



**Public Transportation Advisory Committee**

**Meeting will begin at 10:05 am**



November 21, 2024

# Agenda

1. Call to order.
2. Guidance on virtual meeting participation.
3. Approval of minutes from July 25, 2024, meeting. John McBeth (Action)
4. TxDOT Public Transportation Division Director's report to the Public Transportation Advisory Committee regarding public transportation matters. Eric Gleason
5. Chair/Vice Chair Elections. Eric Gleason (Discussion)
6. FY 26/27 Legislative Appropriations Request. Eric Gleason (Discussion)
7. Service Expansion Program. Eric Gleason (Discussion)
8. Statewide Multimodal Transit Plan. Theo Kosub and Tim Sorenson (Discussion)
9. Public Comment
10. Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action)
11. Adjourn. (Action)

Please mute yourself upon joining the meeting.

It is important to enter your name when joining the meeting – if you didn't do that, please exit the meeting and rejoin.

To comment on an agenda item, use the meeting's chat feature to let Theo know – he will let you know when to unmute your line.

Please don't place this meeting on HOLD – we'll all hear your hold tone.

# Agenda Item 3

Approval of minutes from  
July 25, 2024, meeting.

**MINUTES FOR ADOPTION**

Public Transportation Advisory Committee – Zoom Meeting  
July 25, 2024 - 10:00 A.M.

**Committee Members Participating in person:**

N/A

**Committee Members Participating via Zoom:**

John McBeth, Chair  
Jim Cline, Vice Chair  
JR Salazar  
James Oliver  
Dietrich M. [Von Biedenfeld](#)  
Ken Fickes

**Participating in person:**

Eric Gleason, Director, Public Transportation Division, PTN  
Mark Sprick  
Bonnie Sherman  
Theodore Kosub

**Participating via Zoom:**

Tim Sorenson, CDM Smith  
Shirley Li, Transportation Planning and Program Division, TPP

**AGENDA ITEM 1: Call to order.**

John McBeth called the meeting to order at 10:06 A.M.

**AGENDA ITEM 2: Guidance on virtual meeting participation (Action)**

John McBeth introduces this item at 10:07 AM

Eric Gleason provided meeting guidance

**AGENDA ITEM 3: Approval of Minutes from April 18, 2024 (Action)**

John McBeth introduces this item at 10:08 A.M.

**MOTION:** Ken Fickes  
**SECOND:** Jim Cline  
**Ayes respond**

**AGENDA ITEM 4: TxDOT Public Transportation Division Director's report to the Public Transportation Advisory Committee regarding public transportation matters**

John McBeth introduces this item at 10:08 A.M.

Eric details Commission Actions from June to December 2024:

Lot of action at commission, items for sept/oct. Anticipating making additional awards of state and federal program funds. November/December presentation of these draft plans. Beginning as early as perhaps November, but TBD.

**2020 Census**

All the green checks are area designation changes. Green checks indicate everyone has made at the changes, one outstanding is eagle pass. SWART will be designated recipient for urban funds. MPO to have its plan requirements in place prior to releasing funding, so not quite there. Swart will receive funds when that happens, but they need the money to help sustain operations in the eagle pass area. Good to see all the progress.

**FTA Discretionary Projects**

We received full funding for our FY 24 projects, just under 27 million of federal funding with 6.7 of state to match. Combination of fleet replacement and supplemental funding for facilities. We will award these at our September commission meeting. PGA facilities first hoping before shutdown, then following with fleet.

**History of success:**

We've done well over the past several years, competing in the national funding arena. Totalling over 161 million. Nearly 109 million federal funds. Important to celebrate, it's a good track record. Department does not give enough formula funding. These successful applications help to bridge the gap. Flex funds were previously used, but with new investment act language, the funds can be used unless the flex funds go through a competitive process. So that means that 23/24 applications did not include any of those.

