

TRANSCRIPT OF
TEXAS DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION ADVISORY COMMITTEE
PUBLIC MEETING
THURSDAY, SEPTEMBER 9, 2021
10:05 A.M.
VIRTUAL MEETING VIA WEBEX EVENTS

TRANSCRIBED BY: Angelica Withall

TRANSCRIPTION DATE: September 22, 2021

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APPEARANCES

COMMITTEE MEMBERS PARTICIPATING VIRTUALLY:

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

TxDOT PRESENT AND PARTICIPATING VIRTUALLY:

- Eric Gleason, PTN Director
- Josh Ribakove, PTN Communications Manager

1 MEETING AGENDA

2 ITEM

- 3 1 Call to Order
- 4 2 Guidance on virtual meeting participation
- 5 3 Approval of minutes from July 27, 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 State Public Transportation Grant Program and
- 12 Federal Transit Administrative Rural Program
- 13 Formulas: overview and discussion of
- 14 potential changes to Texas Administrative
- 15 Code governing allocations to transit
- 16 districts.
- 17 6 Public Comment - Public comment will only be
- 18 accepted during the meeting. Link and
- 19 details are below. The meeting transcript
- 20 will be posted on the internet following the
- 21 meeting.
- 22 7 Propose and discuss agenda items for next
- 23 meeting; confirm dates of next meeting.
- 24 (Action)
- 25 8 Adjourn (Action)

1 PROCEEDINGS

2 JOHN MCBETH: This is John McBeth. We now
3 have a quorum for the Public Transportation Advisory
4 Committee of September the 9th, virtual meeting. I'll
5 call the meeting to order and ask Josh to do a roll
6 call of PTAC members.

7 JOSH RIBAKOVE: All right. Well, we just
8 heard from you John. Jim Cline? Are you with us?
9 Well, you were a moment ago,

10 JIM CLINE: Yes, I'm here.

11 MR. RIBAKOVE: Ah, good.

12 JIM CLINE: I'm here.

13 MR. RIBAKOVE: Very good. Ken Fickes?

14 KEN FICKES: Good morning. I'm present.

15 MR. RIBAKOVE: Morning. J.R. Salazar?

16 MR. SALAZAR: Present as well.

17 MR. RIBAKOVE: Thanks, J.R. Marc Whyte?

18 MARC WHYTE: Here.

19 MR. RIBAKOVE: Great. And Dietrich Von
20 Biedenfeld, we have not heard from yet today. That's
21 the roll.

22 JOHN MCBETH: Okay. We'll go to Item Number
23 2, the guidance on virtual meeting presentation. If
24 you would Josh, go ahead and go over that.

25 MR. RIBAKOVE: Sure. Welcome everybody.

1 Your line has been muted automatically when you joined
2 the meeting. If you wish to make a public comment at
3 any time, you can let me know by the meetings chat
4 feature or the Q&A and I'll be able to unmute your line
5 so that you can speak. It's important, therefore that
6 you've entered your name when you joined the meeting.
7 I think everybody here has, but if you haven't then
8 please leave the meeting and join again with your name
9 so that I can identify you and open your mic so you can
10 speak if you want. And please don't place the meeting
11 on hold. We will all hear your hold tone. And
12 standard agenda item motions will be conducted by John
13 McBeth, our chair. He will request motion and a second
14 from various PTAC members. I believe that those are
15 the only actions items we've got on our agenda today.
16 That's all.

17 JOHN MCBETH: Okay. We'll move onto Item
18 Number 3, approval of the minutes from the July the
19 22nd, 2021st meeting. If no one has any additions or
20 corrections, I will entertain a motion from Ken Fickes
21 and a second from J.R. Salazar.

22 KEN FICKES: I move that we accept the
23 minutes as presented.

24 MR. SALAZAR: And I'll second that. This is
25 J.R.

1 JOHN MCBETH: We have a motion and a second.
2 Any comments? Hearing none, we'll call for the vote.
3 All in favor signify by saying aye.

4 (Aye stated in unison.)

5 JOHN MCBETH: All opposed by nay. Being all
6 aye's and no nay's, the minutes are approved.

7 Item Number 4, the TxDOT Public
8 Transportation Division Director's Report to the Public
9 Transportation Advisory Committee regarding public
10 transportation matters. And Mr. Gleason will handle
11 that particular item.

12 ERIC GLEASON: Well, thank you Mr. McBeth.

13 JOHN MCBETH: You're welcome.

14 ERIC GLEASON: Or Chair McBeth. Good
15 morning, everybody. This is Eric Gleason, Director of
16 Public Transportation at TxDOT. My report to the
17 committee this morning is going to be relatively short.
18 We are in a period of very little activity with the
19 commission at this point. We are watching a number of
20 items on the federal level. First of which is the --
21 the Infrastructure Bill and reauthorization of
22 legislation which I believe the House is now scheduled
23 to take up no later than the 27th of this month. The
24 version that emerged from the Senate did include in it
25 a 30% across the board funding increase for our transit

1 programs. And a fairly significant boost for both the
2 rural formula and the urban formula programs. And the
3 way that 30% happens is that it all happens in the --
4 in FY'22, it's front loaded. And then the programs
5 continue to grow at roughly 2% -- 2 to 3% each year
6 after that through 2026, I believe. So, a fairly
7 significant jump in federal funding. I think it adds
8 increased significance to our discussions today on
9 potential changes to the formula. Especially the rural
10 program formula -- the rural federal program formula.

11 The second thing we're tracking is Jeff came
12 out this morning, there is a new notice of funding
13 opportunity out that FTA has published for about \$2.2
14 billion of additional emergency relief funding related
15 to Covid-19 impacts. It is an across-the-board
16 eligibility (inaudible) and urban formula program
17 recipients. We'll be taking a look at that a little
18 more closely over the next day or two and once we've
19 done, we'll get some information out to everyone on
20 whether or not and to what extent we think it
21 represents an opportunity for us.

22 The final thing I'll mention at the federal
23 level is we do expect at some point, although I guess I
24 would've expected to see it by now, a notice of funding
25 opportunity for the bus and bus facility discretionary

1 program. Perhaps it will come out later this month.
2 We've not yet seen the FY'21 discretionary call for
3 that program that we are expecting. And just a matter
4 of information, our intent, if and when that call does
5 come out, our intent is to go ahead and resubmit the --
6 the same application that we submitted in July for
7 USDOT raise program discretionary funding. We expect
8 to hear in November on the results of that application,
9 but our intent would be to apply for the same project
10 in the bus and bus facility funding when it does become
11 available. And that concludes my report.

