

**Regional Transit Coordination (RTC) Subcommittee
Houston-Galveston Area Council**

**SPECIAL CALL MEETING
Thursday, September 3, 2026
9:30-11:00 AM**

Agenda

1. Introductions and Certification of Quorum (9) – James Oliver, Island Transit, Chair
2. Public Comments
3. Action Items:
 - 3.1 Approval of RTC Subcommittee Meeting Minutes of July 9, 2026
 - 3.2 Endorsement of Regional Transit Performance Targets: Transportation Asset Management (TAM) and Public Transportation Action Safety Plan (PTASP) – Kareem Heshmat, H-GAC
4. Information Items:
 - 4.1 Regional Public Transportation Coordination Plan (RPTCP) Update – Bennie Chambers and Kareem Heshmat, H-GAC
 - 4.2 2027-2031 Regional Public Transportation Coordination Plan (RPTCP) Memorandum of Understanding (MOU) – Bennie Chambers, H-GAC
5. Transit and Human Service Agency Reports (5 minutes or less each)

2026 RTCS Meeting Dates (All Meetings Begin at 9:30 AM)

October 8, 2026

December 2006 – Special Call TBA

REGIONAL TRANSIT COORDINATION SUBCOMMITTEE

MEETING MINUTES

Thursday, July 9, 2026 – 9:30-11:00am

Houston-Galveston Area Council

Virtual Meeting

MEMBERS PRESENT

James Oliver (Chair) – Island Transit (Galveston)
Brian Crimmins – City of Houston
Amy Skicki – BAYTRAN
Angel Ponce – City of Houston
Thomas Holstein – Baker Ripley
Ashley Newell – Mounting Horizons
Perri D'Armond – Fort Bend County Transit
Tatyana Luttschlager – METRO
Vernon Chambers – Harris County Transit
Ted Ross – Gulf Coast Transit District

OTHERS PRESENT

Travis Madison – TxDOT (Ex Officio)
Paula Polk – TxDOT (Ex Officio)
Carolina Lopez-Herrera – TxDOT (Ex Officio)
Brenda Bustillos - TxDOT
Bridgett Hlavinka
Frederick Johnson – City of Conroe
Marcus Alexander – Gulf Coast Transit District
Albert Lyne - METRO
Huey German-Wilson – Super Neighborhood 48
Pamela LaBrane – Fort Bend Transit
Sarah Jane Kleber – Kimley-Horn

ALTERNATES PRESENT

Wilson Calvert – City of Houston
Brian Jackson-Taylor – City of Missouri City
Christina Cabral – Transportation Advocacy Group
Paula Johnson – City of Houston
Nicole Mathews – The Woodlands Township
Donald Hughes – METRO
Jo Marlow – Brazos Transit District

H-GAC STAFF PRESENT

Jamila Owens
Marcus Tucker
Thomas Gray
Bennie Chambers
Kareem Heshmat
Emanuel Andrews
Alan Rodenstein
Sydni Ligons
Sayena Marandi
Ayo Jibowu
Pamela Grady

OVERVIEW

RTCS Members and Alternates met virtually by teleconference. At this regular meeting, the Subcommittee received a presentation on the Regional Public Transportation Coordinated Plan (RPTCP) update effort, including an interactive map tool currently in development and a Memorandum of Understanding (MOU) required by the Texas Department of Transportation (TxDOT). Other presentations concerned regional transit performance metrics and a proposal to re-purpose funds for a high-capacity transit planning grant.

INTRODUCTIONS AND CERTIFICATION OF QUORUM

ITEM 1 – James Oliver, Chair, City of Galveston, called the meeting to order at 9:32 am. Roll was called by H-GAC staff and a quorum was confirmed.

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 April 9, 2026

Mr. Oliver requested a motion to approve the minutes of the April 9, 2026 special call meeting of the Subcommittee.

Action Item Motion: moved by Brian Crimmins, seconded by Perri D'Armond. Action Item approved.

INFORMATION ITEMS

ITEM 4.1 – 2027-2031 Regional Public Transportation Coordination Plan (RPTCP) Memorandum of Understanding (MOU) – Bennie Chambers and Kareem Heshmat, H-GAC

Bennie Chambers presented an overview of the proposed Memorandum of Understanding (MOU). He explained that the document formalizes the Regional Transit Coordination Subcommittee as the region's coordinating body for public transportation planning and fulfills TxDOT requirements for the Regional Public Transportation Coordination Plan. Key elements of the MOU include the committee mission, purpose, roles and responsibilities, organizational commitments, and signature pages for participating agencies.

The draft MOU is currently under TxDOT review. Following comments from TxDOT, the document will be distributed to committee members for advance review. Staff anticipates presenting the final draft during a special September meeting for committee consideration. Once approved, the MOU will be circulated electronically for agency signatures before being incorporated into the final Regional Public Transportation Coordination Plan.

Vernon Chambers noted that many jurisdictions will require governing body approval, such as Commissioners Court or City Council action, and requested adequate lead time. Brian Crimmins asked whether a previous MOU existed for comparison. Jamila Owens explained that this is a new requirement established through the current TxDOT guidance. She noted that the document was intentionally drafted to align with the committee's existing bylaws while clearly defining member expectations and responsibilities.

ITEM 4.2 – Regional Public Transportation Coordination Plan (RPTCP) Update – Bennie Chambers and Kareem Heshmat, H-GAC

Kareem Heshmat provided an update on development of the Regional Public Transportation Coordination Plan. Staff reported completion of the public engagement phase and indicated that recommendations and prioritization strategies are now being finalized.

Sayena Marandi, of H-GAC's Data Analytics and Research Department, introduced a new Experience Builder website developed with ArcGIS Online. The interactive platform combines transit gap analysis, demographic information, public engagement results, mapping tools, and project recommendations into a centralized planning resource. Staff explained that the application is designed to allow planners and stakeholders to identify transit service gaps, compare existing service with community needs, evaluate demographic characteristics, and prioritize future investments.

Subcommittee members expressed interest in the draft application and its functions. Brian Crimmins suggested that the application include layers for transit agency boundaries and elected officials (council districts, precincts, etc.). Angel Ponce inquired about accessibility; Marandi responded that the application would be compliant. Tatyana Luttenschlager asked when the application would be available; Marandi was hopeful that it would be ready by September.

Kareem Heshmat and Bennie Chambers continued with the presentation by providing an overview of initial recommendations, including community-informed regional mobility opportunities and prioritization criteria for recommended projects. Staff will continue completing the narrative and drafting plan recommendations through July and August. An update will be provided to the Subcommittee at a Special Call meeting in September and approval of the plan is envisioned in October.

ITEM 4.3 – Regional Transit Performance Metrics: Transportation Asset Management (TAM) and Public Transportation Action Safety Plan (PTASP) – Kareem Heshmat, H-GAC

Kareem Heshmat presented an update on Transit Asset Management (TAM) Performance Measures, including the asset categories, the roles of both H-GAC and individual transit agencies, national trends and H-GAC's recommended targets. Heshmat asked for feedback on the proposed targets.

Tatyana Luttschlager observed that it takes METRO time to get projects (including rolling stock purchases and maintenance activities) started, so she wasn't sure if making the targets more ambitious would incentivize agencies to get asset management activities completed quicker. James Oliver agreed.

Heshmat continued with an update on Public Transportation Action Safety Plan (PTASP) performance measures, describing the fourteen measures identified by the federal government, how the regional targets are being set, and the difference between Tier I providers, who operate rail, and Tier II providers, who do not. Heshmat presented the draft targets for 2028 and 2030 for both Tiers and requested feedback.

Subcommittee members expressed interest in discovering what other regions were doing in terms of safety performance targets. James Oliver suggested that H-GAC staff reach out to NCTCOG, New Orleans and Little Rock MPOs, as they all included Tier I providers as well.

Heshmat concluded by discussing the timeline for both TAM and PTASP, with the Subcommittee's approval expected in September.

ITEM 4.4 – Amendments to High-Capacity Transit Planning Grant – Thomas Gray, H-GAC

Thomas Gray told the Subcommittee that TxDOT and H-GAC entered into an Advance Funding Agreement (AFA) in 2024 to further study recommendations of the High-Capacity Transit Task Force. One study, the Regional Bus Study, is currently underway. Another study that would have evaluated high-capacity transit options along the Westpark Corridor is being deferred because the Harris County Toll Road Authority is conducting their own study of the corridor. The \$600,000 set aside for the Westpark Corridor study needs to be repurposed. Gray identified potential replacement tasks for the planning funds in question, including small area transit studies in Katy and the Bay Area, a corridor study along SH 35, or an operator recruitment and retainage study, and asked Subcommittee members for feedback.

Vernon Chambers opined that the small area studies were her top two choices, with the operator recruitment study being the third. Tatyana Luttschlager agreed. Amy Skicki expressed her support for a study of the Bay Area, referencing new developments in Webster and the NASA Johnson Space Center. James Oliver agreed, saying that a Bay Area Study should be a priority. Ashley Newell noted that it was challenging to rank the proposed studies because all four were very needed.

ITEM 4.5 – Congestion Mitigation and Air Quality (CMAQ) Pilot Call for Partners –Emanuel Andrews, H-GAC

Due to time constraints, this item was deferred and will be presented at the next meeting.

TRANSIT AND HUMAN SERVICE AGENCY REPORTS

ITEM 5 – Mr. Oliver asked if any Subcommittee members had anything to report on behalf of their agencies.

Thomas Gray announced that the second quarter 2026 ridership survey will be distributed to transit providers in the coming week.

Amy Skicki congratulated the Gulf Coast Transit District and METRO for coordinating a connecting bus service between the El Dorado and League City Park and Rides, providing connectivity between the two transit providers and making cross-county commuting possible.

