

**Regional Transit Coordination (RTC) Subcommittee
Special Call Meeting
Houston-Galveston Area Council
Online Meeting/Conference Call
Thursday, February 9, 2023
9:30-11:00 AM**

Agenda

1. Introductions and Certification of Quorum (9) – Ruthanne Haut, The Woodlands Township, Chair
2. Public Comments
3. Action Items:
 - 3.1 Approval of RTC Subcommittee Meeting Minutes of January 12, 2023
 - 3.2 Endorsement of Regional Public Transportation Agency Safety Plan Targets – Jamila Owens, H-GAC
 - 3.3 Regional Fare System: Update and Endorsement of Additional Funding Request – Reggie Brown, METRO
4. Information Items: (10 minutes or less each)
 - 4.1 Regional Transit Ridership Update – Thomas Gray, H-GAC
 - 4.2 2045 RTP Update – Mike Burns, H-GAC
5. Transit and Human Service Agency Reports (5 minutes or less each)

2023 RTCS Meeting Dates

April 13, 2023

July 13, 2023

October 5, 2023

REGIONAL TRANSIT COORDINATION SUBCOMMITTEE

MEETING MINUTES

Thursday, January 13, 2023 – 9:30-11:00am
Houston-Galveston Area Council
Virtual Meeting

MEMBERS PRESENT

Ruthanne Haut – The Woodlands Township (Chair)
Monique Johnson – City of Sugar Land
Paula Johnson – City of Houston Health
Jason Jones – Houston Center for Independent Living
De’Andre Guin – City of Conroe
Perri D’Armond – Fort Bend County Transit
Shain Eversly - METRO
James Oliver – Island Transit

ALTERNATES PRESENT

Brandon Mosley – City of Houston Planning
Huey German-Wilson – Trinity-Houston Gardens SN
Vernon Chambers – Harris County Transit
Jo Marlow – Brazos Transit District
Ted Ross – Gulf Coast Transit District

OTHERS PRESENT

Travis Madison – TxDOT
Arnold Vowles – TxDOT
Paula Polk – TxDOT
Bul Mabil - TxDOT
Melanie Beaman – City of Sugar Land
Denise Wendler – METRO

Plus other unidentified listeners

H-GAC STAFF PRESENT

Jamila Owens
Thomas Gray
Sandy Klanfer
Alan Rodenstein
Emanuel Andrews
Chris Whaley
Karen Owen
Lucinda Martinez
Veronica Waller

BRIEFING

Overview

RTCS Members and Alternates met virtually by teleconference. This meeting included presentations regarding objectives and performance metrics for the Regionally Coordinated Transit Plan (RCTP), Public Transportation Agency Safety Plans (PTASPs) and regional safety targets, and Commute Solutions activities.

INTRODUCTIONS AND CERTIFICATION OF QUORUM

ITEM 1 – Ms. Ruthanne Haut, Chair, The Woodlands Township, convened the meeting at 9:32 AM. Roll was called by H-GAC staff and quorum was certified.

PUBLIC COMMENT

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

ACTION ITEMS

ITEM 3.1 – Approval of RTC Subcommittee Meeting Minutes of October 13, 2022

Ms. Haut requested a motion to approve the minutes of the October 13, 2022 Subcommittee meeting.

Action Item Motion: moved by De'Andre Guin, seconded by Brandon Mosley. Action Item approved.

INFORMATION ITEMS

4.1 Coordinated Planning

ITEM 4.1a – RCTP Objectives and Performance Metrics – Sandy Klanfer, H-GAC

Mr. Sandy Klanfer provided the Subcommittee with an update regarding objectives and performance measures included in the Regionally Coordinated Transportation Plan (RCTP). The current RCTP includes 10 objectives and 22 performance metrics; however, in collecting data related to these performance metrics H-GAC staff is discovering that some of these metrics are vague or overlapping, or are otherwise difficult to collect. Mr. Klanfer is therefore proposing changes to some of these performance metrics, and is looking for feedback from the Subcommittee regarding:

- Measuring public knowledge of transit services;
- Defining the difference between “microtransit” and “demand response” services; and
- Defining and accounting for examples of inter-agency cooperation.

Extensive discussion ensued. With regard to the measurement of knowledge of public transportation services, Subcommittee members suggested social media impressions, website hits, and surveys as potential metrics for public engagement. Ruthanne Haut also suggested that a cost/benefit analysis of transit in the Houston area be undertaken and shared with the public to better educate the region on the benefits of transit.

With regard to the distinction between “microtransit” and “demand response,” factors such as the time required to schedule the trip in advance, whether the service is shared-ride, and whether an app is used to schedule the service were discussed. Shain Eversly and Jason Jones noted that METRO’s curb2curb services used an app and rides could be scheduled as little as one hour or as much as seven days in advance. Melanie Beaman noted that the City of Sugar Land was considering implementing a microtransit service.

Vernon Chambers noted that interagency cooperation is usually done through Interlocal Agreements (ILAs) and suggested that those be considered as examples of such. Perri D’Armond noted that formal agreements such as ILAs do not take into account informal cooperation such as finding rides for passengers needing to travel between multiple jurisdictions. Ruthanne Haut agreed, noting that she works with Conroe Connection on a regular basis to find people rides between The Woodlands and Conroe but that there is not a formal ILA between the two providers.

4.2 Other Efforts

ITEM 4.2a – Public Transportation Agency Safety Plans – Alan Rodenstein, H-GAC

Mr. Alan Rodenstein provided the Subcommittee with a preview of Public Transportation Agency Safety Plans (PTASPs) and regional safety targets. Mr. Rodenstein explained that federal regulations require H-GAC to develop regional safety targets by April 2023 that tie into the updated 2045 Regional Transportation Plan (RTP), defined the categories for which targets are required, and discussed the difference between Tier I and Tier II transit agencies. He then presented the draft safety targets for 2023 for Tier I and Tier II agencies. These draft targets were based on targets as well as actual performance from 2021 and are weighted by agency vehicle revenue miles.

Jamila Owens asked Subcommittee members if they wanted to use the safety targets that were developed or to have more aspirational targets not based on previous performance. Ruthanne Haut responded that, for purposes of comparison between reporting periods, targets should be consistent.

ITEM 4.2b – Commute Solutions Updates – Emanuel Andrews, H-GAC

Mr. Emanuel Andrews presented updates related to the Commute Solutions program, including events and campaigns planned for 2023. These include an Ozone Action Campaign, a redesign and evaluation of the TDM program, and other promotions.

Ruthanne Haut expressed interest in the emergency ride program. Jamila Owens explained that H-GAC staff is currently working on a Request for Information (RFI) to be sent out to potential partners, followed by a full Request for Proposals

(RFP) for contracts. The program would probably not begin until late 2023 or early 2024. Ms. Owens also mentioned that H-GAC staff is interested in inviting interested transit agencies to an upcoming meeting to discuss the Ozone Action Campaign in more detail.

AGENCY REPORTS

ITEM 5 – Ms. Haut invited Subcommittee members to briefly give updates on their agency efforts. She began by announcing that The Woodlands Township will be operating a shuttle service for the 2023 Houston Livestock Show and Rodeo as well as the preceding Cook-off. The Woodlands will partner with Conroe Connection to shuttle riders from Conroe to The Woodlands Express park and ride lots.

Additionally, The Woodlands Township is moving forward with a federally-awarded route planning study that will evaluate the operations of both The Woodlands Express and the Town Center Trolley and recommend service improvements.

De’Andre Guin announced that, as of November 1st, Conroe Connection had five-full time and two part-time employees. They have also begun operating a downtown circulator bus on Friday and Saturday evenings and are considering future shuttle services to other attractions and destinations in and around Conroe.

Paula Johnson announced a partnership with a “senior-friendly” transportation network company.

Ted Ross announced that the Gulf Coast Transit District is talking to the microtransit provider VIA about potential services in communities such as Santa Fe, Hitchcock and Brazoria County. GCTD is also undergoing the triennial review process with the FTA.

Thomas Gray presented the 2023 meeting schedule to the Subcommittee and noted that the October meeting had been moved so as not to conflict with the APTA Expo; however, that created a conflict with the Texas Municipal League annual meeting. Mr. Gray asked if the October meeting should be moved again, but Subcommittee members felt that was unnecessary.

ADJOURNMENT

Ms. Haut adjourned the meeting at 10:48 AM.