12 JOHN MCBETH: Anyone have any questions?
13 Hearing none, we'll move on to Item Number 5, which is
14 the meat of this particular PTAC meeting. State Public
15 Transportation Grant Program and Federal Transit
16 Administration Rural Program formulas: overview and
17 discussion of potential changes to the Texas
18 Administrative Code governing allocations to transit
19 districts. This is a really big item and I'll turn it
20 over to Eric.

21 ERIC GLEASON: Thank you, John. Big item
22 with a big title. This is the second in a series of
23 ongoing conversations with the committee, where -- in
24 advanced of getting final urbanized area determinations
25 from the Census Bureau, we are walking our way through

1 a number of areas of potential change in our formulas.
2 In part driven by the Census or what we anticipate the
3 impact of the Census and in part driven by just overall
4 bugs in the federal program in particular and just the
5 fact that the current formula has been in place for
6 over 15 years and it's probably time to revisit some of
7 the baseline thinking behind it.

8 So, our purpose today is three-fold. We're
9 gonna quickly revisit the discussion on desired
10 outcomes that the committee had at their July meeting.
11 And then we're gonna swing into a discussion on
12 determination of need and what factors if an -- what
13 additional factors if any we are to be considering.
14 And then finally we're gonna talk about the performance
15 program element of the current formula and whether or
16 not options ought to be considered for that. And if
17 so, what. I want to be really clear; we are not
18 looking for any decisions or action from the committee
19 today. This is not listed as an action item. It is
20 only a discussion item. We will be trying to get a
21 sense for areas of consensus and where we might need
22 further information. So, I would encourage committee
23 members to think out loud. If you have questions, let
24 us know what they are. If we can't answer them then
25 we'll come back to you at your next meeting with an

1 update and answers to those questions. So, let's kind
2 of keep this informal. Feel free, I think to raise
3 your hand or indicate you've got a comment to Josh as
4 we go on through here. And we'll try and get an
5 interactive conversation going.

6 I'm gonna pause at the end of each topic and
7 then allow for an additional set of committee questions
8 and general committee discussion if that is what you
9 would like to do. And then we will also include at the
10 end of this item, any public comment that might be
11 specifically related to this item. It is also the next
12 item on our agenda, generally. I think what I'd like
13 to do with it is if we have public comments specific to
14 this item, that's what we'll take at the end of the
15 presentation. If we have public comment on topics not
16 related to this item, then it should wait for the next
17 agenda item.

18 Finally, before I jump into this, I will -- I
19 do want to note that we've made a number of relatively
20 minor changes to the presentation that you received
21 from us last week. So, if you're following using that
22 presentation, and I'll indicate this, we rearranged the
23 order of slides six, seven and eight to flow a little
24 more smoothly. Didn't change the content. We did
25 rearrange the order. And then the final slide we

1 actually did change some content on. And we have
2 indicated on that slide that you'll see in our
3 presentation where those changes are. So just a heads
4 up on that if you're trying to follow as a committee
5 member or as a member of the public, if you're trying
6 to follow the presentation that we sent out next week
7 or made available last week then you will note some
8 differences. Okay, next slide.

9 So, let's start with a -- with a look at our
10 schedule. Desired outcomes we covered in July.
11 Today's conversation as I mentioned, there is
12 highlighted in yellow. And then the last schedule we
13 showed you had us coming back to you in November with
14 the next three topics. We've decided given the
15 relatively short timeframe between this meeting and
16 November and the need to spend time with the committee
17 on the results of the Intercity Bus Study, that we'll
18 use the November meeting that the committee has
19 scheduled to cover -- to focus primarily on the results
20 of the Intercity Bus Study, which will be available by
21 then. And we will follow-up with you on any questions
22 that come out of this conversation today in November.
23 But that the final three topics that you see there are
24 now scheduled for your January 2022 meeting. And then
25 it would be in the March/April timeframe of 2022 when

1 we would be coming to the committee with
2 recommendations and requesting a committee review and
3 discussion and ultimate action on those
4 recommendations. And that still puts us complete with
5 these discussions prior to when we'll get an
6 announcement from the Census and, you know, once we get
7 that, we'll move forward into the final -- or into
8 proposed rulemaking. So that's our schedule.

9 And so, before we dive into the new
10 information, I did want to give folks a chance to raise
11 any comments or questions on our desired outcomes
12 discussion from last time. So, let's go to the next --
13 oh, okay. My bad. We -- before we go to the desired
14 outcomes, we -- we did decide in our discussions here
15 that -- that really what we're finding in our look at
16 the formulas, it's really challenging us to identify
17 what I would call some general overarching statewide
18 interest we have. Virtually in all the work that we
19 do, not -- not just the formula, but all the work we
20 do. And these are rather self-evident from a statewide
21 standpoint and we think about programs. We've got
22 access use, efficiency safety and compliance. Five
23 obvious areas of interest that the state has. We've
24 highlighted three of those as relevant to our
25 discussion on the formula. And I'd like to walk

1 through each of those real briefly with the -- with the
2 committee.

3 It's pretty straight forward stuff. That
4 access, the first one there you see, you know, you can
5 argue, and I would include myself in that group, you
6 can argue that the fundamental charged of any trans
7 operation is providing transit dependent individuals
8 access to service. Pretty easy concept. The issue
9 with access is beyond that, it's a remarkably
10 complicated concept to either measure or judge from a
11 statewide perspective. And it's really our thinking
12 that those kinds of decisions that go into coverage,
13 service level, type of service, all those things are
14 best left to local transit boards. What we can do at
15 the state level with access though is to attempt to
16 identify needs that we can match with resources to
17 provide the local boards with the funding needed to
18 address access issues. And so, in the context of our
19 conversation today, when we talk about looking at how
20 we determine need and the amount of money associated
21 with that for each program, then that would get at the
22 access interest.

23 The next two, use and efficiency very clearly
24 apply to the performance program discussion that we'll
25 do later as well.

1 Okay, now we'll talk about desired outcomes.
2 If you'll go to the next slide. So, we reviewed these
3 with you mid-July and you'll recall that these are a
4 set of outcomes areas, those are in blue, and specific
5 characteristics or criteria for each of those. Where
6 when we look at options or even consider and assess the
7 current formula, we're able to understand better how
8 well it responds to some of these -- these desired
9 outcomes.

10 So, we've got four general areas of interest
11 along with more specific descriptions. And what you'll
12 see today with this is that we will return to this
13 concept, these desired outcomes, at the end of each
14 discussion topic. And we're gonna use it as a tool to
15 help us assess both the current formula and the options
16 for areas of change to the current formula.

