and this is something that needs to be reviewed
24 but it is likely that the people we're serving are
25 already underserved. Meaning that they're using our

1 system because they don't have a -- I mean, in some
2 cases because they don't have another choice for
3 whatever reason. It could be disability, it could be
4 income, what that might be. So, we may be already
5 serving a lot of -- answering a lot of the equity
6 questions in the folks that we're already serving. And
7 so, if we did do something that was with these
8 economically disadvantaged counties, which while that's
9 good in that it lifts a burden from a small rural
10 transit district to have to do all these calculations
11 and all these studies. Maybe if that's a -- we'll call
12 it a rebuttable presumption so that if someone, you
13 know, if it made sense, fine all is good. If it
14 doesn't make sense whether there's a way to -- a method
15 or a means by which to rebut that and do something
16 different so that you could tell the story that needs
17 to be told. So, anyway. Sorry to go on a bit but I
18 think those are some important things to consider as we
19 move forward.

20 ERIC GLEASON: So, Jim, this is Eric. A
21 question on your first comment on the impacts. So,
22 just to make sure I'm clear. So, we're -- I mean, the
23 kind of impacts we're identifying in this conversation
24 are changes in funding levels as a result in of a
25 change in the formula. So, it's the -- it's, if you

1 will, it's the impact of a different allocation of
2 funds among transit districts that would presumably
3 translate into an impact on the user. That's what we
4 have to work with in terms of, you know, the
5 quantitative part of this is going to be around the --
6 the impact of anything we do on funding levels. And
7 that would have to be, I think the surrogate for impact
8 on users. That make sense.

9 JIM CLINE: It does. And I just think that
10 that's -- and whether it's by dollars or by, you know,
11 is it -- how does -- how does that manifest itself in
12 the service level change. If I could at some point --

13 ERIC GLEASON: I think as that --

14 JIM CLINE: -- and I think it's just --

15 ERIC GLEASON: -- I think that's the tricky
16 part because we don't -- we don't -- we don't know what
17 the -- what the local decision might be, and I will
18 work with additional amount of dollars.

19 JIM CLINE: Yeah.

20 ERIC GLEASON: One of the things that -- when
21 we get into details on what we might look at under each
22 of these four desired outcomes, we do identify
23 stability and predictability as something we're
24 striving to achieve. In other words, we don't want a
25 formula that necessarily introduces a lot of change

1 every year. And, you know, one of the interesting
2 things is so the economically disadvantaged county
3 calculation is done every year. It's three years
4 behind but it's done every year. And so that
5 introduces a potential instability, if you will, every
6 year with that calculation. Versus a dependency index
7 which might rely more on either American committee
8 survey or census numbers, which, you know, change once
9 every ten years or every five years, if you will. So
10 that perhaps is a more stable kind of a criterion, if
11 you will. So, yeah. Lot's to -- lots to consider with
12 that.

13 They key -- and to your second point, the
14 intent of the economically disadvantage county was to
15 try and get at the notion of how -- what's the
16 likelihood or how difficult is it or the challenge, how
17 big is the challenge going to be to try and get
18 additional local revenues from local governments or
19 employers or whomever and to try and account for that
20 challenge with some sort of a criterion. It really
21 wasn't meant to go after the user's ability to pay or
22 to, you know, need the service as much as it was to try
23 and address the surrounding economic conditions that
24 may or may not prove favorable to getting local money
25 to support the service.

1 JIM CLINE: Thanks, Eric. Just a few
2 thoughts.

3 ERIC GLEASON: Yep. Anything else on these
4 first two?

5 All right. Let's shift to performance. So,
6 the other part of the formula is a performance part of
7 the formula. So, we have a needs section and then we
8 have a performance section. And we've identified four
9 things -- four general areas that we would pull
10 together information on for the committee so that a
11 more in-depth conversation would take place. But,
12 first, you know, how effective is the current approach?
13 So, in other words, if the current formula includes
14 performance and it is, you know, is significant enough
15 to have folks make decisions which lead to improved
16 performance, had we seen improvements. As the
17 performance indicator is leading up to 2019, do they
18 tell us that the conditions are really improving out
19 there? How effective is it? What other kinds of
20 approaches might there be when it comes to performance?
21 What might be, you know, an -- what are the appropriate
22 measures to use? Are the ones that we use today the
23 ones that make sense to use? Does there need to be a
24 different set up of performance measures? And then how
25 and what role does it play -- performance play within

1 the overall formula? What share of the allocation is
2 associated with performance? So, we would pull
3 together a discussion for the committee focused on
4 those four general areas.

