

**Regional Transit Coordination (RTC)
Subcommittee Meeting
Houston-Galveston Area Council
Online Meeting/Conference Call
Thursday July 9, 2020
9:30-11:00 AM**

Agenda

1. Introductions and Certification of Quorum (8) – Vernon Chambers, Harris County Transit, Chair
 - Recognition of New Subcommittee Members
2. Public Comments
3. Action Items:
 - 3.1 Adoption of Agenda
 - 3.2 Approval of RTC Subcommittee Meeting Summary of April 9, 2020
 - 3.3 Election of Subcommittee Officers
4. Information Items: (15 minutes or less each)
 - 4.1 Review of Subcommittee Purpose and Duties – Jamila Owens, H-GAC
 - 4.2 Performance Measures (Asset Management and Public Transportation Safety Plans) – Alan Rodenstein, H-GAC
 - 4.3 Coronavirus Aid, Relief and Economic Security (CARES) Act Update – Alan Rodenstein, H-GAC
 - 4.4 Results to Date of Survey of Coronavirus Effects on Regional Transit Providers – Thomas Gray, H-GAC
 - 4.5 Proposed Revisions to Transportation Development Credits – Adam Beckom, H-GAC
 - 4.6 TIP Subcommittee Project Prioritization Workgroup – Adam Beckom, H-GAC
 - 4.7 Regionally Coordinated Transportation Plan (RCTP) Update – Alan Rodenstein, H-GAC
 - 4.8 METRO Regional Fare System Update – Thomas Gray, H-GAC
5. Agency Reports (5 minutes or less each)

Next RTC Subcommittee Quarterly Meeting: October 8, 2020

REGIONAL TRANSIT COORDINATION SUBCOMMITTEE

MEETING SUMMARY

Thursday, April 9, 2020 – 9:30am – 11:00am
Houston-Galveston Area Council
Virtual Meeting

MEMBERS PRESENT

Vernon Chambers – Harris County Transit (Chair)
Sharon Moses – City of Houston
Valerie Marvin – City of Pearland
Kenneth Brown – METRO
Perri D'Armond – Fort Bend County Transit
Ruthanne Haut – The Woodlands Township
Claudia Wicks – Colorado Valley Transit

ALTERNATES PRESENT

Jonathan Brooks, LINK Houston
De'Andre Guinn – City of Conroe
Susan Jaworski – METRO

OTHERS PRESENT

Brenda Bustillos – TxDOT
Travis Madison – TxDOT
Darla Walton – TxDOT
Janis Scott – LINK Houston
(Plus other unidentified listeners)

H-GAC STAFF PRESENT

Jamila Owens
Thomas Gray
Alan Rodenstein
Ashley Seals
Patrick Mandapaka
Karen Owen

BRIEFING

Overview

Due to the Coronavirus (COVID-19) pandemic and associated stay-at-home orders, RTCS Members and Alternates met virtually by teleconference. The Coronavirus pandemic was a major topic of the meeting, with information being presented about the Coronavirus Aid, Relief and Economic Security (CARES) Act as well as a survey of transit providers currently being affected. Several agencies also reported on ridership and service changes brought about by the pandemic. Updates on the TxDOT ConnectSmart platform, the Mobility Links Interactive Database, the Asset Management and Public Transportation Safety Plan, the 2022-2026 Regional Coordinated Transportation Plan Update, the Regional Fare System, and Ozone Action were also provided.

PUBLIC COMMENT

ITEM 2. – There were no public comments presented to the Subcommittee.

ACTION ITEMS

ITEM 3A. – Adoption of Agenda

Ms. Vernon Chambers, Chair, Harris County Transit, requested a motion to adopt the agenda.
Action Item Motion: moved by Jonathan Brooks, seconded by Sharon Moses. Action Item Approved.

ITEM 3B. – Approval of Meeting Summary

Ms. Chambers requested a motion to approve the summary of the January 9, 2020 Subcommittee meeting.
Action Item Motion: moved by Valerie Marvin, seconded by Jonathan Brooks. Action Item Approved.

INFORMATION ITEMS

ITEM 4.1 – ConnectSmart Update – Brenda Bustillos, Texas Department Transportation

Ms. Brenda Bustillos, Texas Department of Transportation, presented the ConnectSmart platform and its rollout schedule. She explained that the three goals of the platform are to reduce congestion in the region, provide alternatives to single-Regional Transit Coordination Subcommittee
April 9, 2020

occupant vehicle travel, and introduce travelers to behavior changes. The rollout schedule might be affected due to the Coronavirus pandemic.

Discussion followed the presentation.

ITEM 4.2 – Mobility Links Interactive Database Update – Ashley Seals, H-GAC

Ms. Ashley Seals, of H-GAC's Public Outreach Department, provided an overview of the Mobility Links website, which lists transportation resources in the region. She discussed the marketing campaign and timeline and presented a sample Mobility Links flyer.

Discussion followed the presentation Ms. Chambers noted that Mobility Links is intended to be a resource for everyone, not just persons with disabilities. Ms. Seals said she would amend the material to reflect that fact.

ITEM 4.3 – Coronavirus Aid, Relief and Economic Security (CARES) Act – Alan Rodenstein, H-GAC

Alan Rodenstein, H-GAC, presented information about the Coronavirus Aid, Relief and Economic Security (CARES) Act recently passed by Congress. The CARES Act provides \$25 billion in relief funding for transit agencies as they are affected by the Coronavirus pandemic. Although the bulk of that money is going to five major transit-intensive urban areas (i.e. New York City, etc.), several hundred million dollars are being directed to the H-GAC region, including \$258.6 million for the Houston UZA, \$9.5 million for the Conroe/The Woodlands UZA, \$4.3 million for the Teas City UZA and \$3.3 million for the Lake Jackson/Angleton UZA. The relief funding is for administration, operating and capital expenses, and does not require any local match.

Discussion followed the presentation. Mr. Jonathan Brooks, LINK Transit, asked if the money being allocated was going to be sufficient for the region's needs and stressed the importance of political advocacy to ensure that those needs are met. Ms. Ruthanne Haut, The Woodlands Township, noted that the allocated her UZA is receiving is three times the size of its annual formula funding allocation, but right now there's no way of knowing if it will be enough to sustain service during the pandemic.

ITEM 4.4 – Survey of Coronavirus Effects on Regional Transit Providers – Thomas Gray, H-GAC

Mr. Thomas Gray, H-GAC, explained H-GAC's efforts to document and analyze the current Coronavirus pandemic and its effects on the rein, including it effects on transit providers and passengers. To this end, a short survey has been created for transit providers to answer. The survey is intended to track changes in ridership brought on by the pandemic as well as changes in service and other measures providers have implemented in response. The survey will be sent to providers on a monthly basis over the course of the Coronavirus pandemic.

Discussion followed the presentation. Fort Bend County Transit was acknowledged as being the first agency to respond to the survey.

ITEM 4.5 – Performance Measures (Asset Management and Public Transportation Safety Plan – Alan Rodenstein, H-GAC

Mr. Rodenstein presented information about the Transit Asset Management (TAMS) and Public Transit Agency Safety Program (PTASP), including which agencies needed to report, the reporting information required, and the deadlines to submit that information. All agencies need to set targets and share them with H-GAC no later than July 20th.

Discussion followed the presentation. Mr. Patrick Mandapaka, H-GAC, suggested that staff share with agencies what information was collected previously. Ms. Karen Owens, H-GAC, noted that agencies need to send their adopted TAMS plans (not drafts).