17 So, before we move on though I wanted to give
18 the committee an opportunity if you have any questions
19 or additional thoughts on this slide from our July
20 meeting be happy to hear them now. I will say that I
21 consider this pie to be somewhat fluid in that as we
22 get into these discussions, we may discover additional
23 characteristics or criteria that -- that respond to
24 these four areas of desired outcomes. And we're
25 certainly open to including those at that time. But

1 any -- any questions or discussion on this?

2 JIM CLINE: Yeah, Eric, this is Jim. May I
3 ask -- throw a couple of thoughts at you real quick?

4 ERIC GLEASON: Sure.

5 JIM CLINE: One of the things that -- that I
6 think is really important is that it, and it's in here,
7 right, particularly in the stable and predictable
8 allocations, is making sure that we have stable and
9 predictable service. And I think that it's --- it's --
10 we need -- particularly when we talk about it, you
11 know, we've got two issues going right now. One is
12 ridership down and local funding is down but then we
13 have a lot of federal dollars coming in. And so how
14 can we keep the -- use these, you know, how can these
15 funds be allocated in a way that we make sure one of
16 the outcomes is a stable or improving service level for
17 the transit dependent? And I think that's -- that's --
18 it's gonna be, you know, it ha -- like for instance we
19 have 30% more federal money, is that more focused on
20 one -- on the capital overhead? Or -- you know,
21 because one of the things that concerns me is as the
22 pendulum swings towards more support for transit, but
23 like most things the pendulum can swing back and so how
24 do we think about that in terms of providing that
25 stable service level? Because -- particularly from the

1 transit dependent perspective having, you know, all of
2 a sudden, we cut service or we, you know, consensually
3 a lifeline service, I think. That's my opinion, in
4 many ways. And so how can we keep that lifeline
5 service stable in the environment where we're losing
6 local funds at times. We're also maybe gaining more
7 federal for a period of time and that teeter totter, or
8 that balancing act has to be done delicately. And so,
9 I just -- I think if we're thoughtful about that as we
10 go through this program that that's just one element of
11 it that I think kind of is an outcome piece that is
12 gonna be really important. So, thank you for
13 listening.

14 ERIC GLEASON: Okay. Anyone else? Okay,
15 well as I said this is a piece we can keep coming back
16 to. We'll keep showing it to you as we go through
17 this, and we can fine tune this as needed.

18 Jim, I appreciate your comments. I think
19 they're relevant to our discussion today. Looking at
20 some of these options we have to make changes to our
21 need calculation as well as to the performance side of
22 things. It's also relevant to a conversation we had
23 with you now in January about the extent to which we
24 might want to be more prescriptive about how some
25 portion of our funds available get used. You know

1 whether or not we want to begin allocating certain
2 elements of the overall amount to specific purposes.

3 So -- so our first area of new discussion
4 today focuses on factors contributing to a
5 determination of need. The current formula, as you
6 recall, uses population and land area for rural transit
7 district allocations as indicators of need. And just
8 population for urbanized area determinations. The
9 reason the current formula does not include land area
10 for urbanized area allocations is because there just
11 wasn't the degree of diversity in size among urban
12 transit districts across the state as there are in the
13 rural program. And so, in the rural program we made a
14 specific and deliberate decision to try and account for
15 that by including land area as one element of
16 determining need.

17 So, if we go to the next slide we have -- so
18 in thinking about what else might we use to help us
19 determine need. Are there options out there to improve
20 on the way we currently determine it? And I'm not --
21 you know, we're not -- we're not suggesting that we
22 move away from using either general population or land
23 area. We are suggesting that we consider looking at
24 adding a factor to those two or one to improve on the
25 allocation. And so, in that light we looked at two

1 options. We looked at something we call a Transit Need
2 Indicator or a TNI and it's a demographic based
3 indicator focused on specific transit markets. And
4 we'll talk a little more about what goes into that
5 next. The second option is Economically Disadvantaged
6 Counties, which is an attempt to include an indicator
7 of the service areas economic capacity, if you will, to
8 support transit services. So, we'll look at each of
9 these in a little more detail next. And the next
10 several slides describe the sources of the data for
11 each and how we incorporated that into the current
12 formula in order to assess their impact. So, let's go
13 to the next slide.

14 So, the transit need indicator, this is a
15 four-factor index, if you will, it's a four-factor
16 index of need. And we use readily available census lot
17 level or American community survey tract level data,
18 it's available in both -- both sources for these four.
19 You can see age, disability, income, and ethnicity.
20 How we defined each of these. And in our view, these
21 are all reasonable indicators of levels of potential
22 transit dependency, if you will, in any given area or
23 any given population and from a methodology standpoint.
24 So, we identified the total population associated with
25 each element of the TNI and then each transit districts

1 share of that total. Any questions on TNI?

2 The next one, option two then was the
3 Economically Disadvantaged Counties. This is actually
4 a calculation that the department does every year and
5 on the highway side of the department it's used to
6 identify counties who will require assistance in median
7 or local match applications for highway program
8 projects with a sliding local match ratio, if you will,
9 in place. That -- that depending on your economic
10 conditions you pay more -- you are responsible for more
11 or less of the 20% local match requirement. So, EDCs
12 based on the three indicators you see in the upper
13 left-hand box. These are generally available at the
14 state level from the comptroller's officer, the Bureau
15 of Economic Analysis and Texas Labor Market
16 information, it's updated annually. As you run through
17 your numbers behind in terms of the criteria, but it is
18 updated annually by the department. In fact, the
19 commission adopts these every year in September. And
20 basically, as we did with the other one, we identify
21 the total population associated with each criteria and
22 calculate at each transit districts share of that
23 total. Any questions on EDC?

24 Okay. So how did we incorporate then these
25 two options into the current formula to look at the

1 impacts? So basically, the current formula is -- has
2 in it fixed amounts on both the federal and the state
3 side for rural and urban allocations. Rural need is
4 65% of the total amount -- total fixed amount available
5 was 75% allocated to population currently and 25% to
6 land area. And on the urban side as I mentioned
7 (indiscernible) needed 50% of the total and it's 100%
8 population only. So, what we did with each of these
9 options is we incorporated them -- we -- you see here
10 how we adjusted the percentage of the fixed amount
11 allocated to the current criteria in the formula.
12 Population on the rural side goes from being 75% to
13 50%, 25% land area and then the remaining 25% is
14 allocated to either TNI or EDC. And on the urban side
15 with 100% of the need being population it goes to
16 75/25.

17 So obviously as we go through this, and this
18 will be a discussion in January we can talk about
19 whether or not these percentages are correct but that's
20 what we did for the purposes of trying to understand
21 the impacts of adding these criteria to our calculation
22 of need.