A brief discussion about the date of the September Special Call meeting occurred, with Thursday, September 3 being identified as the likeliest date for it to occur.

ADJOURNMENT

Mr. Oliver adjourned the meeting at 11:17 am.

Next RTCS Meeting – 9:30 AM on Thursday, September 3, 2026 (Tentative)



2026 Transit Asset Management Performance Measures Update



***Kareem Heshmat, Senior Planner
September 3, 2026***

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TRANSPORTATION PERFORMANCE MEASURES BRIEFING BOOK



Transit Asset Management (TAM) and Public Transportation Safety Agency

State of Good Repair Performance Measure

Percentage of equipment (non-revenue vehicles) that have either met or exceeded their Useful Life Benchmark

Percentage of rolling stock (revenue vehicles) that have either met or exceeded their Useful Life Benchmark

Percentage of infrastructure (rail fixed guideway track) that have performance restrictions

Percentage of facilities (buildings and structures) that are rated below condition 3 on the Transit Economic Requirement Model scale

Public Transportation Safety Performance Measures

Total number of fatalities

Total number of injuries

Total number of safety events

Rate of fatalities per vehicle revenue mile (VRM)

Rate of injuries per VRM

Rate of safety events per VRM

Mean distance between major mechanical failures

H-GAC & Transit Agency Roles

H-GAC:

- Coordinate with regional transit providers
- Establish regional TAM performance targets
- Use the most recent available provider data
- Reflect TAM performance in the RTP and TIP
- Document data sources and provider coordination

Transit Agencies:

- Maintain a TAM Plan
- Update the TAM Plan at least every 4 years
- Set annual TAM performance targets
- Report asset condition data to the NTD
 - *2024 NTD data is available as of June 2026*

2026 TAM Data Approach

- **For the 2026 update, H-GAC used:**
 - Updated 2026-cycle TAM Plans where submitted
 - Most recent agency-submitted TAM data where no newer data was available
- **Excluded from regional calculations:**
 - Brazos Transit District — unable to itemize H-GAC MPA asset condition data
 - Colorado Valley Transit — reports through TxDOT statewide group plan
 - Sugar Land On Demand — does not utilize FTA funds; exempt from reporting
- **Subcommittee Feedback**
 - **Thurs 7/9 RTCS:** Connect with other MPOs to see how they track performance measures
 - **Weds 8/12 TIP:** Reconsider improved (lower) Equipment (non-revenue vehicle) targets

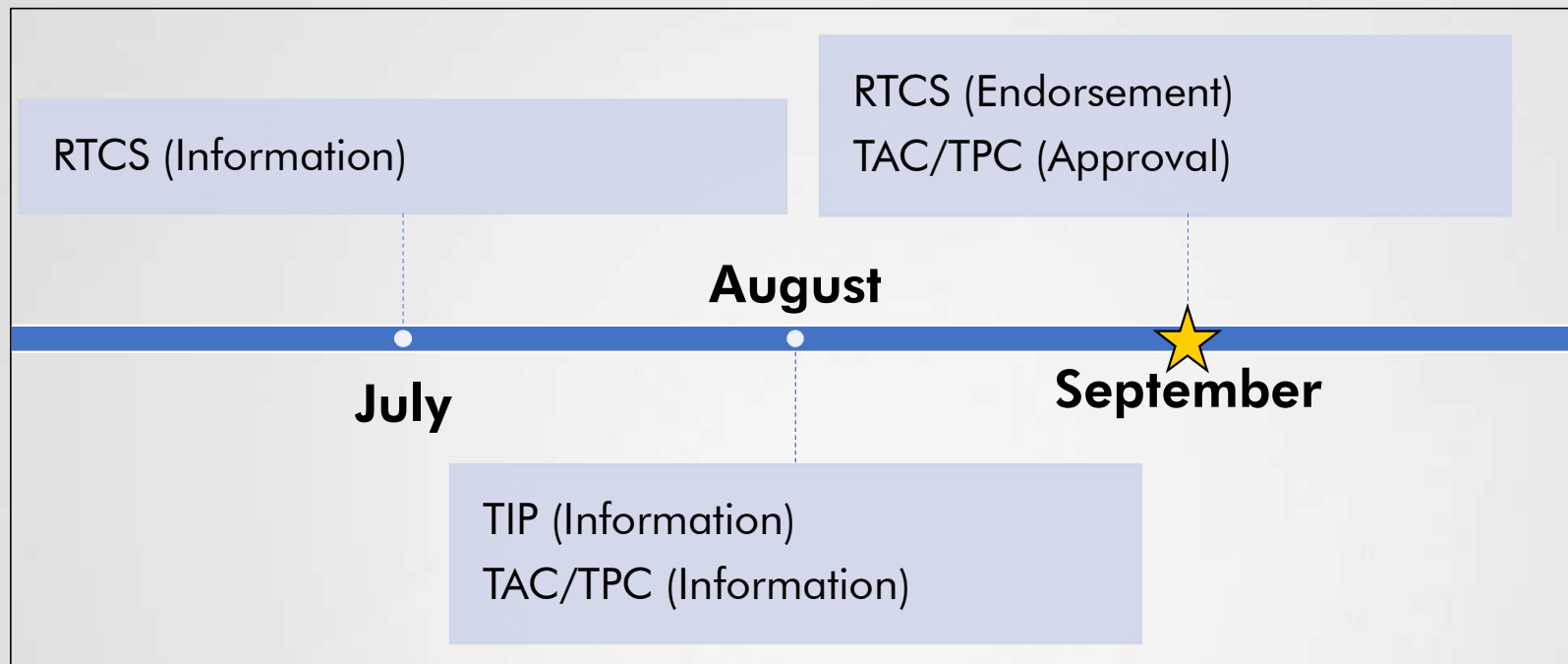
Regional TAM Performance Targets

Performance Targets and Actuals by Year											
Asset Category	2022			2024			2026			Proposed Targets*	
	Targets	Actuals	Met	Targets	Actuals	Met	Targets	Actuals	Met	2028	2030
Rolling Stock (revenue vehicles)	10%	10%	✓	10%	20%	✗	20%	19%	✓	20%	20%
Equipment (non-revenue vehicles)	46%	46%	✓	46%	55%	✗	55%	32%	✓	30%	30%
Facilities (buildings and structures)	54%	45%	✓	45%	28%	✓	28%	8%	✓	8%	8%
Infrastructure (rail tracks, signals & systems)	0%	0%	✓	0%	1%	✗	1%	1%	✓	1%	1%
Note: A lower percentage indicates better condition of transit assets											

Transit Investments to Watch

- **\$1.9bn:** Total federal funding programmed through 2030 for transit agency as capital or infrastructure projects

Timeline



RTCS- Regional Transit Coordination Subcommittee
TIP – Transportation Improvement Plan Subcommittee
TAC – Transportation Advisory Committee
TPC- Transportation Policy Council

Action Requested

- H-GAC staff recommends the Regional Transit Coordination Subcommittee **endorse** the Regional Transit Asset Management Performance Targets proposed for 2028 and 2030.



Staff Contact



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2026 Public Transportation Agency Performance Measures Update



***Kareem Heshmat, Senior Planner
September 3, 2026***



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Safety Performance Measures

All Applicable Transit Agencies

All agencies subject to the PTASP regulation must set Safety Performance Targets (SPTs) for these 14 general safety performance measures in the National Safety Plan

- Agencies must set individual SPTs for each modal group they operate
- FTA does not require a specific target-setting methodology for these measures

General Safety Performance Measures

1a: Major Events	2.1: Transit Worker Fatality Rate (NEW)
1b: Major Event Rate	3a: Injuries
1.1: Collision Rate (NEW)	3b: Injury Rate
1.1.1: Pedestrian Collision Rate (NEW)	3.1: Transit Worker Injury Rate (NEW)
1.1.1: Vehicular Collision Rate (NEW)	4a: Assaults on Transit Workers (NEW)
2a: Fatalities	4b: Rate of Assaults on Transit Workers (NEW)
2b: Fatality Rate	5: System Reliability

Setting 2028 and 2030 Regional Targets

1. **Methodology:** For existing targets, regional weights are applied to individual agency PTASPs based on Vehicle Revenue Miles (VRM)
2. **Vision Zero Approach:** Staff recommends using TPC's adopted Vision Zero framework as the baseline for fatalities.
3. **Continuous Improvement:** H-GAC intends to reevaluate these regional targets as more granular data for the seven new performance targets are reported to the National Transit Database (NTD).
4. **Subcommittee Feedback:**
 1. **Thurs 7/9 RTCS:** Connect with other MPOs to see how they track performance measures
 2. **Weds 8/12 TIP:** Consider zero fatality targets

Tier I – METRO and Island Transit (Bus)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Bus	1a	Major Safety Events	136	398	438	260	260
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.33	0.942	0.948	0.500	0.500
	1.1	Collision Rate (NEW)	-	-	0.491	0.490	0.490
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.03	0.03	0.03
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.429	0.429	0.429
	2a	Fatalities	0	6	3	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0.014	0.006	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	175	387	438	233	233
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.425	0.916	0.948	0.45	0.45
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.002	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	14	14	14
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0.03	0.03	0.03
	5	System Reliability <i>(Note: higher is better)</i>	6,750	6,219	5,934	6,627	6,627

Tier I – METRO and Island Transit (Paratransit)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Paratransit	1a	Major Safety Events	39	52	63	36	36
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.289	0.304	0.313	0.19	0.19
	1.1	Collision Rate (NEW)	-	-	0.194	0.18	0.18
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0.01	0.01
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.184	0.17	0.17
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0	0	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	35	58	62	29	29
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.174	0.339	0.308	0.15	0.15
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	5	System Reliability <i>(Note: higher is better)</i>	21,000	17,769	18,135	17,499	17,499

