

TRANSCRIPT OF  
TEXAS DEPARTMENT OF TRANSPORTATION  
PUBLIC TRANSPORTATION ADVISORY COMMITTEE  
PUBLIC MEETING  
THURSDAY, JANUARY 7, 2021  
10:00 A.M.  
VIRTUAL MEETING VIA WEBEX EVENTS

TRANSCRIBED BY: Angelica Mathews

TRANSCRIPTION DATE: January 21, 2021

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APPEARANCES

COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

- John McBeth, Chair
- Jim Cline, Vice Chair
- Marc Whyte
- Dietrich Von Biedenfeld
- J. R. Salazar
- Ken Fickes

TX-DOT PRESENT AND PARTICIPATING:

- Eric Gleason, PTN Director
- Josh Ribakove, PTN Communications Mgr.

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MEETING AGENDA

ITEM

- 1 Call to Order
- 2 Guidance on virtual meeting participation
- 3 Approval of minutes from July 28, 2020 meeting (Action)
- 4 Review of TxDOT's CARES Act funding allocation and application of the Texas Administrative Code Section 5311 formula. (Action)
- 5 Public Comment - public comment will only be accepted during the meeting. Link and details are below. The meeting transcript will be posted on the internet following the meeting
- 9 Adjourn (Action)

1 PROCEEDINGS

2 JOHN MCBETH: Well, I know have 10:05 so I  
3 will go ahead and kick off the meeting. This is John  
4 McBeth. I'm the Chairman of the Public Transportation  
5 Advisory Committee and I am the one that requested this  
6 meeting. This is probably one of the more important  
7 meetings that we have had in the last year because it  
8 deals with the disposition of approximately \$143  
9 million, that's million dollars in CARES Act funding.  
10 I thought it was important that the PTAC listened to  
11 how this money is going to be distributed or proposed  
12 to be distributed by the Public Transportation Team at  
13 TxDOT and that we sign off on it so when they go the  
14 Commission, they can tell the Commission that the PTAC  
15 has signed off on that -- on this. This -- that always  
16 seems to carry considerable amount of weight with the  
17 Commission as we are an independent body. And with  
18 that, I will kick off the meeting.

19 Welcome all of you and everyone else that's  
20 on the phone, all 47 of you and Josh, if you would,  
21 would you do a roll call of the Committee Members? So,  
22 everyone knows who is here for this meeting.

23 JOSH RIBAKOVE: Thank you. We'll start with  
24 the Chair, John McBeth?

25 JOHN MCBETH: I am here.

1 JOSH RIBAKOVE: Jim Cline, Vice-Chair.

2 JIM CLINE: Here.

3 JOSH RIBAKOVE: Ken Fickes? Ken, I know  
4 you're on, but you might be still muted. You can  
5 unmute yourself. Well, I'm unmuting Ken right now.

6 JOHN MCBETH: Josh, let's come back to Ken.

7 JOSH RIBAKOVE: Alright. Ah, there you are  
8 Ken. Alright. Dietrich Von Biedenfeld?

9 DIETRICH VON BIEDENFELD: I'm on the call.

10 JOSH RIBAKOVE: And Marc Whyte?

11 JOHN MCBETH: Don't forget J.R.

12 JOSH RIBAKOVE: And J.R. Salazar.

13 J.R. SALAZAR: I'm here.

14 JOSH RIBAKOVE: And I'm not sure why we  
15 haven't heard from Marc and Ken by audio, but I can  
16 tell you that they are both in the meeting.

17 JOHN MCBETH: Great. Now that we've got all  
18 the members present for the Public Transportation  
19 Advisory Committee, we will -- Josh will provide us  
20 briefly a report on the rules and regulations  
21 concerning this virtual meeting. So, Josh, if you  
22 would, this will be in lieu of your normal safety  
23 speech.

