

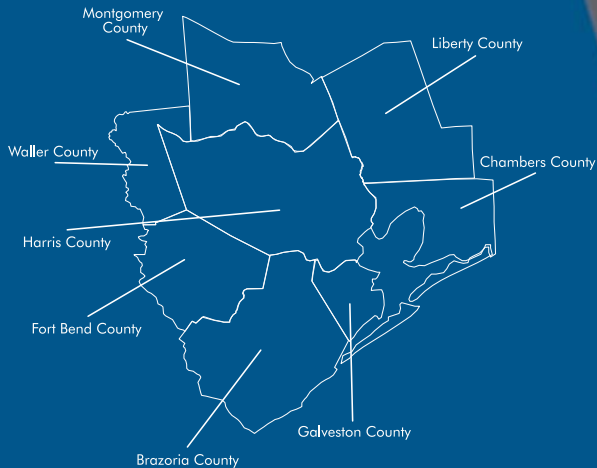
2011 Mobility Report



Houston-Galveston
Area Council

Since 1974, H-GAC has served as the Metropolitan Planning Organization (MPO) for transportation planning in the eight-county Houston-Galveston Transportation Management Area (TMA).

The TMA includes Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller Counties. H-GAC's Transportation Policy Council approves the region's long-range Regional Transportation Plan (RTP) and near-term implementation program known as the Transportation Improvement Program (TIP).



2011 Annual Mobility Report

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A Letter from the Transportation Director

Houston-Galveston Area Council

Times of great uncertainty yield exciting opportunities, and 2011 was just that for mobility in the Houston metropolitan region.

At the time of publication, we are operating under the cloud of an unheard of ninth temporary extension to federal transportation authorizing legislation. The lack of a multi-year transportation bill and its framework for federal transportation funding limits our region's ability to plan for the future. Unfortunately, the likelihood of another six-year bill, like SAFETEA-LU, being enacted is not good. Because of the uncertainty in federal funding, our region continues to rely on local and state resources to deliver critical transportation projects.

Thanks to local investment and one-time state and federal funding, 2011 was a year of unprecedented capital investment. As the region opened to traffic major American Recovery and Reinvestment Act funded projects, construction began on state bond-funded projects, including Segment E of the SH 99 'Grand Parkway', the US 290/IH 610 interchange, and IH 45-South. These needed projects will help shape the future of our region and its chances for continued economic success over the next 50 years.

In 2011, transit ridership reversed a several years decline. Bus services and park and ride programs throughout the region saw increased ridership over 2010. The Metropolitan Transit Authority of Harris County (METRO) secured the region's first Full Funding Grant Agreements (FFGA) under the Federal Transit Administration's "New Starts" program. This federal commitment will provide \$900 million to help fund the construction of the Southeast (Purple) Line and the North (Red) Line expansion. Enhancing our region's bayous, two multi-million dollar trail projects advanced to construction, building new connections within our region's bicycle/pedestrian network and providing an alternative to vehicular travel to more of our residents.

It's anybody's guess as to what 2012 will bring, but as always, the Houston-Galveston Area Council stands ready to assist the residents and local governments of our region to achieve their goals for a safer, more reliable transportation network.



Alan C. Clark

Transportation Director
Houston-Galveston Area Council



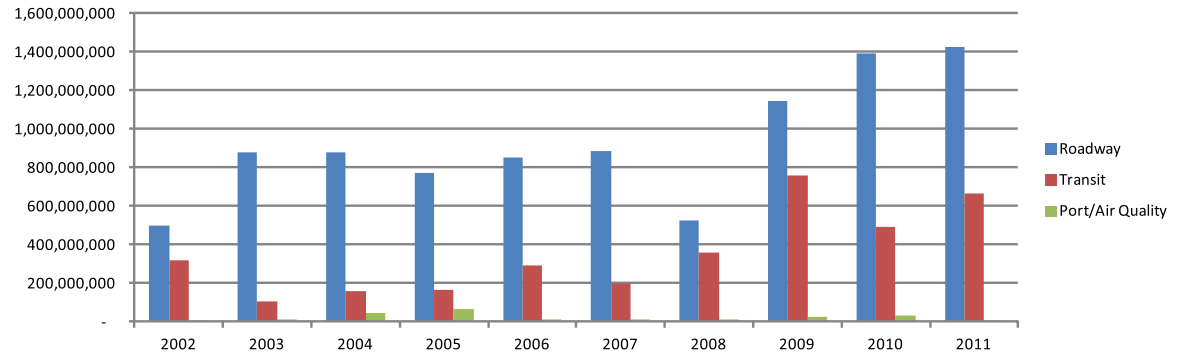
Alan Clark is the Director of Transportation Planning for the Houston-Galveston Area Council. He is the Director for H-GAC's Metropolitan Planning Organization (MPO), which is responsible for development of the region's multimodal transportation plans.

The MPO's Transportation Policy Council approves the programming of all federal highway and transit funds in Harris and the adjacent seven counties. Mr. Clark's responsibilities also include coordinating the Houston-Galveston area's response to mandates contained in the Clean Air Act Amendments of 1990.