ITEM 4.6 – Regionally Coordinated Transportation Plan (RTCP) Updates – Alan Rodenstein, H-GAC

Mr. Rodenstein presented information about the Gulf Coast Regional Coordinated Transportation Plan (RCTP) 2022-2026 Update. He provided background information, explained that the plan needs to be updated every five years, and the deliverables of the update that are required to be submitted to TxDOT. Mr. Rodenstein listed some achievements of the most recent (2016) RCTP update and outlined the proposed process for the 2022-2026 update. The Plan is expected to mostly be prepared in-house between September 1, 2020 and February 28, 2022.

A grant application for RCTP Update is being prepared and will be submitted to TxDOT tomorrow. Mr. Rodenstein suggested formation of a RCTP steering group comprised of RTC Subcommittee members that could meet quarterly, with progress reports provided to the full Subcommittee on a quarterly basis as well and annual presentations to TAC and TPC.

Discussion followed the presentation. Ms. Chambers encouraged Subcommittee members to participate in the RCTP steering group.

ITEM 4.7 – METRO Regional Fare System Update – Thomas Gray, H-GAC

Mr. Gray provided an update about the Regional Fare project, which currently focuses on METRO and H-GAC coming to agreement on language in the Interlocal Agreement as well as the Memorandum of Understanding. Mr. Gray advised agencies that they would need to sign the final MOU as well, and to be on the lookout for it to arrive.

Discussion followed the presentation. Janis Scott, LINK Houston, asked about a regional mobility app that could be associated with regional fare. Ms. Chambers and Mr. Kenneth Brown, METRO, provided information about the app, including that Fort Bend County Transit and Harris County Transit were both interested.

ITEM 4.8 Ozone Action Update- Jamia Owens, H-GAC

Ms. Jamila Owens, H-GAC, provided an update on the Ozone Action pilot, which would provide a fare discount to encourage transit ridership during months with high ozone levels.. Due to the Coronavirus pandemic, it has been pushed back from May to September. H-GAC would like to investigate all regional transit providers (not just METRO) becoming involved, and will be exploring if the program could serve as a “return to transit” incentive after stay-at-home orders are lifted.

Discussion followed the presentation. Ms. Bustillos noted that TxDOT would like to align the ConnectSmart roll-out with this program.

ITEM 5. Agency Reports

Ms. Chambers invited subcommittee members to briefly give updates on their agency efforts. Updates were provided by several transit providers and agencies. Many updates had to do with how agencies were being affected by, and responding to, the Coronavirus pandemic.

Next RTCS Quarterly Meeting – July 7, 2020 (Tentative) H-GAC, 2nd Floor, Conference Room B/C

Meeting adjourned at 11:05 AM.

Election of Subcommittee Officers

Section E of the Bylaws and Operating Procedures of the Transportation Advisory Committee's Subcommittees (amended 5/13/2020) reads:

Each subcommittee shall elect a Chair and Vice-Chair, each to serve for a term of one year and no more than 2 consecutive years in any single position. Elections shall be held at the first meeting of each calendar year after the appointment of the subcommittee. Preferably, the Chair and Vice-Chair will be members of the TAC. The current Chair shall bring before the subcommittee a slate of officers for consideration. In the event the Chair is unable to serve the entire term of office, the Vice Chair shall succeed to the office of Chair and the new Chair shall appoint a subcommittee member to serve as Vice Chair for the remainder of the term. This appointment shall be subject to approval by the majority of the subcommittee members present at the next called meeting.

As this is the first meeting of the Regional Transit Coordination Subcommittee following its appointment by the TAC, and as the incumbent Chair and Vice-Chair have both served the maximum of two years in their roles as Officers, it is required that the Subcommittee elect both a new Chair and a new Vice-Chair.

Per the Bylaws, the incumbent Chair has brought before Subcommittee the following slate of officers for consideration:

Chair: Perri D'Armond, Fort Bend County Transit
Vice-Chair: Sarah Brown Coulter, The Woodlands Township

The Subcommittee may vote on this slate or make nominations for other members to serve as Officers. In order to be elected, Officer candidates require the approval of the majority of the Subcommittee members present at the meeting.

BYLAWS AND OPERATING PROCEDURES OF THE TRANSPORTATION ADVISORY COMMITTEE'S SUBCOMMITTEES

(Amended, 05/13/20)

The following rules shall govern the procedures and composition of the Subcommittees of the Transportation Advisory Committee (TAC):

A. Purpose

The purpose of the subcommittees of the TAC is to advise the TAC in its development of the Unified Planning Work Program and the Metropolitan Transportation Plan as well as promote coordination of other transportation planning activities. The subcommittees assist with the development of the Transportation Improvement Program (TIP), including the review of and recommendations on candidate projects for the TIP. In addition, subcommittees also review various current and future transportation policies, programs, and projects specific to the topics and goals of each subcommittee.

B. Voting Membership

Each subcommittee shall be comprised of members of the TAC, their representatives or persons nominated to serve who have expertise or interest in transportation planning and related issues.

Membership should reflect the diversity of transportation modes and interests affected by transportation policy decisions to assure transportation planning decisions are considered in their broadest context. Meetings of TAC subcommittees shall be open to public attendance. The voting membership for each subcommittee are defined in the subcommittee descriptions.

Members shall serve at the pleasure of the appointing agency for a term of one (1) year. Membership shall be appointed or confirmed by majority vote of the TAC in attendance at a regularly scheduled meeting with a quorum of TAC members. Engineering, planning, or other consultants, who are for-profit or have financial interest in transportation projects are not eligible to serve as a member due to potential conflict of interest.

C. Alternate Members

Each voting member may have a designated alternate member who may serve at any subcommittee meeting in the voting member's absence. Alternate members must be appointed in the same manner as the voting member. Appointed alternate members will have the voting rights and privileges of members when serving in the absence of the subcommittee voting member.

D. Ex-Officio Members

The Transportation Advisory Committee Chair may appoint such other nonvoting ex-officio representatives as may be appropriate, subject to approval of a majority of the voting

membership. Ex-officio members may include Railroads, Rail Districts, Ports, Transit Agencies, or other agencies as appropriate that are not already included in the voting members.

E. Officers

Each subcommittee shall elect a Chair and Vice-Chair, each to serve for a term of one year and no more than 2 consecutive years in any single position. Elections shall be held at the first meeting of each calendar year after the appointment of the subcommittee. Preferably, the Chair and Vice-Chair will be members of the TAC. The current Chair shall bring before the subcommittee a slate of officers for consideration. In the event the Chair is unable to serve the entire term of office, the Vice Chair shall succeed to the office of Chair and the new Chair shall appoint a subcommittee member to serve as Vice Chair for the remainder of the term. This appointment shall be subject to approval by the majority of the subcommittee members present at the next called meeting.

F. Vacancies

Each member shall be eligible to serve during the term as long as the member occupies the position held at the time of his or her appointment to the subcommittee. In the event that a voting member becomes ineligible or unable to serve, a new member must be appointed in the same manner as the previous voting member.

G. Quorum

Fifty percent of the total committee voting membership shall constitute a quorum for the transaction of business at all meetings.

H. Meetings

Robert’s Rules of Order shall govern all meetings. Each subcommittee shall meet at least quarterly or more frequently as need arises. Notice of each meeting shall be provided to each member at least one week prior to the meeting. Opportunities for public comments shall be provided subject to the guidelines of the Transportation Advisory Committee.

I. Minutes

Minutes of all meetings shall be kept and recorded by H-GAC staff furnished to the Subcommittee for this purpose.

J. Administrative Support

H-GAC as the designated MPO, shall provide administrative support to the TAC subcommittees.