24 JOSH RIBAKOVE: Good morning everybody.  
25 Welcome to our virtual meeting of the Public

1 Transportation Advisory Committee. There will be an  
2 opportunity for public comments in this meeting. The  
3 way to do that is to use the chat for the Q&A that  
4 belong to the meeting. And I'll be monitoring those.  
5 If your comment or question relates to an Agenda Item  
6 on today's Agenda, then I will read it aloud to the  
7 Committee and they will be able to respond. If further  
8 discussion is needed, I will be able to unmute your  
9 microphone, so please identify yourself when you're  
10 making your question or comment. If your question or  
11 comment does not relate to an Agenda Item, I will give  
12 that to the Committee after the meeting is over.

13 And the other thing you should note is you  
14 can reach everyone in the meeting through the chat but  
15 if you use the Q&A, you'll only be reaching myself and  
16 another TxDOT panelist. That's all.

17 JOHN MCBETH: Okay. Thank you. Let's move  
18 on to Item Number 3, approval of the minutes from the  
19 July 28, 2020 meeting. It's an action item. I'll ask  
20 for -- if the minutes are all in order, I'll ask for a  
21 motion from Mr. Whyte and second from J. R. Salazar.

22 JOSH RIBAKOVE: John, I think Marc Whyte is  
23 having some trouble unmuting. I'm gonna see if I can  
24 do that from here. Marc, you --

25 MARC WHYTE: (Indiscernible) --

1 JOSH RIBAKOVE: There you go.

2 MARC WHYTE: Can you hear me?

3 JOSH RIBAKOVE: Yes.

4 MARC WHYTE: Alright. I don't know why I  
5 couldn't unmute me, but motions okayed by me.  
6 (Indiscernible).

7 JOSH RIBAKOVE: I don't know Marc; you are  
8 fading in and out. John, perhaps we should get that --  
9 that motion from someone else.

10 MARC WHYTE: Can you hear me better now?

11 JOSH RIBAKOVE: You're way in the distance.  
12 I can hear you but not well.

13 MARC WHYTE: Okay well, I make the motion as  
14 requested and my audio is a little spotty on this,  
15 Josh. Is there a call-in number?

16 JOSH RIBAKOVE: I will email that to you.

17 MARC WHYTE: Great.

18 J.R. SALAZAR: This is J.R., I'll second that  
19 motion.

20 JOHN MCBETH: We have a motion and a second.  
21 All in favor signify by saying ay.

22 (Ay stated in unison.)

23 JOSH RIBAKOVE: This is Josh, I understand  
24 that the two members are having real audio problems  
25 right now and that is Ken and Marc. If you would like

1 to use the chat to signify then we can continue then,  
2 and I will email you dial in information. Maybe you'll  
3 get better audio that way.

4 JOHN MCBETH: Okay. And while we're waiting  
5 on that we will move on to Item Number 4, which a  
6 review of TxDOT CARES Act funding allocation and  
7 application of the Texas Administrative Code Section  
8 5311 form. This is an Action Item. And the person  
9 presenting this will be Eric Gleason of Transportation  
10 Division Director for the Texas Department of Public  
11 Transportation. Eric, it's all your show.

12 ERIC GLEASON: Good morning, John, Committee  
13 Members. If you're having trouble hearing me, go ahead  
14 and send Josh a note or just speak up and I'll try and  
15 reposition my phone for this.

16 So, this is Eric Gleason, Division Director  
17 of Public Transportation of the Texas Department of  
18 Transportation. What we would like to do today with  
19 the Committee is -- is provide the Committee again with  
20 some quick background on CARES Act and the amount of  
21 funding we received. And walk you through the  
22 allocation process that we have used to determine how  
23 much each of the 36 Rural Transit Districts get of the  
24 total. As the Chair mentioned, the Commission -- we  
25 are requesting the Commission that they consider

1 approval at their January meeting this month of a  
2 remaining balance of those funds. So, we are very  
3 close to completing the award process around these  
4 funds.

5           So, a quick summary of the Texas  
6 apportionment we received from the original CARES Act  
7 legislation; this was the legislation passing Congress  
8 last Spring. First week of April we received an  
9 apportionment of this \$143.2 million for the Rural Area  
10 Program and it came down to us through our existing  
11 regular traditional 5311 Program. So, while the source  
12 of CARES money was not the regular 5311 Program, the  
13 way in which it came down to us, the pipeline if you  
14 will, that FTA used to get the money to us was through  
15 the 5311 Program. And when that happened, those funds  
16 picked up all the characteristics of the 5311 Program.  
17 And the most significant of those being that we have an  
18 existing Formula that guide the distribution of those  
19 funds in Texas. So, as it came down to us, we applied  
20 the Formula, which is in the Texas Administrative Code.