**Discretionary Funding Slide**

Yes, we've done very well in securing these funds, but we're not doing so well on the getting them spend side. It's not a criticism, but rather just a reminder that we need to get these funds spent. Division will push spending these funds in an expeditious way. Covid and fleet deliveries led to some of the delay. Hopefully this picture will show progress in the next six months.

**Other Funding Opportunities**

Successful internally to use carbon reduction funds in the same way we used to use flex funds from the TA program. Replace up to 95 fleet and procure up to 20 vehicles to support the rural service expansion project. Two of those total about 12 million. Hopefully we can use these on an on-going basis to support rural projects. Finally, we got supplement funds for REAL (Alice). Still need funding for their maintenance facility, will hear back on that one shortly.

#### ICB

Anticipating being able to make a onetime award of accumulated intercity bus funding. We need to do the all-needs have been met certification, in the next month of so. About a 10-million-dollar award to rural transit projects.

**Question:** JR Salazar: what's the amount?

**Answer:** Eric Gleason: it's about 10 million, anticipate using the rural funding formula allocations for these funds.

#### Leadership seminar

We do have this coming up, at the commons in Austin. We've asked Transpro to take a different approach. Use a smaller set of agencies to focus on strategic plan updates. Would like to get the CEO and another executive from each agency over a 9-month period of time. Bring everyone in the fall, then spring for a second workshop. At the end, strategic plans outcome. Open to rural and urban programs.

### **AGENDA ITEM 5: Rural Service Expansion Program Update (Discussion)**

John McBeth introduces this item at 10:23 A.M.

Eric Gleason discusses: As a part of the last leg session and recommendation from the committee, we received 12 million for 2 years of service expansion. We're aiming to use these funds for new and expanded service, but operators are burdened by increasing operating costs. We are continuing to move ahead without rural service expansion program. The map on the right, green shaded TDs started service this month. The yellow are scheduled for Sept. Commission did award 2 years of service.

Here are some examples of the projects. Hopefully we'll have some more info on successful projects in the future. Phase two funding opportunity, for service to start NLT than March 2025. We are making an allowance for agencies who have absorbed additional service areas, as realignments with other areas have occurred. Changes between BTD/GCTD. These funds would be available for service above those in these areas.

### **AGENDA ITEM 6: Statewide Multimodal Transit Draft Plan Update. (Discussion)**

John McBeth introduces this item at 10:30 A.M.

Tim Sorenson introduces a schedule to the discussion and explains: We are working toward our last couple of EAWG meetings. We are looking forward to the fall outreach. We are trying to stay abreast of all the plans in the department, but we are looking forward to the commission presentation.

Here are the outreach groups, we met with our steering committee. We also present to the operators meeting last week. We've been meeting with MTAs/MPOs. Successful spring outreach campaign and we've been having successful outreach among the stakeholders.

Three main themes: facilities/physical assets, service and connectivity, [funding](#) and resources.

*The top takeaways from this effort:*

We've been riding the wave since the last time we talked, created broad strategies, framework, white papers, refined to specific strategies, next will be implementation framework.

*Main catalysts:*

So much out there, so the big picture catalyst is working with, etc. Two themes, providing a framework (resource and leadership) – shared opportunities for training, purchases. The second piece is creating [a](#) information sharing platform. We've seen a lot of good things, so we will create a network of knowledge sharing.

*Transit story, etc:*

Put measures around so that we show the value. First component is to set a regular course of information sharing, create a social network to share information broadly. Database of people and supporters that are interesting in expanding and supporting it. Second piece focuses on developing metrics and tools, to help show how economic impacts are measured in different areas, but critical to Texas and Texans.

*Develop a plan that broadens the state transit network:*

Network connectors across the state. Need hubs, identifying how the hubs come together. Second piece is the connectors and hubs. State roads and right of ways, identify which ones are priority for transit, transit should be considered a priority. Also, seamless platform for trips across the state.

*Integrate transit into planning:*

When a project comes up in the department and broadly as well, we need to make sure transit is addressed from day one. First piece planning process. Second piece as we get into design, we want to recognize a set of standards of guidelines. Here's how things all connect and work within a corridor.