SUBCOMMITTEES OF THE TRANSPORTATION ADVISORY COMMITTEE (TAC)
DESCRIPTIONS AND MEMBERSHIP

(Amended, 05/13/20)

TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)
SUBCOMMITTEE

Purpose

The Transportation Systems Management and Operations Subcommittee will provide guidance on the development of Regional ITS architecture and a Regional Automated and Connected Vehicle Strategy.

Meeting Schedule

Meetings will be held quarterly.

Membership

The OTF Subcommittee membership are nominated and appointed by the TAC and are representatives of the various stakeholders involved with Intelligent Transportation Systems (ITS). This shall include technically qualified professionals; local, county and state agency engineers and planners; as well as members of the TAC knowledgeable in ITS standards. A maximum of seventeen (17) voting members shall comprise the Subcommittee.

Table 1: Membership of the TSMO Subcommittee

Category or Organization	Agency Represented	Number
Local Governments	Cities and/or Counties, and other transportation management agencies	11
Transit Agency	Transit Agencies	2
Ports	Ports	2
State Government	TxDOT (Houston & Beaumont Districts)	2
Total Members		17

Staff Contact

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PEDESTRIAN-BICYCLIST SUBCOMMITTEE

Purpose

The Pedestrian-Bicyclist Subcommittee's purpose is to accomplishing the following tasks: review and approve the Active Transportation Plan, guide and review the FHWA Connectivity Measures Pilot, guide the Regional Safety Campaign, guide reinvigoration of counter program, guide the creation of and review the ATP Toolbox, and develop naming conventions for sidewalk layer.

Meeting Schedule

Meetings are held quarterly, or more frequently as needed.

Membership

Committee members are stakeholders involved with pedestrian and bicyclist issues. This shall include advocacy, safety, user groups, local, county representatives of economic development, developers or management districts, state agencies, engineers, land use planners, community organizations, and interested citizens. A maximum of twenty-two (22) voting members shall comprise the Subcommittee, which shall include any TAC representative.

Table 2: Current Membership of the Pedestrian-Bicyclist Subcommittee

Category / Organization	Appointing Agency
Local Governments	Cities and/or Counties
Transit	Transit Authorities / Agencies
State Government	TxDOT (Houston & Beaumont Districts)
Management Districts	Management Districts
Citizen Advocates	Advocacy / Activity Groups
Non-Profit	H-GAC
Total Members	22

Staff Contact

Jamila Owens

Manager

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REGIONAL TRANSPORTATION PLAN (RTP) SUBCOMMITTEE

Purpose

The Regional Transportation Plan (RTP) Subcommittee's purpose is to:

The purpose of the RTP Subcommittee is to:

- Provide guidance to TAC in the development of the RTP; and sub-regional plans
- Review and revise the performance measures and targets and outcomes used to measure the ability of potential projects/activities to support the vision, goals, objectives strategies of the RTP;
- Provide recommendations to TAC on fundamental planning assumptions, data and methodologies used in development of the RTP;
- Provide guidance on the development of a Congestion Management Plan; and
- Provide guidance for major amendments to the RTP.

Meeting Schedule

Meetings held quarterly or more frequently as needed.

Membership

The RTP Subcommittee shall be comprised of members of the Transportation Advisory Committee (TAC) or their representatives who have expertise or interest in developing transportation and land use plans. A maximum of twenty-three (23) voting members shall comprise the Subcommittee.

Table 3: Membership of the RTP Subcommittee

Category or Organization	Appointing Agency	Number
Local Governments	Cities and/or Counties	9
State Government	TxDOT (Houston & Beaumont Districts)	2
Transit Agency	Transit Agencies	3
Environmental	TAC	1
Planning	TAC	1
Citizen	TAC	1
Business	TAC	1
Ports	TAC	2
Active Transportation	TAC	1
Toll Roads	TAC	1
Airports	TAC	1
Total Members		23

Staff Contact

Mike Burns

Principal Planner

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SUBCOMMITTEE

Purpose

The Transportation Improvement Program (TIP) Subcommittee's purpose is

- Provide guidance to TAC in the development of the 10-Year Plan, and the Transportation Improvement Program;
- Define strategies to link the RTP, the 10 Year Plan investment plan, and the TIP;
- Recommend strategies to create a predictable project development and delivery pipeline; and
- Provide guidance for major amendments to the 10 Year Plan/TIP.
- Review and tracking of the progress on performance measures and targets

Meeting Schedule

Meetings held monthly; Additional special meetings are called, as needed to address specific task items.

Membership

The TIP Subcommittee is composed of Transportation Advisory Committee members with project implementation experience who are appointed by the TAC. However, all members of the TAC, primary and alternate, may participate. A maximum of twenty-two (22) voting members shall comprise the Subcommittee.

- TIP Subcommittee members must be members of the TAC;
- Only official members of each subcommittee may vote during subcommittee meetings;

Table 4: Membership of the TIP Subcommittee

Category or Organization	Agency Represented	Number
Local Governments	Cities or Counties	13
State Government	TxDOT (Houston & Beaumont Districts)	2
Transit Interests	Transit Agency	3
Ports	TAC	2
Active Transportation	TAC	1
Planning	TAC	1
Total Members		22

Staff Contact

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TRANSPORTATION AIR QUALITY SUBCOMMITTEE

Purpose

The Transportation Air Quality Subcommittee's purpose is to assist H-GAC staff in the:

- Identification and analysis of the most cost-effective on-road transportation emission reduction measures;
- Development of a list of committed Transportation Control Measures to be implemented by the deadline outlined in updated NAAQS for the next SIP;
- Development of a list of new or expanded on-road transportation VMEPs that must be accomplished in a strictly voluntary manner;
- Expansion of existing TDM programs and projects and the development of new programs for TIP consideration;
- Monitor implementation of those TDM projects or programs that are consistent with and meet or exceed the Clean Vehicle and Commute Solutions Cost-Benefit Analysis.
- Provide guidance to programs funded through CMAQ funds such as Clean Vehicles program.

Meeting Schedule

Meetings will be held quarterly or until SIP revisions are complete and approved by EPA.

Membership

The Transportation Air Quality Subcommittee will be comprised of representatives of the Regional Air Quality Planning Committee (RAQPC), local government, transit providers, private sector, and environmental, public interest or TDM professionals.

Table 5: Membership of the Transportation Air Quality Subcommittee

Category or Organization	Appointing Agency	Number
Local Governments	Cities and/or Counties	5
State Government	TxDOT (Houston & Beaumont Districts)	2
TCEQ	TCEQ	1
Transit Agency	Transit Agencies	2
Environmental/Public Interests/TDM Professionals	H-GAC	3
Private	TAC	3
H-GAC	TAC	2
Ports	TAC	1
Total Members		19

Staff Contact

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Program Manager

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REGIONAL TRANSIT COORDINATION SUBCOMMITTEE (RTCS)

Purpose

The Regional Transit Coordination Subcommittee's purpose is to:

- Provide guidance related to the implementation of regional transit coordination pilot projects that were identified in the regional transit coordination action plan;
- Assist with tasks related to the development of regional transit planning initiatives that focus on identifying opportunities for expanding transit services in the region for all, as well as improving the efficiency and effectiveness of the current regional transit system;
- Promote regional coordination among existing and future public and private transportation providers, social service and health and human service agencies.

Meeting Schedule

Meetings quarterly or more frequently as needed.

Membership

The RTCS subcommittee membership will include appointees from the TAC for each of the implementing transit agencies in the region and representatives of social service agencies as well as other transit professionals. State government (TxDOT Houston, Beaumont, Yoakum, and Bryan Districts) shall serve as Ex-Officio members. A maximum of eighteen (18) voting members shall comprise the Subcommittee.