21           Now in that context, FTA has been clear about  
22 their overarching objective for these funds and that  
23 was to maintain and sustain existing services giving  
24 transit systems the ability to weather whatever impacts  
25 they might be incurring as a result of the pandemic.

1 We established in Texas three priorities for use of  
2 these funds: emergency relief. Helping folks address  
3 an immediate need, given additional expenses, losses,  
4 ridership, loss of revenues, whatever it took to get  
5 them through the (indiscernible) term from an emergency  
6 relief standpoint.

7 Economic recovery, not only in the present  
8 condition but anticipating of perhaps several years'  
9 worth of economic downturn that may be -- that may end  
10 up effecting revenues, non-federal revenues that  
11 transit districts rely on for their overall levels of  
12 service.

13 And then finally, the third category was  
14 resilience. That is making investments in assets to  
15 strengthen and update and modernize existing facilities  
16 and fleet so that in the event of a subsequent  
17 emergency such as this or an actual emergency in  
18 general our transit system is better positioned to  
19 weather whatever that emergency might be.

20 So, with those priorities in mind let's take  
21 a look at how the Administrative Code treats these  
22 funds. So, Josh, if you could go to the next slide.  
23 So, in general, as these funds flow down to us through  
24 the 5311 Program, there is an upfront ability to have  
25 some set-asides that is driven by federal guidelines

1 and regulation. The first is the requirement that 15%  
2 of those funds, however big they may be, 15% of those  
3 funds be set aside for intercity bus program support.  
4 At the mandatory set-aside off the total. We also have  
5 the flexibility as a State to allow to use up to 10% of  
6 the overall amount for Program Administration. So  
7 those two criteria come from us from the Federal  
8 Program. Once it comes into the State Formula, the  
9 State Formula generally approaches these funds and  
10 their allocations through three avenues, or three pods  
11 of money, if you will.

12 The first is an amount -- a specific amount  
13 of money which is hardwired into the code, if you will,  
14 of \$20.1 million that is allocated among the 36 Rural  
15 Transit Districts based on their share of population,  
16 land area and performance. The second pod of money  
17 that is set-up through our Formula is 10% of the total  
18 amount remaining after set-asides can be used for  
19 discretionary purposes, we call it "discretionary".  
20 The Administrative Code is a little more specific in  
21 terms of how those funds can be used including  
22 distributed on a competitive pro rata basis or to  
23 address anomalies or unforeseen conditions. So up to  
24 10% of the total after the set-asides can be used in  
25 that purpose -- or in that way. And then whatever

1 remains, between those two bookends if you will,  
2 whatever remains is distributed based on a proportion  
3 based of Total Vehicle Miles.

4           Now overarching this -- this Formula, and  
5 this is key to this discussion today, overarching this  
6 Formula is the requirement that the Department ensure  
7 that there is a fair and equitable distribution of  
8 funds. And in a minute, you will see where that came  
9 in to play in the allocation of these -- of these  
10 funds. And I think it's -- it's important to recognize  
11 that the Formula in the Administrative Code really is  
12 not structured in a way to anticipate this amount of  
13 funding. \$143 million is about three times our annual  
14 apportionment for the 5311 Program. And so, I think  
15 it's fair to say that if this amount of money was a  
16 routine amount that we would probably have a different  
17 looking Formula. But be that as it may, this is what  
18 we had to guide our allocation of funds among the Rural  
19 Transit Districts.

20           The next slide, let's go to the next slide  
21 Josh. Okay. So, the next slide takes what I describe  
22 in the previous slide generally and it takes it and  
23 breaks it down more specifically in to the buckets with  
24 dollar amounts. I'll walk you through this -- so up at  
25 the very top you see the total amount received, \$143

1 million. That -- there are two branches there. There  
2 is the Set-Aside branch, which we've talked about and  
3 we follow that one through to the left, we have the  
4 Intercity Bus Set-Aside of 15% which is approximately  
5 \$21 and a half million and then we did not take any  
6 funding from this for our own program oversight or  
7 administration. We will absorb the additional effort  
8 associated with these funds into our existing budgets  
9 for that.

