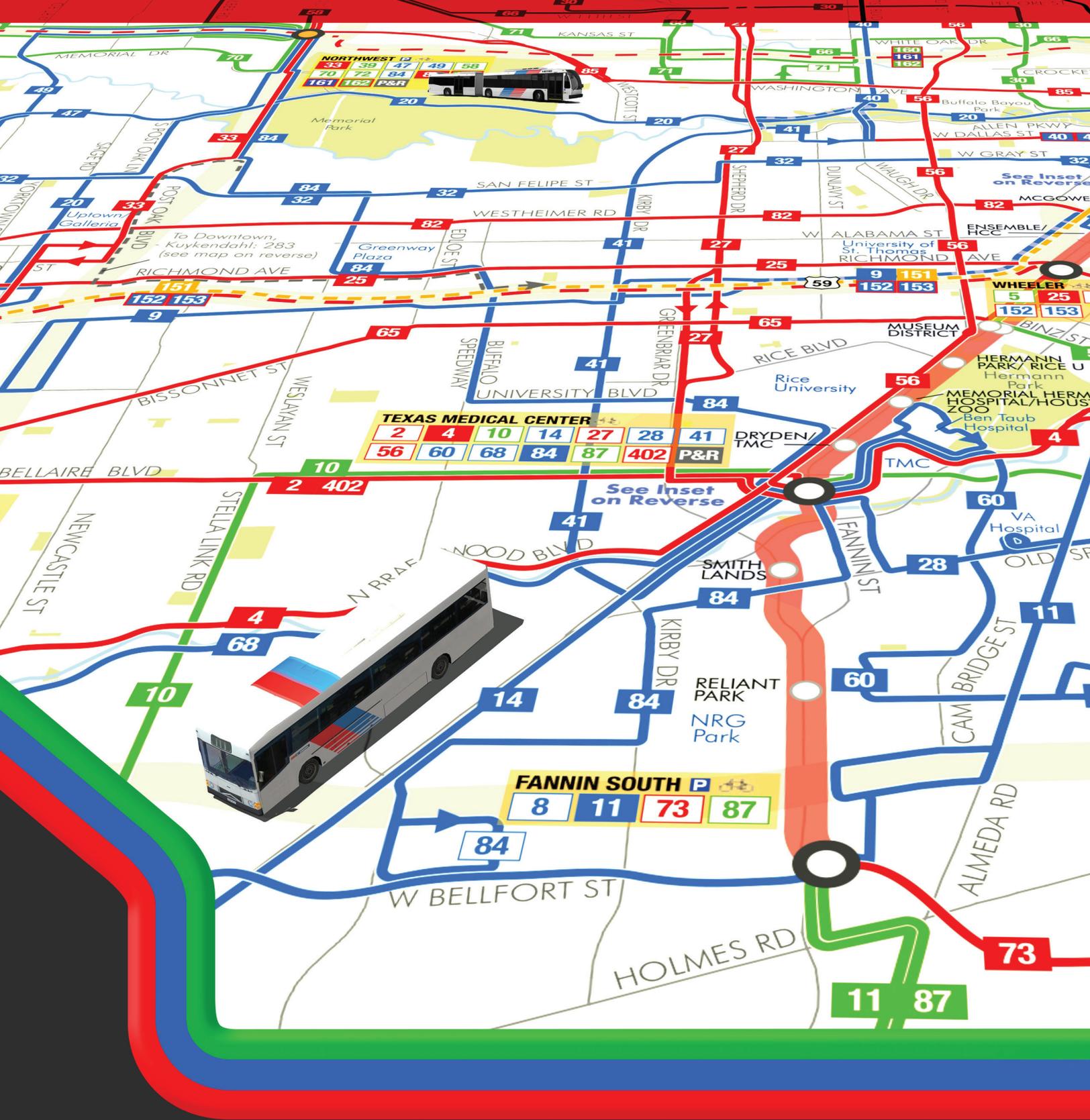


# Mobility Report 2015



METRO'S NEW BUS NETWORK

# TRENDS

in the REGION

**141,000**  
MORE PEOPLE  
IN REGION

↑2% 6,518,074 in 2015  
6,377,098 in 2014  
Source: H-GAC 2015



**15,200**  
NEW JOBS  
CREATED

↑1% 3,021,300 in 2015  
3,006,100 in 2014  
Source: Texas Workforce Commission 2015



**173 MILLION**  
MILES DRIVEN  
EACH DAY

↑1% in 2015  
172 million in 2014  
Source: H-GAC 2015 (model estimate)

In 2015, the region witnessed significant progress on a number of regional transportation initiatives, including the redesign of METRO's bus network, voter approval of Proposition 7, and the completion of the Grand Parkway from US 290 to IH 45. 2015 also saw fewer new jobs created in the region as a result of declining energy commodity prices. Despite the improved infrastructure and challenging economic trends, regional residents continue to experience significant travel delays from congestion and higher rates of vehicle crashes.