Table 6: Membership of the RTCS Subcommittee

Category or Organization	Appointing Agency	Number
Transit	Transit Agencies	9
Local Governments	Cities and/or Counties	3
Social Services/HHS Agencies	TAC and/or H-GAC	4
Citizen and Business Interests	TAC	2
Total Members		18

Staff Contact

Thomas Gray

Principal Planner

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Transit Asset Management Performance Measures



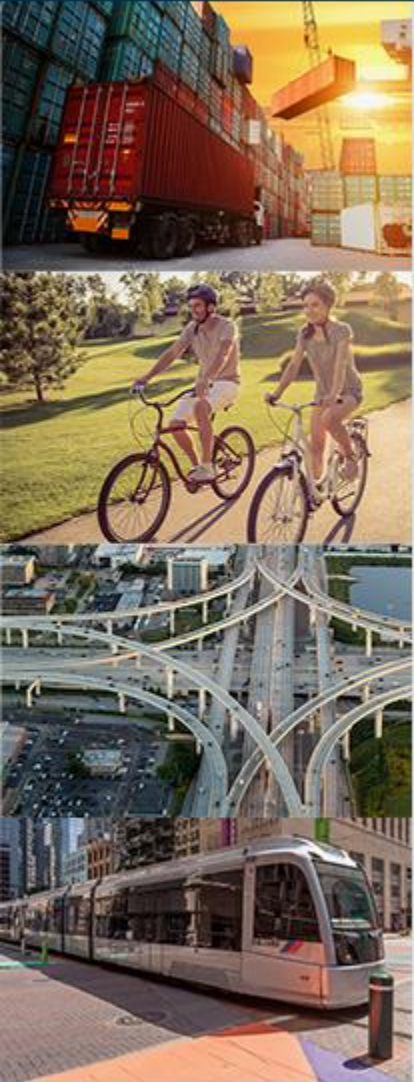
Alan Rodenstein
Agenda Item 4.2
July 9, 2020

Performance Measures Timeline

- Public Comment Period – July 8 to August 8

Subcommittees, TAC & TPC:

- July – Information
- August – Information
- September – Approval to meet federal deadline



Transit Asset Management (TAM)

Asset Category	Performance Measure
Rolling Stock	Age - % of Revenue Vehicles exceeding their Useful Life Benchmark (ULB)
Equipment	Age - % of Non-revenue Vehicles exceeding their Useful Life Benchmark (ULB)
Facilities	Condition - % of Facilities with a condition rating below 3 on the TERM scale (Marginal or Poor)
Infrastructure	Performance - % of Rail track segments, signals and systems with performance restrictions

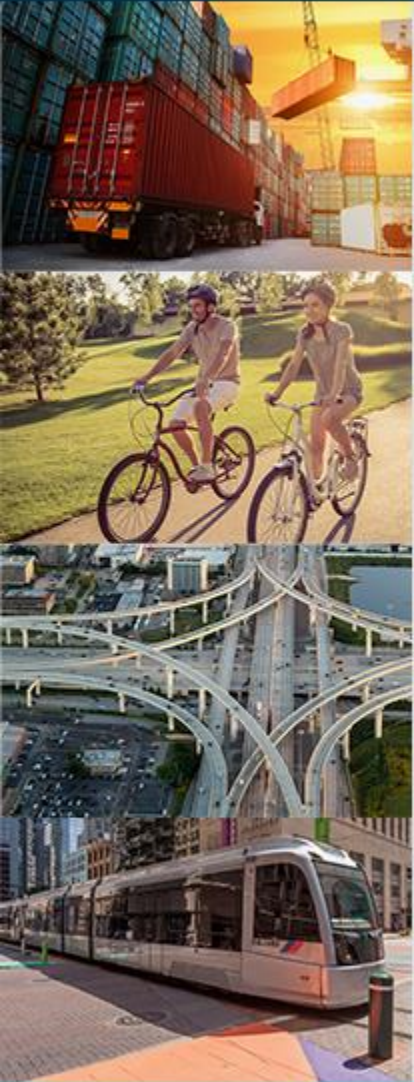
Regional Transit Targets

TRANSIT ASSETS

Measure	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Rolling Stock (revenue vehicles)	11%	11%	10%	YES	11%	10%
Equipment (non-revenue vehicles)	46%	46%	46%	YES	46%	No adjustment
Facilities (buildings and structures)	55%	55%	55%	YES	54%	No adjustment
Infrastructure (rail tracks, signals & systems)	0%	0%	0%	YES	0%	No adjustment

Note: A lower percentage indicates better conditions of the transit assets.

Transit Investments



■ Vehicles

- Fort Bend County – 28 new buses / service to downtown
- Island Transit – 10 new transit vehicles

■ Facilities

- Fort Bend County Transit
- Conroe Connection
- Connect Transit

Questions?



CARES Act Regional Distribution

July 9, 2020 RTCS Item 4.3

Agency	Houston UZA	Conroe - The Woodlands UZA	Texas City UZA	Lake Jackson UZA	Island Transit UZA	Rural Funding	TOTAL
METRO	\$ 248,835,226						\$248,835,226
Fort Bend County Transit	\$ 4,742,243					\$ 5,422,960	\$ 10,165,203
Harris County Transit	\$ 4,200,000						\$ 4,200,000
Conroe Connection		\$ 2,060,115					\$ 2,060,115
The Woodlands Township		\$ 7,478,137					\$ 7,478,137
Gulf Coast Center (Connect Transit)	\$ 791,867		\$ 4,293,542	\$ 3,258,572		\$ 497,143	\$ 8,841,124
Island Transit					\$ 4,675,290		\$ 4,675,290
Colorado Vallley Transit						\$ 1,014,547	\$ 1,014,547
Brazos Transit District*						\$ 3,274,357	\$ 3,274,357
TOTAL	\$ 258,569,336	\$ 9,538,252	\$ 4,293,542	\$ 3,258,572	\$ 4,675,290	\$ 10,209,007	\$290,543,999

* Includes funding outside of Houston - Galveston region

6/30/2020

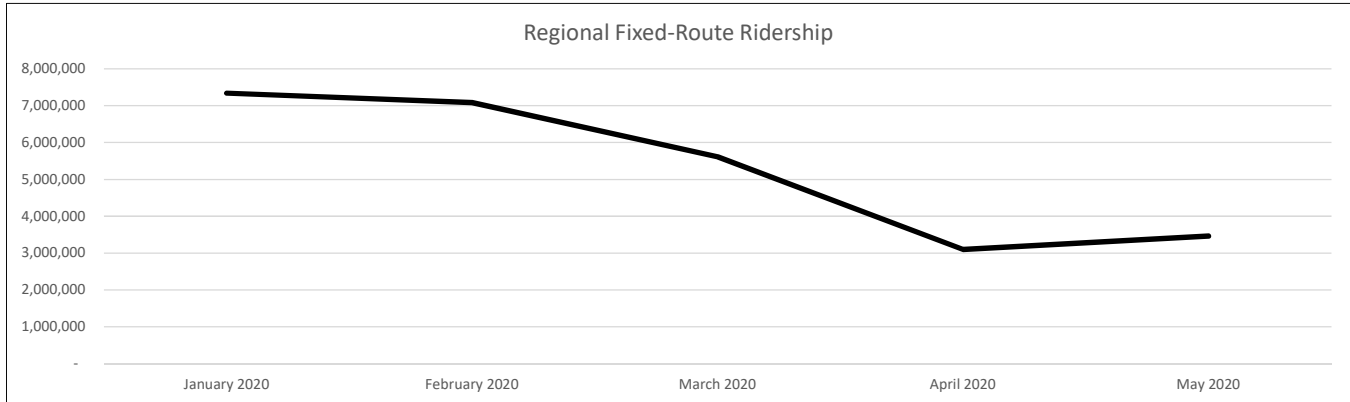
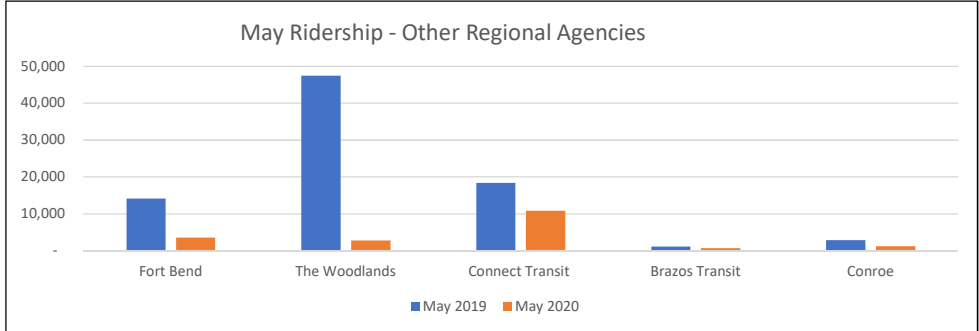
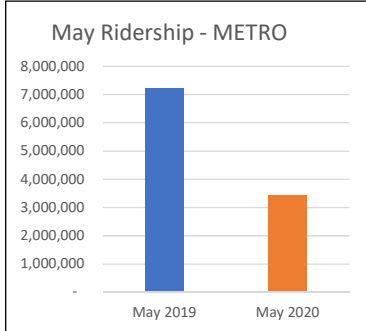
Monthly Ridership - Fixed Route Service