Next RTCS Meeting – 9:30 AM on Thursday, February 9, 2023 (Special Call)



2023 PUBLIC TRANSPORTATION AGENCY REGIONAL SAFETY TARGETS



Jamila Owens
February 9, 2023

Regional Collaboration • Transportation Planning • Multimodal Mobility



Public Transit Agency Safety Plan (PTASP)

- Transit agencies are required by Federal Transit Administration (FTA) to develop safety plans by Dec 31, 2022
- Plans include past safety information and defined targets
- Categories: fatalities, injuries, safety events, and mean distance between failures
- Investment and Infrastructure Jobs Act (IIJA) of 2021 required some changes, including creation safety committees to help guide these plans
- *H-GAC is required to develop regional targets, based on agency plans, by April 2023*
- Two tiers of targets – Tier 1 (METRO and Island Transit) – fixed guideway service, and Tier 2 (all others)

Category Definitions



Fatality – confirmed death within 30 days at scene of accident

Injuries- requiring medical attention for two or more individuals

Safety Events - collision, derailment, fire, hazardous material spill, or evacuation

MDBF – mean difference between failures (Revenue Vehicles)

Key Elements of Developing Targets

- Staff coordinate with transit providers to gather and analyze their data to form draft recommendations for regional targets
- We take reports **as submitted** from Transit Agencies to FTA
- We are not required **but do include** past targets and associated data
- We **are required** to submit future years' targets (designated rates)

Tier 1 – METRO and Island Transit



Over 1 million population in Houston Urbanized Area (UZA)

Approximately 95% plus of vehicle revenue miles in the region

Island Transit is a regional service with fixed route trolleys

Serves extensively most congested roadways

Interacts with a high number of pedestrians and cyclists

Four modes to measure accidents and safety

- Bus including commuter and park and ride
- Rail (will include bus rapid transit starting in 2020)
- Demand Response including ADA Complementary Paratransit
- Bus Rapid Transit

Tier II – Other Agencies



Located in various parts of the region

Comprise 4-5% of regional revenue miles

Agencies are weighed based on relative revenue miles in the region

Serves various roadway types

Interacts with a pedestrians and cyclists

Two modes to measure accidents and safety

- Bus including commuter and park and ride
- Demand Response including ADA Complementary Paratransit

Tier I – METRO and Island Transit

Rates Per 100 K Vehicle Revenue Miles	Mode	2021 Targets	2021 Actuals	2023 Targets
Fatalities	Bus	0	4	0
Fatalities Rate		0	0.008	0
Injuries		194	203	175
Injuries Rate		0.258	0.426	0.425
Safety Events		136	265	136
Safety Events Rate		0.258	0.556	0.33
Mean Distance Between Failures		10,084	7,503	6,750
Fatalities	Paratransit	0	0	0
Fatalities Rate		0	0.000	0
Injuries		35	41	35
Injuries Rate		0.174	0.258	0.174
Safety Events		39	32	39
Safety Events Rate		0.19	0.202	0.289
Mean Distance Between Failures		22,039	25,346	21,000

Tier I – METRO and Island Transit

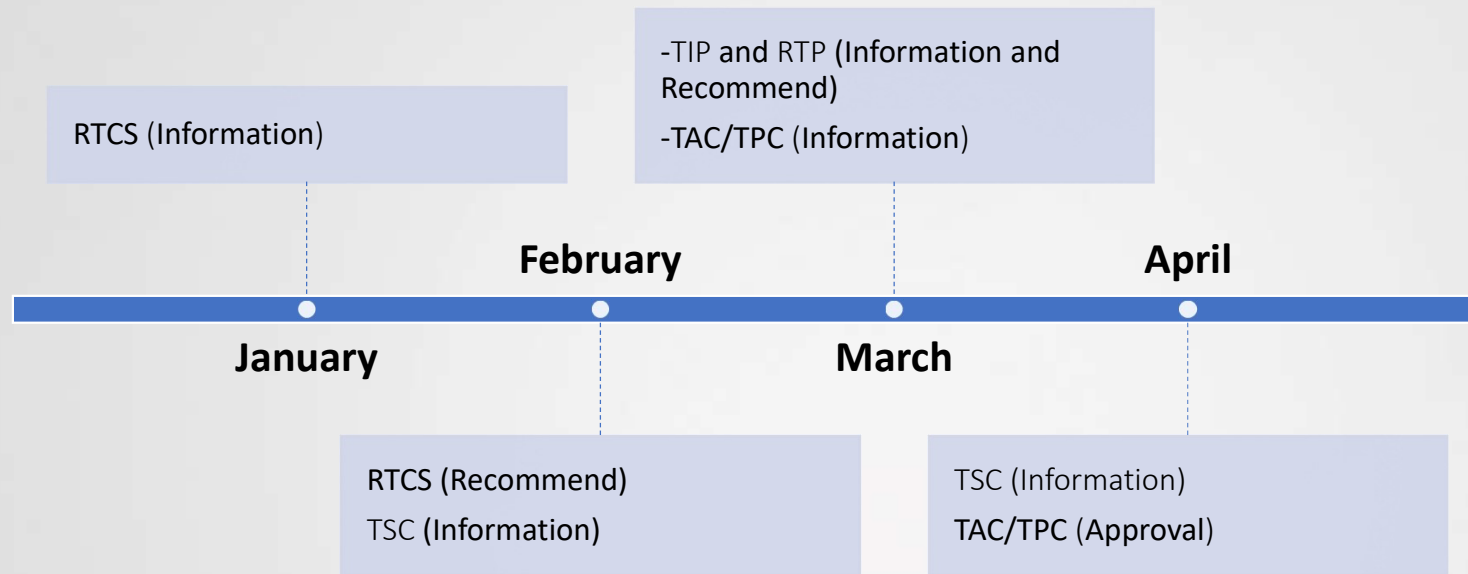
Rates Per 100 K Vehicle Revenue Miles	Mode	2021 Targets	2021 Actuals	2023 Targets
Fatalities	Rail	0	1	0
Fatalities Rate		0	0.032	0
Injuries		50	32	45
Injuries Rate		1.466	1.035	1.886
Safety Events		121	81	100
Safety Events Rate		3.51	2.62	4.715
Mean Distance Between Failures		9,292	17,975	15,000
Fatalities	Bus Rapid Transit	N/A	0	0
Fatalities Rate		N/A	0	0
Injuries		N/A	1	10
Injuries Rate		N/A	0.67	2.651
Safety Events		N/A	2	10
Safety Events Rate		N/A	1.339	2.651
Mean Distance Between Failures		N/A	5,417	4,000

Tier II Transit Agencies

Rates Per Vehicle Revenue Mile	Mode	2021 Targets	2021 Actual	2023 Targets
Fatalities	Fixed Route	0	0	0
Fatality Rates		0	0	0
Injuries		0.49	0	0.28
Injury Rates		0.0000008	0	0.0000010
Safety Events		0.82	0.04	0.53
Safety Event Rates		0.0000020	0.0000018	0.0000020
Mean Distance Between Failures		82,544	---	150,207
Fatalities	Demand Response	0	0	0
Fatality Rates		0	0	0
Injuries		1.34	3.58	1.68
Injury Rates		0.0000013	0.0000044	0.0000015
Safety Events		1.53*	1.80	1.90
Safety Event Rates		0.0000015	0.0000026	0.0000020
Mean Distance Between Failures		386,106	----	288,488

* Typographical error from 2021 Measures listed as 1.93

Timeline



RTCS- Regional Transit Coordination Subcommittee
RTP – Regional Transportation Plan Subcommittee
TAC – Transportation Advisory Committee

TIP – Transportation Improvement Program Subcommittee
TPC- Transportation Policy Council
TSC – Transportation Safety Committee

Request

- Regional Transit Coordination Subcommittee endorse the staff recommendations for the 2023 Regional Public Transit Agency Safety Performance Targets.

Questions?



RTCS Update Regional Fare System



February 2023

Regional Collaboration • Transportation Planning • Multimodal Mobility



Background and Purpose

- The Regionally Coordinated Transportation Plan (RCTP) 2022 update found that region-wide connectivity is difficult in the region due to difficulties transferring between different operators' services
- The Regional Transit Connectivity (Regional Fares) Program will create a single app for planning and paying for transit trips throughout the region.
- This will make regional travel on transit easier, reducing barriers to transit use in the region

Regional Assessment Process

■ The Process:

- Identified (8) potential partners who may be eligible to integrate with METRO
 - Fort Bend County
 - Harris County Transit
 - Woodlands Township
 - Brazos Transit
 - Colorado Valley Transit
 - City of Conroe
 - Gulf Coast Transit
 - Island Transit
- Conducted a series of meetings and surveys with each partner to identify:
 - Services
 - Sales Channels
 - Fare Products
 - Validation/Inspection
 - Potential Integration Approach

Regional Assessment Takeaways

- Key Takeaways:
 - Only one Regional Partner currently has an automated fare system which includes bus validators and a mobile application. Potential integration requires further review. Integration of others would be direct to METRO's new Automated Fare Collection (AFC) system.
 - Fare structures are flat fares and could be easily be supported by agency fare products and regional fare products
 - Partners would require infrastructure to support new fare devices including TVMs, Validators and Fareboxes
 - Partners may require funding support for:
 - Fare systems integration, operational and maintenance support
 - Device purchase, installation and maintenance
 - Required infrastructure
 - Staff to perform revenue servicing and maintenance on any new devices

Engineer's Estimate Summary

Partner Estimates (excludes METRO)

- Brazos, Conroe, Colorado Valley,
- Fort Bend, Gulf Coast, Harris County,
- Island Transit, The Woodlands

Options (if selected separately)

- Phase 1A:
 - Implement Mobile Ticketing
 - Implement Regional Data Mgmt
 - Implement Base FCS Software
- NOTE: Validators not purchased (visual validation only)
- Phase 1B:
 - Implement Validators for all

CapEx	
TVM Full Service	
TVM Card Only	
Bus Validator	\$837,237
Farebox Support Devices (Safe and Receiver)	
Farebox	
Mobile Integration	\$600,000
Software	\$800,000
15% Contingency	\$335,586
Totals	\$2,572,823
	\$1,610,000 Phase 1A
	\$962,823 Phase 1B

OpEx Annual	
Annual OpEx Fixed, TVM Full Service Annual Maintenance	
Annual OpEx Fixed, TVM Card Only Annual Maintenance	
Annual OpEx Fixed, TVM Revenue Servicing	
Annual OpEx Fixed, Bus Validator Annual Maintenance	\$100,739
Annual OpEx Fixed, Farebox Annual Maintenance	
Annual OpEx Fixed, Hosting, Software Cost Allocation	\$518,247
Annual OpEx Variable	\$61,899
15% Contingency	\$102,133
Totals	\$783,017
	\$667,168 Phase 1A
	\$115,850 Phase 1B