23 For comparison purposes then, we looked at
24 the recently awarded June funding decisions by the
25 commission. On the rural side we looked at the federal

1 5311 funding allocations. And under the current
2 formula it's -- \$20.1 million is allocated based on
3 need and performance for rural program funding. That
4 is roughly the same amount of money that -- of state
5 funds. On the state side reallocates just over \$21
6 million a year to the rural program. So roughly the
7 same amount of money, federal and state for rural so we
8 looked at the federal side of that. And then on the
9 urban side we looked at the FY'22 state funding
10 allocations for small urban systems.

11 So those are the data sets that we used to
12 compare to our results against. And in each instance,
13 we calculated three sets of numbers for you. The first
14 one that we did was how much of the overall funding
15 gets redistributed? The second set of analysis we did
16 is then looking at individual transit district impacts.
17 We looked at just the sheer numbers of districts
18 changing and the range of the change among districts.
19 And that's an approach we use consistently throughout
20 the entire presentation today.

21 So, if we begin with looking at the rural
22 program side of things. You can see that -- that the
23 differences are pretty significant. With including the
24 TNI, impact is a relatively amount of the total
25 allocation. So, of the roughly \$13.1 million which is

1 allocated by need, only 1.6% of that total ended up
2 being redistributed as a result of including TNI in the
3 calculation. So, kind of looks like a fine tuning of
4 the overall allocation opportunity with TNI.

5 The EDC, on the other hand, had a much larger
6 impact. Over 10% of the amount of funding being
7 reallocated when we included the EDC criteria in to the
8 determination of need.

9 So, let's look at then at some of the
10 individual level impacts. So, you can see, again, you
11 know, from a range standpoint the TNI, you know, the
12 single largest increase a transit district received was
13 10% and the single largest decrease was 6%, fairly
14 tight. You go to the EDC, and you can see there's a
15 much greater range with, you know, one or more of the
16 districts getting a 37% increase in funding and one or
17 more districts losing 24% of their amount. So again,
18 consistent with the statewide impacts, the individual
19 impacts suggest that, you know, TNI looks like a fine
20 tuning. EDC looks like something a little more
21 significant in that. And that's reinforced at the
22 bottom when we look at a combination of the numbers of
23 transit districts and then experiencing a percentage
24 change. So, with TNI, the, you know, the vast
25 majority, 32 districts ended up with an allocation

1 within plus or minus 5% of their June award total for
2 5311. So, yeah, there may be a lot of movement up or
3 down but 32 out of 36 districts were within plus or
4 minus 5%. Pictures a little bit different on the EDC
5 side. With a significant number, half the rural
6 transit districts seen a decrease of 5% or more and a
7 third of them seen an increase of 5% or more. So not
8 as much -- again, just more of a dramatic impact.

9 So, when we -- when we then go to small urban
10 and look at this what we see is an even more pronounced
11 set of impacts. You know, even less of an overall --
12 well it's about -- about the same percentage of overall
13 allocation from TNI. The dollar amount is -- is less
14 because the small urban allocation is about \$10 million
15 on the state side. But the -- the amount of the
16 allocation impacted by the EDC is about twice that from
17 a percentage standpoint than it was for the rural
18 program. So much more pronounced impact on the small
19 urban side with the economically disadvantaged county
20 criteria. Go to the next slide.

21 So, and then again, the same -- the same two
22 tables here on the small urban side showing the range
23 on top. Again, a fine tuning on the left for TNI, much
24 more dramatic impact for EDC. And again, down below
25 the vast majority of small urban systems experiencing a

1 change but within plus or minus 5% and a much different
2 picture than on the economically disadvantaged county
3 side with a significantly larger number of small urban
4 programs seeing a decrease of more than 5% with their
5 funding.

6 The next thing we did -- so let's -- if we
7 can set aside sort of those sets of quantitative
8 outcomes, if you will from the two. The next thing we
9 did is we went back to the desired outcomes picture
10 that we showed you earlier and organized it into a
11 table -- into a matrix, if you will. When we have the
12 four areas of outcomes down the left-hand side. We
13 have the characteristics that we associate with each on
14 the second column and then our two options. And this
15 is a just simple, you know, thumbs up/thumbs down,
16 yes/no or does not apply look at these two criteria and
17 the desired outcome table. Running through this, you
18 know, both options in both cases the data is reasonably
19 objective. It's accurate. There's really no issue
20 with -- with the data itself. We didn't necessarily
21 think that either of the next two bullets under fair
22 and equitable applied in this instance. And the same
23 goes with the first two bullets under promoting
24 sustainable program. But where we did see some
25 differences, you might think of these perhaps as off-

1 setting differences, where on the one hand, the TNI
2 impacts were -- were relatively small and so it did a
3 better job of stability from a stability and
4 predictability standpoint. EDC introduced a much
5 larger rate of change, if you will, amount of change.
6 It's also calculated every year and still an ongoing
7 basis that could represent more -- more change, less
8 predictability from one year to the next on what that
9 share of the allocation might mean for any individual
10 district. Providing flexibility to address unforeseen
11 circumstances. You know, the -- the TNI are calculated
12 once every five or 10 years. The EDC is a little more
13 responsive to changes in local economic conditions that
14 might occur on an annual or bi-annual basis and so a
15 little more flexible to try and address unforeseen
16 circumstances. We didn't think the performance outcome
17 area necessarily related to this. Certainly not as
18 much as it does in the next discussion. And then from
19 a transparency standpoint, this is where it really
20 stood out to us where from our standpoint, you know,
21 the -- the data factors going into the -- the need
22 indicator are much more reasonably understood and, you
23 know, a pretty good balance between being simple and
24 introducing additional complexity. Where the EDC, not
25 as easy to understand the numbers that go in. There's

1 an annual calculation the department does. And so just
2 generally not as transparent from our standpoint as the
3 TNI.

4 So, that kind of -- how we thought those two
5 indicators played out in a desired outcomes matrix.
6 And you know, on balance, when we look at this and look
7 at the quantitative impacts, we -- would we -- it leads
8 us to a preliminary conclusion that we would probably
9 include TNI as additional criteria as opposed to EDC.
10 And that's just sort of our preliminary assessment of
11 what -- of what we see. So, I'm gonna stop at -- right
12 here and opportunity for questions, committee
13 discussion before we shift gears and go in to the
14 performance program discussion. Any thoughts or
15 questions from what you've seen?