RTCS - July 9, 2020 - Agenda Item 4.4

Agency ¹	METRO	Fort Bend	Harris County	The Woodlands	Connect Transit	Brazos Transit	Conroe	Regional Total
March 2019	7,422,367	21,777	10,066	45,359	22,002	n/a	2,833	7,524,404
April 2019	7,277,922	22,747	9,453	48,222	16,145	987	2,801	7,378,277
May 2019	7,236,600	14,122	n/a	47,509	18,400	1,122	2,911	7,320,664
January 2020	7,228,884	22,844	11,633	49,486	21,398	n/a	2,587	7,336,832
February 2020	6,989,217	21,057	12,481	44,780	15,432	n/a	2,119	7,085,086
March 2020	5,557,130	12,290	11,103	22,462	5,638	n/a	1,928	5,610,551
April 2020	3,078,548	3,111	8,629	2,029	6,891	718	1,373	3,101,299
May 2020	3,436,532	3,537	10,132	2,760	10,842	677	1,174	3,465,654
Change ²	47.5%	25.0%	n/a	5.8%	58.9%	60.3%	40.3%	47.3%

1. As of July 2, 2020, the following agencies had not responded to the May survey: Harris County Transit, Colorado Valley Transit, Island Transit (Galveston)

2. May 2020 ridership as percentage of May 2019 ridership



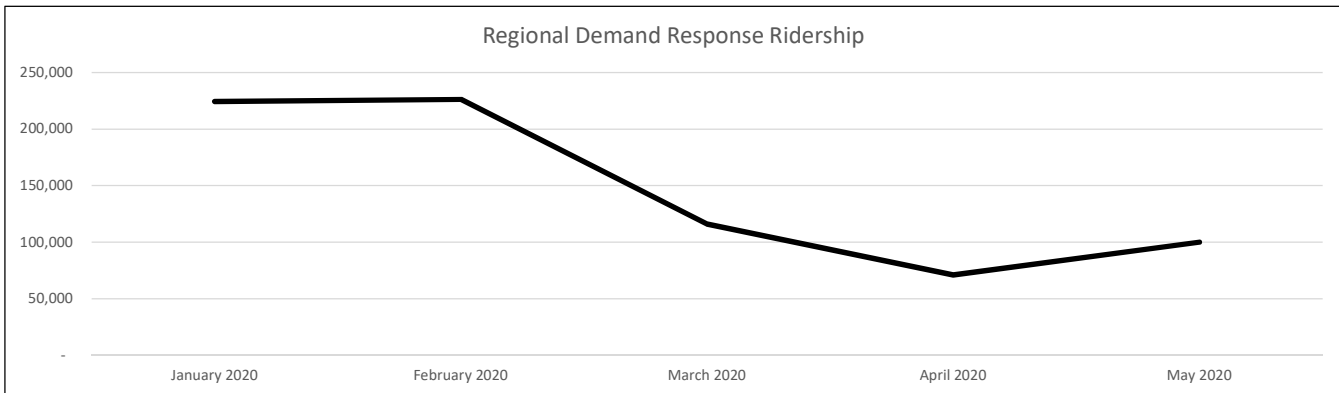
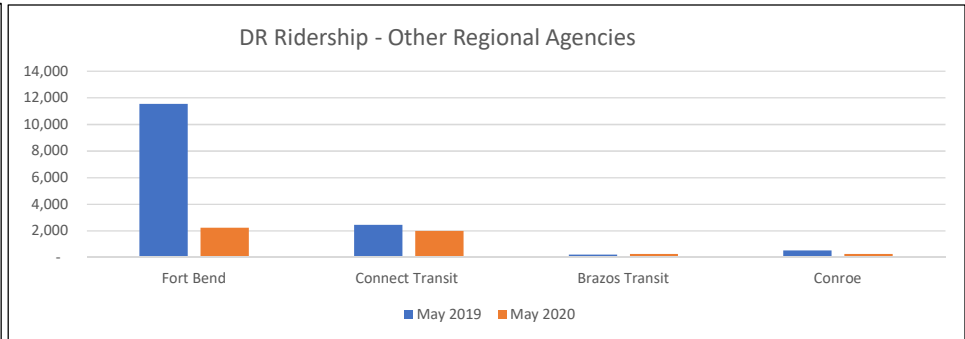
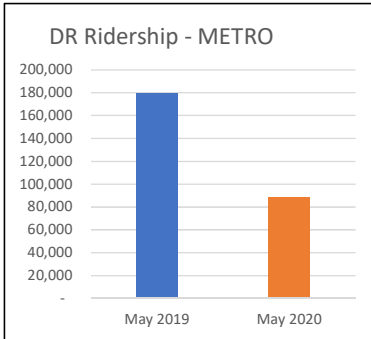
Monthly Ridership - Demand Response & ADA Paratransit Service

Agency ¹	METRO ²	Fort Bend	Harris County	The Woodlands	Connect Transit	Brazos Transit	Conroe	Regional Total
March 2019	200,000	11,248	8,284	n/a	3,007	n/a	360	222,899
April 2019	178,662	11,562	n/a	n/a	2,010	253	395	192,882
May 2019	179,395	11,535	n/a	n/a	2,454	224	519	194,127
January 2020	200,000	11,765	9,226	n/a	2,998	n/a	430	224,419
February 2020	200,000	12,767	9,868	n/a	3,254	n/a	355	226,244
March 2020	100,000	6,795	7,085	n/a	1,675	n/a	357	115,912
April 2020	66,908	1,640	n/a	n/a	1,975	251	225	70,999
May 2020	88,650	2,250	6,530	n/a	2,001	267	270	99,968
Change ³	49.4%	19.5%	n/a	n/a	81.5%	119.2%	52.0%	51.5%

1. As of July 2, 2020, the following agencies had not responded to the April survey: Harris County Transit, Colorado Valley Transit, Island Transit (Galveston)

2. April 2019, May 2019, April 2020 and May 2020 DR/ADA ridership from May 2020 Board Report; all other months are METRO staff estimates