Regional Assessment Recommendation

■ Recommendation

- Near Term Integration (Phases 1A and 1B)
 - Bring all Regional Partners into METRO Mobile Ticketing solution, (1) exception
 - Bring all Regional Partners into Regional Data Management system
 - Purchase, install and integrate Validators for Regional Partner buses
 - Validators will require cellular communications to INIT/METRO backend
 - Integration of Validators with existing bus systems may be beneficial
 - Finalize approach for Device Purchases, Maintenance Contracts, etc.
- Long Term
 - Reassess the need for Ticket Vending Machines after the initial rollout
 - Reassess the need for bus fareboxes after the initial rollout
- Rationale
 - Fastest integration at most reasonable Capital and Operating Costs
 - Provides Regional acceptance of mobile and open payments
 - Enables Regional Partners' customers to use expanded Retail Network

Project Budget Summary

Budget Category	Projected Spend thru 2023	Projected Need Thru 2026
SOFTWARE		
- AFCS Backend Software Configuration, Hosting & Maintenance - Regional Data Management Implementation (GTFS) - Mobile Ticketing Implementation	\$ 11,145,361	\$ 8,329,373
HARDWARE		
- Hardware Installation and Support for Validators	\$ 11,428,978	\$ 4,432,079
ADDITIONAL PROJECT COSTS AND CONSULTING		
- Regional Partner Ongoing Operational Support - Consulting Support - Regional Fare Policy Study, Planning and Implementation	\$ 775,000	\$ 3,708,612
TOTAL ESTIMATED COST	\$ 23,349,338	\$ 16,470,064

* All regional partners (including METRO)

Project Benefits

- Improved access to vital services
 - Disproportionate benefits to seniors and persons with disabilities
- Reduced dwell times
- Reduced emissions
 - .5 kg NOX per day
 - .34 kg VOC per day
- Increased ridership
 - Estimated 250K new transit trips per year
- Decreased congestion
- Insights into trip patterns
- Consistency with approved plans

Action Requested

The Regional Transit Coordination Subcommittee endorses Metro's request for additional funding for implementation of a regional fare system.

Questions?



Reginald Brown
Fare Collection Program Manager, METRO
Reginald.Brown@ridemetro.org

Regional Transit Ridership - Calendar Year 2022

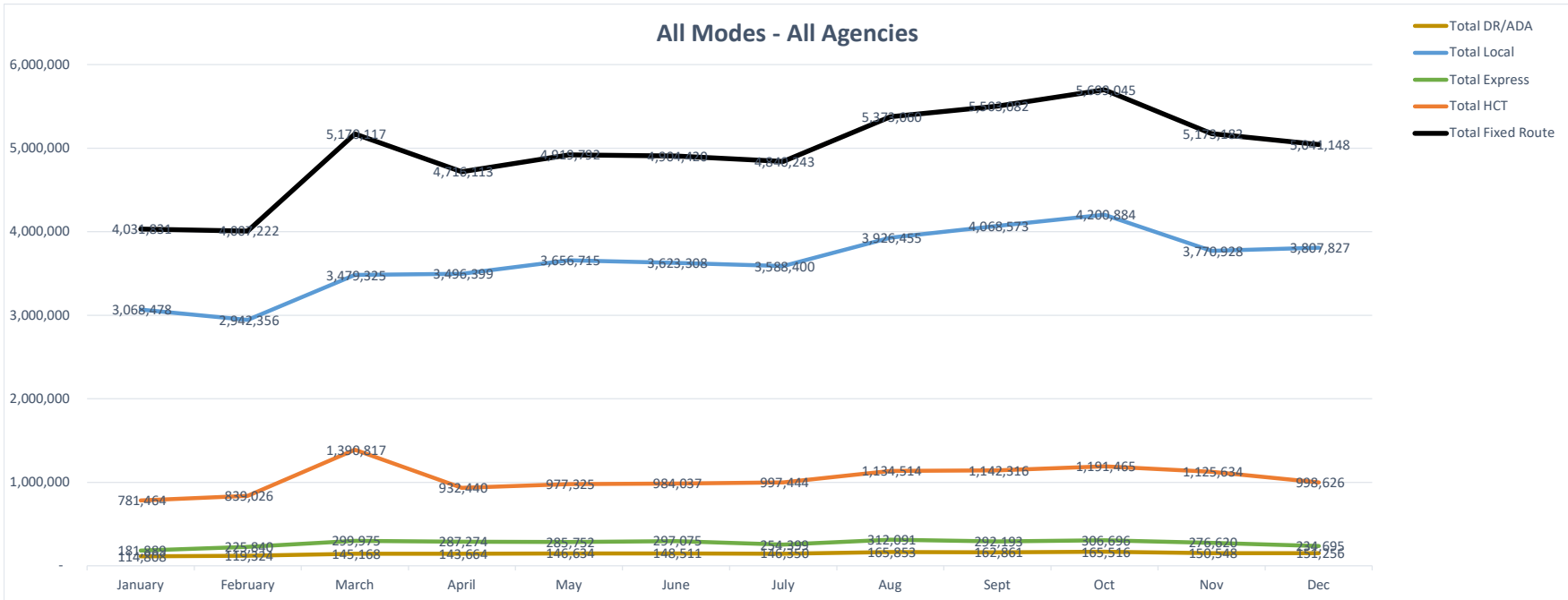
	January	February	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	2022
BTD*													
DR/ADA	7	13	22	1,019	878	804	610	759	740	709	609	498	6,668
Local	178	190	253	623	565	690	660	726	751	701	687	756	6,780
GCTD													
DR/ADA	2,701	3,363	4,298	4,025	4,416	5,832	4,222	5,346	4,851	4,845	4,673	4,073	52,645
Local	13,127	16,589	17,509	20,918	20,355	20,979	19,797	19,758	19,440	19,044	19,669	17,237	224,422
Express	4,828	4,254	4,298	5,403	5,355	5,368	5,020	5,506	6,304	6,968	6,767	5,220	65,291
Conroe													
DR/ADA	500	509	677	652	568	610	604	650	694				5,464
Local	1,344	1,257	1,707	1,972	2,274	2,369	2,105	2,483	2,751				18,262
Express	863	924	1,179	980	971	1,096	1,011	1,305	1,230				9,559
Fort Bend													
DR/ADA	7,976	8,023	9,692	8,837	9,256	9,570	9,187	10,853	9,632	9,911	8,597	8,732	110,266
Express	7,988	8,542	11,107	10,131	10,485	11,124	10,703	12,378	11,659	12,584	11,168	9,907	127,776
Harris													
DR/ADA	4,564	4,349	4,641	4,702	4,892	5,252	5,082	5,573	6,223	5,492	5,074	4,978	60,822
Local	10,496	8,622	10,732	11,540	10,016	10,367	10,346	10,349	10,490	12,389	11,582	11,749	128,678
Express	86	76	98	114	120	141	198	209	298	251	358	273	2,222
Island/Galveston													
DR/ADA	1,091	1,038	1,195	1,110	1,223	1,370	1,229	1,145	1,100	1,328	1,118	1,097	14,044
Local	9,544	9,796	12,349	12,374	12,736	14,863	13,022	14,758	14,454	13,926	12,506	9,610	149,938
Seawall	1,424	825	1,890	1,503	1,390	2,201	2,967	2,515	2,122	1,620	1,155	1,083	20,695
Trolley	1,091	1,038	1,195	2,137	2,382	2,510	2,871	628	468	611	176	515	15,622
METRO													
DR/ADA	97,969	102,029	124,643	123,319	125,401	125,072	125,416	141,527	139,621	143,231	130,477	131,878	1,510,583
Local	3,025,985	2,899,339	3,422,448	3,434,815	3,598,254	3,558,765	3,524,798	3,865,048	4,006,232	4,139,349	3,713,983	3,754,432	42,943,448
Express	157,176	196,170	256,978	249,780	247,610	256,094	217,368	267,360	250,396	264,433	238,641	203,209	2,805,215
BRT	18,558	16,972	19,585	22,793	21,051	21,660	22,162	24,026	22,594	25,413	23,905	24,283	263,002
LRT	761,815	821,016	1,370,037	907,510	953,892	959,867	972,411	1,109,860	1,119,254	1,165,441	1,101,553	973,828	12,216,484
The Woodlands													
DR/ADA	-	-	-	-	-	1	-	-	-	-	-	-	1
Local	6,380	5,738	12,437	12,654	11,125	13,074	14,705	10,818	12,333	13,855	11,346	12,960	137,425
Express	10,948	15,874	26,315	20,866	21,211	23,252	20,099	25,333	22,306	22,460	19,686	16,086	244,436
Total													
Total DR/ADA	114,808	119,324	145,168	143,664	146,634	148,511	146,350	165,853	162,861	165,516	150,548	151,256	1,760,493
Total Local	3,068,478	2,942,356	3,479,325	3,496,399	3,656,715	3,623,308	3,588,400	3,926,455	4,068,573	4,200,884	3,770,928	3,807,827	43,629,648
Total Express	181,889	225,840	299,975	287,274	285,752	297,075	254,399	312,091	292,193	306,696	276,620	234,695	3,254,499
Total HCT	781,464	839,026	1,390,817	932,440	977,325	984,037	997,444	1,134,514	1,142,316	1,191,465	1,125,634	998,626	12,495,108
Total Fixed Route	4,031,831	4,007,222	5,170,117	4,716,113	4,919,792	4,904,420	4,840,243	5,373,060	5,503,082	5,699,045	5,173,182	5,041,148	59,379,255