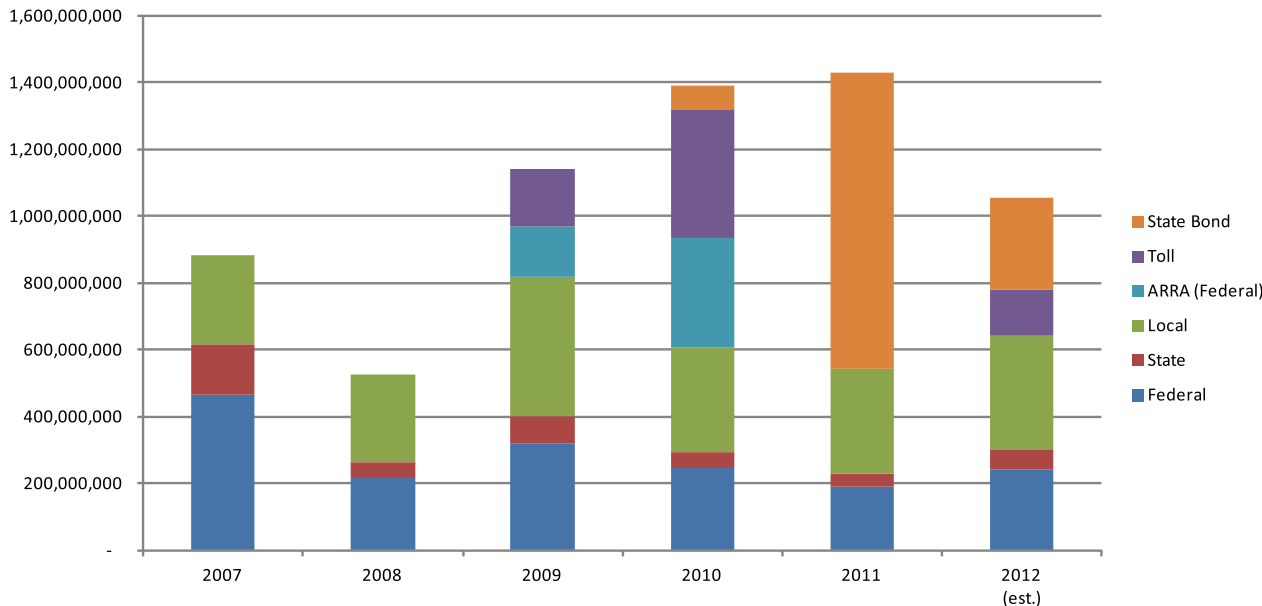
Regional Capital Investment

Investment in our region's transportation infrastructure reached a new pinnacle in 2011, nearly \$2.1 billion, spurred on by one-time funding opportunities including state bond-financed highway construction and METRO's federal and locally funded light-rail expansion. Indeed, 2011 saw nearly twice the annual value of highway work put under contract than that experienced during the height of the Katy Freeway expansion (2005-06). One time state and local investment opportunities are expected to sustain transportation spending near 2009 levels for the next two years.

Total Funds Obligated



Highway Funding by Source



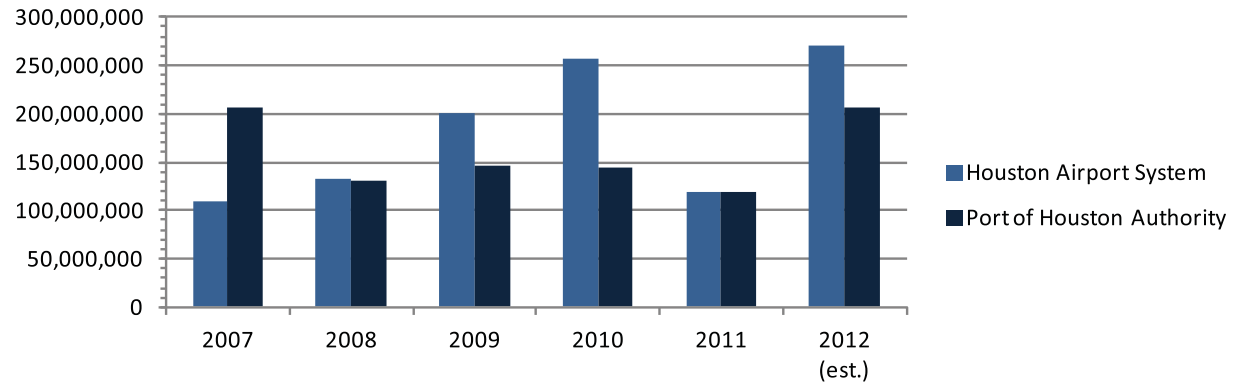
However, federal and state funding from fuel taxes and vehicle registration fees will at best remain near current levels. Federal fuel taxes, state fuel taxes and vehicle registration fees, and local government general fund revenues, traditional highway funding programmed in the TIP declined by a third between 2009 and 2011.

These sources of funding are critical to the maintenance, replacement, and improvement of our existing infrastructure and are keys to sustaining our region's quality of life.

Of principal concern is the continued insecurity of the federal surface transportation programs. The current surface transportation authorization bill, "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)," expired on September 30, 2009 and has been repetitively extended by Congress for short periods of time. At the time of publication, the ninth such extension will expire on June 30, 2012.

Other Transportation Expenditures

Beyond roadway and transit programs, 2011 was a year of continued progress for Houston's ports and airports. The Port of Houston Authority's container terminal development plans continue on pace, with a major increase in construction activity expected in 2012. Likewise, the Houston Airport System (HAS) continues to redevelop Terminal B at Bush



Intercontinental Airport (IAH) in partnership with United Airlines and finish redevelopment of the Hobby airport terminal. A major redevelopment of Bush Intercontinental's Terminal D and central plant expansion are scheduled to begin in 2012.



Proposition 12 Funding

The Texas Transportation Commission approved distribution of \$3 billion in Proposition 12 bond funding that will address congested highways, rehabilitate bridges and improve connectivity between the state's metropolitan areas. \$340 million was allocated to the Houston-Galveston Region. These projects will take effect through 2012-2014.



U.S. 290 Projects

Roadway Projects

A map of all the Roadway Projects can be found on page eight. Each number corresponds with the number on the map.

Now Turning Dirt

1 US 290 at IH 610 - Let 2012: \$172,736,755

First phase of the project includes U.S. 290 at IH 610 interchange reconstruction, IH 10 to US 290 outbound direct connection, and reconstruction of US 290 in the Beltway 8 vicinity. Construction began at the IH 610/US 290 interchange in summer 2011.

Work is expected to begin at the US 290/Beltway 8 area in Fall 2012. At the same time, we also anticipate work to begin on Transportation System Management (TSM) improvements, which will be smaller improvements to intersections between Eldridge and Cypress-Rosehill/Fry. Work on a second project at the IH 610/US 290 interchange will begin in late 2012. This project calls for the building of a direct connector from IH 10 to outbound US 290 and IH 610 eastbound. Construction funding is currently available for these projects exclusively. For more information, visit www.my290.com.