3. May 2020 ridership as percentage of May 2019 ridership



Changes in Service in Response to Coronavirus Pandemic

	METRO	Fort Bend	Harris County	The Woodlands	Connect Transit	Brazos Transit	Conroe
When the pandemic began (March 2020), did your agency curtail or limit service (for example, eliminating routes, reducing frequencies, or reducing service hours) in response to changing ridership patterns caused by the epidemic?	YES	YES	YES ¹	YES			YES ¹
What determining factor(s) did your agency use in deciding to reduce or eliminate services? (Check all that apply)							
Actual or anticipated decline in ridership	YES	YES	YES	YES			YES
Request from authorities to reduce services to limit public movement/interaction				YES			
Shortage of operator labor (e.g. due to more employees staying home to take care of family, etc.)	YES						
Shortage of available vehicles (e.g. due to increased cleaning and sanitizing requirements)							
Desire to limit operator interaction with public (to reduce potential of infection)	YES						YES
When the pandemic began (March 2020), did your agency implement or expand any specific services (for example, new routes to, or increased frequencies on services to, medical facilities) in response to changing ridership patterns caused by the epidemic?²	YES	YES	YES	YES	YES		YES
In May 2020, did your agency make any additional service modifications (for example, eliminating or adding back routes, adjusting frequencies, or adjusting service hours) in response to changing ridership patterns or other factors caused by the epidemic?³	YES	YES		YES	YES		
If your agency made any service modifications during May 2020, what determining factor(s) did your agency use in deciding to make those adjustments? (Check all that apply)							
Actual or anticipated changes in ridership	YES	YES		YES	YES		
Request from authorities to reduce services to limit public movement/interaction							
Overcrowding or inability to maintain social distancing on certain routes	YES	YES					
Request from authorities or other stakeholders to increase services to medical or social service facilities	YES						
Desire to limit operator interaction with public (to reduce potential of infection)					YES		
Shortage of available vehicles (e.g. due to increased cleaning and sanitizing requirements)	YES						
During the month of May 2020, did your agency collaborate with any outside agency, non-profit or other business to provide additional service during the Coronavirus epidemic? If so, please describe the partnership and service.⁴	YES	YES			YES		

1. Park and ride service only; local fixed and DR service continues as normal

2. Specific responses to this question:

METRO: has added a new Route 322 TMC Red to respond to the need for social distancing issues between the Smith Lands Parking Lot and the Texas Medical Center. Has also preserved Park and Ride service to the TMC.

Fort Bend County: has added additional buses for the Texas Medical Center fixed route service in order to adhere to social distancing mandates.

Harris County: is working with Harris County OHSEOM, to secure additional contractors for COVID 19 medical staff and patient transport.

The Woodlands Township: has added a late evening run (run #41) to its service route to support healthcare professional traveling from the Medical Center to The Woodlands.

City of Conroe: Our agency reduced our Conroe Commuter Service to Houston. We offered one inbound and outbound trip only for riders. This began on March 26, 2020.

3. Specific responses to this question:

METRO added operator paddles to increase service to offset social distancing issues.

Fort Bend County: eliminated commuter services to the Greenway Plaza and Galleria on April 6, 2020 in response to the lack of ridership. Additional buses were made available for the Texas Medical Center routes in order to adhere with our 50% seating capacity reduction to adhere with social distancing.

The Woodlands Township: Due to ridership demand, The Woodlands Township reopened the Sawdust Park and Ride facility in May 2020; as a result, 2 out of 3 of the Township's park and ride facilities (Research Forest and Sawdust) are operating under modified service schedules. The Sterling Ridge Park and Ride facility remains closed until further notice.

Connect Transit did not eliminate or add back routes. However, we provided on-call vehicles to ensure the proper social distancing would be adhered to without leaving riders at a stop to wait for the next scheduled bus.

4. Specific responses to this question:

METRO operated Route 322 TMC Red during peak period hours to assist the TMC employees.

Fort Bend County: has partnered with five outside agencies and non-profit organizations to provide meals to the elderly and low-income populations throughout the entire county. The programs began in mid April and will continue through mid June.

Connect collaborated with nonprofits in both counties to assist in ensuring community members could get to testing sites.

Mitigation Measures Taken to Reduce Spread of Coronavirus

	METRO	Fort Bend	Harris County	The Woodlands	Connect Transit	Brazos Transit	Conroe
What specific measures has your agency taken to reduce the spread of Coronavirus? Check all that apply:							
Temporarily suspended fare collection	YES	YES	YES		YES		
Required bus boarding by rear doors only	YES				YES		
Taped off seats on buses to ensure social distancing for passengers	YES	YES	YES	YES	YES	YES	
Enforced lower capacity restrictions (e.g. "half-full") on buses and vans	YES	YES		YES	YES		
Trained employees on proper hygiene and social distancing techniques	YES	YES	YES		YES	YES	YES
Required operators to wear Personal Protective Equipment, such as masks and gloves	YES	YES	YES	YES	YES	YES	YES
Provided information about proper hygiene and social distancing techniques to patrons (e.g. signs or flyers on buses)	YES	YES	YES		YES	YES	YES
Enhanced and/or more frequent cleaning/disinfection of buses and vans	YES	YES	YES		YES	YES	YES
Enhanced and/or more frequent cleaning/disinfection of passenger facilities (bus stops, park and rides, light rail stations, etc.)	YES				YES	YES	YES
Other ¹	YES						

1. Specific responses to this question:

METRO: Installing orange mesh barriers to keep more distance between bus operators and customers; requiring temperature checks for all employees at METRO facilities (per METRO COVID-19 Fact Sheet)

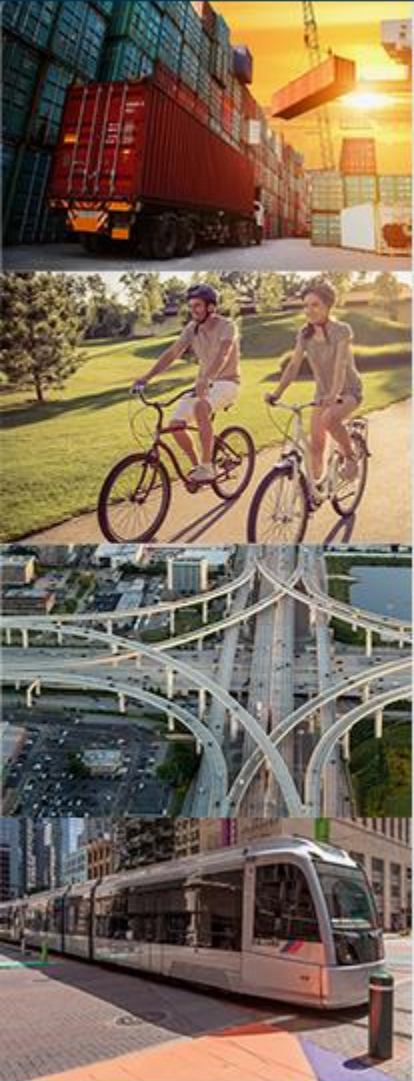


Transportation Development Credits Policy



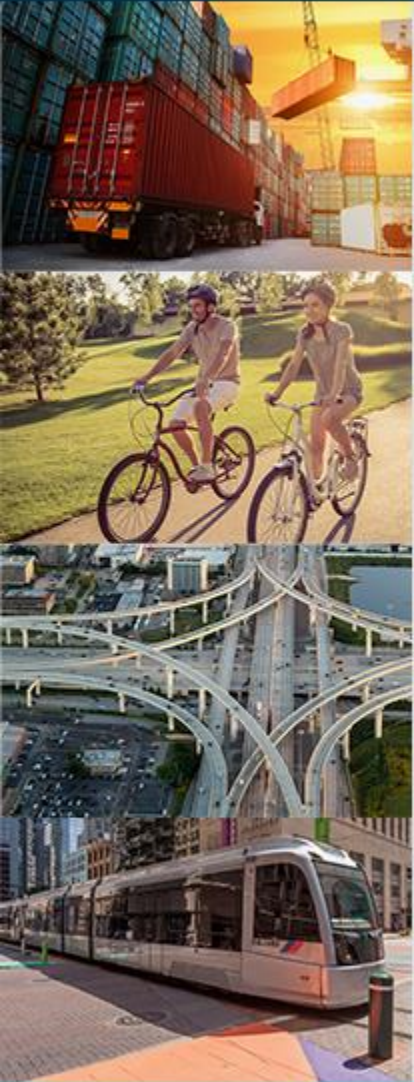
Adam Beckom
July 9, 2020 RTC Subcommittee
Agenda Item 4.5