5 Next slide, Josh. So, there's been a number
6 of conversations I've been a part of over the years
7 that have touched on what we're calling use of funds.
8 And in other words, how specific or how prescriptive in
9 the Administrative Code is the commission on how these
10 funds get used. And, you know, are there opportunities
11 in the overall allocation to say these sets of funds or
12 this share of the overall funding should be used for
13 capital as a way of more robustly funding our capital
14 program. Versus allowing local transit districts as we
15 do today to make those kinds of decisions and from the
16 state's standpoint, the funds are available for general
17 purposes. The other thing would be, you know, what -
18 what element of the overall amount is discretionary or
19 strategic? So, we would put together or pull
20 discussion for the committee on the different ways to
21 look at use of funds.

22 Structural consideration. So, it's
23 interesting, if you were to -- if you were to compare
24 the -- the breakdown of how different elements in the
25 overall allocation, what share they play in the overall

1 allocation. If you go back to 2007, if you take the
2 federal rural program back in 2007, what you had there
3 was you had a fixed amount of \$20.1 million that went
4 out based on population, land area and performance.
5 And then whatever if you had left over from that was
6 called discretionary. And at the time, that was about
7 -- it was probably about \$3 million, 2 ½, 3 million, \$4
8 million. So, you could say that generally speaking
9 performance represented 35% of the overall allocation.
10 And population and land area represented 65%. 65/35.
11 Well, if you fast forward the clock to 2021 and you
12 were to look at the 5311 allocation, you would find
13 that 44% of the overall 5311 allocation goes out based
14 on total vehicle miles. And that performance
15 represents 19% of the overall allocation amount. So
16 structurally the allocation -- the elements of the
17 overall allocation, their share of the overall
18 allocation has changed significantly over time. And
19 so, we would propose to have a series of discussions
20 with the committee around what we're calling structural
21 considerations that would look at the fundamental
22 question of that these are the pieces of your formula.
23 If this is what you're gonna allocate your funds based
24 on, what share of the overall allocation do you want
25 those pieces to have? What's the appropriate split

1 between formula and discretionary? And then within the
2 formula what's the appropriate split on proportional
3 share of the overall allocation? So, I think that
4 one's gonna be a pretty -- pretty significant
5 discussion at the committee level and that's in
6 November. These three here are probably November and
7 the first three are September discussion.

8 And then finally program management is kind
9 of the catch all area for different, you know,
10 different things in the formula that we may or may not
11 want to have some specific language around. Like how
12 to use emergency relief funding. You know, what to do
13 with an obligated or de-obligated balances? Whether or
14 not we wanted to say anything about eligibility for
15 funding and I think this has come up in the context of
16 do we have a higher threshold associated with being
17 eligible for discretionary funding versus formula
18 funding. And then what to do in the instances where we
19 get partial program apportionment at the federal level.

20 So, this would actually -- a lot of these
21 things are actually just sort of codifying what have
22 been general practices in our part, in some cases over
23 time. And whether or not we want to be as specific
24 with respect to these in the formula itself. Any
25 thoughts on those issue areas? I know it's a lot to

1 sort of absorb at one time. We really just wanted to
2 give you a good look at what's coming down the road.

3 Let's go to the next slide, Josh. So, we
4 spent a little time today doing a deeper dive into the
5 desired outcomes. And this is a summary of the four
6 areas you saw on the slide previously. And we're gonna
7 go into each of these quadrants in a little more detail
8 today. And this is just to get you thinking. We will
9 return to this discussion the very first thing in
10 September but we wanted to give you a glimpse of this
11 specific issue paper here so you could be thinking
12 about it.

13 Let's go to the next -- the next several
14 slides, Josh. So fair and equitable, what you see here
15 are more -- these are ways that we might measure or
16 quantify or qualitatively realize whether what we've
17 got is fair and equitable. Is the criterion supported
18 by objective, accurate and routinely collected data?
19 And have we accounted for all the diversity and
20 operating environments and system characteristics that
21 represent challenges to any individual transit district
22 when we come up with an allocation?