2 IH 45 S Widening to 10 Main Lanes - \$57,516,000

Widen and reconstruct to ten main lanes, two three-lane frontage roads and one HOV reversible lane.

3 SH 99 – Let July 2011 – \$350,337,634

The Texas Transportation Commission awarded \$350 million to construct Segment E from IH 10 to US 290, including overpass connection to Segment D south of IH 10. Segment E includes construction of a 15-mile segment four-lane, controlled access toll road with limited frontage roads.

It also includes construction of four direct connectors at SH 99 and US 290 (US 290 east and westbound to SH 99 southbound, and SH 99 northbound to US 290 east and westbound), and construction of two additional direct connectors at SH 99 and IH 10 West (SH 99 southbound to IH 10 eastbound, and IH 10 eastbound to SH 99 northbound).

Once complete, this section of SH 99 will ease congestion by providing an alternate route for highways such as US 290 and IH 10 West, among others. In addition, constructing this outer loop system will provide motorists more direct travel options for the movement of goods, people and services to, through and around the region.



On September 13, 2011, a group of more than 100 people and elected officials joined the TxDOT and Texas Transportation Commissioner Ned Holmes to mark the beginning of construction on SH 99 Grand Parkway from IH 10 West to US 290, referred to as Segment E.



Brazoria County

4 FM 524 – Let December 2010: \$5 million

This project realigns 2.1 miles of FM 524 from County Road 360 to SH 35.

Chambers County

5 IH 10 – Let April 2011: \$2 million

This project rehabilitates 6.2 miles of frontage roads along IH 10 from the Trinity River to SH 61.

Fort Bend County

6 US 59 – Let September 2010: \$5 million

Resurface US 59 North of the Wharton County Line and South of Spur 10.

7 SH 99 – Let August 2011: \$19 Million

Construct two Tolled Overpasses. Remaining overpasses will begin construction in 2012 and will ultimately allow for continuous travel over Segment D.

Galveston County

8 FM 646 – Let August 2011: \$12 million

This project improves mobility for League City residents by widening 1.4 miles of the FM 646 from two to four lanes. The project starts at IH 45 and ends at SH 3 and does not include a grade separation.

Harris County

9 FM 865 – Let August 2011: \$9 million

This project widens FM 865 from two to four lanes with curb and gutter from BW 8 to the Brazoria County line. The project continues the previous improvements made to FM 865 in Brazoria County.

Liberty County

10 US 90 – Let July 2011: \$4 million

This 19-mile project will improve the surface of US 90, from FM 563 to 1.3 miles west of the Jefferson County line.

Montgomery County

11 IH 45 – Let December 2010: \$9 million

This work continues the reconstruction and widening of IH 45N from four to six main lanes through Montgomery County.

Waller County

12 FM 362 – Let May 2011: \$4 million

This project will improve the safety conditions of 6.1 miles of FM 362 from south of Business 290H to Davis Road by repairing and repaving this section. The shoulders of this corridor will also be widened to allow motorists to pull over if needed.