10           So, moving to the right then when we subtract  
11 out the amount of the Intercity Bus Set-Aside, we are  
12 left with \$121.7 million to then push through the  
13 Program and into these three buckets that I described  
14 previously. So, on the right-hand side of the chart  
15 reading from left to right in the lighter blue boxes,  
16 you will see the first box on the left is the \$20.1  
17 million. If you jump over to the right-hand side,  
18 you'll see that the "Discretionary" amount is 10% of  
19 the number that is in the dark blue box above. And  
20 then adding the left-hand box and the right-hand box  
21 and subtracting from the 121, we are left with almost  
22 \$90 million in the middle to be distributed based on  
23 Total Vehicle Miles. That kind of gets you set-up for  
24 running the Formula.

25           Now, you recall I talked fair -- about fair

1 and equitable adjustments. So, what we found was when  
2 we ran that \$90 million, that approximately \$90 million  
3 through the Total Vehicle Miles Formula, it revealed to  
4 us some -- some issues. The first issue that we became  
5 aware of was we saw that a number of relatively small  
6 systems were getting higher than what we might expect  
7 to be allocations. And in looking further at that we  
8 discovered that we had not made an adjustment in our  
9 data collections procedures that first were implemented  
10 in 2018. We had not made an adjustment to that for six  
11 of our smaller Rural Transit Districts that were  
12 receiving funding from the larger urbanized area that  
13 they were adjacent to, to help provide service within  
14 that urban area. When we made that adjustment -- when  
15 we caught that -- that -- that issue and then  
16 subsequently made the adjustment for it, we identified  
17 about \$5 and half million that needed to be reallocated  
18 among the remaining districts in order to keep everyone  
19 (inaudible). So, in this instance, we reached into the  
20 "Discretionary" pod of 12 million and took 5 and half  
21 million of that money and under the notion of fair and  
22 equitable, we redistributed that among the other  
23 remaining Rural Transit Districts to make them whole  
24 for that timeframe in a FY'18 and '19 when they did not  
25 receive their full share of Vehicle Mile award.

1           Are there questions on that? I'm gonna stop  
2 right there because that was a rather -- kind of hard  
3 to follow that explanation virtually. (Indiscernible)  
4 -- yes, sir.

5           JOSH RIBAKOVE: This is Josh, no questions so  
6 far.

7           ERIC GLEASON: Okay. So, we (indiscernible)  
8 an issue --

9           J.R. SALAZAR: Eric?

10          ERIC GLEASON: Yes.

11          J.R. SALAZAR: This is J.R.

12          ERIC GLEASON: Yes, sir.

13          J.R. SALAZAR: I just have one question, this  
14 apportionment amount, is that including the original  
15 amount that's already been distributed? Or is that not  
16 counting that apportionment?

17          ERIC GLEASON: That includes it. This is the  
18 total we received.

19          J.R. SALAZAR: Okay. That's what I thought.  
20 I was just making sure.

21          ERIC GLEASON: Yeah. Yeah. Now, so, the  
22 other thing we -- and so then -- then we had a  
23 remaining balance of "Discretionary" of about 6.6  
24 million and you'll see that at the far-right lighter  
25 blue box -- pod. And we distributed that on a pro rata

1 basis, as allowed, and we chose to distribute it based  
2 on each transit districts share of population and land  
3 area. So about 6.6 million was distributed that way.  
4 That resulted then in a -- in an initial allocation  
5 amount for each to the 36 Rural Transit Districts of  
6 this total apportionment. When we looked at that  
7 result, it was clear that we had an issue, not really  
8 an issue because it wasn't a mistake but that one  
9 relatively small Rural Transit District that was  
10 wanting -- that was wanting a grant fund exemplary  
11 program was getting far more than an amount of funding  
12 that they needed or during this timeframe to adjust to  
13 the impacts of the pandemic. And when we looked at  
14 that we thought that the amount that we saw for that  
15 Transit District was just far in excess of a reasonable  
16 amount or fair amount, if you will. So, we approached  
17 that Transit District and -- in a collaborative fashion  
18 and they were very cooperative with us on that. We  
19 negotiated with them a different total. And the amount  
20 of money that they did not require was then  
21 redistributed among the remaining 35 Transit Districts  
22 based on proportion share of Vehicle Miles.