## IMPROVING SAFETY

Safety is a regional priority. In 2015, the region experienced a 2% increase in the number of vehicle crashes as well as a 2% increase in the crash rate. Accidents involving buses increased slightly, while the rate of bicycle crashes with vehicles decreased 6% in 2015. Railroad crossing accidents decreased by 44% during the same period.

H-GAC continues to work with its local governments to improve safety through law enforcement, public outreach campaigns and crash clearance initiatives.

## ASSET MANAGEMENT AND OPERATIONS

TxDOT has and continues to make much needed improvements to its roadway system. Thanks to voter passage of Propositions 1 and 7, more funding is available for transportation improvements.

## Improving Safety

### VEHICLE CRASHES

Crash Rate  
(Per 100 million annual VMT)

**209.7**

↑2% in 2015 (132,726 crashes)  
206.6 in 2014 (129,482 crashes)  
Source: TxDOT 2015 (preliminary data)

### BUS ACCIDENTS

Crash Rate  
(Per 100,000 vehicle miles)

**0.75**

↔ NO CHANGE in 2015 (516 accidents)  
0.75 in 2014 (509 accidents)  
Source: METRO 2015

### BICYCLE/VEHICLE CRASHES

Crash Rate  
(Per 100 million annual VMT)

**0.97**

↓6% in 2015 (614 crashes)  
1.03 in 2014 (648 crashes)  
Source: TxDOT 2015 (preliminary data)

### RAILROAD CROSSING ACCIDENTS

Number of Accidents  
(Per year)

**41**

↓44% in 2015\*  
73 accidents in 2014  
Source: Federal Railroad Administration 2015  
\*Through 11/30/15

## Asset Management and Operations

### PAVEMENT CONDITION

Percent of Lane Miles  
(Rated Good or Better)

**82%**

↔ NO CHANGE in 2015  
82% in 2014  
Source: TxDOT 2015

### BRIDGE CONDITION

Percent of Bridges  
(Rated Good or Better)

**83%**

↔ NO CHANGE in 2015  
83% in 2014  
Source: TxDOT 2014

### INCIDENT RESPONSE

Time to Clear a Traffic Incident  
(In minutes, excluding heavy trucks)

**31.9**

↔ NO CHANGE in 2015  
31.4 minutes in 2014  
Source: Houston TranStar 2015

### BUS VEHICLE RELIABILITY

All Buses (Mean distance between mechanical failures in miles)

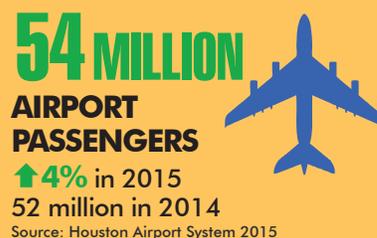
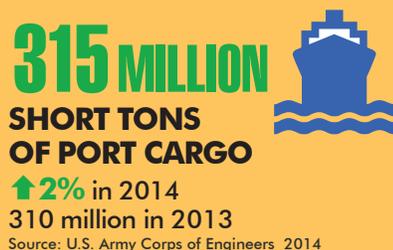
**9,568**

↓9% in 2015  
10,493 miles in 2014  
Source: METRO 2015

The overall condition of the region's infrastructure has remained relatively stable over the past few years, with the percentage of State-owned roadways rated "good or better" remaining at 82% in 2015, and bridges remaining at 83% (though bridge conditions are only reported biannually).

Incident response time to clear a major incident increased slightly to 31.9 minutes, as reported by Houston TranStar.

Bus vehicle reliability, which measures the average distance between mechanical breakdowns, declined 9% in 2015.



## Congestion Mitigation

**PLANNING TIME INDEX**  
80th Percentile  
(Late one day a week)



↑ **NEW BASELINE** in 2014  
Reflects new data source  
Source: Texas A&M Transportation Institute 2015

**BUS ON-TIME PERFORMANCE**  
METRO Local Bus/Park & Ride Bus  
(Percent of bus trips)



↔ **NO CHANGE** in 2015  
71.6% in 2014  
Source: METRO 2015

## CONGESTION MITIGATION

Travel on the roadway system increased slightly to an estimated 173 million miles per week day. This corresponds with growth in the region's population which added more than 141,000 people.