*Increase support for small urban and rural districts:*

Day to day needs, don't have staff or time to better support customers or enhance network. Building on the cooperative piece we have activities here to coordinate here, help them better interact with other transit agencies.

Next Optimize transit funding. While the plan will not advocate specific projects, it will focus on trying to fix institutional frameworks. Get rid of restrictions and eliminate barriers.

"Providing funding slide": think about how we frame the funding story. SGR repair cost for each to maintain service. We've got placeholder for a per capita cost for Urban and MTA. Above the red line is opportunities for both infrastructure and operational improvements. Opportunities for



baseline service level. Rurals micro-transit, urban improved service ([brt](#)), [mtas](#) improved BRT, LRT, etc. Green line is connectivity across the state.

We wrap it up with developing success metrics that are more people [focused](#); upcoming outreach efforts and schedule.

*Tim Sorenson. asks for questions:*

*Comment from Jim Cline:* Doing a great job. One thing we talked about in the meeting is putting a face on the issue. Working with decision makers, how do we put a face on this? It's not some unknown rider, it's a caregiver or a grandmother. It's important to make sure that story gets told. When we talk about filling gaps, adult disabled children, aging in place. When we talk about designers, there are a lot of things they can do without transferring money to the transit program. Loop 1 in Dallas designed so that transit could go under. It wasn't direct funding, but it was a huge benefit to transit. Really important to push that. Payment during trip to Milan could use us credit card. Keeping things simple and consistent would be great. The term multimodal. 2050 SLRTP means aviation, bus, freight etc. Important to differentiate the two.

#### **AGENDA ITEM 7: Texas Statewide Resiliency Plan Presentation. (Discussion)**

John McBeth introduces this item at 10:55 A.M.

Shirley Li. introduces the next presentation: The questions to keep in mind while we're having this presentation. What does the STRP do? It's the first plan that is a statewide level. The plan is focused on txdot and non-txdot owned system. We are not covering details in an emergency preparedness plan. Resilience - what is resilience? This is how we define it (slide).

*Jim Cline responds:* keep in mind that multimodal piece can be a bit dicey. In some plans that means transit, some it means aviation/pipeline/freight.

*Shirley Li responds:* goals we have identified. With the goals identified, we have laid out the framework. We conducted an analysis to determine what a disrupter would cost us. We created a resilience project list. We set these projects into a bucket to identify additional funds. Also identified projects that might not fit for protect funding but wanted to identify those for other opportunities.

Shirley Li Identified key disruptors and key transportation assets (asset type): For transit – we identified transit centers, transit stops, transit roads, etc.

*For group: what other transit assets should we consider?*

*Jim Cline responds:* the age of our transit assets, a key element. Check FTA guidance on SGR. The vehicles are not part of the item. If you want a resilience network, vehicles are important.

*James Oliver responds:* Port: ferry knocking down bridge. Trifecta.

JR Salazar responds: Organization adaptability, capacity building.

James Oliver responds: to tag along. After the hurricane, we lost a couple drivers. If you get a 3/4/5, the drivers can't come in. This will happen during hurricanes.

Shirley Li: Did a vulnerability analysis. Here's an example on scoring vulnerability. This map shows vulnerability for a extreme heat. Red very high, light yellow very low.

Data overview: Transit: transit center and rail stops, transit rail.  
Vulnerability Slide with map – Houston and Dallas examples.

James Oliver responds: we know that we're going lose some of the stops along the rail line. What we're not prepared for is losing the rail cars. We got funding FEMA for aqua fencing they're actually putting it up now. Ike taught us that we need an aqua fence, to raise the cars.

Jim Cline responds: talks about vulnerability of rail service at trinity river. The risk could be reduced by raising the profile. Bridges in particular, major corridors. Department could help planning for these scenarios.

Shirley Li: Development of resilience strategies:  
Development of Resilience Project lists is in the 2024 UTP. Help get additional Protect Funding.  
Stakeholder development. Happy to take any additional stakeholders.