* Liberty and Montgomery Counties only

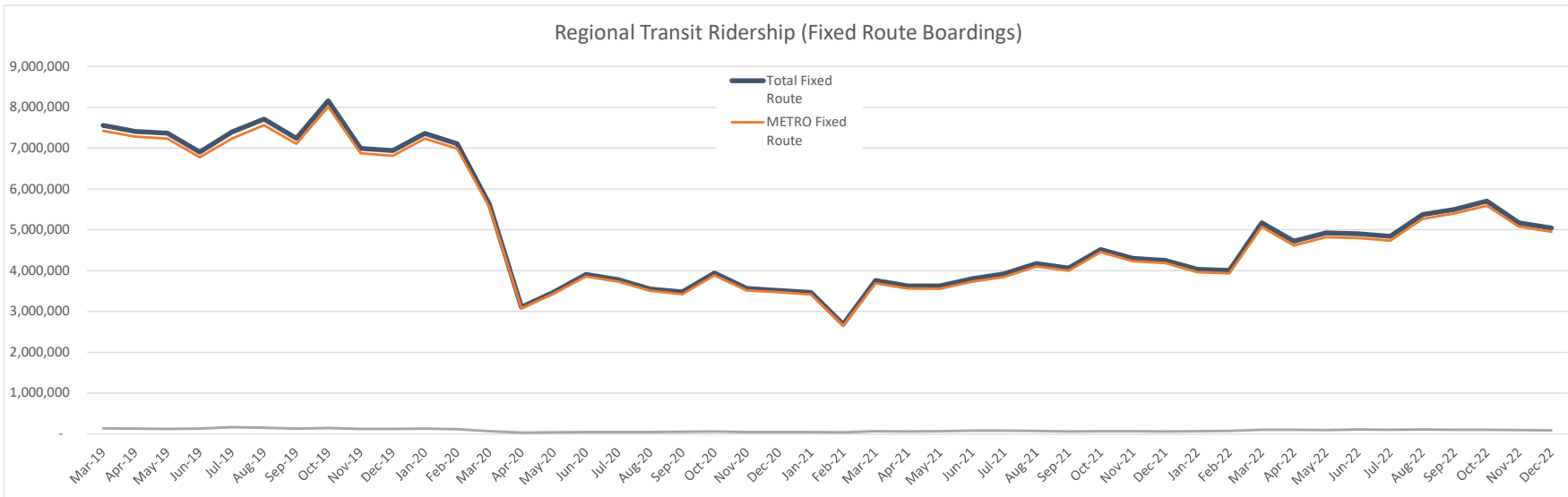
** Waller County only

All Modes Total: 61,139,748

Regional Transit Ridership - Calendar Year 2022



Regional Transit Ridership (Fixed-Route) - March 2019 through December 2022





2045 Regional Transportation Plan Update



Regional Transit Coordination (RTC) Subcommittee
February 9, 2023

Regional Collaboration • Transportation Planning • Multimodal Mobility



Timeline



Phase 1:
July 2021 - July 2022
Visioning & Needs
Assessment Phase



Phase 2:
Aug - Dec 2022
Prioritization Phase



Phase 3:
Jan 2023 - April 2023
Public Review Phase

2021

2022

2023

April 28, 2023
Approval of RTP
by TPC



Meeting #1
May - July 2022
Visioning Survey
Public Meetings



Meeting #2
Oct - Dec 2022
Strategies for
Prioritization



Meeting #3
March 15 - April 17, 2023
Present Plan & Review
Public Meetings

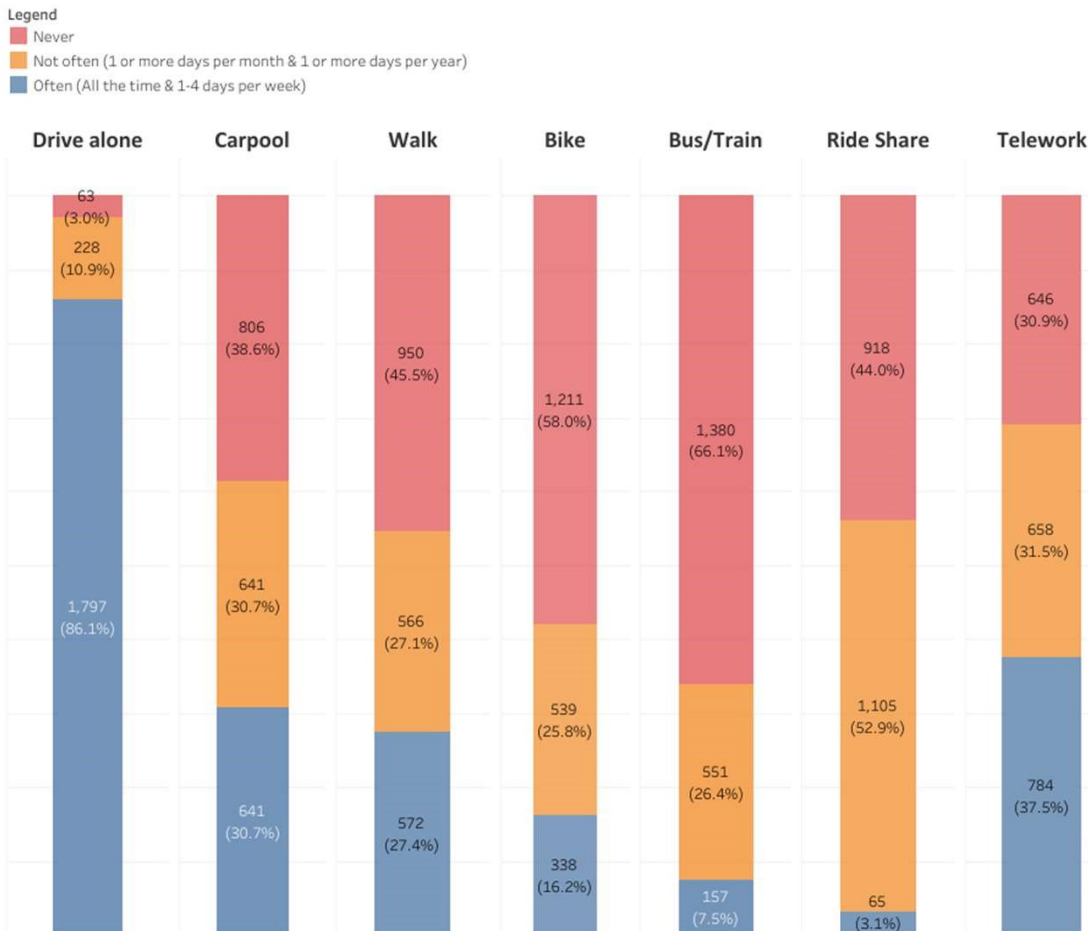
Visioning Survey - What we heard



- Safety
 - Respondents want to travel safer, not faster
- Mobility Options
 - Inside Beltway 8 – need better quality roads and variety of travel options
 - Outside Beltway 8 – need shorter commutes, convenient public transportation
- Congestion
 - Reliable travel times is a primary concern
- Proximity
 - Preference for affordable living near work, shopping, and services

Visioning Survey – Mode Choice

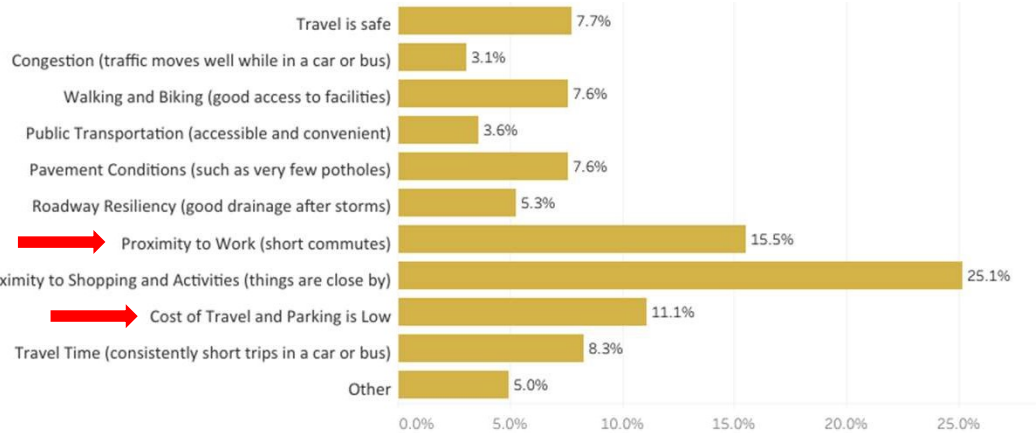
Q3. How often do you use the following modes of transportation?