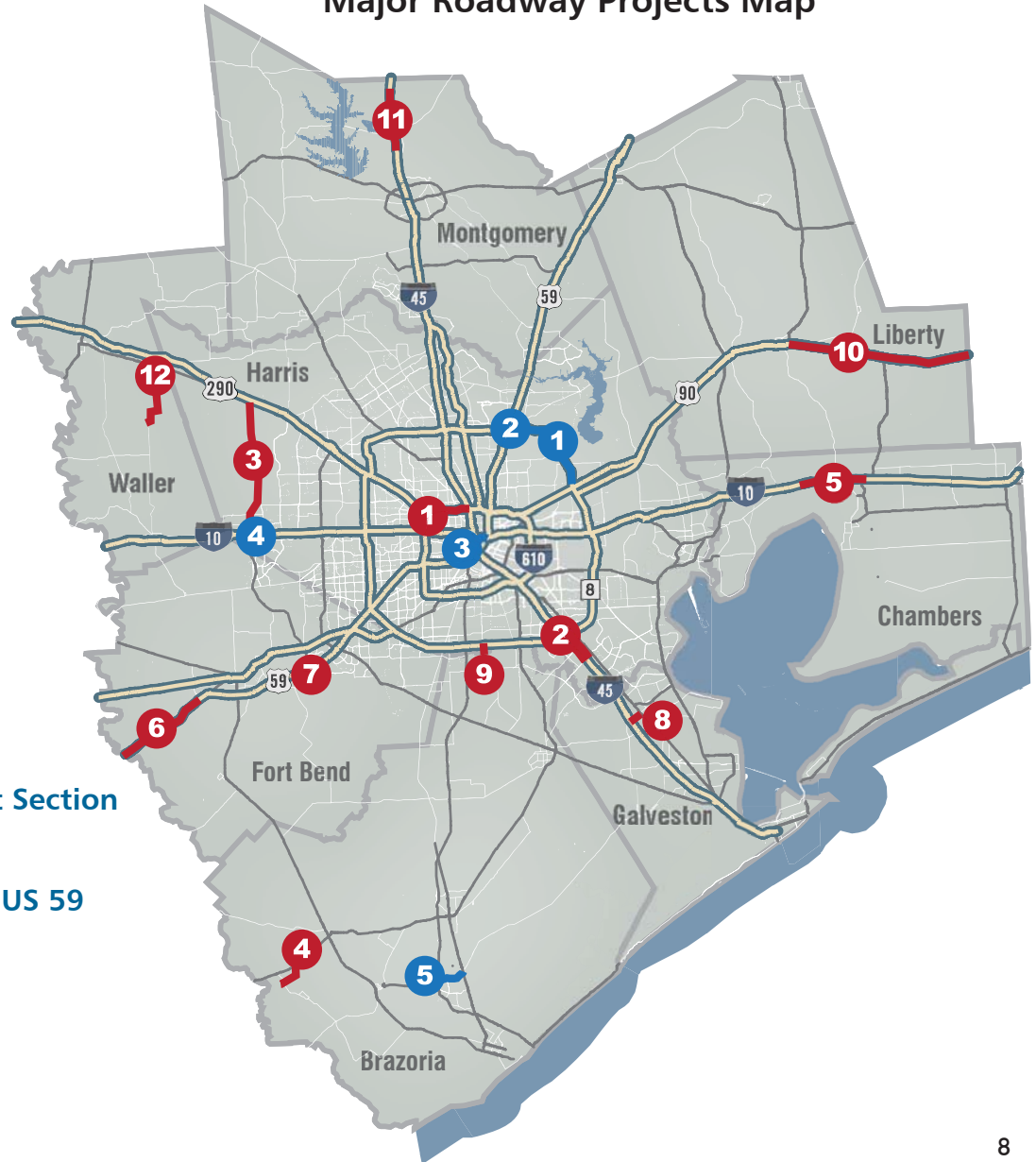
Under Construction

- ① US 290 at IH 610
- ② IH 45 S Widening to 10 Main Lanes
- ③ SH 99
- ④ FM 524
- ⑤ IH 10
- ⑥ US 59
- ⑦ SH 99
- ⑧ FM 646
- ⑨ FM 865
- ⑩ US 90
- ⑪ IH 45
- ⑫ FM 362

Complete

- ① BW 8 – Sam Houston Tollway – East Section
- ② BW 8 at US 59 N
- ③ IH 10 – White Oak Bayou Bridge to US 59
- ④ IH 10 at SH 99
- ⑤ FM 2004 – SH 288 to BS 288

Major Roadway Projects Map



Now Open For Traffic

Harris County

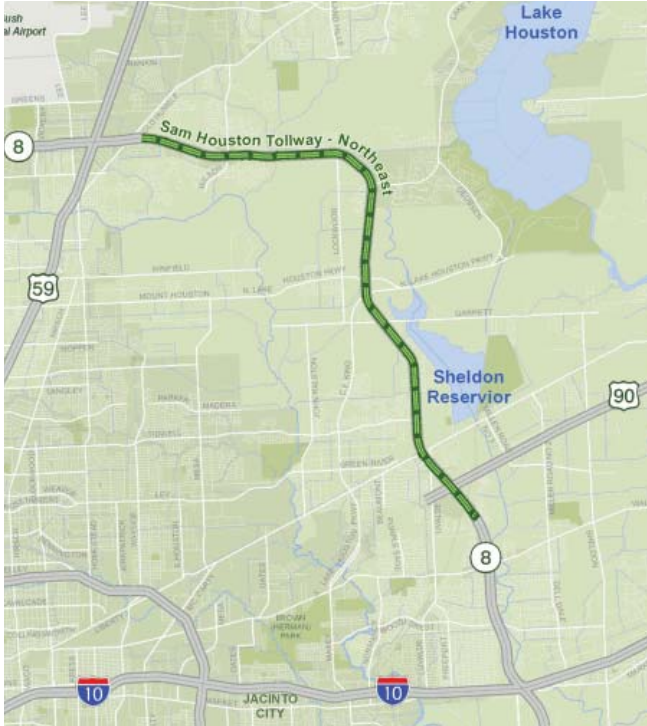
1 **BW 8 – Sam Houston Tollway – East Section: \$550 million**

On February 26, 2011, the 13-mile Sam Houston Tollway Northeast section between US 59 and US 90, opened with all-electronic tolling. All-electronic tolling means there are no toll booths, and no cash payment is accepted. It's EZ TAG only to enjoy a smoother, safer traffic flow as you bypass 10 traffic lights in either direction. At the same time, traffic on the adjacent free frontage roads will be less congested.

The opening of the Northeast section completed the circle nearly 23 years after the first section of this toll road opened. The completion of the Sam Houston Tollway finishes a process that began more than 50 years ago. The idea of an outer loop highway system that would encircle the city at an average distance of about 12 miles from downtown Houston and connect to the radial freeways dates back to 1953. The Sam Houston Tollway spans 70 miles.

The 13-mile Sam Houston Tollway Northeast project stretches from Old Humble Road near George Bush Intercontinental Airport to just south of US 90A. The toll road consists of three lanes in each direction and will be flanked on each side by free frontage roads.

The roadway is expected to serve a growing population of residential and business development in the region. The project is also expected to reduce congestion on the region's freeway system, especially IH 10, Loop 610, and US 59. Designers expect the new segment will be used by motorists to bypass the central part of Houston.



2 BW 8 at US 59 N: \$56 million

The direct connectors from BW 8 to US 59 are a vital component to the Sam Houston toll road system that the Harris County Toll Road Authority (HCTRA) completed in the northeast portion of the region. This will serve approximately 2.5 million residents in northern Harris and southern Montgomery counties. The toll road system and direct connectors will safely facilitate goods movement to and from the Port of Houston. The project was completed in October 2011.

3 IH 10 – White Oak Bayou Bridge to US 59: \$27 million

This section of IH 10 is located in between IH 45 and US 59, north of downtown Houston. The project reconstructed and rehabilitated the last remaining segment inside IH 610. It was completed in May 2011.

4 IH 10 at SH 99: \$41 million

This project improves mobility in the Katy-area by constructing two ramps that connect IH 10 to SH 99.

Brazoria County

5 FM 2004 – SH 288 to BS 288: \$11 million

Expansion of FM 2004 from Highway 288 to Highway 288B in Lake Jackson and Richwood began in October 2009 and was completed in October 2011. The expansion increases the number of lanes to four and includes an overpass over Old Angleton Road and the railroad.



BW 8 at US 59 N

American Recovery and Reinvestment Act Projects

The State received \$2.25 billion from the American Recovery and Reinvestment Act (ARRA) allocation for Surface Transportation Program projects. The Houston region received \$489 million for maintenance and rehabilitation as well as mobility projects.

Transit Projects

METRO

Light-rail Expansion

On November 28, 2011, The Federal Transit Administration and METRO signed two Full Funding Grant Agreements (FFGA) totaling \$900 million. The federal funds will be used to support construction of the North (Red) extension and the Southeast (Purple) Line. Under the agreements, each line is expected to receive \$450 million in federal grants.