23 So, that adjustment didn't require  
24 "Discretionary" money, it -- all we did at the end was  
25 to negotiate a different result for one Rural Transit

1 District and distributed the balance of funds resulting  
2 in from that, we distributed it across all the others  
3 based on their Vehicle Miles. And again, it was done  
4 under the general umbrella of fair and equitable  
5 adjustment.

6 So, let's -- let's take a look at the next  
7 slide. This slide, this gives you a picture without  
8 identifying individual districts, it gives you a  
9 picture where everyone ended up, if you will. A  
10 scattered diagram picture of that. And the average  
11 allocation resulting from this -- the average  
12 allocation going to a transit district was just about  
13 \$3.4 million. The range, as you can see at the bottom,  
14 is fairly broad. Anywhere from almost \$900,000 to just  
15 over \$8 million.

16 Okay, so let's go to the next slide, Josh.  
17 So, what happens next with this? So, in December we  
18 obligated the remaining amount of the allocation that  
19 we got in the Federal Grant System and so the State is  
20 fully executed, at the Federal level, to use all of  
21 these funds. And J.R. was asking just a minute ago  
22 about whether or not the \$143 million represented just  
23 a remaining balance or the total. The Commission  
24 distributed an initial amount of these funds to Rural  
25 Transit Districts in May, May of last year, about \$60

1 million. And so, about half of the money available to  
2 Rural Transit Districts was distributed and executed in  
3 the Federal Grant System in May of last year. We have  
4 now executed in the Grant System the remaining amount  
5 of about 60 million, 61 million, and are moving toward  
6 a Commission Action at the end of January, January  
7 28th.

8           So, we completed the obligation in the  
9 Federal System. We are in the midst of briefing  
10 Commissioners on our decision and we hope to be able to  
11 share with everyone what the allocation amounts were as  
12 a result of our methodology. We hope to be able to  
13 share that by mid-January. We have to complete our  
14 Commission briefings first to be certain that they're  
15 comfortable with our recommendations with their meeting  
16 this month. And then once we achieve that, we will  
17 release what we will describe as Draft Preliminary  
18 (Indiscernible) and we will ask individual transit  
19 districts to begin building their specific applications  
20 in our Electronic Grants System.

21           We will have a discussion of this at the next  
22 scheduled semi-annual Operators Meeting, which is  
23 January 27th of this month. The Commission is  
24 scheduled -- we are requesting that they take action on  
25 these remaining amounts at their January 28th meeting.

1 And then we hope to then complete in the late-January  
2 through February timeframe applications and new grants,  
3 amendments to the Federal Grant, as needed, and Project  
4 Grant Agreements executed in the January through  
5 February timeframe.

6 So, this is an accelerated schedule. We had  
7 been originally contemplating final distribution in the  
8 April timeframe. We accelerated it recognizing that  
9 the, you know, that our system still needed assistance  
10 sooner rather than later and we felt that we would be  
11 learning enough about what the economic future holds in  
12 this January timeframe. We've been learning more about  
13 that with the release of the Comptrollers Bi-Annual  
14 Revenue Estimate so that folks could plan and -- and  
15 prepare, if needed, for any short falls and  
16 (indiscernible) in State funding that may be forecast.