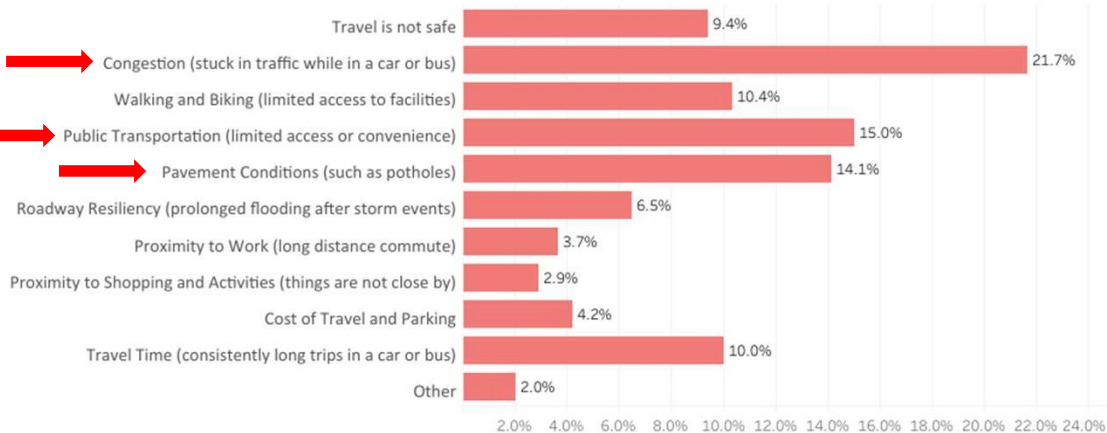
- Respondents primarily drive alone
 - Rates increased outside Beltway 8
- Walking and Biking rates increased:
 - Closer to Inner Loop
 - Among Younger respondents
 - Among Lower Incomes
- Telework rates increased as income increased
 - Respondents under 25 rarely telework

Visioning Survey – Likes and Concerns

Q4. What do you like about travelling around the region?



Q5. What concerns you about travelling in and around the region?



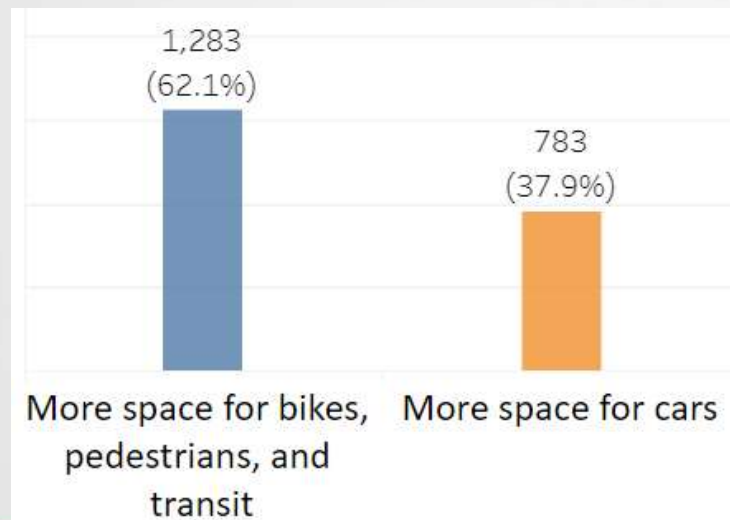
■ Respondents primarily LIKE:

- Proximity to Shopping/Activities
- Proximity to Work
 - Inner Loop, Younger groups
- Low cost of travel / parking

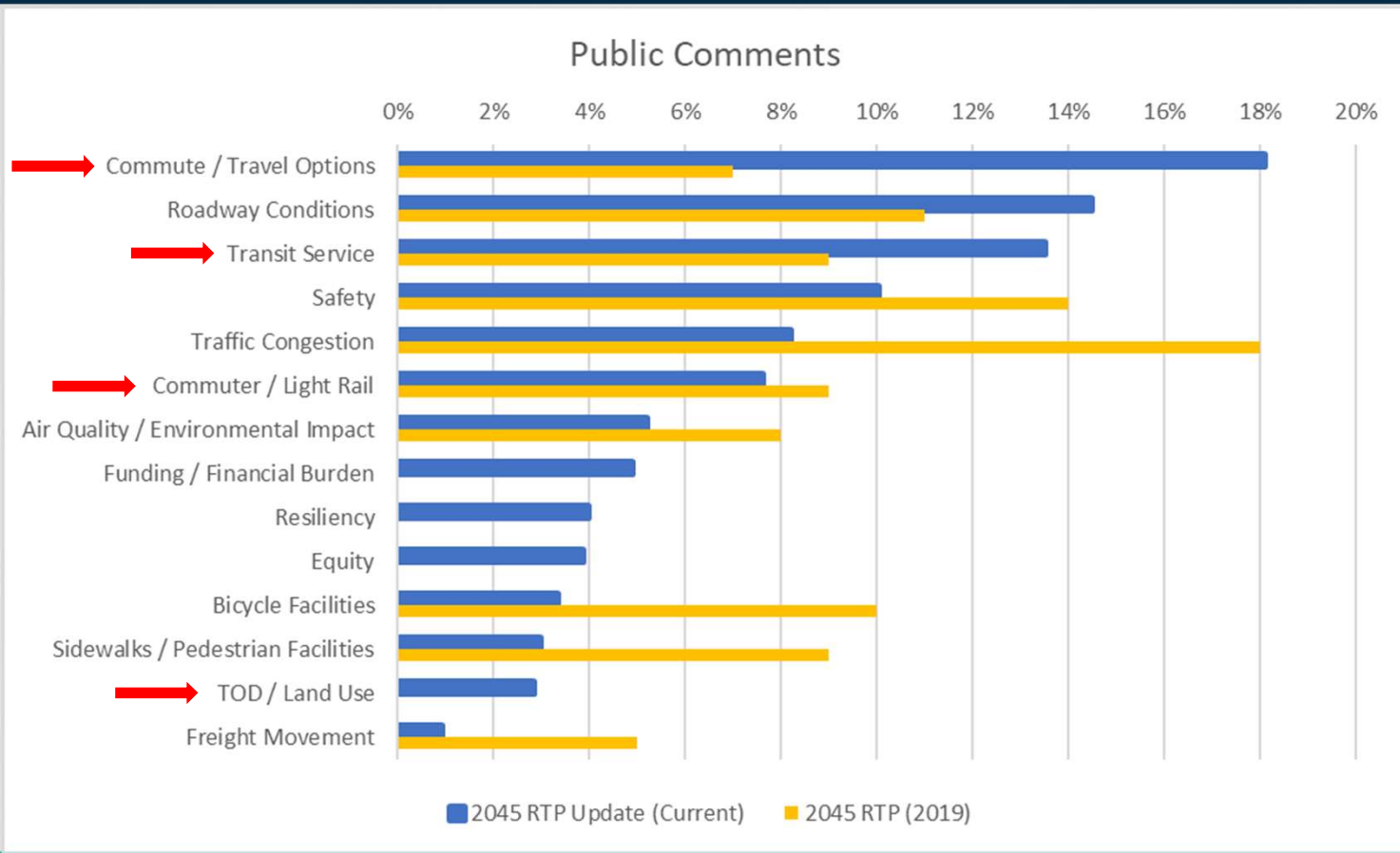
■ Respondent primary CONCERNS:

- Congestion
 - Outside Loop, Older groups
- Limited Transit, Walk, and Biking options
 - Inner Loop, Younger groups
- Pavement Conditions

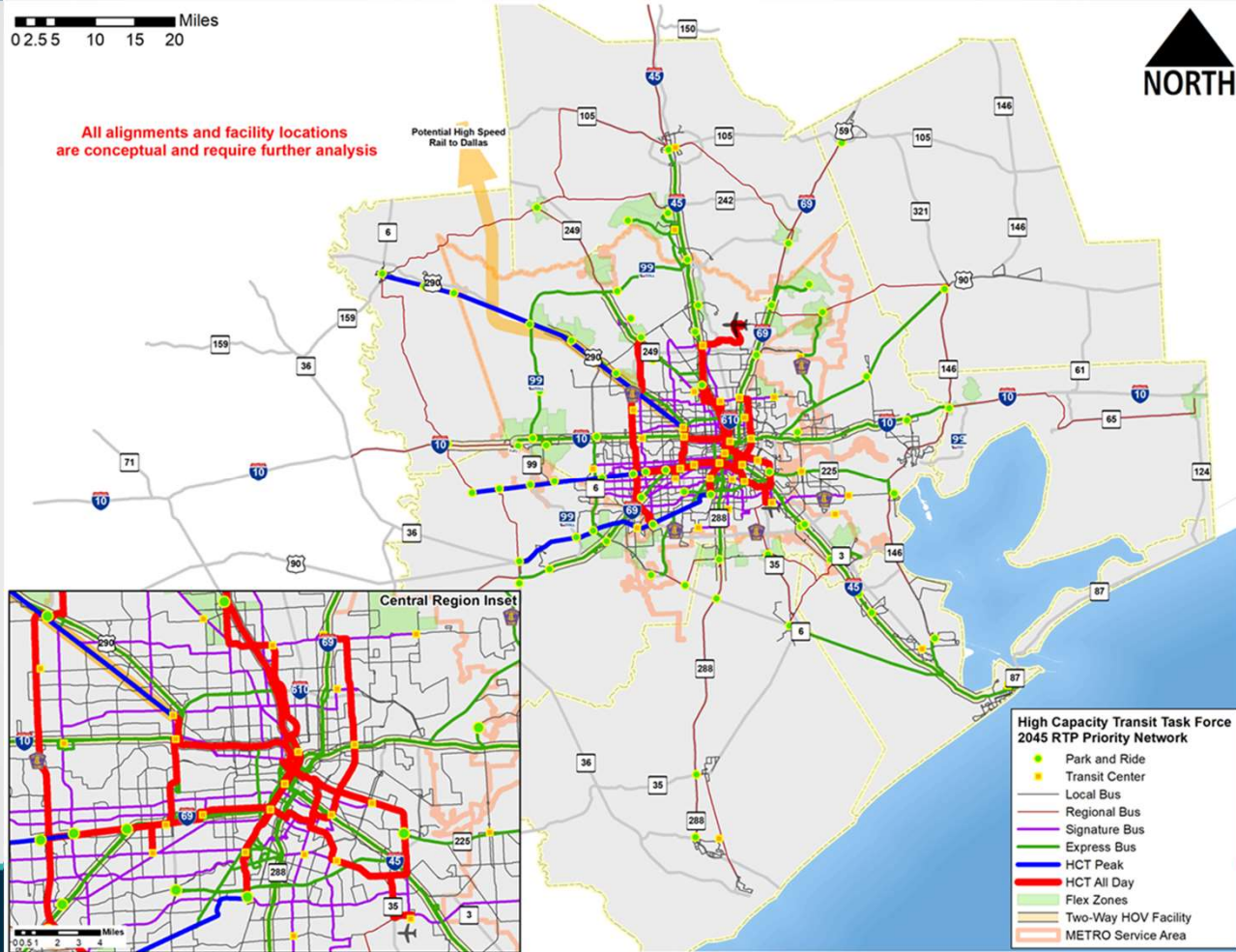
Q8. Which do you prefer (Mobility)?