16 JIM CLINE: You know, Eric -- Eric, I mean --
17 this is Jim, I would go -- I mean kind of my previous
18 comments would certainly go with that recommendation on
19 the TNI just because we don't want to see the pendulum
20 swings in the funding and the support for these
21 agencies. So hopefully it will keep things a little
22 bit more stable as we go through time. I'm interested
23 to hear what others have to say.

24 ERIC GLEASON: So, John, do you want to move
25 on? Should we just move on and save questions for

1 later?

2 JOHN MCBETH: Sounds good to me.

3 ERIC GLEASON: All right. All right, let's
4 talk performance. All right. So, performance -- tell
5 you what, it's far easier concept to kick around than
6 it is to actually measure, let alone trying to allocate
7 money with it. We, of course, try and do both here.
8 So, I think anyone who spent time thinking about
9 performance and looking at it realize that this is a
10 real -- it's just a real tricky topic. Makes so much
11 sense to include it as a part of the overall
12 allocation. I can't imagine our commission walking
13 away from it. It just gets very complicated when you
14 try and figure out how best to go about measuring and
15 then allocating money with it.

16 So, what we have here is the description of
17 the current measure -- the current set of measures we
18 use and then current approach. So, if we look at the
19 state and federal rural performance, it's a three-
20 factor calculation and it totals up to 35% of the
21 overall amount. Now, on the federal side that's 35% of
22 the \$21.1 million, which is a fixed number in the
23 Administrative Code that we use for this calculation.
24 On the state side it is 35% of the total allocation
25 which is also part coded into the -- into the TAC. For

1 both the rural and for small and urban programs as
2 well.

3 So, the three-factor calculation for rule,
4 it's a four-factor calculation for small urban and
5 large, 35% of the overall allocation on the rural side,
6 50% on the small urban side. And again, that was
7 generally driven by the sensitivity to the range of
8 diversity in the rural operated environments as being
9 extreme enough where there was not the same comfort
10 level as there was on the urban side with going as far
11 50% of the overall allocation being associated with
12 performance. So, 35/50, you can see the measures then
13 for each. So, rural program, local funds for operating
14 expense, ridership per revenue mile and then revenue
15 miles per operating expense. And then on the urban
16 side, the fourth indicator being ridership per capita.
17 And then you can see the amount of weight, which is
18 given to each of those in each program.

19 The approach we use is something we are
20 calling Proportional Share Allocations. Which
21 basically means in each instance it's a snapshot of any
22 given year -- in these data in any given year. And
23 then each individual agency share of the overall amount
24 is calculated. So, your -- your performance is
25 weighted relative to the others. So, it's a

1 proportional share allocation and, you know, you --
2 your share indicates how well you fared from the
3 performance standpoint relative to your neighbor or
4 someone else. It's a snapshot.

5 Before we look at options, we thought it
6 would be interesting to just kind of ask ourselves well
7 how effective has this approach been? And we kind of
8 looked at it in two ways. We looked at it at the state
9 level over time. Looking at each of the factors used
10 for both rural and urban. Looking at the timeframe
11 between FY'16 and '19. So, staying away from FY'20 or
12 '21 data. And, you know, a quick assessment in
13 statewide trends in formula measures as you can see
14 from the results the majority of rural and urban
15 performance trend is -- are negative. So, overall, the
16 trends are not looking good. And so, we said, well
17 what does it look like at the individual level? So,
18 the same is not true for a significant number of
19 individual transit districts. So, while the statewide
20 trends are down, we have a relatively significant
21 number of individuals agencies who are bucking that
22 trend. And it seems to, in our mind, because of that
23 it seems to diminish the notion that there are large
24 scale external events beyond the control of any agency
25 that are impacting performance. It really seems to

1 indicate to us that some agencies are doing well, and
2 some are not. And if we take that -- if we accept that
3 at face value for what that is, it seems to us that
4 what we need to do is to focus on a performance program
5 that continues to reward individual improvement --
6 individual agency improvement. And whether it's -- you
7 know, it's difficult to without going into each agency
8 history, it's really difficult to determine the
9 specific reasons for increases or decreases. But it
10 just seems to us that given the number of agencies that
11 have been able to show an improvement despite the
12 overall trend that -- that -- that we really just need
13 a program that continues to focus and reward individual
14 agency improvement. And not just assign the general
15 downward trend to things that we can't control.

16 So, we are -- so the next -- the next step we
17 take here is we ask ourselves whether or not the
18 current set of measures and the approach we use can be
19 improved on. And we're gonna try and -- laser focus
20 then on a program that, you know, really tries to
21 encourage improving individual transit district
22 performance.

23 So, let's look at the current measures and
24 approach and let's kind of talk about some of the pros
25 and cons that are behind it. So, we've got four

1 measures that we use. All four of these are used in
2 the urban calculations. Three of four, except for
3 ridership per capita, used on the rural side. So, on
4 balance, you know, pretty good balance of traditional
5 efficiency that (indiscernible) measures. Really in
6 our minds, really susceptible to service area buy outs.
7 What do I mean by that? So, you know, local share
8 contribution, you know, the -- this one originated way
9 back when -- when the idea was what can we do to
10 encourage or reward for partnerships and coordination.
11 And we concluded at the time back in 2005 that one way
12 to do that would be to have a measure that actually
13 rewarded folks for bringing additional dollars into the
14 system. The riders per mile and riders per capita both
15 seem to be biased towards density, in our minds. And
16 puts low density service areas at a disadvantage. The
17 local share contribution tends to align or favor
18 wealthier transit districts than others. So, from a
19 measure's standpoint, I would think we're -- we're
20 somewhat dissatisfied with this current set of
21 measures. And we'd be interested in looking at options
22 that reduce or eliminate the bias that are easily
23 calculated and accurate. One of the issues with the
24 local share contribution is calculating that local
25 share can be a little tricky. Kind of opens the door

1 to something -- some inconsistency among individual
2 agency's and so to that extent it kind of causes them
3 to question the accuracy of the -- of the number and
4 the consistency of it.

5 Yes? Was that a question? No. Okay.

6 So, what can we do to reduce and eliminate
7 bias? Maintain or improve our accuracy and try and
8 respond to those statewide objectives of used and
9 efficiency.

10 When we look at the other angle here, and
11 that's the approach we use. It's currently a
12 proportional share. The advantage of it that -- is
13 that everyone gets something. So, everyone gets a
14 slice of the performance pie under a proportional share
15 approach. Your performance is relative to your peers.
16 And then if it's better than the average, you get
17 rewarded from one year to the next.