23 Next slide. Rewarding performance. Again,
24 routinely collected data, minimally biased. They're
25 accurate measures of performance. And does the

1 approach to performance reinforce continuance overall
2 performance improvement with an appropriate share of
3 the allocation available? So, is it a large enough
4 part of what the allocation is so folks pay attention
5 to it and make decisions that translate to improved
6 performance?

7 Next. Promoting sustainable rural and urban
8 transit district programs. So, this is where we get
9 into a number of different factors that contribute to
10 that. You know, we've talked about the third bullet
11 there before today, provide reasonably stable and
12 predictable allocations one year to the next. You
13 know, these are the things we would hold up as how do
14 we know that we've got something that promotes
15 sustainable systems.

16 Next slide. And then finally transparency.
17 Is it easily understood? It's going to be complex.
18 Does it strike the appropriate balance between
19 complexity and -- and simplicity? And then does it
20 adequately anticipate all the different situations that
21 we might find ourselves in? In terms of what would we
22 do in these instances. This one kind of goes to some
23 of the program management areas that we identified
24 earlier on on obligated, de-obligated balances,
25 emergency relief, those kinds of things.

1 So, we'll come back to these in more detail
2 in September but wanted to get folks sort of
3 understanding what we meant by these and thinking about
4 how we might know that we've satisfied the transparency
5 outcome, for example, with what we have.

6 Next slide, Josh. So, looking ahead this is
7 how we see it being broken down. We'll go over in
8 September desired outcomes (indiscernible) additional
9 criteria determine need and the performance issue areas
10 we described in November. We'll take on the final
11 three and then all along the way here we're not asking
12 the committee to take a position on any one of these
13 things. We are gonna be trying to identify as we go
14 sort of the areas of agreement and the issues areas.
15 So that when we come back together in January or
16 perhaps February, we'll go over these again and then
17 ask the committee to come up with a set of
18 recommendations.

19 JOSH RIBAKOVE: Eric, this is the last slide.

20 ERIC GLEASON: Yep.

21 JOSH RIBAKOVE: I'd just like to clarify
22 something. The November 9th meeting is no longer
23 tentative. The slide was created before --

24 ERIC GLEASON: Okay.

25 JOSH RIBAKOVE: -- we had made that

1 (indiscernible). But that is the meeting.

2 ERIC GLEASON: Okay.

3 JOSH RIBAKOVE: 10 a.m. November 9th

4 ERIC GLEASON: Good. Okay. That's our next
5 Agenda Item. So, Josh, let's go back -- so that's it
6 on the discussion on the formula changes. I know it
7 was a lot to absorb. Open the floor if I can, Mr.
8 Chair to any questions on the part of the committee or
9 any comments from the public.

10 JOHN MCBETH: Okay. This is John. As the
11 committee members can see we are about to bite off a
12 big chew. Having survived the original formula wars in
13 2006, it is my desire that we not replicate that again.
14 And that we be able as we have done for at least the
15 last four years when we do our recommendations that we
16 go forward to the commission with a unanimous decision
17 on what we want to see happen in this respect. And
18 with that I'm probably sure, Josh that we have some
19 comments from the general public. I'd be surprised if
20 we don't, but do we?

21 JOSH RIBAKOVE: Yes, we have. Once again
22 this will be Dave Marsh from CARTS. And I am opening
23 his mic now. And of course, anyone who's listening to
24 the meeting can reach out to me on the chat if you'd
25 like to comment and I can enable you. Dave, your mic

1 is open.

2 MR. MARSH: Josh, I'd prefer to wait til the
3 committee members get through discussing things. I
4 don't want to preempt anything if they may want to ask
5 a question about. So, I'll standby til committee gets
6 through its discission. Okay? Thanks.

7 JOHN MCBETH: Okay. Are there any comments
8 from the committee? Well, hearing none from the
9 committee we'll go back to Dave.

10 MR. MARSH: Okay. I have a couple of
11 questions. The timeframe just a little reality check,
12 if we're talking about the '23 budget year that means
13 that this time next year that this will be complete and
14 whatever impact these changes have will take effect.
15 Knowing that budgetary considerations begin in May to
16 complete a budget that's approved and funded by August
17 31st, it feels to me like it's gonna be a difficult fit
18 if there are significant changes that we have to deal
19 with this time next year with so many imponderables
20 about what the end result may be. That's just a
21 comment.