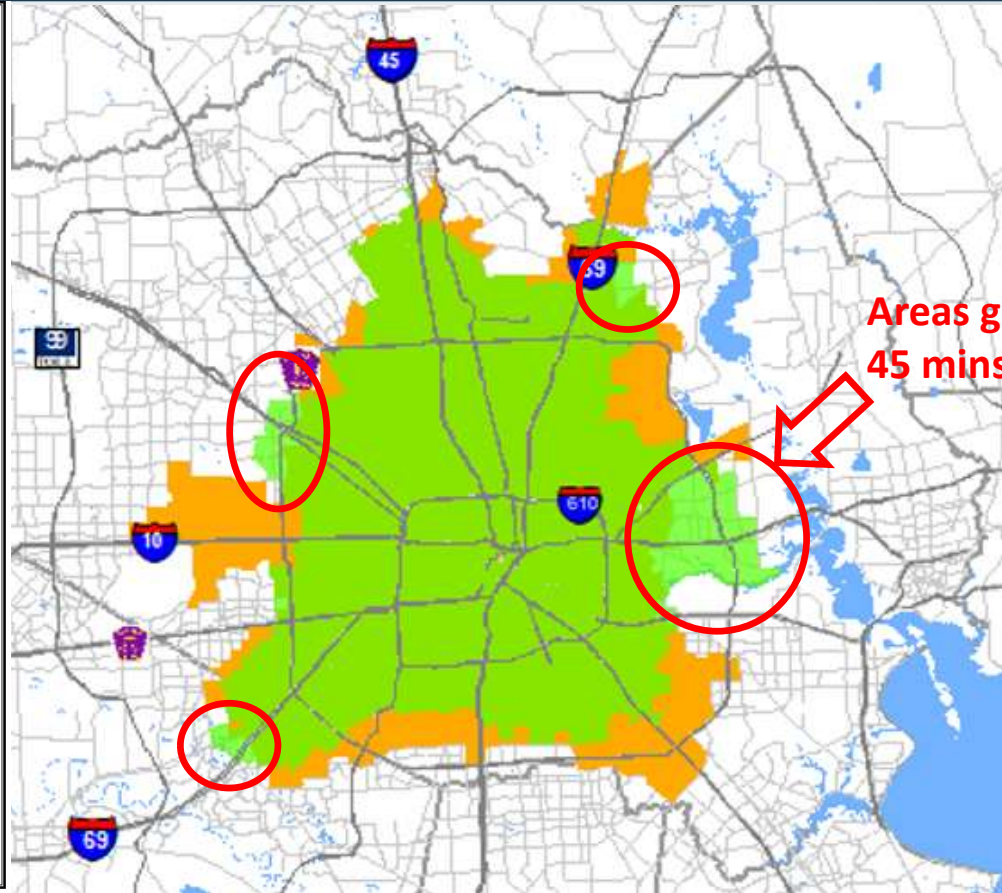
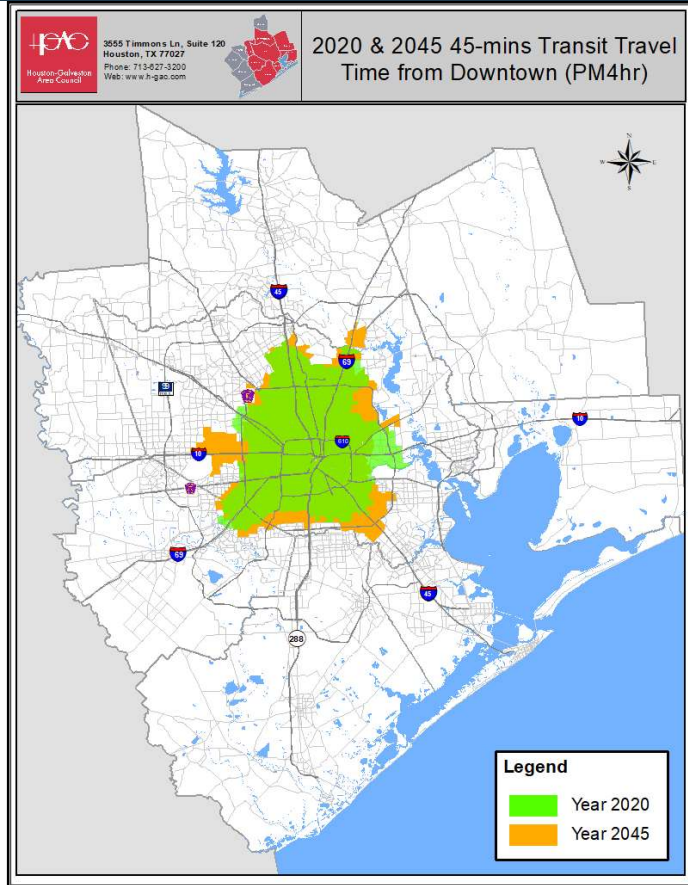
Q12. Is there anything else...?



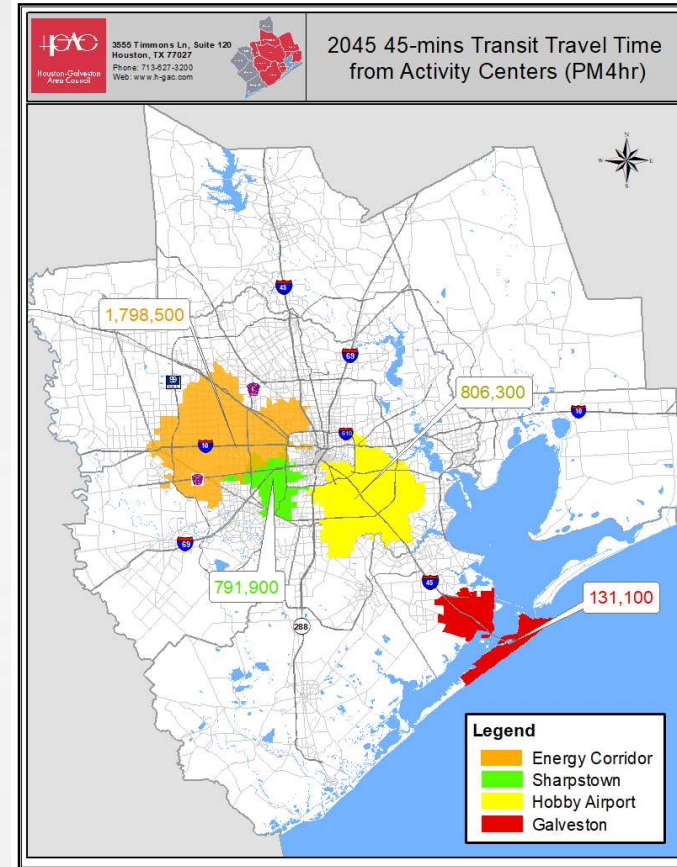
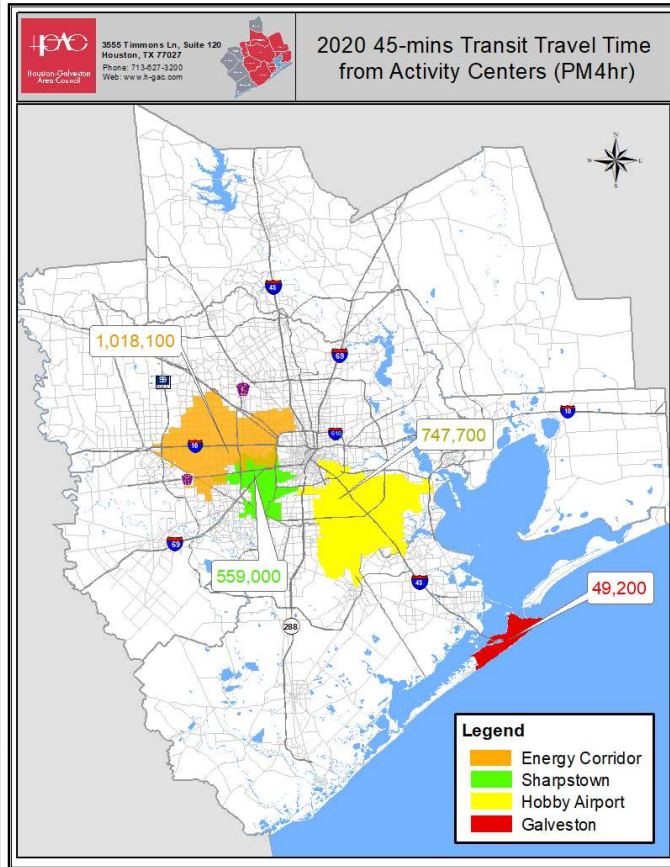
Current High-Capacity Recommendation – Priority Network