18 The downside of it is it doesn't really
19 directly reward for improvement. It just rewards for
20 you relative to how everyone else was doing. It's also
21 a relatively complex calculation which thumbs across
22 multiple (indiscernible). And so, what we would we
23 look for from an option standpoint? We would look for
24 something that had a more direct tie to improving.

25 Okay, and we're gonna -- and so what we did

1 with that is we came up with a single alternative for
2 the committee which we've described as a Maximum Change
3 Alternative as a way of provoking the conversation.
4 Realistically the answer, if you will, might lie
5 somewhere in between. But we came up with set of new
6 measure and a new approach.

7 So, let's take a look at what that --- what
8 that looks like. So, we're calling this the Maximum
9 Change. So rather than the four measures we use
10 currently, we thought let's simplify this. Let's get
11 down to what, you know, we think the conversation that
12 you might have with an elected official, or someone
13 might judge your program. Let's boil it down. And in
14 our minds, it came down to ridership and cost per hour.
15 Use and efficiency. One for each. Pros on this is
16 these are traditional transit measures that are
17 relatively straight forward and simple to calculate.
18 Cons on these is that in any given year these are
19 really susceptible to local and/or regional
20 externalities. For example, a hurricane. That would
21 not necessarily sink the entire state in terms of these
22 two indicators but could clearly impact a small subset
23 of transit districts and how would we account for that
24 with this -- with these new measures.

25 And secondly on the approach we went from the

1 snapshot, we went to year-to-year change and direct
2 their rewarding into the rural transit districts for
3 improvement. The downside of this is if you don't
4 improve, you don't get money. Pretty black and white.
5 And that may make it more unpredictable from one year
6 to the next in terms of a stability element of your
7 overall funding. So, again, not a recommendation on
8 our part, we're just trying to provoke the
9 conversation. So, simplify measures, reward for
10 improvement.

11 So, let's look at then what we did with this.
12 So, just like we did on the need analysis on the rural
13 side there's 20.1 million, 35% of that is seven million
14 split between three on the current measures. That same
15 amount split between two on the maximum change
16 allocation. The small urban side it's half, roughly \$5
17 million split between four. We took that same five
18 million and applied it again to the same two, ridership
19 and cost per hour. And again, as we did the with the
20 need determination, we compared the rural program
21 against the federal 21 allocations and the states small
22 urban program against the FY'22 allocations.

23 So, what we did with is, is on the ridership
24 indicator, we looked at for individual transit
25 districts year over year ridership increases. If you

1 show an increase whether or it's one or one million,
2 you will receive performance reward (indiscernible).
3 On the cost per hour, it's a little trickier. So, what
4 we did here is we said districts with cost per hour
5 increases are less than two times the CPI will receive
6 performance reward funding. So, we wanted to recognize
7 that costs go up and we needed to somehow adjust for
8 that or normalize for that from one year to the next.
9 And so -- and we also know that there's some amount of
10 -- of more localized issues that might drive your cost
11 per hour.

12 So, what we did is as we said. We said, look
13 we'll take the CPI and as long as your increase was
14 less than twice that, you would get money under the
15 performance program for your cost per hour. You're
16 doing a reasonable job of keeping your cost per hour
17 down. So, in this instance the current CPI is 5.4% and
18 so the cut-off threshold is in (indiscernible) percent.
19 Pretty generous.

20 So, and at least that's in. The other thing
21 here now is whether it -- it's not so much how big your
22 ridership increase was or how much better you were in
23 controlling your cost than someone else. If you
24 improve ridership and if your cost per hour stays below
25 that amount, we just split the amount available by the

1 number of districts that qualified. So, everyone got
2 the same amount if you improved. About 160,000 each on
3 the ridership side. I think we had 22 districts on the
4 rural side that went up. And ridership went 28th and
5 went down or that -- no, we had 28 that also satisfied
6 the -- no, we had 28 that satisfied the cost per hour
7 threshold. And so, dividing up the amount of money
8 available between those 2, everyone got the same
9 amount. And then we used 2018/2019 performance data to
10 identify the changes and then we applied those results
11 and compared them against the FY'21/'22 allocations.

12 So, let's just go through some of the results
13 here. So, what you can see here from a statewide
14 standpoint on the rural side -- and we ended up
15 redistributing almost 40% of the performance allocation
16 because of this approach. Really big impact on the
17 current distribution.

18 What this looks like at an individual agency
19 standpoint is that, you know, pretty big range in
20 changes in your allocation as much, you know, over 200%
21 increase. And we had at least one system that didn't
22 get anything. Lost all of their performance funding
23 from one year to the next. Pretty even in terms of,
24 you know, who got more money, who did not. 19 and 17
25 on the rural side. So, a lot of money changing hands

1 between districts here.

2 Let's look at then a little more detail on
3 this. So, this gives you an idea of the numbers. So,
4 you know, I think on this one what really standouts and
5 I'm the (indiscernible) did that, five districts on the
6 left-hand side there you can see lost their entire
7 performance allocation when compared against the
8 current -- current amount. So really big individual
9 impact, as you might expect. I think no surprises. If
10 you're only getting money if you improve and you're
11 moving from a system where everybody gets money
12 independent of (inaudible). I think we should expect
13 this kind of -- this kind of impact.

14 Now, on the small urban side, remember on the
15 rural side we redistributed 40%. On the small urban
16 side, we redistributed 60%. So, again, even more
17 pronounced of an impact. This one's a big wow in my
18 mind. A lot of change going on here. And as you might
19 suspect, a pretty good range. No one on the small
20 urban side lost their entire amount. We did get as
21 much as 87% of their entire amount. That -- that was
22 the decrease, but no 100% loss of funding on the small
23 urban side. And again, as on the rural side, pretty
24 much an even number, 50/50 split between those going up
25 and those going down. It's a lot of money moving

1 around here between individual agencies. And then as
2 you can see, not as dramatic I think at the individual
3 agency levels as on the rural side.

4 So now, that's the quantitative analysis.
5 Now let's go through our desired outcomes matrix as we
6 did before. And this is where we've indicated to you
7 in yellow how this chart, you're looking at on the
8 screen is different from the one that you received in
9 your packet. And I would just describe the one that
10 you've got in your packet as a real preliminary
11 version, and we have fine tuned it sense then and have
12 made some changes to some of our initial conclusions as
13 a part of that.

14 So, looking at fair and equitable, again both
15 current and alternative measures are objective.
16 They're accurate and routinely collected data.
17 Diversity of operating environment, if we talked about
18 how the current steps have a fair amount of bias in it
19 toward wealthier transit districts and more densely
20 populated transit districts, we feel many ways that
21 ridership and the cost per hour do not have that same
22 level of bias. And so, we think it responds well. So
23 yes, in this instance response means that it responds
24 well to the diversity of operating (inaudible).