#### **AGENDA ITEM 8: Public Comment**

Bonnie Sherman introduces this item at 11:33 A.M.

No Public Comment

#### **AGENDA ITEM 9: Propose and discuss agenda items for next meeting; confirm date of next meeting. (Action)**

Jim Cline introduces this item at 11:35 A.M.

TK end of October. TK to send out potential date. Update on SLTRP. Update on commission actions, update on SATP.

#### **AGENDA ITEM 10: Adjourn. (Action)**

Jim Cline introduces this item at 11:38 A.M.

**MOTION:** JR Salazar

**SECOND:** Dietrich M. Von Biedenfeld

**Ayes respond**

Meeting adjourned at 11:39 A.M.

Prepared by:

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Bonita Jennings  
Public Transportation Division

Approved by:

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John McBeth, Chair  
Public Transportation Advisory Committee

# Agenda Item 4

## Director's Report

## Commission Actions: November 2024 – July 2025

- November: Reallocation of 5311(f) Intercity Bus funds to 5311 Rural Program
- January:
  - Additional Service Expansion funds
  - Gulf Coast Transit District State and Federal formula funds
- June/July: State/Federal/Discretionary funds
- TBD: Proposed Rulemaking – changes to 2 CFR 200 (administrative, cost and audit requirements for federal grant awards)

# Leadership Seminar: Fall 2024-Spring 2025

- WHO: Executive and Senior Leadership (25 participants) from Rural Transit Agencies (up to 10 agencies)
- WHAT: TransPro consulting will provide a leadership development program focusing on strategic planning.



<b>IN-PERSON WORKSHOP #1</b>	<b>REMOTE INTERSESSIONS #1-6</b>	<b>IN-PERSON WORKSHOP #2</b>
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# Agenda Item 5

## Chair and Vice Chair Elections

## Public Transportation Advisory Committee Officer Nominees:

### Member

- Jim Cline
- Ken Fickes
- Dietrich Von Biedenfeld

### Chair

### Vice Chair



# Agenda Item 6

## FY 26/27 Legislative Appropriations Request

Priority Ranking	Requesting Division	Description	FY 26 Amount	FY 27 Amount
1	ADM	Additional FTEs	N/A	N/A
2	PTN	2020 Census Impacts	\$1,885,000	\$1,885,000
3	AVN	Flight Services Fuel Facility	\$20,000,000	UB
4	MRD	Ports Capital Investment	\$900,000,000	UB
5	MRD	Brazos River Flood Gate Removal & Channel Widening	\$140,000,000	UB
6	RRD	Heartland Flyer Line Support	\$1,063,225	\$1,063,225
7	PTN	Rural Program – Bus & Facilities	\$12,500,000	\$12,500,000
8	MRD	Ship Channel Improvement Fund	\$200,000,000	UB
9	RRD	Rail Grade Crossing Separation	\$175,000,000	UB
10	RRD	Short Rail Line Development	\$25,000,000	N/A

# Agenda Item 7

## Service Expansion Program

# Service Expansion Program (SEP)

## Current (phase 1 and 2)

### 19 Agencies Participating

- 27 Projects underway
- Total Project funding to date: \$8,489,711
- Remaining SEP funds available: \$3,510,289