Tier I – METRO and Island Transit (Rail)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Rail	1a	Major Safety Events	100	93	132	111	111
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	4.715	2.902	3.989	3.27	3.27
	1.1	Collision Rate (NEW)	-	-	1.571	1.571	1.571
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.423	0.423	0.423
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	1.118	1.118	1.118
	2a	Fatalities	0	2	2	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0.062	0.060	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	45	69	70	50	50
	3b	Injury Rate per 100k Vehicle Revenue Mile	1.886	2.153	2.115	1	1
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.060	0.060	0.060
	4.1	Assaults on Transit Workers (NEW)	-	-	2	2	2
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0.060	0.060	0.060
	5	System Reliability <i>(Note: higher is better)</i>	15,000	45,789	103,414	105,981	105,981

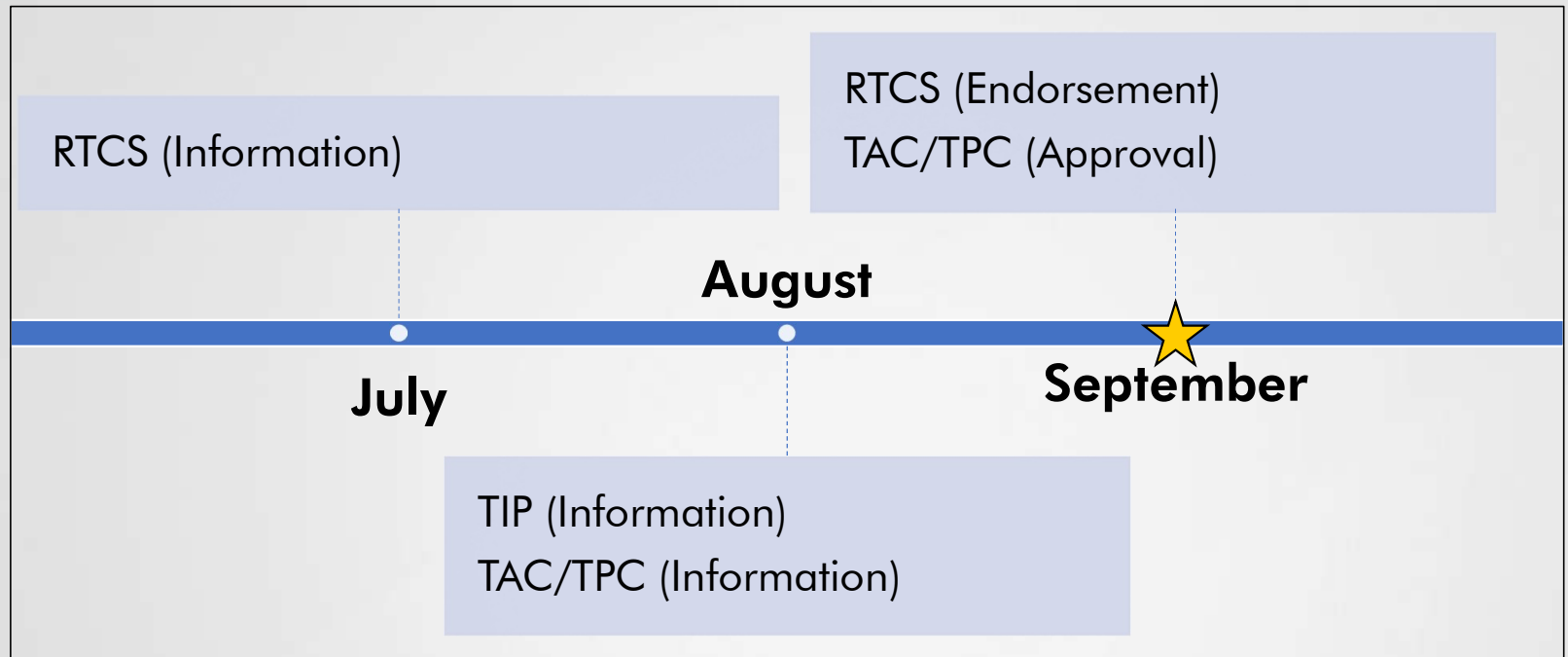
Tier II Transit Agencies (Commuter/Fixed Route)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Commuter/Fixed Route	1a	Major Safety Events	0.53	2.28	1.64	1.05	1.05
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.20	0.27	0.36	0.56	0.56
	1.1	Collision Rate (NEW)	-	-	0.19	0	0
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.186	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0	0	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	0.28	1.66	0.26	0.61	0.61
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.15	0.20	0.036	0.21	0.21
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	5	System Reliability <i>(Note: higher is better)</i>	150,207	32,640	60,917 (2024)	98,005	98,005

Tier II Transit Agencies (Demand Response)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Demand Response	1a	Major Safety Events	1.90	0.94	0	1.24	1.24
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.20	0.090	0	0.19	0.19
	1.1	Collision Rate (NEW)	-	-	0	0	0
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0	0	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	1.68	1.41	0.36	1.07	1.07
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.15	0.13	0.058	0.10	0.10
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	5	System Reliability <i>(Note: higher is better)</i>	288,488	221,234	174,176	251,590	251,590

Timeline



RTCS- Regional Transit Coordination Subcommittee
TIP – Transportation Improvement Plan Subcommittee
TAC – Transportation Advisory Committee
TPC- Transportation Policy Council

Action Requested



- H-GAC staff recommends the Transportation Improvement Program Subcommittee **endorse** the Regional Transit Asset Management Performance Targets proposed for 2028 and 2030.

Staff Contact



Kareem Heshmat

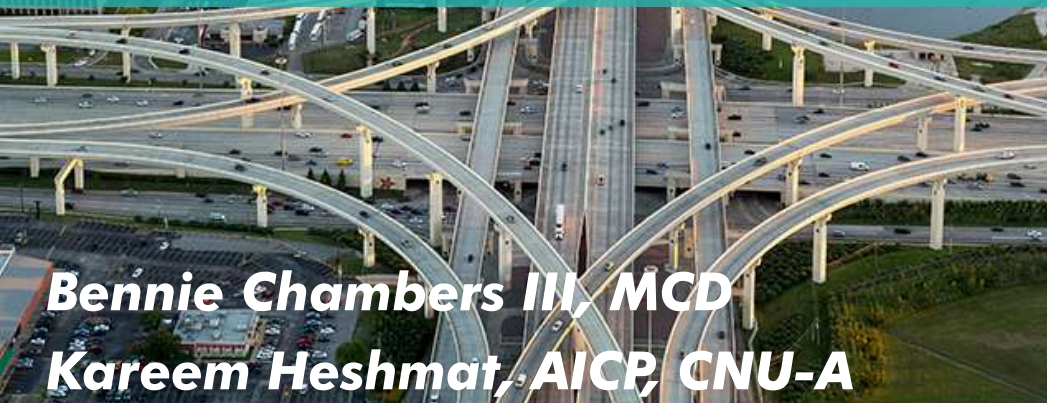
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Regional Public Transportation Coordination Plan 2027-2031 Update: Goals, Projects, & Priorities



Bennie Chambers III, MCD
Kareem Heshmat, AICP, CNU-A

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What RTCS Is Reviewing



UNDERSTAND

How Chapters 7 and 8 turn documented transportation needs into proposed actions and an implementation framework.

REVIEW

Review the proposed direction, responsible roles, and areas that may need clarification.

RESPOND

Use the Engage survey to identify priorities, missing needs, gaps, or needed corrections.

Detailed feedback will be collected through Engage.

RPTCP Chapters 7 and 8



NEEDS &
INPUT



GOALS &
STRATEGIES



PROPOSED
PROJECTS



IMPLEMENTATION

Chapter 7 identifies the proposed actions. Chapter 8 provides the framework for organizing, advancing, and monitoring them.

Chapter 7: Proposed Actions



REGIONAL GOALS

Describe the transportation outcomes the region seeks.

SUPPORTING STRATEGIES

Describe the approaches for responding to identified needs.

PROPOSED PROJECTS

Identify potential actions, responsible organizations and partners, expected outputs, and progress measures.

COUNTY & SUBREGIONAL NEEDS

Geographic needs are incorporated into applicable projects when supported by evidence, responsible organizations, and an appropriate implementation pathway.

Chapter 7 identifies proposed actions and who may be involved.

Chapter 8: Prioritization and Implementation



EVALUATE

Review the proposed Chapter 7 projects using a consistent framework.

ORGANIZE

Assign preliminary implementation emphasis and timeframes.

MONITOR

Track progress and update priorities as conditions change.

THE FRAMEWORK CONSIDERS

- Documented transportation need
- Regional and community benefit
- Implementation readiness
- Coordination opportunities
- Funding and resource considerations

Chapter 8 helps organize implementation; it does not make a funding commitment or replace sponsor authority.

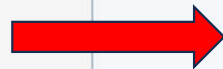
Review the Direction, Then Respond Through Engage

REVIEW FIRST

Use the project summary to review each project's purpose, likely lead, partners, and proposed timeframe.

THEN RESPOND

Confirm projects • identify priorities • flag gaps or corrections



SCAN ME

**Scroll to the bottom of the page to the survey section:
RTCS Review of RPTCP Projects and Priorities**

RTCS Review Continues After the Special Call Through Engage

PROJECT
SUMMARY



ENGAGE
SURVEY



STAFF
REVIEW



FINAL
REVISIONS



TAC / TPC
REVIEW



TxDOT
SUBMISSION

TODAY'S TAKEAWAY

RTCS input will help confirm that the projects reflect regional transportation needs and establish a clear implementation focus for 2027–2031.

Thank You!