22 Second, like John, I've been through the
23 formula wars three or four times, and I hate to sound
24 like an old (indiscernible) guy but it's really -- a
25 really difficult thing for everybody. I know it's

1 difficult. I'm not saying it's not necessary, I agree.
2 You know, it's been 16 years and there are changes and
3 there are a lot of things that could be better but it's
4 a very delicate thing. Let's just make sure that like
5 in the past we have a kind of an ability through
6 committee work or whatever or people that would be
7 affected by it that have a voice and -- as it proceeds.
8 I don't know how to outline that except to say that we
9 probably need to have a cross section of people that
10 will help the department make sure that we don't do
11 anything untoward without knowing the full impact of
12 whatever decisions made.

13 So, thirdly, Eric could you explain again the
14 census' effect on it as far as the (indiscernible) that
15 are gonna become transfer from being a smaller urban to
16 a metropolitan urban? And how that will have any
17 effect on this formula deliberation?

18 ERIC GLEASON: Yeah. So, when we -- when TGI
19 did the census work first, (indiscernible) and
20 identified those three areas as the most clearly
21 identified three to go over 200,000 in population.
22 What we did at the time is we just simply looked, you
23 know, what they're share of the last round of state
24 funding was. I believe it was in the neighborhood,
25 those three systems, Amarillo, McKinney and

1 Bryan/College Station of the approximately \$10 million
2 that is allocated to small urbans in the state formula,
3 they consumed I think it was about 2.8 million of
4 those. So, they're three big fish in that pond right
5 now that when they go over 200, they move over to the
6 large urban. And the way the state formula is set up
7 in Administrative Code is the amounts to be awarded to
8 rural areas, small urban areas and large urban areas,
9 those amounts are fixed in Administrative Code. So,
10 there's \$3.5 million for large urban areas. There's
11 approximately 10 million for small urban areas. And
12 then just over \$21 million for rural areas. So, when -
13 - so the situation we have in front of us is three
14 systems consuming about 2.8 million of the small urban
15 pop moving up to a large urban group with only 3 ½
16 million among the current six. So, the discussion at
17 the time was that the best way to deal with that would
18 be to ask for some exceptional funding -- exceptional
19 item funding in the legislative session so that we
20 could add funding to the overall program. Which would
21 allow to us accommodate that move. That did not
22 happen. So, what we are faced with is the decision
23 around whether or not, and if so, how much of the --
24 well what changes need to take place in those specific
25 allocation amounts that are in the Administrative Code

1 right now. Does the 10 million associated with small
2 urban systems, does that, you know, does any share of
3 that need to be transferred over to the 3/5 million to
4 anticipate that move? That's a tough call. That's
5 gonna be a tough conversation.

6 MR. MARSH: Well --

7 ERIC GLEASON: I think we have to have it.

8 MR. MARSH: -- yeah. I understand. You
9 know, the funding of systems over 200,000 of state
10 funds is actually anomaly. The state funding was
11 originally set up for rural and small urban.

12 ERIC GLEASON: Yep.

13 MR. MARSH: And this will be the second or
14 third census that we've made some accommodations to
15 help those people (indiscernible) transition, but it
16 became permanent. And the last move to kind of cap
17 that program so that the money that was set aside for
18 small urbans rural doesn't continue to be diminished
19 was kind of an interim measure. But it's a hard call
20 and I don't want to be unsympathetic people but people
21 -- those systems that translate from small urban to
22 metropolitan really shouldn't be -- really aren't
23 eligible for state funds except by virtue of the fiat
24 initiator originally to keep Arlington in the HEB area.
25 And so that is going to be a hard discussion and

1 remember that small urbans and metropolitan areas both
2 have the ability to hold a local election and generate
3 local sales tax and rurals do not. So, all those
4 factors are gonna play into whatever this decision is.
5 Just to kind of give a scary preview of what you have
6 to deal with.

7 ERIC GLEASON: Yeah. So, there's a -- yeah.
8 The state statute -- there is one argument to be made
9 that we've outgrown the current set of statute
10 languages that guide our decision making. Anytime an
11 area goes over 200,000 in population they do have the
12 ability to allocate a portion of their sales tax to
13 support transit.