The Planning Time Index (PTI) measures system reliability by estimating how much extra time travelers need to make a normal trip. The most recent PTI for the region is 1.58, which means that once a week, a trip that normally takes 30 minutes may take up to 47 minutes.

Transit ridership in the region grew less than 1% with 84 million passenger boardings in 2015, and bus on-time performance decreased slightly to 71.3%.

## ECONOMIC COMPETITIVENESS

Truck congestion levels and commute alternative usage are two indicators of economic competitiveness. Truck congestion measures the annual cost of fuel and travel

## Economic Competitiveness

**TRUCK CONGESTION**  
Annual Cost  
(In \$billions)



↑ **NEW BASELINE** in 2014  
Reflects new data source  
Source: Texas A&M Transportation Institute 2015

**COMMUTE CHOICE**  
Use of Alternative Transportation  
(Percent of regional commuters)



↔ **NO CHANGE** in 2014  
20.4% in 2013  
Source: American Community Survey 2014

delay for moving goods within the region. The most recent cost of truck congestion is \$1.12 billion per year which is much higher than reported in previous years. Much of this increase can be attributed to more accurate data which is not comparable to previous estimates.

Twenty percent of the region's commuters use alternative modes of transportation to work at least once a week. This includes using transit, vanpool, carpool, biking, walking and teleworking. Bicycling has become a more attractive option for commuters. In 2015, the transport of bicycles on buses increased 4% to 262,271.

## NATURAL AND CULTURAL RESOURCES

H-GAC supports the reduction of vehicle emissions through the funding and promotion of alternative commute options and the accelerated replacement of older diesel-powered vehicles with newer, cleaner models. In 2015, these programs combined reduced 398.2

## Natural and Cultural Resources

**AIR QUALITY**  
NOx Emission Reductions  
(In tons per year)



↑ **11%** in 2015  
358.2 tons in 2014  
Source: H-GAC 2015

**AIR QUALITY**  
Ozone Level  
(In parts per billion)



↔ **NO CHANGE** in 2015  
80 ppb in 2014  
Source: Texas Council on Environmental Quality 2015

**LEGEND**

**GREEN** - Positive effect  
**RED** - Negative effect  
**GRAY** - No discernible effect

↑ Net Increase  
↓ Net Decrease  
↔ No or Slight Net Change

tons of NOx. The region's three-year average of the ozone level has remained steady at 80 parts per billion (ppb); however, this is still above the current national air quality standard of 75 ppb.