Bennie Chambers III, MCD

Senior Planner

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Kareem Heshmat, AICP, CNU-A

Senior Planner

Kareem.Heshmat@h-gac.com

Project website:

https://engage.h-gac.com/rptcp_2027-2031



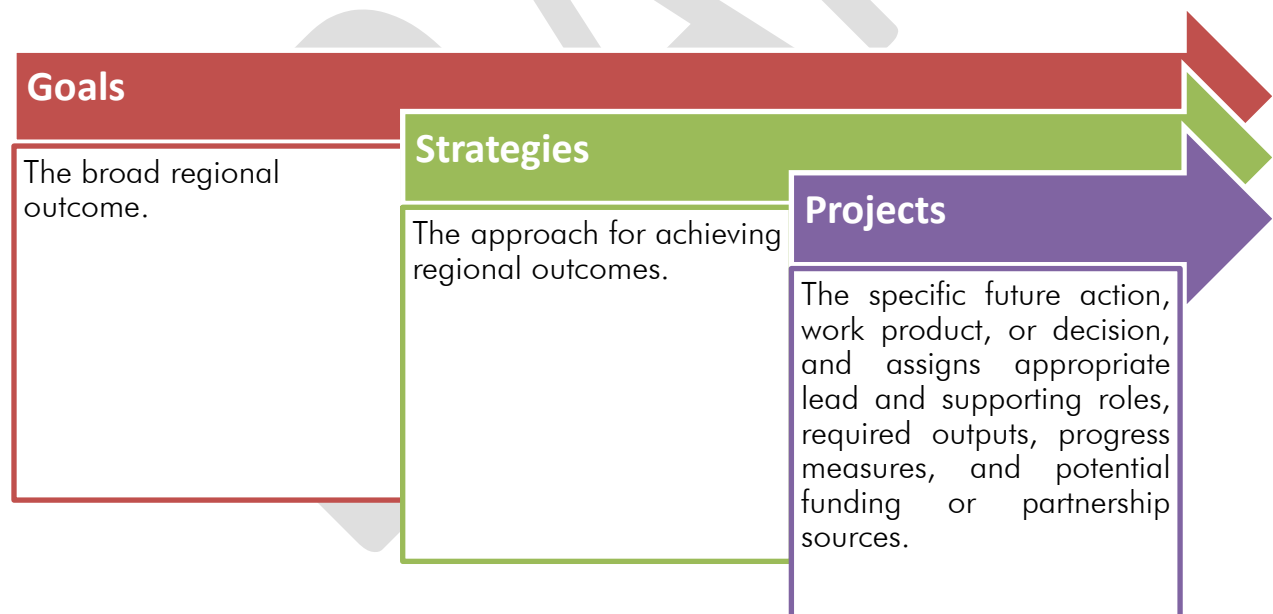
Chapter 7. Goals, Strategies, and Projects

7.1 Introduction

This chapter gathers the transportation needs and gaps documented through the public survey, transportation provider inventory and survey, demographic and geographic analysis, stakeholder engagement, and existing regional studies into an implementation framework for 2027–2031. Together, these sources identify continuing and emerging needs across the 13-county Gulf Coast Region, including:

- Access to healthcare and other essential destinations,
- Cross-county travel,
- Evening and weekend transportation,
- Accessible stops and facilities,
- Rider information,
- Flexible mobility options, and
- Sustainable implementation.

The project implementation framework identifies Goals, Strategies and Projects. Please see [Table 7.1 Recommended Projects](#) for more information.



How to Read This Chapter: Goals state the desired regional outcomes. Strategies describe the broad approaches for achieving those outcomes. Projects identify concrete actions, responsible leads, required outputs, and progress measures. The projects listed in this chapter are recommendations, not funding commitments.

7.2 Findings That Shape the Recommendations

Public engagement provided important insight into how residents use transportation today and what improvements they would like to see in the future:

- **Medical Access:** Medical transportation remains one of the strongest and most consistent needs identified in the current update and previous plan. Closing this gap is a central priority for the 2027–2031 RPTCP.
- **Cross-Regional Travel:** Public input shows strong interest in additional regional travel options, including express service, commuter connections, and improved access to major destinations such as Downtown Houston, Galveston, and The Woodlands.
- **Intercounty Travel:** Survey responses indicate substantial demand for intercounty and intercity travel, especially for healthcare, employment, airport access, education, and regional activity centers. This need will be reflected through future project prioritization and corridor-level planning.
- **Expanded Evening and Weekend Service:** Evening and weekend transportation remain significant unmet needs across the region. This is especially important for workers with nontraditional schedules, individuals with recurring medical needs, and residents in areas where service is limited to weekday daytime hours.
- **Physical Accessibility:** Survey comments and stakeholder feedback indicate that physical access to transit remains a challenge in many parts of the region. Missing sidewalks, unsafe crossings, limited lighting, and lack of stop amenities can prevent residents from using available services.
- **Flexible Mobility Options:** Survey respondents expressed interest in flexible transportation options, including microtransit, demand-response service, and partnerships with private mobility providers such as Uber, Lyft, and zTrip.

7.3 Goals and Strategies

Goal 1: People Who Depend on Coordinated Transportation Can Reach Essential Destinations Safely and Independently

This goal encompasses the RPTCP's transportation-disadvantaged populations, including older adults, individuals with disabilities, individuals with low incomes, veterans, children and youth, job seekers, and others who face barriers to transportation.

The quality of the rider experience directly affects whether people are able or willing to use transit. Safe, accessible, and comfortable stops, vehicles, transfer points, and rider information are especially important for older adults, people with disabilities, youth, and riders traveling during early morning, evening, or off-peak hours.

Many transit-dependent riders also require specialized or flexible transportation options, particularly for medical appointments and recurring essential trips. Because these trips often cross city, county, or service-area boundaries, improved coordination among providers is necessary to reduce travel barriers and support greater independence in mobility.

Strategies to achieve this Goal include:

- **Strategy 1.1 Coordinate Medical and Specialized Transportation.**

This strategy strengthens coordination among transit providers and health and human service partners so riders can more easily navigate eligibility, referrals, transfers, and recurring trip needs. It emphasizes shared protocols and sponsor-led responses for medical and specialized trips that may cross service-area or jurisdictional boundaries.

- **Strategy 1.2 Improve Accessible Paths, Facilities, Service Delivery, and Rider Information.**

This strategy addresses the complete accessible trip, including the path to transit, stops and passenger facilities, vehicle boarding, service delivery, and rider information. Transit providers and local governments can use existing accessibility plans, provider data, and local capital programs to target improvements, while H-GAC and RTCS can support coordination, peer learning, and technical assistance.

Transit Provider Sentiments on Accessible Mobility

Brazos Transit District reported providing fixed-route, demand-response, microtransit, and ADA-compliant paratransit services for the general public, older adults, and

individuals with disabilities. The agency also reported reduced fixed-route fares and travel-training assistance for older adults and riders with disabilities.

Source: 2027–2031 RPTCP Transportation Provider Inventory.

- **Strategy 1.3 Reduce Transportation Cost Barriers to Essential Trips.**

High transportation costs can prevent people from reaching essential services and employment. This strategy uses participating transit providers and trusted community partners to connect eligible residents with fare assistance on existing transportation services. Program design and participation would depend on available funding, provider agreements, service availability, and clearly defined eligibility and reporting requirements.

Goal 2: Transportation Services Connect Communities and Major Destinations Across Jurisdiction and Provider Boundaries

This goal focuses on operational excellence, shared regional standards, and making current transit systems more reliable, safe, and collaborative. It draws heavily from the 2017 Plan's strategy of continuous improvement and the 2022 Plan's focus on interagency coordination.

Through continued collaboration, the region can promote voluntary service and safety practices that reduce operational silos and improve the rider experience across the 13-county region.

Strategies to achieve this Goal include:

- **Strategy 2.1 Make Existing Transportation Studies and Plans Accessible and Actionable**

This strategy prioritizes completing and publishing regional and local studies and plans. Plan findings can guide voluntary provider actions, sponsor-led analysis, service and fare coordination, and future funding decisions.

- **Strategy 2.2 Build Cross-Boundary Connections from Documented Travel Markets and Existing Mobility-Hub Plans.**

This strategy uses documented travel patterns and mobility hubs already identified through regional and local plans to guide cross-boundary service planning. A connection advances only when the need is supported by evidence, a responsible sponsor is identified, and feasibility analysis defines an appropriate service or capital response.

Transit Provider Sentiments on Regional Fare Coordination

Participating providers described regional fare-coordination efforts at different stages of development. Interviews indicated that integrated fare payment could simplify transfers between systems while requiring participating agencies to address technology compatibility, costs, fare policies, and revenue administration.

Source: Regional Transit Information Study Public Transit Interviews, 2025.

- **Strategy 2.3 Strengthen Interagency Service Coordination and Governance**

This strategy establishes a regional framework for improving coordination among transit providers, local governments, human service agencies, and neighboring planning organizations. It supports voluntary service and safety standards, representative governance, and cross-boundary planning while preserving each participating agency's authority over its policies and operations.

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Goal 3: Communities Have Transportation Options Suited to Their Travel Needs and Development Context

This goal continues the 2017 Plan's emphasis on new and innovative services while addressing the need to expand mobility options in underserved areas and high-growth communities.

The region's transportation needs cannot be addressed through fixed-route transit alone. Flexible and emerging mobility options can help close spatial gaps where population growth has outpaced transit infrastructure, where traditional service is not feasible, or where travel demand is dispersed.

Transit-supportive policies, regulatory tools, and coordination with municipal and county governments can encourage zoning and design standards that support transit-oriented development. These approaches can also help preserve right-of-way for future high-capacity regional corridors.