17 Finally, let's go to the last slide Josh.  
18 Many of you are probably aware of the recently  
19 completed Relief Legislation in Congress signed by the  
20 President. That Legislation included \$14 billion for  
21 Public Transportation. 13.3 billion of that was  
22 allocated to the 5307, the Urbanized Area Program.  
23 Almost 680 million was targeted for Rural Area Programs  
24 and then \$50 million for 5310 Program, which is our  
25 Enhanced Mobility of Seniors and Individuals with

1     Disabilities.

2                     Now, all that sounds good; however, the  
3     Legislation also includes some very specific language  
4     that established some criteria, some threshold criteria  
5     for eligibility. And in those criteria, in the  
6     application of those criteria we believe, and I've been  
7     told by FTA that Texas will not receive any of the  
8     Rural Program funding in the Legislation. And in fact,  
9     when you look at the Urban Area funding, is it actually  
10    going to end up going to a relatively small member of  
11    the larger metropolitan systems in the country. Some  
12    of which who are in Texas.

13                    So, essentially what the criteria did is they  
14    looked at what you reported to the National Transit  
15    Database, they looked at what you reported in 2018 for  
16    your Rural Program Operating Expense and then they --  
17    they established a minimum threshold that said everyone  
18    needs to get at least 125% of that amount. And then  
19    they looked at what folks got in the first CARES Act  
20    distribution and determined where you were with respect  
21    to that threshold based on what you got the first time  
22    around. And with that application, our amount the  
23    143.2 million is -- is above that 125%. So, we did not  
24    get any of the additional funding that was used to  
25    bring everyone up to at least 125%.

1           The second part of the language in the  
2           Legislation then said and if having done that, if there  
3           is -- if there are any remaining funds, that those  
4           funds will be allocated to only those systems who you  
5           just brought up to that 125%. So those same systems  
6           who benefited from being brought up to 125% were the  
7           only systems eligible to receive any of the remaining  
8           balance of that 679 million. And so, since we weren't  
9           part of the original group, we did not receive any of  
10          the remaining balance as well.

11           A similar approach, actually this general  
12          approach was first initiated on the urban side and the  
13          result of that application on the urban side. So, the  
14          largest metropolitan systems in the state received  
15          funding, but -- with the exception of Laredo, none of  
16          the State funded urban systems. So that's inclusive of  
17          large urbans such as Lubbock and Brownsville and  
18          McAllen, none of them and then none of the traditional  
19          small urban systems received any money from this  
20          Legislation.

21           We expect FTA to announce, formally announce  
22          apportionment amounts at the end of next week. And  
23          until we see those and can ask and understand better  
24          the calculations that FTA used to determine this, our  
25          best speculation at this point is that there will be no

1 funds coming to us. So obviously, that's not good  
2 news. We have communicated at our Congressional  
3 Delegation the situation and I would expect it to  
4 continue to play out over the coming months.

5 We -- we do expect to get some part of the  
6 \$50 million in the 5310 Program but that 50 million is  
7 a relatively small amount for a nation -- for a  
8 nationwide program. So, it remains to be seen how much  
9 we actually get of that 50 million for 5310.

10 So that concludes my presentation, Mr. Chair  
11 and I will turn the meeting back to you.

12 John, you might be on mute.

13 JOHN MCBETH: The last slide -- thank you for  
14 your presentation on the CARES Act money and also this  
15 last slide concerning the 14 billion. By the way, out  
16 of that 13.3 billion, that's all going to 40 large  
17 systems, 40. Nationwide, 40. So they're going to  
18 split 13.3 billion and the 679 million is gonna go to  
19 22 rural systems -- rural systems in 22 states. And  
20 after they distributed the first go around, they're  
21 still leaving \$400 billion on the table. It's -- what  
22 they have done with this Formula is infamous and like  
23 Eric said, TxDOT has contacted our Congressional  
24 Delegation but also the Association for Community  
25 Transit in Texas, we sent letters to all of our

1 Congressional Delegations and both of our Senators  
2 asking them why would you ever think about doing this  
3 to your own State? I mean, this is ridiculous. It's a  
4 miscarriage of justice so we'll see how that all plays  
5 out but at least we'll get a portion of the 50 million  
6 for our Enhanced Mobility of Seniors and Individuals  
7 with Disabilities.