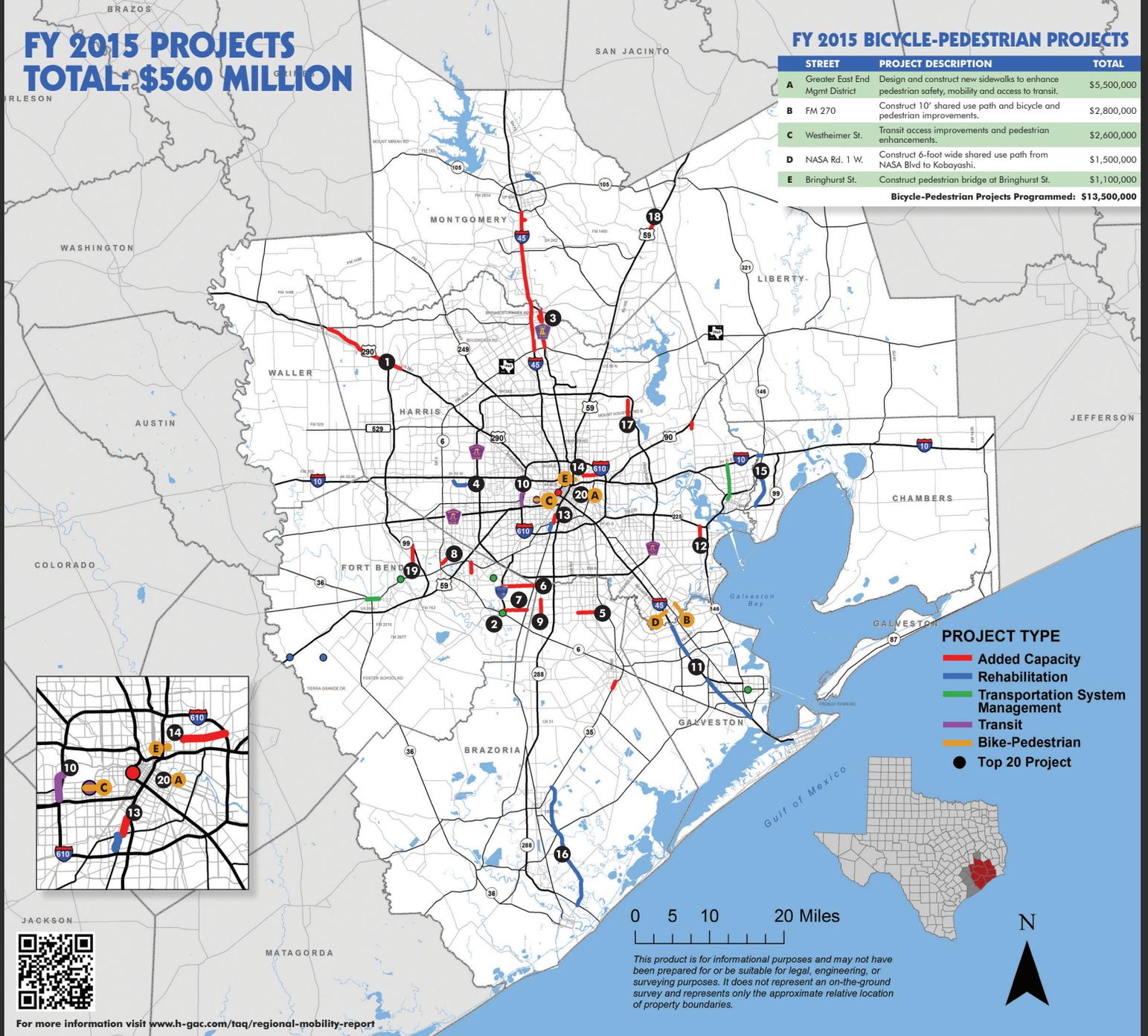
## SUMMARY

The Houston-Galveston region depends on a safe, efficient and reliable transportation system to maintain its economic success and overall quality of life. This report provides only a snapshot of the performance information available. For additional transportation performance measures, visit [www.h-gac.com/taq/regional-mobility-report](http://www.h-gac.com/taq/regional-mobility-report).

# FY 2015 PROJECTS TOTAL: \$560 MILLION

## FY 2015 BICYCLE-PEDESTRIAN PROJECTS

STREET	PROJECT DESCRIPTION	TOTAL
A Greater East End Mgmt District	Design and construct new sidewalks to enhance pedestrian safety, mobility and access to transit.	\$5,500,000
B FM 270	Construct 10' shared use path and bicycle and pedestrian improvements.	\$2,800,000
C Westheimer St.	Transit access improvements and pedestrian enhancements.	\$2,600,000
D NASA Rd. 1 W.	Construct 6-foot wide shared use path from NASA Blvd to Kobayashi.	\$1,500,000
E Bringham St.	Construct pedestrian bridge at Bringham St.	\$1,100,000
<b>Bicycle-Pedestrian Projects Programmed:</b>		<b>\$13,500,000</b>



For more information visit [www.h-gac.com/taq/regional-mobility-report](http://www.h-gac.com/taq/regional-mobility-report)