More than 30 percent of commuters heading to the downtown area and the Texas Medical Center ride the light-rail. The rail expansion approved by Houston voters in 2003 includes the North (Red) Line and extends the current Main Street Line starting at University of Houston Downtown to the Northline Transit Center, Houston Community College and Northline Commons Mall. The Southeast (Purple) Line connects downtown with local universities including Texas Southern University and the University of Houston central campus. The two federally-funded lines and a third locally-funded East End (Green) Line are all expected to be completed by 2014.

The grant was signed at a ground-breaking ceremony attended by U.S. Senator Kay Bailey Hutchinson, U.S. Congresswoman Sheila Jackson Lee and Congressmen Gene Green and Al Green.





The North Line and the Southeast Lines (pictured here) received grant funding. Regional transit programs made great strides and improvements throughout 2011, including the signing of the first federal grant agreements for light-rail projects.



Bus Services

Bus services throughout the region will also benefit from federal grants. In October, the Federal Transit Authority awarded \$929 million across the country to bus services. Of that, \$11.5 million was given to the Metropolitan Transit Authority of Harris County.

Those funds were divided among three different projects. \$3.2 million was dedicated toward funding a system that tracks the conditions of the agency's bus fleet, equipment and facilities. Eight million dollars were set aside to finish renovations, and \$250,000 was directed for a METRO study on a possible shuttle in Houston's East End.



The Cypress Park and Ride

Park and Ride

Several park and ride programs also were strengthened this year. Metro Transit Authority purchased a 15 acre lot near Texas 288 and FM 518. This site will serve as the start of the Pearland Park and Ride program scheduled to be completed by 2013.

The expansion of the Sterling Park Ridge Park and Ride was completed in August. The lot grew from 200 spaces to 1,200 spaces. The lot provides commuter bus services from The Woodlands to the Texas Medical Center, downtown Houston, and Greenway Plaza.

Increased ridership

Throughout 2011, METRO saw that efforts and improvements were paying off. Overall ridership increased by 5.7 percent from November 2010 to November 2011. After 15 months of service, the Pasadena La Porte Corridor bus service reported an average 1,500 passengers a month, helping contribute to its goal of providing a safe alternative form of transportation. METRO officials attributed the increase in ridership to a more stable economy and ongoing fine-tuning of the METRO system.

Other Transit Providers

Fort Bend Transit

Fort Bend Transit began in 2005 with two vehicles. By 2011, 36 vehicles were running at peak service seven days a week. In 2011, an RFP was issued to hire a new bus contractor. First Transit, Inc. was awarded the contract and will provide bus service.

Also of note in 2011, the popular Galleria Route was split into two routes: one running down Post Oak and the other down Yorktown to reduce ride time. Construction began on a new Park and Ride bus terminal at the Fort Bend County Fairgrounds. In addition, planning activities are in progress on three additional Park and Rides:

- Westpark Corridor/Mason Road: Environmental/Site Selection
- US 90A Corridor: Site Selection
- Fort Bend Tollway Corridor: Advance Planning /Environmental with METRO near SH 6

Eleven Commuter Buses/Replacement Vehicles for Demand-Response were purchased with ARRA funding.

For more information, visit www.co.fort-bend.tx.us.



Harris County Transit

Baytown transit service began in July 2008 and exceeded 100,000 boardings in May 2011. If current trends continue, the service will exceed 200,000 boardings in 2012 and 300,00 in 2013.

The City of Baytown completed the installation of 30 bus passenger shelters in 2011 along high boarding locations within the bus routes. These shelters have contributed greatly to the increased ridership for that system.



Brazos Transit District

The Sterling Ridge Park and Ride Expansion began construction on May 3, 2010. 250 parking spaces grew to 1,250, plus a permanent building, will greatly increase ridership.

Also completed was the Plato Pappas Marina for The Woodlands Waterway Cruisers, providing the perfect way to explore all the amenities that the Waterway has to offer. Along both sides of the corridor are businesses, restaurants, office buildings, hotels and urban residential.



A new Parking Garage in Bryan, Texas was completed housing 1000 vehicles plus retail space and bus terminal. A new Bus Maintenance facility was also completed in 2011.



Plans and Studies

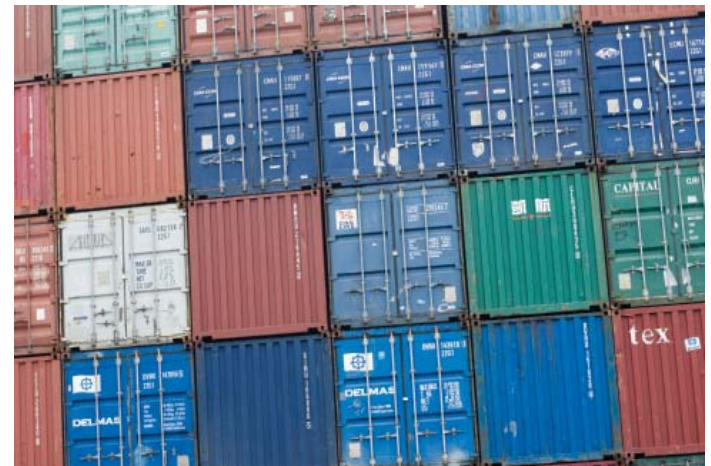
Regional Goods Movement Plan

H-GAC has been conducting a Regional Goods Movement Study since early 2010. This study involves the comprehensive evaluation of the movement of freight from trucks, railroads, and ships. The study results will be used to develop recommended projects for the Regional Transportation Plan and Transportation Improvement Program, enhancing the safe and efficient goods movement. The purpose of the study is to enhance freight mobility and economic competitiveness, while mitigating the negative community impacts of goods movement and focusing on the continued safety of our community.

Several public meetings were held in 2011. Some focused on freight intensive communities like Pasadena and Texas City and included a panel of private sector freight stakeholders and community leaders. An appearance was made by America's Road Team and the "Share the Road" Program sponsored by the American Trucking Association. Other public meetings focused on opportunities for the public to comment on the study recommendations.

The Regional Goods Movement Study key next steps include identifying essential elements of the region's freight transportation system, assessing existing and future conditions, and developing recommendations.