8           With that being said, I'd like to thank Eric  
9 for all of the work he and his staff did on putting  
10 this presentation together for the CARES Act money.  
11 This took a long time and it's a lot of work and as you  
12 can tell it's very concise. It's going to be easy to  
13 explain to the Commission and hopefully it'll be even  
14 easier if today we can have a motion and second to  
15 adopt this process so that Eric can tell the Commission  
16 that the PTAC has signed off on this. So, with that,  
17 we'll commit to any discussion or to a motion and a  
18 second.

19           JIM CLINE: John, this is Jim, I definitely -  
20 - I make a motion to accept this (indiscernible) --  
21 approve as presented.

22           JOHN MCBETH: We have a motion from Jim to  
23 approve as presented. Do I have a second?

24           DIETRICH VON BIEDENFELD: This is Dietrich,  
25 I'll second.

1           JOHN MCBETH: We have a motion from Jim and a  
2 second from Dietrich. Is there any discussion?  
3 Hearing none, I'll call to question, all in favor  
4 signify by saying ay.

5                           (Ay stated in unison.)

6           KEN FICKES: This is Ken, I voted ay. Did  
7 you hear that?

8           JOHN MCBETH: I heard Ken say yes.

9           KEN FICKES: Yeah. I was muted.

10          JOSH RIBAKOVE: John, in the chat I received  
11 an ay from Marc Whyte as well.

12          JOHN MCBETH: Great. So, do we have a  
13 unanimous decision on moving this forward to the  
14 Commission?

15          JOSH RIBAKOVE: We have.

16          JOHN MCBETH: Okay. With that, Josh do we --  
17 that -- that Item is adopted and Eric, again, thank you  
18 and your staff for this work. This is brilliant. It's  
19 so -- considering what y'all had to deal with, this --  
20 you came up with a -- solutions to basically a  
21 herculean problem. I know it was like we're rolling a  
22 rock up a hill. We all really appreciate it. With  
23 that, Josh are there any public comments?

24          JOSH RIBAKOVE: John, we don't have any other  
25 public comments at this time. I do want to let you

1 know that we did achieve unanimous approval of the  
2 previous minutes at 10:19 this morning.

3 JOHN MCBETH: Great. Thank you. With that  
4 being said, with no public comments, I will move for  
5 Item Number 6, the adjournment and request a motion  
6 from J. R. Salazar and a second from James Cline.

7 J.R. SALAZAR: This is J.R., I move to  
8 adjourn.

9 JIM CLINE: This is Jim Cline, I second that  
10 motion.

11 JOHN MCBETH: We have a motion and a second,  
12 any discussion? There being none, we are adjourned.  
13 Thank y'all for showing up.

14 JOSH RIBAKOVE: Thanks everybody.

15 JOHN MCBETH: Thank you.

16 JOSH RIBAKOVE: Thanks, everyone. We're  
17 gonna end the meeting know.

18 (END OF PROCEEDINGS.)

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CERTIFICATION PAGE OF AUDIO RECORDING

I, Angelica Mathews, hereby certify that the foregoing is a correct transcription from the audio file of the proceedings in the above-entitled matter.

Please take note that I was not personally present for said recording and, therefore, due to the quality of the audio file provided, inaudibles may have created inaccuracies in the transcription of said recording.

I further certify that I am neither counsel for, related to, nor employed by any of the parties to the action in which this proceeding was taken, and further, that I am not financially or otherwise interested in the outcome of the action.

I further certify that the transcription fee of \$\_\_\_\_\_ was paid/will be paid in full by TxDOT - Public Transportation Division.

*Angelica Mathews.*

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1 THE STATE OF TEXAS )

2 COUNTY OF TRAVIS )

3

4 Before me, Steven B. Wheeler, 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 the  
8 same for the purposes and consideration therein  
9 expressed.

7

8 Given under my hand and seal of office this  
9 22<sup>nd</sup> day of January, 2021.

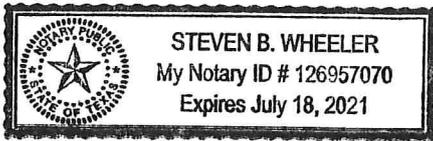
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Steven B. Wheeler  
NOTARY PUBLIC IN AND FOR  
THE STATE OF TEXAS

COMMISSION EXPIRES: July 18, 2021