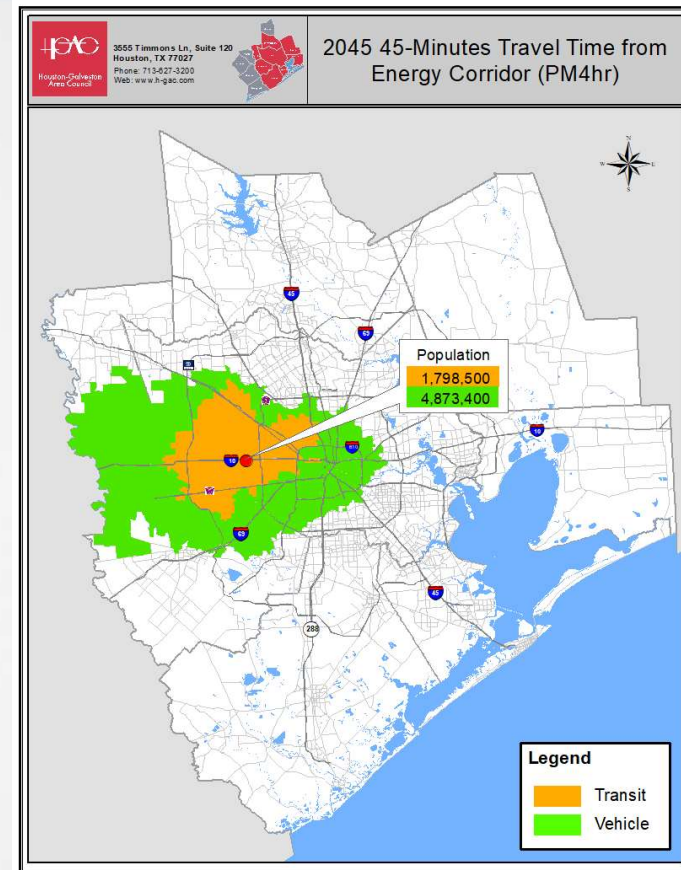
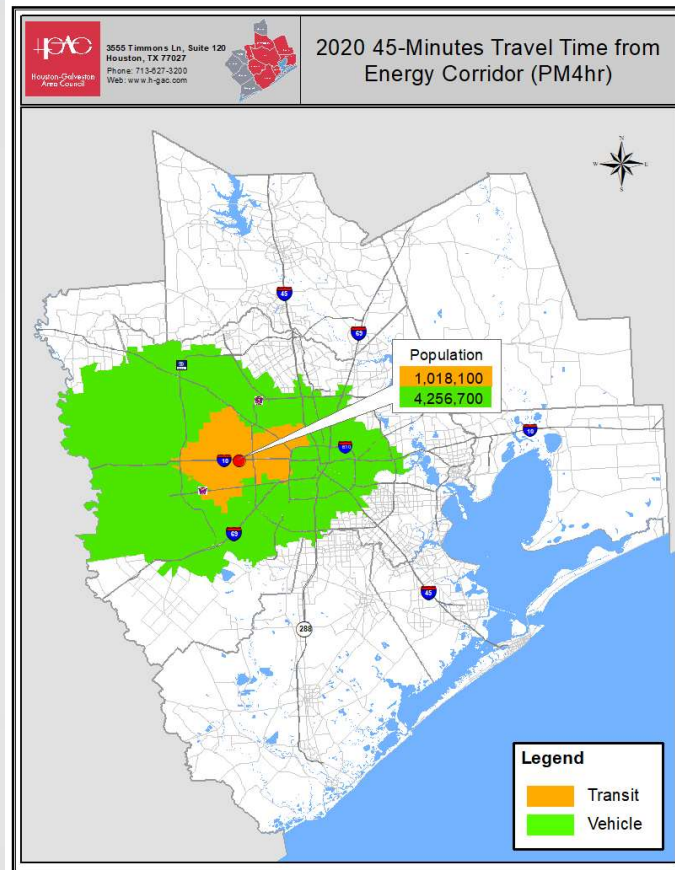
2020 & 2045 45-mins Transit Travel Time from Downtown (PM4hr)



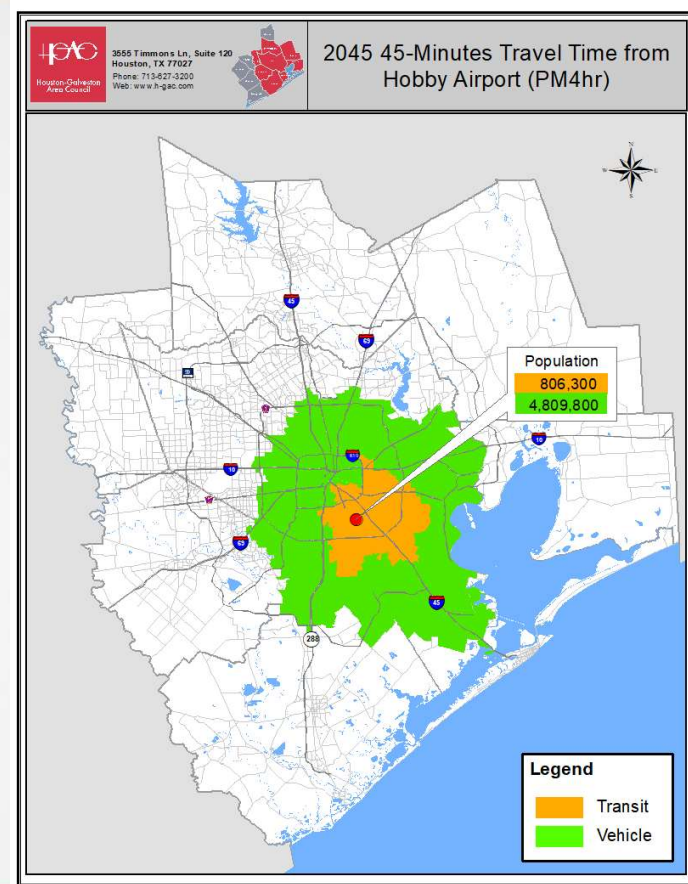
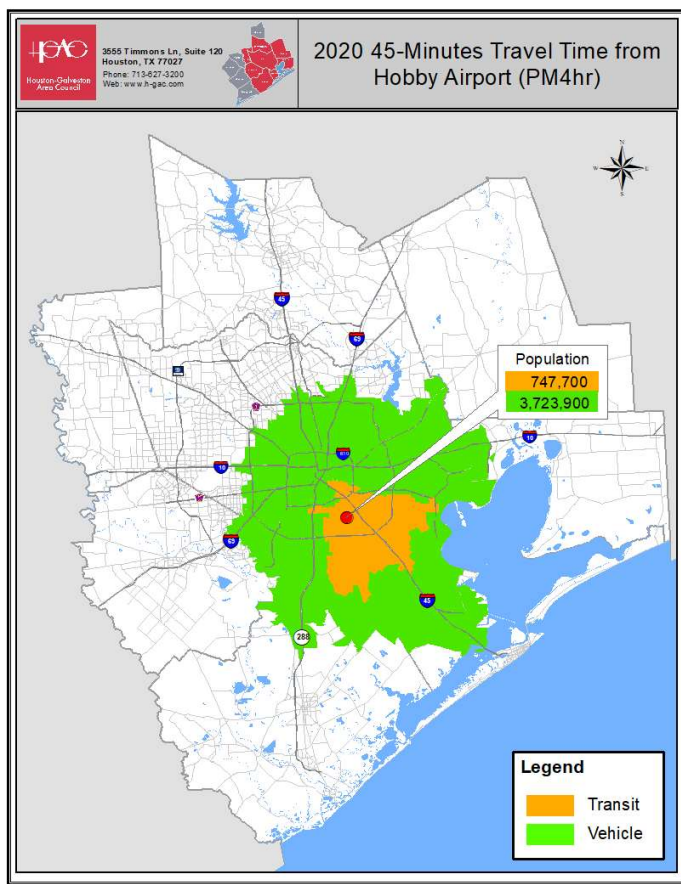
2020 & 2045 45-mins Transit Travel Time from Activity Centers (PM4hr)