Strategies to achieve this Goal include:

- **Strategy 3.1 Assess and Test Flexible Service in Underserved Areas.**

This strategy uses time-limited pilots or service assessments to test flexible options in places or time periods that are not well served by existing transportation. Each effort should begin with a documented gap and a willing sponsor and should define the service area, target riders, funding and operating commitments, and measures for deciding whether the service should continue. This strategy also includes an assessment of baseline transportation needs in Chambers County, where current conditions and locally preferred responses should be evaluated before selecting a service model.

- **Strategy 3.2 Preserve Future Mobility Choices Through Locally Led Land-Use and Long-Range Planning.**

This strategy keeps future mobility options available by incorporating transit access, pedestrian connections, and possible corridor needs into local land-use, development, and long-range planning. Local governments and responsible planning agencies retain decision-making authority, and later studies would determine whether a specific route, technology, or investment is appropriate.

Goal 4: Riders Can Easily Find, Understand, and Use Available Transportation Services

Building on a major finding from the 2022 Plan, this goal moves beyond physical infrastructure to focus on how riders find, understand, and use transportation information. Riders need clear, accurate, and accessible information to know what transportation options are available, how services connect, what they cost, who is eligible, and how to plan a trip.

Even where services exist, residents may not know how to find routes, schedules, fares, eligibility requirements, service boundaries, or trip-planning information. Information gaps remain a primary barrier to transit use because residents cannot use services they do not know exist or cannot easily navigate.

The 2027 community survey confirms this gap. Only 33.2% of respondents reported being “very familiar” with local services, while 50.8% reported difficulty finding arrival times and schedules. The strategic intent of this goal is to reduce information barriers by supporting more consistent, accessible, multilingual, and coordinated transit information across the region.

Strategies to achieve this Goal include:

- **Strategy 4.1 Integrate Operational Resources, Studies, and Plans with Providers and Mobility Platforms such as ConnectSmart.**

This strategy moves agreed Regional Transit Information Study recommendations into coordinated implementation. H-GAC, participating providers, and ConnectSmart can focus on assigned and achievable actions that improve Mobility Links, data consistency, multilingual information, and trip-planning tools across the region.

Transit Provider Sentiments on Rider Information and Technology

Participating providers reported using websites, mobile applications, Google Maps, printed materials, QR codes, social media, text alerts, customer service, and in-person outreach. Recurring challenges included limited staff capacity, restrictions on website updates, inconsistent real-time information, data-quality issues, uneven multilingual capacity, and continued reliance on customer service for trip planning.

Source: Regional Transit Information Study Public Transit Interviews, 2025.

- **Strategy 4.2 Improve Understanding of Available Transportation Services**

This strategy improves awareness in communities where transportation service is available, but routes, schedules, fares, eligibility, or reservation procedures are not well understood. Providers can identify the audiences and barriers within their service areas and work through trusted community partners without implying that outreach will be conducted where no service is available.

Transit Provider Sentiments on Rider Education and Outreach

Participating providers reported that new riders frequently need help understanding routes, fares, transfers, eligibility requirements, and how to use available services. Agencies described using community events, travel training, customer service, printed materials, and partnerships to assist, while also identifying needs for multilingual information and targeted education.

Source: Regional Transit Information Study Public Transit Interviews, 2025.

- **Strategy 4.3 Upgrade Mobility Links**

This strategy strengthens Mobility Links as a current, comprehensive, and accessible regional directory of transportation services. H-GAC will expand provider participation, establish a routine maintenance process, and increase public awareness so residents, caregivers, mobility managers, and partner agencies can more easily identify available transportation options.

Goal 5: Transportation Services and Assets Remain Safe, Reliable, Resilient, and Financially Sustainable

This goal is designed to strengthen the financial and physical foundation of the region's public transportation network. Transit providers need reliable operating funds, accessible vehicles, resilient facilities, updated technology, and sufficient workforce capacity to maintain existing service and expand where needs are documented.

By documenting regional capital needs, identifying local match opportunities, and investing in resilient infrastructure, the region can better position transit projects for state and federal funding. This goal also supports planning and feasibility work that helps identify project sponsors, implementation partners, funding pathways, and long-term infrastructure needs.

Strategies to achieve this Goal include:

- **Strategy 5.1: Use Existing Asset Plans and Risk Information in Investment Decisions.**

This strategy uses provider Transit Asset Management plans, local asset inventories, and available safety and resilience information to guide investment decisions and project development. It avoids creating a duplicative regional inventory and keeps responsibility for asset conditions and replacement priorities with the agencies that own and operate those assets.

- **Strategy 5.2: Strengthen Project Readiness and Funding Partnerships Through Existing Regional Processes.**

This strategy helps project sponsors move documented needs toward fundable and implementable projects through existing calls for projects, RTCS meetings, routine planning, and project-specific coordination. Readiness includes a defined sponsor, partner roles, eligible funding sources, local match and operating commitments, and the information needed to advance an application or implementation decision.

7.4 Recommended Projects

Table 7.1 identifies the recommended projects. Lead organizations are assigned according to legal authority and operational responsibility.

Table 7.1 Recommended Projects						
Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
Goal 1: People Who Depend on Coordinated Transportation Can Reach Essential Destinations Safely and Independently	Strategy 1.1 Coordinate medical and specialized transportation					
	1.1.1	Coordinate Specialized Non-Emergency Medical Transportation Services and Referrals	Transit providers and health and human service partners establish or update a shared process to help riders identify and connect with available medical and specialized transportation services, particularly when trips cross provider service areas or jurisdictional boundaries. The process should include current eligibility contacts, reservation requirements, and procedures for coordinating trips between participating services.	Transit providers and health/human service partners	Documented coordination process; current service, eligibility, and contact directory; annual review of recurring coordination issues	Organizations participating; riders connected with available services; recurring coordination barriers resolved
	1.1.2	Improve Recurring Medical Trip Access	Use available transit-provider data and healthcare-partner input to identify recurring medical-trip needs. Where a consistent need is documented, a willing sponsor may evaluate a service adjustment, voucher, purchased-ride arrangement, or other feasible response.	Transit providers and healthcare partners	Summary of the documented need; proposed response and responsible sponsor; decision to implement, test, defer, or not advance the response	Recurring medical-trip needs documented; sponsor identified; response evaluated or implemented; trips provided and unmet requests reported using available data

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
	Strategy 1.2 Improve accessible paths, facilities, service delivery, and rider information					
	1.2.1	Prioritize Accessible Paths, Stops, and Passenger Facilities	Transit providers and local governments use provider data, the Transit Need Index, Critical Facilities Map, ridership, ADA transition plans, and local capital plans to identify and improve accessibility.	Transit providers and local governments	Prioritized inventory of accessibility deficiencies; mapped improvement locations; and projects incorporated into applicable capital improvement plans.	Accessibility deficiencies identified and prioritized; improvements programmed; stops, paths, or facilities made accessible; and riders benefiting from completed improvements.
	1.2.2	Provide ADA and Accessible Rider-Information Training	Offer periodic peer training and technical assistance on accessible service delivery, digital information, reservations, boarding, and customer communication.	H-GAC/RTCS and participating providers; local transit agencies and transit service providers	Training materials and sessions; providers addressing identified follow up actions; continued service improvement and refinement	Training session attendance or course completions; action items completed

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
	1.2.3	Evaluate a Transportation Companion and Rider-Assistance Pilot	A willing transit provider or human service partner evaluates whether trained staff or volunteers could help older adults, individuals with disabilities, and riders unfamiliar with transit plan trips, board vehicles, make transfers, and navigate transportation services. Before launching a pilot, define the target riders, sponsor, training, supervision, safety procedures, liability requirements, costs, and evaluation measures.	Willing transit provider or human service agency sponsor; healthcare, senior-service, workforce, education, and nonprofit partners; H-GAC/RTCS in a supporting role.	Documented need; identified sponsor; operating and training plan; pilot, defer, or no-pilot decision	Riders assisted; trips completed with assistance; rider satisfaction or confidence; safety concerns documented; sponsor decision to continue, modify, or conclude the pilot

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
	Strategy 1.3: Reduce Transportation Cost Barriers to Essential Trips					
	1.3.1	Develop and pilot a mobility program	Develop a two-year regional fare-assistance pilot that provides free or reduced-fare transit passes to eligible residents through participating existing transportation services. Trusted community partners would help identify eligible participants and distribute passes. Pilot results would guide decisions about continuing or expanding the program across the 13-county region.	H-GAC as regional coordinator; participating transit providers; workforce, healthcare, education, housing, veterans, nonprofit, and human service partners	Program and eligibility guidelines; provider and partner agreements; funding and pass-distribution plan; participant and trip-tracking process; pilot evaluation and expansion recommendation	Providers and partners participating; eligible residents enrolled; passes distributed; transit trips taken; essential destinations reached; decision to continue, modify, expand, or conclude the pilot

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
	1.3.2	Improve Youth, Student, Job-Seeker, and Campus-Oriented Mobility	Identify and advance transportation options that connect youth, students, and job seekers with schools, colleges, workforce training, employment, housing, and community destinations. Potential actions may include campus-oriented routes, student fare programs, evening and weekend service, connections between housing and campuses, and coordinated service between educational institutions and transportation providers.	H-GAC will provide regional planning, data analysis, technical assistance, and funding coordination. Educational institutions, workforce organizations, transit providers, local governments, and other project sponsors may lead or support service planning and implementation based on local needs and available resources. Specific responsibilities will be assigned through the implementation work plan.	Assessment of priority mobility needs and destinations; identification of potential service concepts; list of prospective project sponsors and partners; and implementation work plan identifying responsibilities, funding opportunities, and next steps.	Priority destinations and travel gaps identified; institutions and providers engaged; service concepts evaluated; project sponsors and partners identified; and pilot services, funding applications, or implementation activities initiated.