For more information, please visit www.h-gac.com/transportation.



Pedestrian-Bicycle Planning

Special Districts Studies

City of Houston's Clear Lake Pedestrian and Bicyclist Special District Study: Completed September 2011

The Clear Lake Special District study area includes approximately 10 square miles in the southeast portion of the City of Houston. A small portion of the study area is also within the City of Webster. The limits include a diverse set of land uses and activity centers such as residential areas, major job centers, commercial areas, educational facilities, and green spaces. The study identifies goals such as safety, choice, connectivity, and opportunities for all. The study resulted in 17 prioritized pedestrian/bicycle projects including cost estimates.



City of Houston's Fifth Ward Pedestrian and Bicyclist Special District Study: Completed September 2011

This study focused on a portion of the Fifth Ward and its connections to Downtown and included several schools, a City of Houston Multi-Service Center and three Houston Housing Authority communities. The main focus of the study was to improve the safety of pedestrians and bicyclists, to provide greater connectivity within the study area and to reinforce the linkages to Downtown and other destinations, such as Buffalo Bayou. The study resulted in 20 prioritized pedestrian/bicycle projects including cost estimates.

Regional Pedestrian and Bicycle Plan

H-GAC has made progress toward the development of a Regional Pedestrian and Bicycle Plan. This Plan will include a Regional Bikeway Network that will identify a system of preferred corridors for bikeway development throughout the eight-county H-GAC Transportation Management Area (TMA). The Plan will also discuss pedestrian and bicycle efforts such as the Livable Centers Initiative, the Special District Studies and other related efforts that aim to identify and prioritize pedestrian and bicycle projects. Completion of this plan is expected in 2012.

Buffalo Bayou Trail – Let August 2011: \$6 million

This project calls for the construction of a 2.2 mile bicycle trail along Buffalo Bayou from Shepherd Drive to Sabine Street. The trail is parallel to Memorial Drive and Allen Parkway. This a very active area for local residents to walk, run, and cycle, and is adjacent to Spotts Park and the historic Glenwood Cemetery. This bikeway project will feature 10-foot wide asphalt and concrete trails, new bicyclist and pedestrian bridges along the trail and a new structure attached to the piers that support the Shepherd overpass, vastly improving access across Buffalo Bayou. The new trail will also connect to the newly constructed bicyclist and pedestrian bridge across both Memorial Drive and Buffalo Bayou. For more information, visit www.houstonbikeways.org.

Brays Bayou Trail – Let July 2010: \$7 million

This project calls for the construction of four new pedestrian/bicycle bridges across Brays Bayou at Atwell Drive, Bob White Drive, Dixie Drive and Tierwester. In order to accommodate the wider channel, the City of Houston Bikeway Program is reconstructing two bicyclist and pedestrian bridges at Bob White near Fondren Middle School and at Atwell near the Jewish Community Center. The City of Houston Bikeway Program is also constructing two new bicyclist and pedestrian bridges, one at Dixie Drive to connect to Hermann Park via a new tunnel underneath MacGregor Drive, and another new bridge at Tierwester connecting the existing bike route across the bayou to provide enhanced access to the main campus of the University of Houston. For more information, visit www.houstonbikeways.org.



Pedestrian-Bicyclist Counting and Demand Estimation Study

H-GAC is working with the Texas Transportation Institute (TTI) to conduct a study that will develop and implement a methodology for pedestrian and bicycle monitoring. The analysis will focus on determining the likely mode shift to pedestrian or bicycle travel to more accurately predict the travel demand and air quality benefits associated with investments in pedestrian/bicyclist infrastructure. H-GAC conducted outreach to local governments in the region to update its data on existing and proposed bikeways. In addition, H-GAC amended its GIS database to reflect revised projects in the 2011-2014 TIP. The updated data was incorporated into H-GAC's Regional Bikeway Viewer and can be seen at webgis2.h-gac.com/bikewaysflex.

H-GAC created a brochure titled, "Pedestrian Pathways: A Planning Guide for the Houston-Galveston Region." This brochure was published for distribution to local governments and H-GAC affiliates in early 2012. This brochure provides information for planning, designing and implementation of pedestrian facilities.



METRO

METRO's Bikes on Buses program has shown continued growth each year with more than 119,000 bicycle boardings in FY 2011. This represents a 38 percent increase in participation since 2010. As of September 2011, there have been more than 295,500 boardings since the program's inception in May 2007.

The Updated Regionally Coordinated Transportation Plan

The Updated Regionally Coordinated Transportation Plan (RCTP) is a comprehensive multi-agency effort to better coordinate the public transportation services in our region. It is part of a statewide planning process that includes the Councils of Governments in Texas. The Plan ensures that all agencies responsible for planning and providing public transportation are working together to make services more efficient and convenient for customers.

The Plan addresses potential partnerships with stakeholders such as transportation providers, local governments, public agencies, and others to achieve the following objectives:

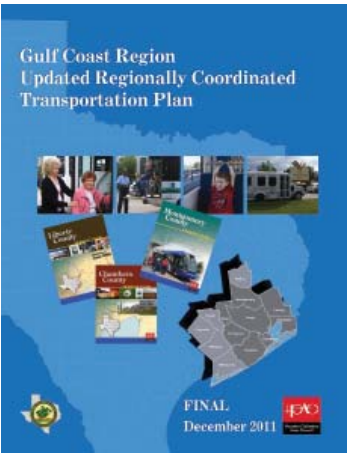
- Improve the delivery of public transportation services
- Generate efficiencies in operations that can lead to increased levels of service
- Encourage cooperation and coordination among agencies
- Improve customer service for the end users of the coordinated system

Areas of opportunity for future access:

- Medical Transportation Program
- Commuter Van Pools
- Access and Mobility
 - Outside METRO service area
 - Pockets inside METRO service area
 - Seamless fare policy
- Resource sharing, training
- Elderly, disabled, low/no income, choice riders

Summary of Transit Vehicles Purchased in the 13-County Region		
Year	Units	Total Value
2007	10	\$604,546
2008	7	\$588,258
2009	379	\$46,291,525
2010	111	\$12,649,520

The next step in the Plan is to prioritize projects for regional coordination. For more information, visit www.ridethegulfcoast.com.