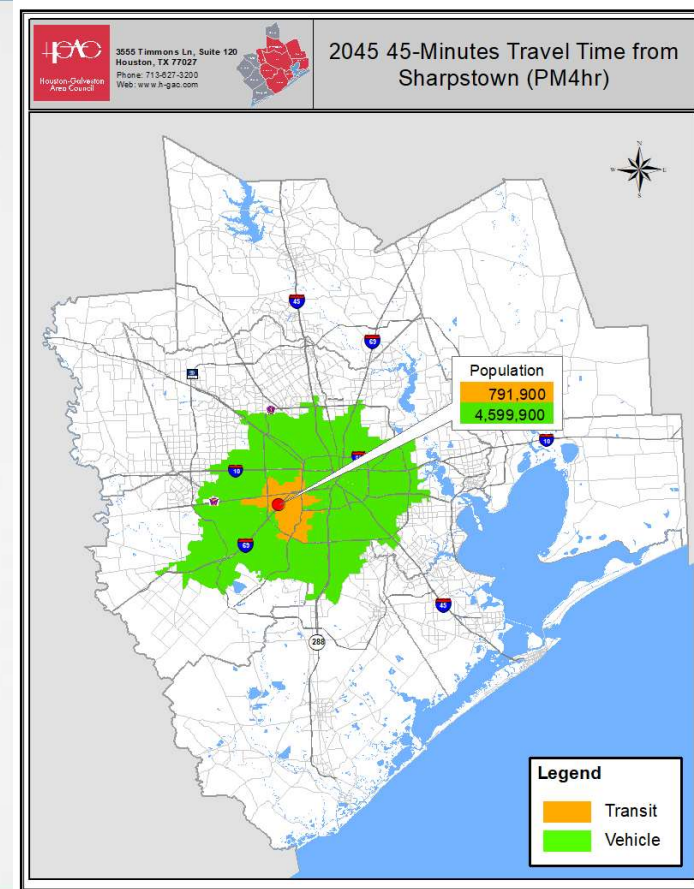
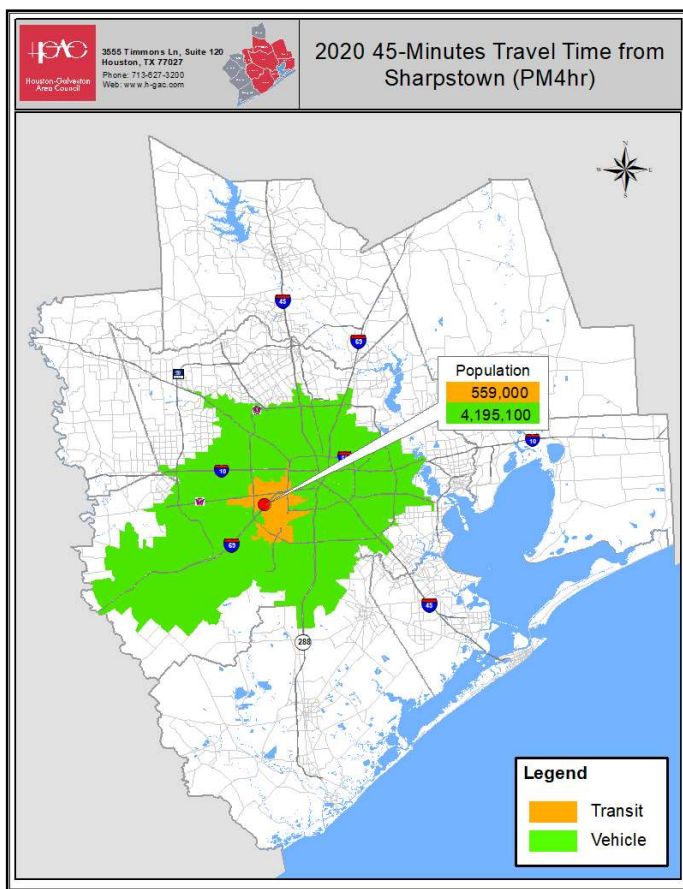
2020 & 2045 45-mins Travel Time by Mode (PM4hr)



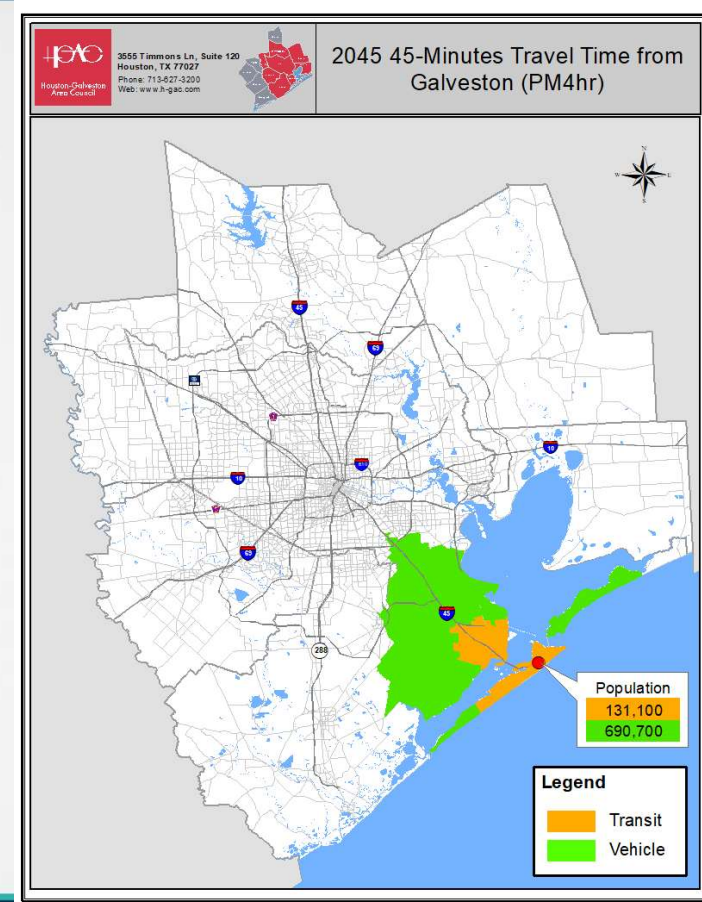
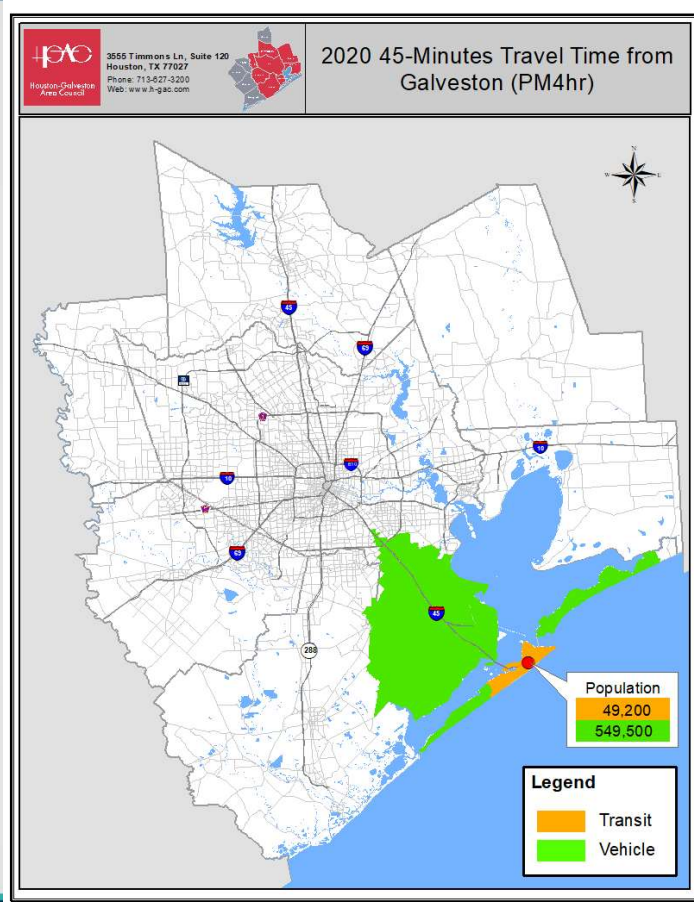
2020 & 2045 45-mins Travel Time by Mode (PM4hr)



2020 & 2045 45-mins Travel Time by Mode (PM4hr)



2020 & 2045 45-mins Travel Time by Mode (PM4hr)



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2045 RTP Recommendations

- Include the projects from the HCT Priority Network in the RTP
- Encourage the concepts and policies that support the increased use of transit:
 - Regional Fare System
 - Universal Accessibility
 - First Mile/Last Mile connections
- Examine HCT opportunities, set priorities and develop new funding sources
- Recommend Phase II of the HCT Task Force effort.

Possible Future Considerations

- Evaluate impacts of growth scenarios on HCT Priority Network
- Study feasibility for additional service outside Beltway 8
- Identify priority development opportunities around future Transit Centers / Park and Ride locations

Vision, Goals, Performance Measures

Vision	A Safe, Resilient, Equitable, and Reliable Multimodal Transportation System That Contributes to a Livable Region				
Goals	Improve Safety	Achieve and Maintain a State of Good Repair	Move People and Goods Reliably and Efficiently	Strengthen Regional Economic Competitiveness	Conserve and Protect Natural and Cultural Resources
Performance Measure Area	Reduce Vehicle, Bicycle, and Pedestrian Fatalities and Serious Injuries for All Modes (PM1)	Pavement and Bridge Condition Transit Asset Management *No changes (PM2)	Increase Reliability Expand Multimodal Network Incident Response *No changes (PM3)	Increase Truck Travel Time Reliability Increase Multi-Occupant Vehicle Use Non-Single Occupancy Vehicle Travel (PM3)	Emission Reductions Reduce Impacts Requiring Mitigation *No changes (PM3)

Investment Categories (Proposed)

Investment Category	Description
Regional Goods Movement	Roadway projects that are located on highways classified as UCFC or RCFC or intermodal connectors; Projects proposed on roadways that provide connectivity to large warehouses, big box stores etc.; Projects located on facilities with high truck volumes
Operational Improvements & Congestion Management	Projects not adding roadway capacity that reduce congestion and reduce travel delay (Including HOV expansions and BRT projects)
High-Growth Area Needs	Development of facilities that will avoid future congestion in high growth areas; Projects that address safety, congestion, or multimodalism in high growth areas ; Projects that promote coordinated planning in high growth areas and support continued economic development
Active Transportation	On and off-road bicycle & pedestrian projects that facilitate essential trip making including universal accessibility projects for transit
Transit	All transit projects (may include HOV expansions and BRT)
Major Projects	All projects with an estimated cost of \$50 \$100 million or more ^{*,**}
Resiliency & State of Good Repair	Projects focused on resiliency improvements and extending useful life of the facility (Details TBD pending full PROTECT guidance)
Safety **	Projects focused solely on safety improvements in high crash areas (details TBD pending recommendations of Safety Task Force)

Thank You for Participating!

Help Make Getting Around the Gulf Coast Region Better for Years to Come



Public Review Period
March 15 – April 17, 2023
h-gac.com/rtp

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