Performance Reporting – first report due Dec 4th

## Phase 3

### 13 Agencies

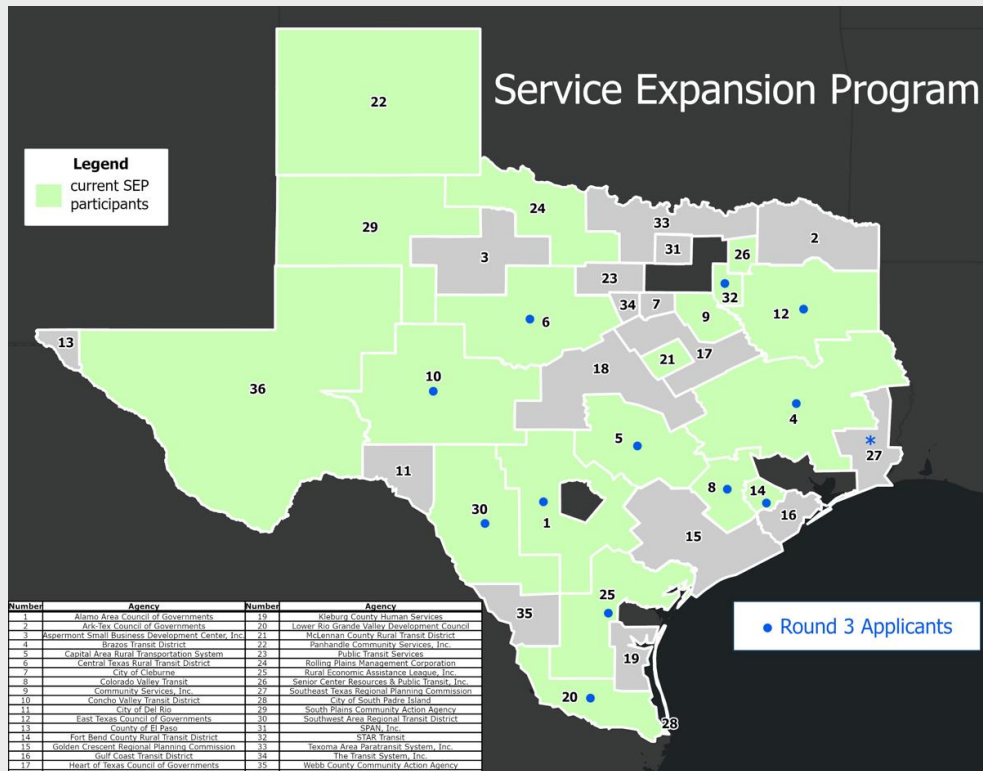
- 31 Projects\*
  - 10 Coverage, 8 Span, 6 Level of Service, 5 Micro Transit

Total amount requested \$7,350,900

**Adjusted amount requested \$6,855,656\*\***

\*Projects may fall into multiple categories.

\*\* Amount subject to change.



# Agenda Item 8

# Statewide Multimodal Transit Plan



# Texas Statewide Multimodal Transit Plan

Update to the Public Transit Advisory Committee



# Today's Agenda

- 1 Preliminary Challenges and Potential Strategies
- 2 Questions
- 3 Fall Public Outreach Campaign
- 4 SMTP Development Timeline
- 5 Your Feedback



November 20, 2024

# Preliminary Challenges and Potential Strategies Overview



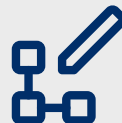
## Identifying Preliminary Challenges and Potential Strategies



**Gathered feedback on challenges** from public outreach, working groups and other stakeholders



**Identified 250+ strategies** informed by stakeholder input



**Narrowed down strategies to 12 key recommendations**



**Sought public input on 18 challenges and aligned 12 key recommendations**

# Challenges

1

**Growing population, urbanization, and congestion**



- ✓ Expand existing urban transit service and enhance connectivity
- ✓ Develop new urban and rural transit corridors
- ✓ Strengthen intercity and regional transit connectivity
- ✓ Expand passenger rail network

2

**Limited institutional structure to deliver transit in the Texas Triangle**



- ✓ Enhance governance and institutional framework
- ✓ Transit is an economic development engine (job access and economic expansion)

3

**Limited passenger rail network in Texas**



- ✓ Strengthen intercity and regional transit connectivity
- ✓ Expand passenger rail network
- ✓ Improve urban and rural connections

4

**Need to expand rural transit service area and hours of operation**



- ✓ Expand existing rural transit service and enhance connectivity
- ✓ Improve urban and rural connections
- ✓ Develop new urban and rural transit corridors