14 MR. MARSH: Well actually there are some that
15 are -- it's over 55,000 as I remember. Or 56,000. But
16 anyway, that's neither here nor there. I'm just saying
17 if we keep -- if we keep grandfathering systems as they
18 grow into a larger section, we're gonna either have to
19 have more money or gonna have to all tighten our belts
20 to help those guys through the transition. And that's
21 -- there's not enough money now to support what we need
22 in the rural side anyway, so. I'll shut up now and ask
23 if you could consider that timeframe to what effect it
24 will have on the -- the processes we have to undergo to
25 make sure we know how much money we're getting and how

1 we're gonna --

2 ERIC GLEASON: Yeah. I think, Dave what I
3 empathize with the budgeting issue. Once we get the
4 determinations, we are gonna be able to run a formula
5 run knowing what we know about what we think the
6 proposed rules will be based on this conversation. We
7 are trying to put ourselves in a position to give you
8 that forecast. But yeah, it's just -- it's awkward
9 from a timing standpoint on having to be ready for the
10 impact on the annual amounts versus when we might have
11 rules in place. But we will take a look at that
12 timeframe and try and fine tune it for ya.

13 MR. MARSH: And you're comment about --

14 ERIC GLEASON: (Indiscernible) --

15 MR. MARSH: I'm sorry.

16 ERIC GLEASON: We are trying to be able to
17 give you a forecast if we -- if we can't give you a
18 specific allocation. We are trying to be in a position
19 to give you a forecast.

20 MR. MARSH: Yeah. And you mentioned that
21 you're hearing more that the census results may not be
22 ready in the Spring? Is that -- what's the foundation
23 of that assertion?

24 ERIC GLEASON: A reliable source within the
25 census bureau. I'm speaking third hand here.

1 MR. MARSH: Okay.

2 ERIC GLEASON: So, yeah. And so, if you go
3 out on the census site, you won't find that. We're
4 just beginning to hear and I'm not entirely surprised
5 that, you know, the data has been delayed coming out of
6 the census up until now.

7 MR. MARSH: Yeah.

8 ERIC GLEASON: And so, I guess I'm not
9 surprised to hear. The real issue for us is going to
10 be how late can it be and -- before FTA decides they
11 really can't impact the fiscal year '23's amounts as
12 much as they need to wait til fiscal year '24.

13 MR. MARSH: Yeah.

14 ERIC GLEASON: It's tricky. And I have asked
15 that question of FTA and not, you know, they're
16 researching that --

17 MR. MARSH: Yeah, I bet they are.

18 ERIC GLEASON: -- (indiscernible).

19 MR. MARSH: Okay. Thank you very much. I
20 apologize for taking up so much time.

21 ERIC GLEASON: No problem. No problem.

22 JOHN MCBETH: Okay. Are there any other
23 comments? This is John. Well, hearing no other
24 comments, Eric, thank you and your staff for putting
25 all this together for us. Looks like we've got a long

1 road ahead of us. I can say I look forward to it.

2 ERIC GLEASON: Yeah. This is -- this is
3 probably the most important task the committee has.

4 JOHN MCBETH: Yes. I agree with that. We've
5 done a lot of things over the last four years, but this
6 is going to be, like I said earlier, this is a large
7 bite of the apple right here. So, we all have a lot of
8 work ahead of us. As does your staff at the
9 department.

10 Okay. No comments. We'll move on to Item
11 Number 7, a discussion on open seats on the Public
12 Transportation Advisory Committee. I asked that Josh
13 put this on here. I won't take anybody's time, but you
14 all have a really nice chart that PTM prepared for us
15 that shows we have three vacant seats. Two from the
16 lieutenant governor's office and one from the speaker's
17 office. I have sent a recommendation forward to Eric
18 on a person that's a transportation user for that
19 vacant position and I would request that other members
20 of the committee, if you have ideas or you have any
21 contacts with the lieutenant governor's office and you
22 have a person in mind that can meet the requirements of
23 the positions that are vacant, if you would forward
24 that to Eric so that they can vet it and pass it on up
25 the line. I would normally say talk to the lieutenant

1 governor or the Speaker but basically all they do is
2 then send the name back over to TxDOT and ask TxDOT to
3 review it. So, if anyone has any ideas or suggestions
4 for these vacancy's, please feel free to send them to
5 Eric so that we can hopefully get this committee all
6 the chairs filled before I die or retire. So, unless
7 there are other comments, I'll leave that as it is.
8 Any comments?