25 Going down to promoting sustainable programs,

1 we feel as that with both do encourage local investment
2 coordination and innovation but perhaps differently so.
3 And the current program we have a specific measure
4 which attempts to capture that with local contribution.
5 We don't have that with the alternative but what we
6 have there is with a heavy incentive on ridership
7 improvement and improving or holding a line on your
8 cost per hour, we feel as though that that also
9 encourages local investment coordination and
10 innovation. So, we think differently perhaps but
11 similarly, if you will, both respond well to that first
12 criteria.

13 Second one, integration, we didn't see that
14 as necessarily relevant.

15 The third one and I'll get into the stability
16 factor and, you know, the -- the snapshot of
17 proportional share approach is relatively stable from
18 one year to the next. It's, you know, the amount of
19 swing that any individual agency sees under the current
20 approach. By the time we're done calculating across
21 three or four measures and adding that all up and
22 calculating an overall share based on that, by the time
23 we're done it's a relatively small potential swing from
24 year to the next. As we've seen not so much with the
25 alternative. Now, you know, with the alternative every

1 year is a new year. So, you may go down one year
2 significantly, like not get anything, but if you
3 improve on both next year, you'll get everything. So,
4 it's a really dramatic environment, if you will, in
5 terms of the amount of swing that you might see from
6 one year to the next.

7 Rewarding performance, you know, this one, I
8 think we -- we -- the reason you see a no under the
9 existing for this one is the minimally biased element
10 of this characteristic of criteria. We think the first
11 set of indicators are fairly susceptible to service
12 area bias. Whereas we think the alternative set are
13 not.

14 And then in terms of reinforcing continuous
15 improvement, again as we mentioned a much more direct
16 tie to improvement with the alternative than with the
17 current.

18 We come down to transparency. We consider
19 the current calculation to be relatively complex. Not
20 necessarily easily understood. And difficult to
21 explain from one year to the next why you may go up or
22 down. We think it's pretty clear in the alternative.

23 So, there you have it. Our preliminary
24 thinking on this one is that on balance while we prefer
25 the direction that the maximum alternative takes us, we

1 are concerned over the potential for year-to-year
2 change at the individual agency level. In particularly
3 with respect to regional or local impacts on the
4 operator environment. So, jury's still out on that
5 one.

6 So that concludes my presentation. And, you
7 know, looking ahead depending on the questions and
8 issues that come up today, we'll try and address as
9 much of those as we can in November. And then our next
10 substance of discussion on additional topics will be in
11 January. So, I'd like to open it up for comments,
12 questions from the committee and then I think Mr. Chair
13 we would then also move on to public comment. But I'd
14 like to give the committee an opportunity to debate
15 this back and forth first.

16 JOHN MCBETH: Any committee members have any
17 comments or anything to contribute?

18 MR. SALAZAR: Hey, John. This is J.R. I
19 have one question for Eric. So, when we -- when we're
20 talking about the 13 districts that rural districts
21 that are doing well, was there any impact or was there
22 any regional impact on them? What I guess what I'm
23 asking about that Eric, is it that West Texas is not
24 doing well? Or is it that the places around Dallas are
25 doing well? Or is it -- how -- how is that at a

1 statewide level?

2 ERIC GLEASON: That would be something we've
3 not looked at in detail, J.R. We could certainly take
4 a look at that and update the committee on that at the
5 November meeting. Seeing if taking it to the next step
6 and seeing whether or not we can identify any patterns.

7 MR. SALAZAR: Okay.

8 ERIC GLEASON: Yeah. Be happy to do that.

9 JOHN MCBETH: Anything else?

10 MR. RIBAKOVE: John, this is Josh. I had a
11 comment from Jim Cline, PTAC member who says he's
12 having a little trouble with his microphone. He's not
13 seeking to name specific agencies, but how does a
14 triennial review performance track with agencies shown
15 to be losing funds? He says that's indicator of
16 organizational effectiveness.

17 ERIC GLEASON: That's a complicated one. So,
18 just to be clear, the triennial review would only apply
19 to urbanized area formula -- federal urbanized area
20 formula recipients. And we provide state funds to
21 those urban transit districts. And you get that once
22 every three years. So, I don't know how we would
23 factor that in. It's a -- it's an interesting question
24 but I just don't know how we would at the end of the
25 day factor that in. And I'd be open to any thoughts

1 you might have on that, Jim. You could send that to us
2 in an e-mail afterwards. I understand what you're
3 getting at. You know, do agencies who don't perform
4 well, here for example, do they also not perform well
5 on their triennials? Is there any relationship to, you
6 know, well run agencies, I guess is kind of where this
7 is headed, do we see any patterns there?

8 JIM CLINE: Hey Eric. This is Jim. It's
9 just -- a lot of it has to do with how good is -- can
10 you take what your given and make the best of it.

11 ERIC GLEASON: Absolutely.

12 JIM CLINE: And again, I don't know -- I
13 don't know how to measure that. I don't know how to
14 put that in a formula, but that seems to be
15 (inaudible). You know, I'm asking a hard question with
16 no simple answers but it -- it seems that if you're
17 doing a good job run -- I mean, right now you can be
18 the best transit agency on the planet and you're taking
19 it -- you're taking a huge hit on ridership. You know,
20 Covid, everything that's going on with that. And so,
21 if we look at what's going on today, how are we -- how
22 is that reflective of should it and is an agency doing
23 a good job versus how much of it is -- you said
24 externalities, other things that are affecting it. And
25 it goes back to stability for the people that need this

1 the most which are our transit dependent folks. So.

2 ERIC GLEASON: Yeah, I think there's a --
3 obviously there's a complication in our environment
4 right now with this conversation and that is, you know,
5 how do we -- and this is something for the committee to
6 think about and chew on. We don't necessarily need to
7 do anything with it maybe until the end of all these
8 conversations next year. And that is under the current
9 environment has any implication for the extent of
10 change we're willing to introduce to our formula, right
11 now. Obviously from a performance standpoint, you
12 know, we're limiting our work to the last time we felt
13 we had reasonable data which is 2019 and before. So,
14 none of this analysis is using any more current data
15 than 2019. And even the -- the allocations that were
16 done in June, the performance data used for those
17 allocations was 2019. So, when we feel like we're at a
18 point again where we can begin using more recent data
19 is still a question to be answered. And then the
20 question becomes -- particularly with a year-to-year
21 approach on your component, the question becomes how do
22 you introduce, you know, from what year to what year is
23 your first year's comparison based on? And I don't
24 have an answer that. My mind if, you know, if we like
25 one thing, I think we need to identify exactly what we

1 like and then we can consider the -- the issues
2 associated with the current pandemic to making that
3 change right now, if that makes sense. It's a tough
4 time to have this conversation, honestly.