Programs

JARC – New Freedom Funds

In conjunction with the Metropolitan Transit Authority of Harris County, H-GAC in 2011 conducted a Call for Projects for Job Access/ Reverse Commute (JARC) and New Freedom grant programs. These programs helped expand transportation services in the Houston Urbanized Area for low-income or disabled residents and commuters traveling to work outside the Central Business District. Some programs that received grant money include:



- Family Services Ways to Work was awarded \$412,851 from JARC. The program assists hard-working parents who have imperfect or no credit history by providing them with car loans. Clients who complete the program are more likely to maintain or improve their employment, earn higher wages, improve their credit, access better child care, and save money for the future.
- Harris County Rides received \$1,246,275 through a New Freedom grant. This award-winning program offers two levels of service, both open to people who cannot access public transportation. The Shared Ride program allows passengers who make reservations to share rides to various destinations. The Taxi Service allows riders to reach their destination the same day as their request.
- The Gulf Coast Center's Connect Transportation initiative received grants from both programs totaling \$222,900. This cab voucher program provides people with disabilities transportation to medical appointments and other destinations. The program is available in portions of southern Harris County, northern Brazoria county and northern Galveston County.

The 2012-2015 Open Call for Projects for the JARC and New Freedom grant programs is ongoing with two review cycles planned for each year during the spring and fall, as long as funding is available.

Livable Centers

The goal of H-GAC's Livable Centers Program is to help create walkable, mixed-use places that provide multi-modal transportation options, improve environmental quality, and promote economic development. Livable Centers are gaining momentum throughout the Houston-Galveston region with study and implementation projects underway.

The purpose of the Livable Centers Planning Studies is to facilitate the implementation of Livable Centers projects. Project outcomes may include proposed future land uses, transportation facilities, street design, and pedestrian improvements and parking plans. Studies also include a fiscal feasibility analysis and a proposed implementation plan. Implementation projects create safe environments for walking, bicycling and transit use in hopes of making them more popular transportation choices.



Newly Completed Livable Centers Studies: Energy Corridor

The Energy Corridor study examines how to create a walkable, mixed-use, transit supportive environment in the area surrounding the Addicks Park and Ride lot. The study creates a vision for ways the area can improve accessibility for all modes across IH 10, improve linkages for pedestrians and bicyclists to green space and create a center and identity for this growing part of the region.

Downtown/East Downtown Houston

The Downtown/East Downtown study focuses on an area of Downtown Houston that is home to major public venues, including sporting, convention, and park facilities. The study identifies a range of solutions to enhance connectivity for all modes including an emphasis on improving connectivity for pedestrians and bicyclists within the study area and the surrounding communities. The study also examines how to provide housing options close to downtown jobs for a diverse range of incomes and households.



Near Northwest Management District

The Near Northwest Management District study provides recommendations for transforming the Antoine corridor within the City of Houston into a vibrant mixed-use district. The study identifies specific improvements to increase linkages to green space, improve connectivity for pedestrians and bicyclists, and create destinations within the district. The study benefitted from synergy with the Urban Land Institute Rose Fellowship, awarded to the City of Houston, which also focused on the Antoine corridor.



In addition, Livable Centers studies are underway in the following communities:

- Galveston
- Harris County – Airline Improvement District
- Hempstead
- Independence Heights-Northline
- League City
- NASA Area Management District – Nassau Bay
- Washington Avenue Corridor

For more information, visit www.h-gac.com/livablecenters.

Drayage Loan Program

The H-GAC Drayage Loan Program is a low-interest loan program that enables eligible truck owners to finance the purchase of newer, cleaner and more environmentally-friendly trucks. This innovative program establishes a revolving loan fund that enables a borrower to obtain a “bridge loan.” The loan may be equal to the difference between the actual cost of a newer model qualified truck and the incentive grant that truck owners apply for through TCEQ’s Texas Emissions Reduction Plan (TERP). In cases where an applicant wishes to only apply for the Drayage Loan, stand-alone loans are considered.

About the H-GAC Drayage Loan Program

The H-GAC Drayage Loan Program can provide an independent owner operator and/or trucking companies servicing the ports in the H-GAC region the opportunity to apply for financing toward a cleaner, safer, and more fuel efficient drayage truck. Eligible applicants may qualify for a loan toward the purchase of a low mileage 2008 engine (less than 400,000 miles) or newer under the condition that the owner destroys the engine and chassis of the old truck. This permanent action guarantees that the emission reductions are achieved.



Drayage Loan Amounts

Qualifying applicants may receive loans between \$5,000 and \$100,000 to cover the difference between the cost of the vehicle and incentive grant.

	2010	2011	Total
Total Number of Trucks	5	48	53
Total Amount Disbursed	\$110,660	\$2,646,323	\$2,756,983

Over the life of the program, the following emission reductions are anticipated:

- 1,638 tons of nitrogen oxide
- 26.7 tons of particulate matter
- 27.4 tons of volatile organic compounds
- 239 tons of carbon monoxide
- 3,636 tons carbon dioxide

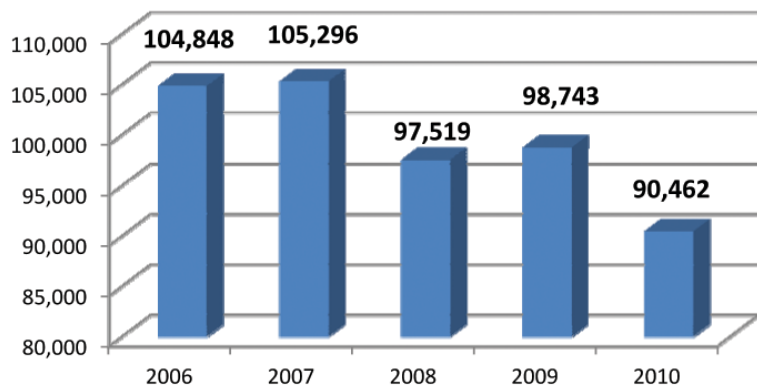
For updates or more information about the H-GAC Drayage Loan Program, visit www.h-gac.com/taq/airquality.