Transportation Development Credits



- TDCs are credits, not dollars
- Use of TDCs allows 100% federal reimbursement of eligible project costs
- Earned when State, Toll Authority, or private entity expends non-federal funds on capital improvements to public highways (as documented by States)
- H-GAC balance = 1.02 Billion TDCs
- TDC Policy was adopted September 23, 2013

Updating the TDC Policy



- Currently, TDCs used for transit and limited project types
- Explore opportunities to assist local governments with the federal share
 - Projects within the TIP
 - Local government sponsored (matched) roadways and active transportation projects
 - Enhanced maintenance
 - Flood control/mitigation for arterial roadways

TDC Policy Issues - Other



- Project Ranking - Local participation given additional value in the ranking and scoring of projects
- No separate set aside of TDCs for Transit agencies to use to address the MAP-21 restrictions on funding for transit operations
- Using a combination of TDC and non-federal match has proved impractical in working with TxDOT and Federal agencies.

Regional Strategic Transportation Fund

- Creation of the Regional Strategic Transportation Fund
 - Non-state routes in rural areas
 - Maintenance and preservation of roadways in small-urban, rural and economically disadvantaged areas
 - Investment in smaller, local active transportation projects
- Competitively selected by the TPC
- Support for lower cost, strategic investments (Potential cap of \$1-2 Million)
- Support for H-GAC sponsored regional grant applications

TDC Scenarios

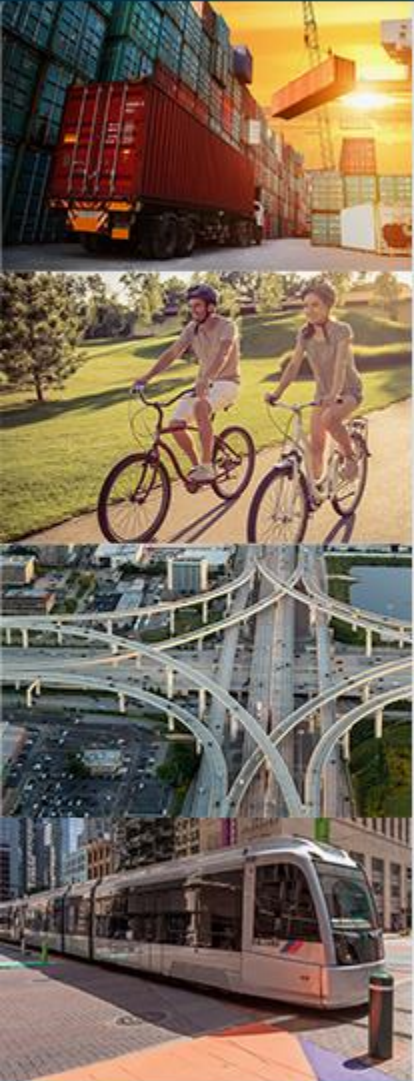
Scenario 2: 50% Local Match Substituted with TDCs

Fund Category	Federal	State	Local	TDCS
Current	\$412,884,400	\$0	\$151,492,732	0
Scenario 2	\$564,377,132	\$0	\$0	112,160,580
Strategic Transp. Fund			\$75,746,366	

Scenario 2: Pros and Cons

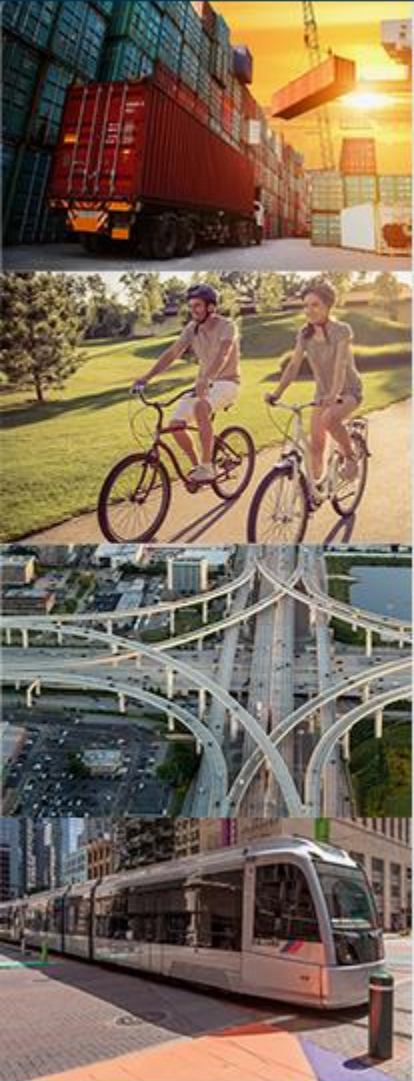
- Reduction in transportation funding offset by streamlined small project funding (more projects delivered at lower cost)
- Expect fewer delays in locally sponsored projects and possibly more opportunity to accelerate projects in the TIP timeframe
- Spends down the available federal balance
- Creates funding pool to assist with projects are in small-urban, rural, or economically disadvantaged areas.

Updated Priorities for the Use of Credits



- **Support for Federal Transit Funding**
 - Updated language to reflect the impact of the federal cost eligibility rules upheld in the FAST Act
 - Removed language to place the policy more in-line with current TPC practices for transit TDCs
- **Other Regionally Significant Projects**
 - Expanded the eligible projects to include
 - Access management projects that improve congestion
 - Livable centers studies and projects

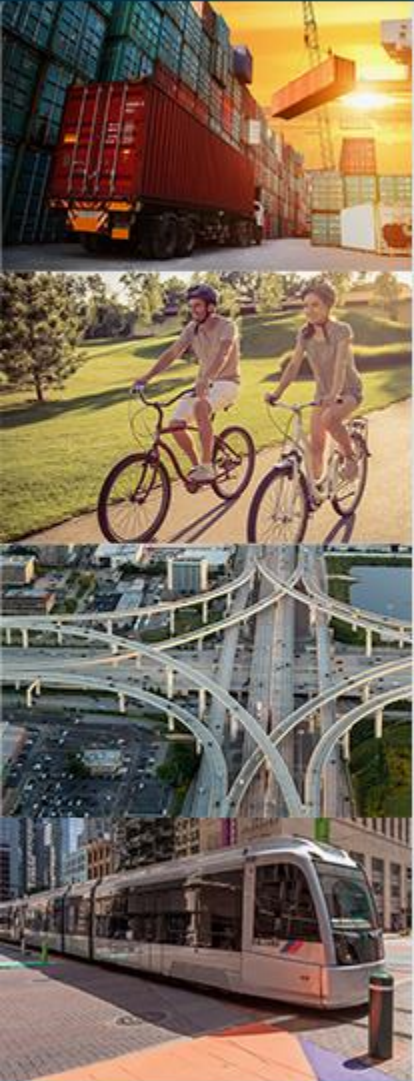
Updated Priorities for the Use of Credits