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

# The Top 20 Projects in the Houston-Galveston Region in FY 2015

STREET	FROM	TO	PROJECT DESCRIPTION	TOTAL
1 US 290	Mason Rd.	FM 2920	Widen freeway to 8 main lanes from Mason Rd. to Bauer Rd. Widen freeway to 6 main lanes from Bauer Rd. to FM 2920.	\$124,000,000
2 Fort Bend Parkway Toll Road	SH 6	SH 6	Construct overpass.	\$61,000,000
3 Hardy Toll Rd.	SH 99	FM 1960	Widen tollway from 4 lanes to 6 lanes.	\$60,000,000
4 Memorial Dr.	N. Eldridge Parkway	N. Kirkwood Dr.	Reconstruct and widen roadway to 4-lane divided roadway with intersection improvements, signals, lighting, and sidewalks.	\$32,000,000
5 Bailey Rd.	FM 1128	Veterans Dr.	Widen from 2-lane roadway to 4-lane divided roadway with raised median.	\$27,000,000
6 FM 2234	Fort Bend Parkway	FM 521	Widen from 2-lane roadway to 4-lane divided rural roadway.	\$25,500,000
7 Trammel Fresno Rd.	Fort Bend Parkway	FM 521	Widen from 2-lane roadway to 4-lane divided rural roadway.	\$23,500,000
8 Stadium Dr	N. of Oyster Creek	Burney Rd.	Construct 4-Lane roadway.	\$17,000,000
9 CR 48	FM 518	CR 894	Widen from 2-lane roadway to 4-lane divided rural roadway.	\$14,000,000
10 Post Oak Blvd.	IH 610	Richmond Ave.	Design and reconstruct roadway with transitway (year 2).	\$13,500,000
11 IH 45 S.	FM 518	Texas City Wye	Asphalt overlay from FM 518 to FM 517 and FM 1764 to Texas City Wye.	\$12,000,000
12 Sens Rd.	SH 225	Spencer Hwy.	Widen from 2-lane asphalt roadway to 4-lane concrete roadway.	\$11,000,000
13 Alameda Rd.	Macgregor Way N.	Old Spanish Trail	Reconstruct and widen road to 6-lanes including 10ft shared pathway from Holcombe to Old Spanish Trail, sidewalks and storm drainage.	\$10,000,000
14 Wallisville Rd.	Lockwood Dr.	IH 610 E.	Widen from 2-lane roadway to 4-lane divided roadway with curbs, lighting, sidewalks and underground utilities.	\$9,000,000
15 FM 1405	FM 565 S.	SH 99	Rehabilitate existing roadway.	\$8,000,000
16 FM 523	SH 332	SH 35	Base repair and asphalt overlay.	\$8,000,000
17 Lockwood Dr.	Union Pacific Railroad	Lake Houston Parkway N.	Widen from 2-lane asphalt roadway to 4-lane concrete roadway.	\$7,500,000
18 US 59	FM 2090	South of East River	Construct new 2-lane frontage roadway.	\$7,500,000
19 Harlem Rd.	SH 99	Plantation Dr.	Reconstruct existing 2-lane roadway to 4-lane roadway with curb and gutter with open ditch drainage.	\$6,000,000
20 Greater East End Mgmt District	Various	Various	Design and construct new sidewalks to enhance pedestrian safety, mobility and access to transit.	\$5,500,000
<b>Top 20 Projects Programmed:</b>				<b>\$ 482,000,000</b>



This 2015 Mobility Report summarizes key economic and transportation performance measures that reflect our progress toward achieving a safe, reliable, multimodal transportation network. As in previous years, performance statistics have been shown for each of the stated goals in the 2040 Regional Transportation Plan.

The Mobility Report also illustrates some of the larger transportation infrastructure investments made in 2015. Compared to recent years, the dollar value of new investments was significantly smaller. However, this is largely due to the construction timing of major projects, some of which have been delayed and will be "let to contract" later this year or in 2017.

The cover of this report illustrates that not every impactful transportation decision involves construction. The Metropolitan Transit Authority's new "Re-Imagined" bus network (put into service last August) is already reversing a long, historic decline in transit bus ridership. Although the reporting period for the transit data contained in this report ended September 30th of last year, METRO's enhanced bus services and expanded light rail system already had a positive impact on retaining and increasing transit ridership.

A few quick highlights from the 2015 Mobility Report:

- Robust growth continues in freight through our region's ports and passengers at our region's airports
- Although the number and rate of vehicle crashes grew, vehicle crashes with bicyclists, trucks and freight trains declined
- Locally sponsored transportation projects in 2015 represent a majority of the new infrastructure investments during 2015. Delays to projects expected to begin construction in 2015 significantly reduced the amount of new investments last year

In its last session, the Texas legislature emphasized the importance of performance driven transportation investments through passage of HB20. We will always look to provide the best performance information available and will continue to document changes in the development of this data as it occurs.

**Alan C. Clark**  
Transportation Director  
Houston-Galveston Area Council

**\$5.6 B**   
**ANNUAL COST OF CRASHES**

↓2% in 2015  
\$5.7 billion in 2014  
Source: TxDOT 2015 (preliminary data)

**17,495** 

**SERIOUS INJURIES**

↓2% in 2015  
17,885 serious injuries in 2014  
Source: TxDOT 2015 (preliminary data)

**4,203** 

**COMMERCIAL VEHICLE CRASHES**

↓8% in 2015  
4,578 crashes in 2014  
Source: TxDOT 2015 (preliminary data)



Houston-Galveston Area Council

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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