5

**Need to expand urban transit service area and hours of operation**



- ✓ Expand existing urban transit service and connectivity
- ✓ Improve urban and rural connections
- ✓ Develop new urban and rural transit corridors

6

**Limited intercity connectivity:**  
Improve urban and rural transit connectivity



- ✓ Strengthen intercity and regional transit connectivity
- ✓ Expand passenger rail network
- ✓ Improve urban and rural connections
- ✓ Develop new urban and rural transit corridors

7

**Lack of statewide transit service network and connectivity**



- ✓ Improve urban and rural connections
- ✓ Develop new urban and rural transit corridors
- ✓ Strengthen intercity and regional transit connectivity
- ✓ Expand passenger rail network
- ✓ Integrate all transit modes
- ✓ Expand connections between transit and other transportation modes

8

**Aging transit infrastructure and assets**



- ✓ Maintain a state of good repair
- ✓ Increase funding for transit

9

**State of good repair:**  
Need to maintain existing transit assets



- ✓ Maintain a state of good repair
- ✓ Increase funding for transit

10

**Funding gap:**

Need for additional funding for existing and new transit services

- ✓ Increase funding for transit
- ✓ Enhance governance and institutional framework
- ✓ Transit is an economic development engine (job access and economic expansion)

11

**Limited transit funding mechanisms to support existing and new transit services**

- ✓ Enhance governance and institutional framework
- ✓ Transit is an economic development engine (job access and economic expansion)

12

**Rapid economic growth:**

Lack of transit service to jobs

- ✓ Expand existing rural transit service and enhance connectivity
- ✓ Expand existing urban transit service and enhance connectivity
- ✓ Improve urban and rural connections

13

**Insufficient understanding of the importance of transit to Texas' economic prosperity**



- ✓ Transit is an economic development engine (job access and economic expansion)
- ✓ Enhance governance and institutional framework

14

**Lack of understanding of the role of transit in the Texas multimodal transportation system**



- ✓ Integrate all transit modes
- ✓ Expand connections between transit and other transportation modes
- ✓ Transit is an economic development engine (job access and economic expansion)

15

**Need for better integration of emerging technologies**



- ✓ Expand connections between transit and other transportation modes
- ✓ Enhance governance and institutional framework
- ✓ Integrate all transit modes

16

**Inadequacy of coordination between land use planning and transit service**



- ✓ Enhance governance and institutional framework
- ✓ Transit is an economic development engine (job access and economic expansion)

17

**Lack of coordination between businesses and transit agencies**



- ✓ Transit is an economic development engine (job access and economic expansion)
- ✓ Enhance governance and institutional framework

18

**Insufficient consideration for transit in the transportation planning and design process**



- ✓ Enhance governance and institutional framework
- ✓ Expand connections between transit and other transportation modes
- ✓ Integrate all transit modes
- ✓ Transit is an economic development engine (job access and economic expansion)