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
Goal 2: Transportation Services Connect Communities and Major Destinations Across Jurisdiction and Provider Boundaries	Strategy 2.1 Make Existing Transportation Studies and Plans Accessible and Actionable					
	2.1.1	Establish a Regional Clearinghouse for Transportation Studies and Plans	Develop and maintain a centralized, publicly accessible clearinghouse of local, subregional, and regional transportation studies, mobility plans, transit plans, and related programs. H-GAC should publish and promote these resources, identify their geographic and topical relevance, and provide guidance on when findings or recommendations should inform coordinated planning, project development, funding decisions, and implementation.	H-GAC will lead development, publication, promotion, and maintenance of the clearinghouse. Transit providers, local governments, and regional partners will provide current plans, studies, implementation updates, and links to supporting materials.	Publicly accessible regional clearinghouse; inventory of applicable plans and studies; summary of geographic coverage, findings, and recommendations; guidance identifying opportunities for cross-jurisdictional application, coordination, or implementation.	Number of plans and studies published; participating agencies and jurisdictions represented; frequency of updates; website use and resource downloads; recommendations referenced in planning or funding activities; and cross-jurisdictional coordination or implementation actions initiated.
	Strategy 2.2 Build cross-boundary connections from documented travel markets and existing mobility-hub plans.					
	2.2.1	Integrate Existing Mobility Hubs into Service Planning	Use mobility hubs already identified through the REAL Plan and related local plans; evaluate access, transfer function, and readiness only when a provider or jurisdiction is considering service or capital investment.	Transit providers; local governments	Existing-hub crosswalk; sponsor-specific hub assessment where warranted	Hubs incorporated into plans or projects; connections improved

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
	2.2.2	Advance Sponsor-Led Cross-County Connections	Use applicable regional studies, provider data, and documented travel patterns to evaluate potential cross-county connections to healthcare, employment, education, airports, and other major destinations. Identify a responsible sponsor and complete an appropriate feasibility review before selecting a service model or technology.	Transit providers; local governments	Initial travel-market assessment; identified lead sponsor; preliminary service concept or finding that no additional action is warranted	Travel markets evaluated; sponsors identified; proposed connections advanced or implemented; changes in travel time or number of transfers
	Strategy 2.3 Strengthen Interagency Service Coordination and Governance					
	2.3.1	Promote Shared Regional Service and Safety Standards	Develop voluntary regional guidance, templates, and best practices for safety training, service reporting, customer service, accessibility, and Employee Safety Reporting Programs. Use technical assistance and peer exchange to help providers improve consistency, safety, reliability, and rider experience across transportation systems without replacing local policies or regulatory requirements.	H-GAC will coordinate development and distribution of voluntary guidance, provide technical assistance, and facilitate peer exchange through the Regional Transit Coordination Subcommittee. Transit providers, human service agencies, and other partners may contribute existing practices, identify technical needs, and adopt relevant standards based on their operations and regulatory responsibilities.	Regional service and safety resource guide; voluntary templates and best practices; inventory of existing provider practices; and technical assistance or peer-learning materials.	Guidance and templates developed; providers participating in technical assistance or peer exchange; voluntary practices adopted or adapted; and service, safety, accessibility, or customer-service improvements documented.

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
	2.3.2	Periodically Review the Regional Coordination Governance Structure	Review the role, structure, bylaws, membership, representation, and meeting procedures of the Regional Transit Coordination Subcommittee on a regular schedule. Use the review to confirm that the RTCS remains effective, representative of required stakeholders and target populations, and prepared to support RPTCP implementation, annual reviews, amendments, and future coordination activities.	H-GAC will lead the governance review and present proposed updates for RTCS consideration. RTCS members, transit providers, human service agencies, local governments, nonprofit organizations, and representatives of target populations will provide input and consider proposed changes in accordance with the committee's adopted procedures.	Periodic governance assessment; updated membership and representation analysis; recommended revisions to the mission, bylaws, or procedures, if needed; and documentation of RTCS review and action.	Governance reviews completed; stakeholder representation evaluated; membership gaps addressed; bylaws or procedures updated as needed; and RTCS participation and attendance monitored.

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
	2.3.3	Continue Coordination with Neighboring MPOs and Regional Partners	Coordinate with neighboring MPOs, councils of governments, transit agencies, TxDOT, and other regional partners to identify interregional travel needs, exchange data and planning practices, and evaluate opportunities for cross-boundary service connections. Give particular attention to communities near the edge of the H-GAC region, long-distance medical and workforce trips, major developments, intercity connections, and future express or high-capacity transportation concepts.	H-GAC will coordinate regional planning, data exchange, and technical assistance within its authority. Neighboring MPOs, councils of governments, transit providers, TxDOT, local governments, and other responsible partners may provide data, identify needs, sponsor studies, and lead or support implementation based on jurisdiction and project scope.	Inventory of interregional travel needs and planning initiatives; shared data or technical resources; identification of potential corridors and service concepts; and implementation work plan defining prospective sponsors, partners, funding opportunities, and next steps.	Regional partners engaged; data and plans exchanged; cross-boundary needs documented; service concepts or corridors evaluated; and follow-up studies, funding applications, agreements, or implementation activities initiated.

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
Goal 3: Communities Have Transportation Options Suited to Their Travel Needs and Development Context	Strategy 3.1 Assess and Test Flexible Service in Underserved Areas					
	3.1.1	Develop Sponsor-Led Flexible Mobility Pilots	Design a time-limited pilot with defined service area, target market, budget, and evaluation measures.	Transit provider or local-government sponsor	Pilot plan; funding and operating commitments; evaluation report	Ridership; cost per trip; trip completion; access to priority destinations; continuation decision
	3.1.2	Assess Evening and Weekend Service Gaps	Providers analyze trip data to identify evening and weekend service gaps and assess the feasibility of schedule changes, contracted service, or partnerships.	Transit providers will lead the analysis within their service areas. H-GAC may provide regional data, technical assistance, and coordination support.	Gap assessment or demand evaluation; cost estimate to extend services; sponsor decision	Evening and weekend demand evaluated; service gaps documented; sponsor decision completed; off-peak trips added where feasible; and resulting ridership or unmet demand monitored

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
	3.1.3	Explore Baseline Transportation Need in Chambers County	Conduct a current assessment of transportation needs in Chambers County using the Transit Need Index, demographic and geographic data, major trip generators, public and stakeholder input, and available provider information. Based on the findings, work with Chambers County to identify its preferred response, which may include microtransit, demand-response service, purchased transportation, micromobility, or another service model suited to local conditions. The 2009 Chambers County Transit Plan may provide historical context, but its findings should be validated against current conditions and community priorities. The 2025 Chambers County Thoroughfare Plan and other recent local or regional studies should also inform the assessment.	H-GAC will provide regional data, technical analysis, planning support, and assistance identifying potential funding sources. Chambers County will help validate local needs and identify its preferred solution, while transit providers, local governments, human service agencies, employers, healthcare organizations, and community stakeholders may provide data and participate in the assessment. Specific implementation responsibilities will be assigned through a subsequent work plan.	Current transportation needs assessment; documentation of priority populations, trip purposes, destinations, time periods, and geographic gaps; evaluation of potential service models; identification of Chambers County's preferred response; and an implementation work plan identifying prospective sponsors, partners, funding opportunities, and next steps.	Current transportation needs documented; community and stakeholder input collected; potential service models evaluated; preferred solution identified by Chambers County; prospective sponsors and partners identified; and a feasibility study, pilot, funding application, or implementation activity initiated
		Strategy 3.2 Preserve future mobility choices through locally led land-use and long-range planning.				
	3.2.1	Explore Transit-Supportive Local Development Practices	Local governments may explore zoning, development review, pedestrian access, and right-of-way practices that improve access near existing or planned transit.	Local governments, with planning and technical assistance from H-GAC where appropriate.	Local policy review or adopted practice, where locally appropriate	Revised development regulations or design standards; access improvements incorporated

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
	3.2.2	Document Long-Term Regional Transit Needs	Document community-identified needs for future regional transit service and encourage the responsible planning agencies to consider those needs in applicable long-range transportation, thoroughfare, and development plans. Future studies and responsible agencies will determine whether a specific service type, route, or right-of-way action is appropriate.	Responsible local, regional, or state planning agencies	Documented regional transit needs; applicable long-range, mobility, or thoroughfare plans updated where appropriate; and potential corridor or right-of-way considerations identified for further study.	Needs reflected in applicable long-range plans; responsible sponsor identified; additional study or planning action initiated where appropriate

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
Goal 4: Riders Can Easily Find, Understand, and Use Available Transportation Services	Strategy 4.1 Integrate Operational Resources, Studies and Plans with Providers and Mobility Platforms such as ConnectSmart.					
	4.1.1	Implement Agreed Transit Information Recommendations Through Shared Regional Resources	Review applicable studies and plans, including the Regional Transit Information Study, and advance agreed recommendations through Mobility Links, ConnectSmart, transit data feeds, and other shared operational resources. Focus implementation on improving information accuracy, data consistency, multilingual access, trip planning, and connections between transportation providers.	H-GAC and participating transit providers	Prioritized implementation plan; assigned provider and partner responsibilities; updated regional information and data products; improved Mobility Links and ConnectSmart content; and standardized or multilingual rider information.	Providers participating; recommendations initiated or completed; Mobility Links and ConnectSmart records updated; data feeds developed or improved; information accuracy and update frequency; and user engagement with regional information resources.