5 JOHN MCBETH: Okay, Josh, do we have any
6 comments from the public?

7 MR. RIBAKOVE: I have one from Jackie Bacho.
8 She's the ED of Brazos Valley Center for Independent
9 Living, also having trouble with her microphone. And
10 so, she asked me to read this aloud. She says, "though
11 updated annually, the labor market indicators as a
12 result of the pandemic are highly irregular. I don't
13 have any solutions, just want to be sure that's
14 considered".

15 ERIC GLEASON: I think, perhaps not that
16 specifically but I think it goes to the general concern
17 we've talked about the annual updates. And, you know,
18 how any given situation could impact that and that that
19 could introduce year to year updates. Some instability
20 so. You know, I think we're really, you know, I will
21 say that I think the -- the TNI is appealing even if
22 all it does is fine tune, I think it's -- it's entirely
23 consistent with current administration's approach on
24 transit funding. I think it's very responsive to that.
25 And I actually think it would put us at a state at, I

1 think, a leading position in terms of trying to
2 accommodate those kinds of -- of interests and concerns
3 into our formula allocations. I think Texas would
4 clearly be out in front on that one. Given what I know
5 about how other states calculate their allocations.

6 JOHN MCBETH: Okay.

7 MR. RIBAKOVE: John and Eric, this is Josh
8 again. Just a little bit of housekeeping. Wanted to
9 let you know that the final PTAC member, Dietrich Von
10 Biedenfeld was able to join our meeting on the phone
11 earlier on around the beginning of the current
12 presentation. So, we've got full attendance at this
13 time.

14 JOHN MCBETH: Thank you.

15 ERIC GLEASON: John, if I can, before we
16 leave the topic, I will say that we do have a statewide
17 conference call scheduled with urban and rural top
18 executives for the 22nd of this month. And our intent
19 would be to go through this same presentation with them
20 as a way -- as a way of sort of keeping the larger
21 transit district rural abreast of our discussions.

22 JOHN MCBETH: Good idea. Outstanding idea.

23 MR. RIBAKOVE: This is Josh. One more time,
24 just for anybody who is listening who might be
25 concerned that they didn't get an invitation to that

1 conference call, the save the date will be going out
2 for that tomorrow.

3 ERIC GLEASON: And then this presentation
4 that we used today will be available online, what
5 midday Friday, Josh?

6 MR. RIBAKOVE: Yes.

7 ERIC GLEASON: Okay. So, you'll be able to
8 get a hold of this exact presentation that we used
9 today by midday Friday on our website.

10 MR. RIBAKOVE: And that'll be on PTAC's
11 webpage on TxDOT.gov.

12 ERIC GLEASON: And that is all I got.

13 JOHN MCBETH: Item Number 7 is propose and
14 discuss agenda items for the next meeting and confirm
15 date for the next meeting. I think we've already got
16 the date set and I'm pretty sure we know what we're
17 gonna be discussing. It's going to be Intercity Bus.
18 Is there anybody that would like to add anything else
19 to that November agenda? Hearing none, we'll go onto
20 Item Number 8 --

21 MR. RIBAKOVE: John, this is Josh. One more
22 time, I just want to say we kind of skipped over Agenda
23 Item 6, which was public comment on other topics that
24 were not in this last presentation. We should -- it
25 would be wise to see if anybody wants to specifically

1 wants to get a comment in.

2 JOHN MCBETH: Okay. Any comments?

3 MR. RIBAKOVE: I see one in the Q&A. May be
4 about the previous presentation but it is coming -- is
5 any consideration given to peer comparison? Especially
6 regarding system efficiency. This came Albert Evvy.

7 ERIC GLEASON: So, in the past, this is quite
8 some time ago, TTI looked at -- they did an analysis to
9 try and identify (indiscernible) within say the rural
10 transit district group peers, if you will, agencies
11 within that group of 36 that were more that had --
12 charac -- enough similar characteristics where we could
13 identify them as a peer group and another group as a
14 peer group, that kind of thing. And it was a very
15 complicated analysis, and it really didn't, if I
16 remember right, it really did not result in a
17 significant ah-ha for us. And if I understand the
18 question right, you know, and perhaps some of this goes
19 to J.R.'s thought, well are there any -- are there any
20 sort of subarea trends, if you will, when we look at
21 performances. West Texas going up and East Texas going
22 down, you know, and that's -- we might be able to
23 identify some geographic separation that way. Peer
24 comparisons within the Texas group are just really
25 difficult to establish. (Indiscernible).

1 JOHN MCBETH: Thank you --

2 ERIC GLEASON: We can just try and emphasize
3 in the program best practices as a way of, you know,
4 encouraging by improvement or change. But not so much
5 trying to do it through a peer -- peer to peer type
6 comparison.

7 JOHN MCBETH: Okay. We'll move onto Item
8 Number 8, which is adjournment. And I will entertain a
9 motion from J.R. and a second from Jim.

10 MR. SALAZAR: Yes. This is J.R. I move to
11 adjourn.

12 JIM CLINE: This is Jim Cline. I second that
13 motion.

14 JOHN MCBETH: We have a motion and a second.
15 Any discussion? Hearing none, we'll call for the vote.
16 All in favor signify by saying ay.

17 (Aye stated in unison.)

18 JOHN MCBETH: All oppose by nay. Being all
19 aye's and no nay's, we are adjourned. Thank you
20 everybody. Thank you, Eric, for your staff doing all
21 this work. It's outstanding presentation.

22 ERIC GLEASON: Thank you, sir. I appreciate
23 it.

24 JOHN MCBETH: You bet.

25 (END OF AUDIO FILE)

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

14 I further certify that the transcription fee of
15 \$_____ was paid/will be paid in full by TxDOT -
16 Public Transportation Division, Austin, Texas.

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Angelica Withall

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Firm Registration No. 656

1 THE STATE OF TEXAS)

2 COUNTY OF TRAVIS)

3

4 Before me, JOHN FINLEY, 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 28th day of September, 2021.

12

13

14

[Signature]

15

NOTARY PUBLIC IN AND FOR

16

THE STATE OF TEXAS

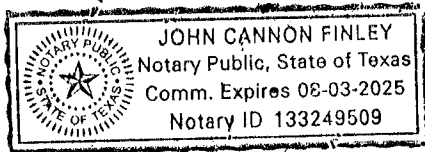
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