9 ERIC GLEASON: Mr. Chair, if I could? This
10 is Eric. Little more detail on how we've tried to fill
11 these positions in the past. Generally, from a
12 transportation user representative standpoint we have
13 tried to look at representatives from the various
14 stakeholder groups or customer groups that our programs
15 serve. So, either a user themselves. Someone who
16 rides the system. Or a community advocate for services
17 or someone from the workforce board, independent living
18 counsel, health and human services, any of those areas
19 of interest have sort of -- that's where we've tried to
20 go the user vacancy.

21 The General Representative that's been kind
22 of all over the board in the past. But we gene -- a
23 lot of times we've gone to policy people in positions
24 in public agency positions like a regional council, MCT
25 COG, H-Gas, that kind of a role. A transit policy type

1 individual.

2 So, in addition to those we try as well, we
3 try and go for diversity with -- among the committee
4 members. We like geographic diversity. Make sure we
5 get as many different areas of the state represented as
6 we can. Obviously, we're interested in gender and
7 ethnicity as well. So, and then having said all that
8 the department doesn't make this decision. It is a
9 decision that is made by the three appointing offices
10 you see on the chart here. And we have been -- as John
11 said, we are more than willing to forward our
12 recommendations to these offices. When there are
13 vacancies, we have been -- I don't know, sometimes
14 we're successful. Sometimes we're not in terms of our
15 recommendations. I think more often not recently the
16 offices have tended to go their own way for whatever
17 reason. And so, yeah. I think it's gonna be a
18 combination of anything we can do to forward a name
19 that looks good to us versus whatever you all might be
20 able to do from a contacting those appointed offices
21 directly. And that's all I have to say on that Mr.
22 Chair. Thank you.

23 JOHN MCBETH: Great. Thank you. Any other
24 comments? Hearing none, we'll move on to Item Number
25 8, public comments. Josh, do we have any other public

1 comments?

2 JOSH RIBAKOVE: None have been received.

3 JOHN MCBETH: Hearing none, we'll move on to
4 Item Number 9, proposed and discuss agenda items for
5 the next meeting. Confirm the dates. I think we
6 already have all that done. September the 9th and
7 November the 9th both beginning at 10 o'clock.

8 JOSH RIBAKOVE: Correct.

9 JOHN MCBETH: We --- this is an action item
10 so I will ask Jim Cline to make the Motion and J.R.
11 Salazar to Second it.

12 JIM CLINE: This is Jim Cline. So moved.

13 MR. SALAZAR: This is J.R. I'll second that.

14 JOHN MCBETH: Okay. we have a motion and a
15 second. Any discussions? Hearing none, we'll vote.
16 All of those in favor signify by saying aye.

17 (Aye stated in unison.)

18 JOHN MCBETH: All those opposed, nay. All
19 aye's and no nay's, the meetings are set under Item
20 Number 9. And finally, Item Number 10, it's the
21 adjournment. That's an action item also. I'll ask for
22 Ken Fickes to make the motion and Marc Whyte to second
23 it. Ken you there? Okay. Marc Whyte, if you would
24 mind making the motion and J.R. if you would second it.

25 MARC WHYTE: All right. Motion made. Motion

1 made to adjourn.

2 JOHN MCBETH: Okay.

3 MR. SALAZAR: I'll second that, please.

4 JOHN MCBETH: Motion and second. All in
5 favor signify by saying aye.

6 (Aye stated in unison.)

7 JOHN MCBETH: We are adjourned. Thank y'all
8 for all your patience. This was a long meeting, but it
9 was needing to be a long meeting.

10 JIM CLINE: Thank you, John.

11 JOHN MCBETH: Thank you.

12 ("Thanks" stated in unison.)

13 JOHN MCBETH: Y'all have a good day. Bye-
14 bye.

15 (END OF AUDIO FILE)

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2 COUNTY OF TRAVIS)

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4 Before me, Katheren Martinez, on this day
5 personally appeared Angelica Mathews, known to me to be
6 the person whose name is subscribed to the foregoing
7 instrument and acknowledged to me that they executed
8 the same for the purposes and consideration therein
9 expressed.

10 Given under my hand and seal of office this
11 11th day of August, 2021.

12

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14



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16

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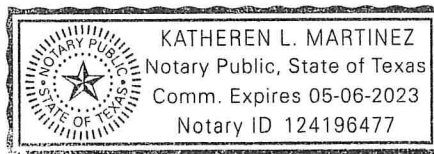
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COMMISSION EXPIRES: 5/6/23

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