Table 7.1 Recommended Projects

Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
Goal 4: Riders Can Easily Find, Understand, and Use Available Transportation Services	Strategy 4.2 Improve Understanding of Available Transportation Services					
	4.2.1	Conduct Provider-Led Service Awareness Outreach	Transit service providers should lead targeted education in portions of their service areas where residents have limited awareness of available transportation options. Providers should use trusted community partners, including healthcare organizations, senior centers, libraries, schools, workforce offices, social service agencies, faith-based organizations, and community groups, to explain routes, schedules, fares, eligibility requirements, reservation procedures, service boundaries, and trip-planning resources. H-GAC should support provider-led outreach with regional data, audience identification, outreach templates, accessible and multilingual materials, technical assistance, and Mobility Links resources. This project should focus on explaining existing services and should not be used as a substitute for assessing unmet transportation needs in areas without available service.	Transit service providers will lead outreach within their service areas and identify priority audiences, locations, and community partners. H-GAC will support implementation through data analysis, technical assistance, regional information tools, accessible materials, and Mobility Links.	Defined priority audiences and service areas; provider-specific outreach materials; identified community partners and distribution channels; and documentation of outreach activities, participant questions, and information needs.	Providers participating; residents reached; partner organizations engaged; materials distributed; referrals or trip-planning contacts generated; Mobility Links activity; service inquiries; and documented changes in service awareness or use.

Strategy 4.3 Upgrade Mobility Links

4.3.1	Expand Transportation Provider Participation in Mobility Links	Continue inviting public, nonprofit, private, and human service transportation providers to list and regularly update their services in Mobility Links. Outreach should include providers that may not traditionally participate in public transit planning, including specialized transportation providers, nonprofit human service agencies, private carriers, and community-based organizations.	H-GAC will lead provider outreach and coordinate with Harris County RIDES and other regional partners to identify and recruit transportation providers. Participating providers will submit, verify, and update information about their services, eligibility requirements, service areas, fares, and operating hours.	Expanded transportation provider inventory; new and updated Mobility Links listings; documented provider outreach; and identification of service categories or geographic areas with incomplete representation.	Providers contacted; new providers added; existing listings verified or updated; provider categories represented; counties and service areas covered; and gaps in the regional provider inventory reduced.
4.3.2	Establish a Routine Mobility Links Maintenance Process	Establish a recurring process to verify and update provider contact information, service areas, eligibility requirements, operating hours, fares, reservation procedures, and program status. Coordinate this process with the annual RPTCP review, transportation provider inventory updates, and ongoing provider outreach.	H-GAC will manage the maintenance schedule, contact providers, review submitted information, and update the database. Participating transportation providers will verify their listings and report service changes, new programs, or discontinued services.	Documented database maintenance schedule; standardized provider verification process; current provider listings; record of completed updates; and procedures for adding, revising, or removing listings.	Listings reviewed and verified; outdated records corrected or removed; provider response rate; frequency of database updates; and percentage of active listings reviewed within the established maintenance cycle.

	4.3.3	Redesign and Distribute Mobility Links Marketing Materials	Develop updated Mobility Links marketing materials using plain language, accessible design standards, and clear messages explaining the tool's purpose, intended users, available service types, and search functions. Distribute materials through transit providers, healthcare organizations, senior centers, libraries, workforce offices, schools, community organizations, faith-based organizations, and targeted digital outreach.	H-GAC will lead message development, design coordination, production, and distribution. Harris County RIDES, transportation providers, human service agencies, healthcare partners, and community organizations may review materials, identify appropriate audiences, and support distribution through their facilities and communication channels.	Updated print and digital marketing toolkit; accessible and multilingual materials where appropriate; distribution plan; partner outreach materials; and coordinated public-awareness campaign.	Materials produced and distributed; partner organizations participating; facilities and communication channels reached; Mobility Links website visits and searches; marketing impressions or engagement; and changes in public awareness or use of the database.
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Table 7.1 Recommended Projects						
Goal	#	Project	Recommended Action	Roles	Required Output	Progress Measure
Goal 5: Transportation Services and Assets Remain Safe, Reliable, Resilient, and Financially Sustainable	Strategy 5.1: Use existing asset plans and risk information in investment decisions.					
	5.1.1	Use Existing Asset Plans to Inform Funding Decisions	Use provider Transit Asset Management plans and local asset inventories rather than create a duplicative regional inventory. Providers retain responsibility for asset conditions and replacement priorities.	Transit providers	Current asset priorities submitted through existing processes; plan crosswalk	Projects linked to asset plans; condition or accessibility improvement
	5.1.2	Incorporate Safety and Resilience into Transit Investments	Use available safety, asset, and hazard information when planning applicable transit investments. Improvements may include trees or shade structures at transit stops, heat-resistant materials, accessible boarding areas, lighting, drainage and flood protection, backup power, or other features that reduce riders' exposure to extreme heat and severe weather and help maintain transportation service. Coordinate with PROTECT and other regional resilience efforts where appropriate.	Transit providers, local governments, project sponsors, and applicable funding-program administrators	Documented safety or resilience need; defined improvements appropriate to the project and location	Stops, facilities, or other assets improved; safety or resilience features implemented; riders benefiting; heat or weather exposure and service disruptions reduced where measurable
	Strategy 5.2: Strengthen project readiness and funding partnerships through existing regional processes.					
	5.2.1	Coordinate Funding Readiness Through Existing Processes	Use calls for projects, RTCS meetings, routine planning, and project-specific coordination to share funding information and assess readiness; create a separate working group only for a defined need.	Project sponsors and regional stakeholders	Funding-readiness checklist; sponsor/partner commitments; applications advanced	Applications submitted; funds awarded; match committed; projects implemented

7.5 Selected Potential Funding and Partnership Sources

Funding eligibility must be confirmed for each project and funding cycle. The following table broadens the plan beyond FTA-only sources without representing an award or commitment. The table identifies representative funding and partnership opportunities for selected projects; omission of a project does not indicate that it is ineligible for funding or partnership support.

#	Project name	Potential sources and partners
1.1.1	Coordinate Specialized Non-Emergency Medical Transportation Services and Referrals	5310; 5311; healthcare or managed-care agreements; local and philanthropic funds
1.1.2	Improve Recurring Medical Trip Access	5310; 5311; 5307 where eligible; healthcare partnerships; local/private grants
1.2.1	Prioritize Accessible Paths, Stops, and Passenger Facilities	5339; 5310; 5311; STBG; CMAQ when eligible; PROTECT-related opportunities; local capital funds
1.2.2	Provide ADA and Accessible Rider-Information Training	5310; RTAP; provider training budgets; state/local funds
2.1.1	Establish a Regional Clearinghouse for Transportation Studies and Plans	Metropolitan planning funds; 5307/5311 planning; CMAQ or STBG for eligible follow-on work; provider/local funds; technology partnerships
2.2.1	Integrate Existing Mobility Hubs into Service Planning	5307; 5339; STBG; CMAQ when eligible; local and private-development funds
2.2.2	Advance Sponsor-Led Cross-County Connections	5307/5311; 5311(f) where eligible; CMAQ; local/interlocal agreements; employer, airport, port, or institutional partnerships
3.1.1	Develop Sponsor-Led Flexible Mobility Pilots	5310; 5311; 5307; CMAQ where eligible; local, employer, healthcare, education, or philanthropic funds
3.1.2	Assess Evening and Weekend Service Gaps	5307/5311 operating funds; 5310; local funds; institutional partnerships
3.2.1	Explore Transit-Supportive Local Development Practices	Local planning funds; metropolitan planning funds; STBG/TA for eligible access improvements; developer participation

3.2.2	Document Long-Term Regional Transit Needs	Planning funds; discretionary planning grants; state/local funds; public-private partnerships where appropriate
4.1.1	Implement Agreed Transit Information Recommendations Through Shared Regional Resources	5307/5311 planning or technology funds where eligible; provider/local funds; technology partnerships
4.2.1	Conduct Provider-Led Service Awareness Outreach	Provider marketing budgets; 5310/5311 where eligible; local, healthcare, workforce, education, private, or philanthropic funds
5.1.1	Use Existing Asset Plans to Inform Funding Decisions	5307; 5311; 5339; state and local capital funds
5.1.2	Incorporate Safety and Resilience into Transit Investments	PROTECT when eligible; STBG; CMAQ where eligible; 5339; state/local funds; resilience grants
5.2.1	Coordinate Funding Readiness Through Existing Processes	All eligible federal/state programs; local match; Transportation Development Credits (TDCs) where allowed; interlocal, private, philanthropic, healthcare, workforce, education, and employer partnerships

Potential federal and state sources include:

- FTA Sections 5307, 5310, 5311, 5311(f), and 5339;
- FHWA Surface Transportation Block Grant, Congestion Mitigation and Air Quality Improvement, and PROTECT programs where the proposed activity and sponsor are eligible;
- TxDOT-administered state and federal public transportation grants; and other competitive programs available during implementation.

Local, interlocal, healthcare, employer, education, airport, port, private, developer, and philanthropic participation may also be appropriate.

Local match and sponsor capacity must be confirmed before project advancement.

7.6 County and Subregional Needs

The locations below document needs raised through engagement; they are not programmed projects and do not prescribe a technology. They should inform county- or subregional screening alongside county-level maps, demographic data, adopted mobility or thoroughfare plans, provider data, and the Regional Bus Network Study.

County/subregion	Area or corridor	Documented need	Planning treatment
Liberty County	Dayton and Ames	Limited connections from growing communities to Houston-area healthcare, employment, education, and services.	Confirm the travel market and responsible sponsor; relate any next step to county and local adopted plans.
Harris / Montgomery	Porter–Northpark	Growth and limited access to the broader transit network.	Use county-level data and Regional Bus Study findings to determine whether a sponsor-led service assessment is warranted.
Harris / Fort Bend / Waller	Katy and western subregion	Cross-county travel and fragmented service responsibility.	Define travel markets and provider roles before identifying a service model.
Harris / Galveston	Houston–Galveston and Hobby–Bay Area–Galveston	Interest in stronger access to coastal, airport, healthcare, employment, tourism, and other major destinations.	Screen through relevant regional studies and adopted plans; identify sponsor, market, and operating responsibility before feasibility work.
Harris / Fort Bend	Westpark corridor	Long-term need to retain future high-capacity mobility options in a growing corridor.	Document the need in applicable long-range plans; defer mode and alignment to subsequent studies.
Harris County	SH 529 / northwest Harris County	East–west access gaps, including education and other essential destinations.	Use county and provider data to define the gap and determine whether local connector or access improvements merit sponsor-led analysis.