November 20, 2024

# Fall Public Outreach Campaign

# Fall Public Outreach Campaign Oct. '24



Held **32 pop-up events** in all **25 TxDOT Districts**



Connected with **1,412 people** at these events



**993 people** completed the survey

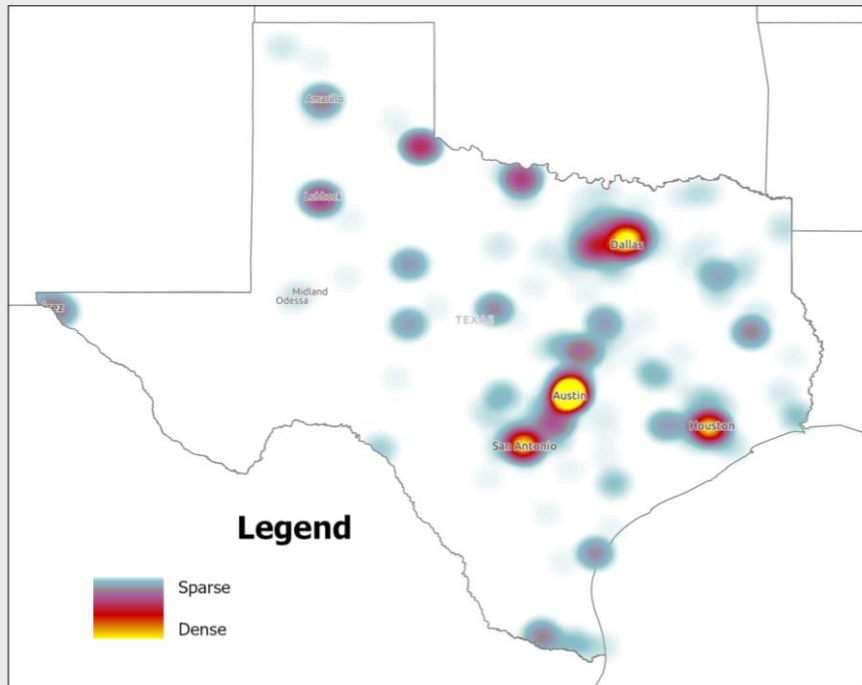


**1,123 people** viewed the online virtual meeting

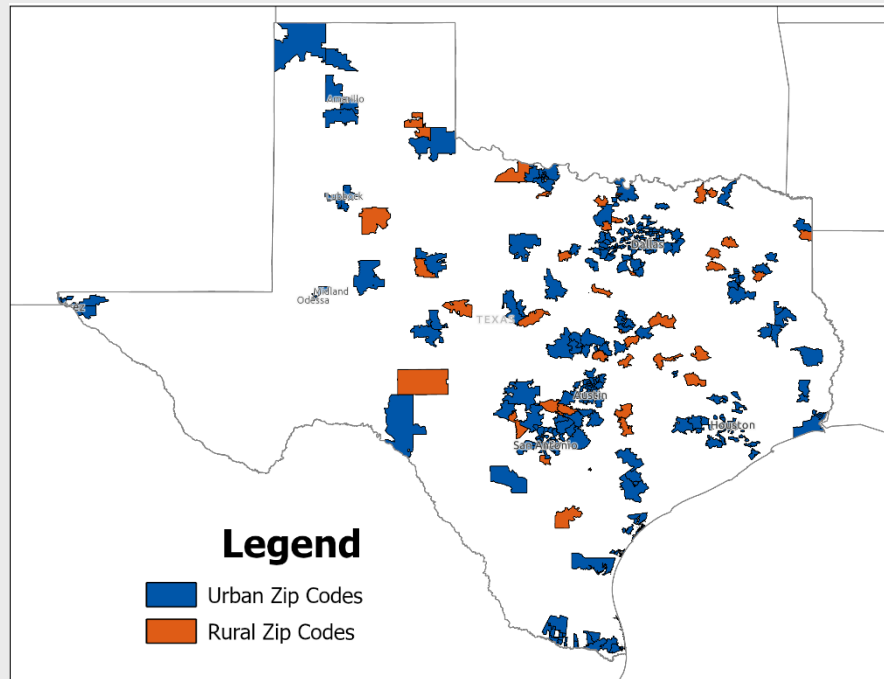




## Density of Survey Responses



## Responses by Zip Code



## Top Takeaways on Challenges

**46%** Limited passenger rail network in Texas

**44%** Growing population, urbanization and congestion

**37%** Insufficient consideration for transit in the transportation and design process

**36%** Lack of statewide transit service network and connectivity

**35%** Funding gap: Need for additional funding for existing and new transit services



## Top Takeaways on Potential Strategies

**54%** Increase funding for transit

**54%** Expand passenger rail network

**41%** Strengthen intercity and regional transit connectivity

**39%** Expand existing rural transit service and enhance connectivity

**36%** Improve urban and rural connections



# Texas SMTP 2050 Development Timeline



# Agenda Item 9

## Public Comment

# Agenda Item 10

Propose and discuss agenda items for next meeting;  
confirm date of next meeting

# Agenda Item 11

## Adjourn