Safety

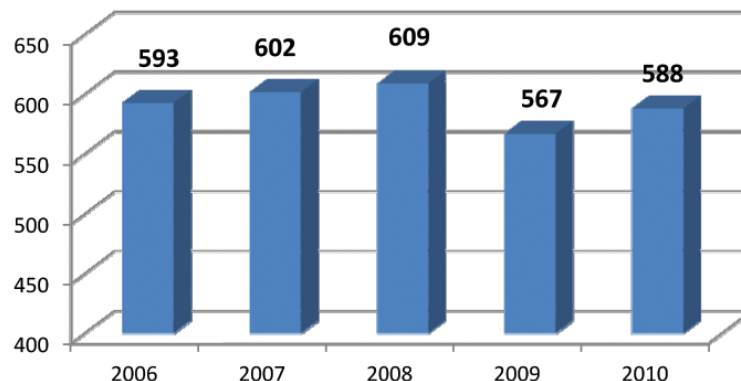
According to the most recent data available, serious motor vehicle crashes (defined as involving an injury, fatality or at least \$1,000 in damage) continued its downward trend, dropping by 8.4 percent from 98,743 in 2009 to 90,462 in 2010. This represents nearly a 25 percent decline since 2003. However, despite this trend, fatalities increased 2.2 percent from 567 in 2009 to 588 in 2010, and serious injuries increased 3.7 percent from 15,760 in 2009 to 16,104 in 2010.

With the exception of single vehicle crashes, which experienced a 15.5 percent increase, the decline in serious crashes was seen throughout the major areas of interest. Young driver crashes, which are disproportionate compared to their population, dropped 13.7 percent from 15,424 in 2009 to 13,308 in 2010. Large vehicle crashes, which include semi-trailers and construction equipment, experienced a 28.3 percent decline since 2009 and a 44.4 percent drop since 2007. Vulnerable road users, such as pedestrians, bicyclists and motorcyclists, who had been experiencing an increase in crashes, saw significant declines of 20 percent, 22.3 percent and 14.1 percent, respectively.

Total Regional Crashes

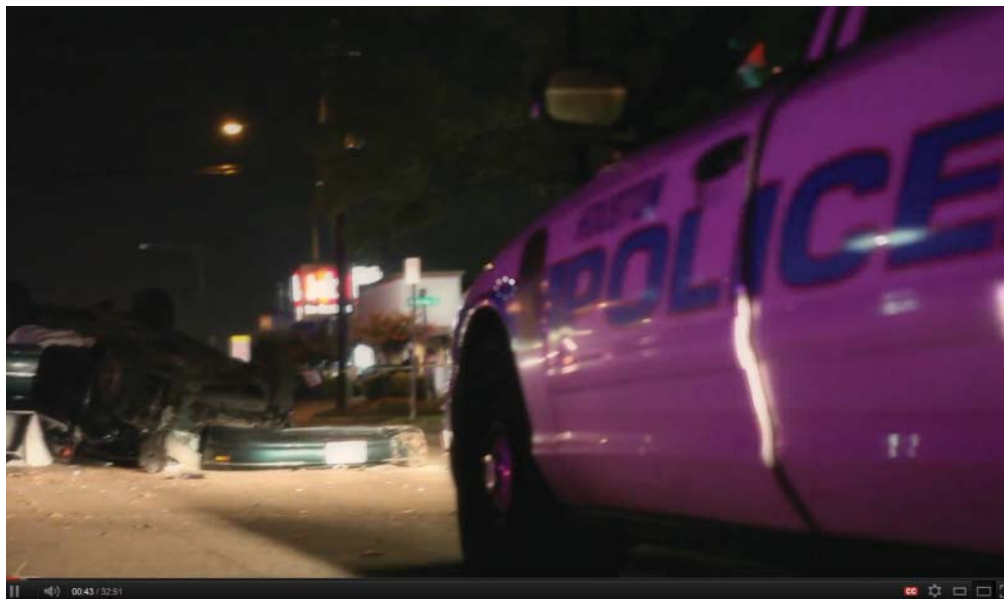


Regional Motor Vehicle Fatalities



H-GAC has continued to support traffic safety efforts in the region through several regional initiatives:

- ***Chronicles of a Teen Killer*** – H-GAC, in conjunction with the Houston Police Department and Texas Pictures, produced a documentary geared toward teenagers about the dangers and consequences of Driving While Intoxicated (DWI). The documentary had considerable input and direction by the teenagers in the film to help ensure that their peers were able to relate to the message. *Chronicles* can be found on YouTube and is available on DVD free upon request.



- ***Partnership with Texas Children's Hospital*** – H-GAC entered into a partnership with Texas Children's Hospital and its Safe Kids Coalition to help promote bicycle and child passenger safety. Through this partnership, economically-disadvantaged children who received new bicycles from the Elves and More program also received safety helmets and bicycle safety training. In addition, child passenger safety materials were developed and provided to regional pediatricians to promote the use of appropriate child restraint systems and booster seats.
- ***Expansion of the Teens in the Driver Seat Program*** – H-GAC also entered into a partnership with the Texas Transportation Institute's Teens in the Driver Seat (TDS) program, a peer-to-peer approach to promoting teen driver safety. Noting the challenges of "authoritative adult-types" in communicating the message, the TDS program allows for students to best craft and deliver their message to their fellow students in a way that will be appreciated by their peers. This partnership allowed for the expansion of the program to 40 high schools and several middle school programs in the region.

The Houston-Galveston Area Council (H-GAC) is a voluntary association of local governments and local elected officials in the 13-county Gulf Coast Planning Region. The Gulf Coast Planning Region consists of Austin, Brazoria, Chambers, Colorado, Fort Bend, Galveston, Harris, Liberty, Matagorda, Montgomery, Walker, Waller, and Wharton counties. Organized in 1966, H-GAC provides a forum for the discussion of area-wide concerns, promoting regional cooperation through comprehensive planning and services to local governments.

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