- Development of the Regional Strategic Transportation Fund
 - Updated the language for clarity
 - Investment in “smaller”, local active transportation projects
 - Expanded project types to include localized safety improvements to address discrete pedestrian conflict points and intersections
- Projects not Typically considered for TDCs
 - Removed access management and livable centers projects

Update to Process for Considering Use of TDCs

- Expanded the consideration of retroactive award of TDCs to accommodate the participation in the proposed Regional Strategic Transportation Fund



Update to Administration of TDCs

- TDCs & TxDOT Agreements
 - TDCs will no longer be used in combination with local cash match on TxDOT advanced funding agreements



Additional Questions/Comments Received

- Define investment in "smaller" active transportation projects
- How are access management improvements defined? Must they be based on H-GAC studies?
- How will Livable Centers projects eligible for TDCs be defined? Planning studies or construction recommended in them?
- Need to clarify the use of TDCs and TxDOT agreements.
 - What if TxDOT requires the entity to pay cash for the state cost of review of design?
 - What if the project overruns and the local sponsor has to provide a cash match?
 - TDCs could be a separate line item in the AFA with no cash reflected. If cash must enter the project, it can be shown in separate line item.

Additional Questions/Comments Received

- Would planning studies by other agencies be eligible for TDC consideration if they can demonstrate regional significance?
- Specifically, would local governments write a check to H-GAC for the full required local match at the outset of project development? Would H-GAC collect interest on the funds in the account? Would there be an administrative fee for the allocation of the TDCs?
- The proposed policy should define the terms and geographic areas eligible for use of the funds. For example, are economically disadvantaged areas in urban counties, such as Harris, eligible? Are urban and rural areas defined by census data?
- H-GAC sponsored regional grant applications would be eligible for funding. Would other agencies undertaking regionally significant grant opportunities be eligible for funding through the program?
- The proposed TDC policy should explicitly state the process for considering the use of TDCs in project evaluations. In the past TIP evaluation processes, the federally requested funds were used as the “cost” in the benefit/cost analysis, potentially giving projects with a lower federal share an improved benefit/cost score compared to other projects. The original thought was that agencies who overmatched would receive beneficial scoring. We are not clear whether this would be the method for evaluating the use of TDCs in future Calls for Projects?
- The proposed policy states that the agreement must be signed by the project sponsor within one year of receipt of the agreement. Will the agreement include a requirement for use of the TDCs within a certain time frame?

DRAFT Timeline

June	Continue development of draft policy
July	Review and incorporate comments received
August	Draft TDC Policy to TAC and TPC for Information
September	Final Draft TDC Policy to TAC and TPC for Action
September	H-GAC Staff incorporate updated policy into the amendment process if approved



GULF COAST RCTP 2022-2026 UPDATE



Alan Rodenstein
July 9, 2020 RTC Subcommittee
Agenda Item 4.7



RCTP UPDATES

- Comprehensive update
- Three deliverables required by TxDOT:
 - Comprehensive Transit – Human Service Provider Inventory
 - Assessment of Needs, Gaps and Overlaps
 - Developments of Five Year Plan
- Will be supplemented by regional survey and focus groups as in 2016

ACHIEVEMENTS IDENTIFIED IN CURRENT TxDOT METRICS REPORT

- 2019-2020 Annual Report of RCTP progress and achievements
- METRO developing \$30M accessible sidewalk program
- Initiation of Mobility Links Program
- Implementation of Conroe Park and Ride
- Harris County Transit started 3 new routes in northeast Harris County (connected to METRO service)

NEW PLAN UPDATE

- RCTP application submitted to TxDOT in April
- Grant decision expected at Texas Transportation Commission July 30, 2020 meeting
- Plan to be largely prepared in-house Sept 1, 2020 – Feb 28, 2022
- Focus groups and survey will be contracted
- Look to use wide range of in-house expertise – new tools

NEW DEVELOPMENTS EXPECTED

- Will add innovative providers to transit/human service inventory
- Greater sophistication in analysis of needs and gaps
- Consideration of needs and gaps for rural counties and suburban counties and Harris County
- Rural only 5% of region population but needs focus

RCTP STEERING GROUP

- Recommended wide range of members of RTC Subcommittee
- Goals and Outcomes
 - Fulfilling mission of community outreach and involvement
 - Improving plan through collaboration and transparency
 - Providing broader perspective and ideas
 - Ensuring better buy-in with findings and recommendations

EXPECTATIONS OF STEERING COMMITTEE MEMBERS

- Meet quarterly month prior to RTC subcommittee
- More frequent meetings possible in late 2021/early 2022
- Review documents provided by staff and provide feedback
- Work with staff with schedule and other challenges

CONTACT US

Contact:

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or: Vernon Chambers

Vernon.Chambers@csd.hctx.net

If interested you are being on the RCTP steering committee

Questions?

**REGIONAL TRANSIT COORDINATION SUBCOMMITTEE ROSTER
2020**

	Representing	Primary		Organization	Alternate		Organization
		First Name	Last Name		First Name	Last Name	
1	Transit	Kenneth	Brown	METRO	Rachael	Die	METRO
2	Transit	Perri	D'Armond	Fort Bend Transit	Yvette	Maldonado	Fort Bend Transit
3	Transit	Vernon	Chambers	Harris County Transit	Ken	Fickes	Harris County Transit
4	Transit	Sarah	Coulter	The Woodlands Township	Ruthanne	Haut	The Woodlands Township
5	Transit	De'Andre	Guin	City of Conroe	Shawn	Johnson	City of Conroe
6	Transit	Claudia	Wicks	Colorado Valley Transit	Angela	Wallace	Colorado Valley Transit
7	Transit	Wendy	Weedon	Brazos Transit	Sarah	Santoy	Brazos Transit
8	Transit	TBD upon new hire		Island Transit	Nathan	Nevelow	Island Transit
9	Transit	Ted	Ross	Connect Transit	Sherry	Ford	Connect Transit
10	Local Government	Monique	Johnson	City of Sugarland	Krystal	Lastrape	City of Sugarland
11	Local Government	Sharon	Moses-Burnside	City of Houston	Thomas	Kirn	City of Houston
12	Local Government	Melissa	Lanier	Greater Cleveland Chamber of Commerce	Bobby	Pennington	City of Cleveland
13	Social Services/HHS Agencies	Deborah	Moore	City of Houston - Health Dept	Paula	Johnson	City of Houston - Health Dept
14	Social Services/HHS Agencies	Dave	Lewis	Harris County - Veteran Services	Jason	Williams	Harris County - Veteran Services
15	Social Services/HHS Agencies	Jason	Jones	Houston Center for Independent Living	Chamane	Barrow	Houston Center for Independent Living
16	Social Services/HHS Agencies	Cornelius	Blackshear	United Way of Greater Houston	Halley	Goldstein	United Way of Greater Houston
17	Business Interests	Elijah	Williams	The Energy Corridor District	Dawn	Malone	Southeast Management District
18	Citizens Interests	Ashley	Johnson	LINK Houston	Rebecca	Reyna	Greater Northside District
	Ex-Officio	Stephanie	Broadus	TxDOT - Bryan District			
	Ex-Officio	Paula	Haley-Polk	TxDOT -Yoakum District			
	Ex-Officio	Travis	Madison	TxDOT -Houston and Beaumont (Interim) Districts	Brenda	Bustillos	TxDOT

2020
Regional Transit Coordination Subcommittee
Meeting Schedule
H-GAC Conference Room B - 2nd Floor
9:30am

January 9, 2020

April 9, 2020

July 9, 2020

October 8, 2020