7.7 Implementation Responsibilities

Party	Primary responsibility
Transit providers	Service planning and operation; fare authority; customer information; fleet, facility, and Transit Asset Management priorities; project sponsorship.
Local governments	Land use, pedestrian access, local infrastructure, local funding, and locally sponsored mobility actions.
H-GAC	Regional planning, data, coordination, technical assistance, applicable funding processes, and progress reporting within adopted work programs and staffing.
RTCS	Review implementation progress, elevate coordination issues, exchange information, and recommend plan updates through its established role.
Health/human service, workforce, education, nonprofit, and private partners	Define client or employee needs; participate in referrals, service design, outreach, match, sponsorship, or evaluation where appropriate.
TxDOT and federal partners	Administer eligible programs, provide guidance, and coordinate applicable state and federal planning and funding requirements.

7.8 Conclusion

The goals, strategies, and recommended projects in this chapter provide a coordinated and implementable framework for improving public transportation and human service transportation across the 13-county H-GAC region.

The framework builds on the 2022–2026 RPTCP while incorporating new public input, provider information, demographic and geographic analysis, stakeholder feedback, and current regional studies.

The recommendations respond to continuing needs for essential destinations, accessible paths and passenger facilities, cross-county and evening or weekend travel, flexible mobility options, accurate rider information, safe and resilient assets, and sustainable funding.

Defined leads, outputs, and measures distinguish regional coordination responsibilities from the authority of transit providers and local governments and support accountability.

Chapter 8 applies transparent project-level prioritization to identify projects suited for near-term implementation and those requiring additional sponsorship, coordination, feasibility analysis, or funding during the 2027–2031 planning period.

Chapter 8. Regional Priorities and Implementation Framework

8.1 Introduction

Chapter 7 translates the transportation needs documented through the RPTCP planning process into outcome-based goals, strategies, and recommended projects. Building on that framework, Chapter 8 provides a consistent and transparent method for comparing the projects, assigning implementation timeframes, distinguishing regional initiatives from county and subregional needs, and monitoring progress during the 2027–2031 planning period.

The framework is intended to assist H-GAC, the Regional Transit Coordination Subcommittee (RTCS), transit providers, local governments, health and human service organizations, and other implementation partners. Prioritization is informed by public and stakeholder engagement, the Transportation Provider Inventory and survey, demographic and geographic analysis, the Transportation Needs and Gap Analysis, existing transportation services, and applicable regional and local plans and studies. Project scores and implementation timeframes may be updated through annual reviews as sponsors, funding opportunities, study findings, and implementation conditions change.

The framework does not program funds or compel a transit provider or local government to implement a project. Scores support planning and implementation decisions; they do not replace sponsor authority, funding-eligibility review, applicable calls for projects, or local and regional decision-making processes.

8.2 Prioritization Methodology

Calculating the Total Score: Each criterion receives a score from 1 to 5. The score is combined with the criterion's assigned weight, and the weighted results are added together for a maximum possible score of 100 points. A short evidence note should document the basis for each criterion score.

Scores may be updated during the annual review when project sponsors, funding, study findings, project scopes, or other implementation conditions change.

Scoring scale

Score	Meaning	Application
1	Very Low / Not Demonstrated	Little or no supporting evidence, sponsor capacity, or alignment is documented.
2	Low	Some relevance is indicated, but major evidence or implementation gaps remain.
3	Moderate	The criterion is partly met; additional planning, commitment, or documentation is needed.
4	High	Strong evidence and a credible implementation pathway are documented.
5	Very High	Compelling evidence, clear responsibility, strong alignment, and an actionable pathway are documented.

Weighted evaluation criteria

Criterion	Weight	Description
Documented Need	20%	Supported by surveys, provider information, demographic and geographic analysis, gap analysis, or adopted plans.
Benefit to Priority Populations and Essential Trips	20%	Improves access for older adults, individuals with disabilities, people with low incomes, veterans, children and youth, job seekers, or households without reliable transportation; connects riders to essential destinations.
Regional Coordination and Connectivity	15%	Reduces a cross-boundary barrier, improves transfers, or requires meaningful coordination among providers or jurisdictions.
Implementation Readiness and Ownership	15%	A lead sponsor, partners, authority, scope, and reasonable 2027–2031 implementation pathway are identified.
Funding and Operating Sustainability	10%	Potentially eligible sources, local match or partner participation, and ongoing operating responsibility are credible.
Alignment and Nonduplication	10%	Builds on applicable regional and local studies, plans, programs, and resources, including the Regional Bus Study, Regional Transit Information Study, REAL Plan, Transit Asset Management plans, ConnectSmart, PROTECT and other resilience work, or adopted local plans.
Measurability, Safety, and Resilience	10%	Has defined outputs and outcomes and appropriately addresses accessibility, safety, climate exposure, continuity, or lifecycle risk.

Readiness gate. A project cannot be classified as Near-Term unless a responsible lead or sponsor is identified and the Implementation Readiness and Ownership criterion receives a score of at least 4. Projects without confirmed service, land-use, funding, or other applicable implementation authority remain Mid-Term or Long-Term Opportunities regardless of their total scores.

Priority levels

Level	Score / Gate	Timeframe
Near-Term	80–100 and readiness gate met	2027–2028: Advance through an existing program, committed partnership, funded work plan, or defined sponsor action.
Mid-Term	60–79, or 80 or higher without the readiness gate	2029–2031: Complete missing planning, sponsorship, coordination, eligibility, local match, or funding work.
Long-Term Opportunity	Below 60, or implementation expected beyond 2031	2032 or Later: Retain the documented need in relevant plans; do not prescribe a technology or imply a commitment before subsequent analysis. Coincides with the 2032 Regional Public Transportation Coordination Plan.

8.3 Preliminary Project Scoring

Table 8-4 applies the framework at a planning level using evidence currently documented in the RPTCP and existing initiatives.

The scores establish a reproducible starting point, not a final funding decision. RTCS and responsible sponsors should confirm the evidence supporting each score before plan adoption and during annual implementation reviews.

Projects added or substantially revised through the development of Chapter 7 should receive particular attention during this confirmation process.

Project ID	Need 20%	Pop. 20%	Regional 15%	Ready 15%	Funds 10%	Align 10%	Measurability 10%	Total Score	Level
1.1.1	5	5	5	4	3	4	4	89	Near-Term
1.1.2	5	5	4	3	3	4	5	85	Mid-Term
1.2.1	5	5	3	4	4	5	5	89	Near-Term
1.2.2	4	5	4	5	4	5	4	89	Near-Term
2.1.1	5	4	5	5	4	5	4	92	Near-Term
2.1.2	4	4	5	4	3	5	4	83	Near-Term
2.2.1	4	4	4	3	3	5	4	77	Mid-Term
2.2.2	5	4	5	3	3	5	4	84	Mid-Term
3.1.1	5	4	3	3	3	4	5	78	Mid-Term
3.1.2	5	4	2	4	3	4	5	78	Mid-Term
3.2.1	3	3	2	3	3	4	3	59	Long-Term
3.2.2	3	3	4	2	2	5	3	62	Mid-Term
4.1.1	5	5	5	4	4	5	5	95	Near-Term
4.2.1	4	5	3	4	4	5	4	83	Near-Term
5.1.1	4	4	3	5	5	5	4	84	Near-Term
5.1.2	5	5	4	4	4	5	5	92	Near-Term
5.2.1	4	4	5	5	4	5	5	90	Near-Term

8.4 Regional Implementation Priorities

Regional implementation priorities apply across multiple counties, transportation systems, or partner organizations and should be advanced through responsible sponsors, existing studies and plans, provider processes, and established regional coordination mechanisms.

Regional priority	Projects	Implementation focus	Primary responsibility
Medical and specialized transportation	1.1.1, 1.1.2	Improve referral coordination and evaluate feasible responses to recurring medical-trip needs.	Transit providers; healthcare and human service partners
Accessible paths, facilities, service, and information	1.2.1, 1.2.2, 1.2.3	Prioritize accessible paths and passenger facilities, strengthen accessible service and information practices, and evaluate transportation-companion or rider-assistance options.	Transit providers and local governments; willing human service sponsors; H-GAC/RTCS in training and support roles
Transportation affordability and population-specific mobility	1.3.1, 1.3.2	Evaluate regional fare assistance and improve transportation connections for youth, students, job seekers, and campus communities.	H-GAC; participating transit providers; workforce, education, healthcare, housing, veterans, nonprofit, and human service partners
Accessible and actionable studies and plans	2.1.1	Establish and maintain a publicly accessible regional clearinghouse of transportation studies, plans, findings, and implementation updates.	H-GAC; transit providers; local governments; regional partners
Cross-boundary connections and mobility hubs	2.2.1, 2.2.2	Use existing mobility-hub plans and documented travel markets to evaluate cross-boundary connections; identify a responsible sponsor before advancing a service or capital concept.	Transit providers and local governments
Interagency service coordination and governance	2.3.1, 2.3.2, 2.3.3	Promote voluntary service and safety practices, periodically review RTCS governance, and continue coordination with neighboring MPOs and regional partners.	H-GAC/RTCS; transit providers; local governments; human service agencies; neighboring regional partners
Flexible service and off-peak gaps	3.1.1, 3.1.2	Advance flexible mobility pilots or evening and weekend service changes only when supported by a documented need, responsible sponsor, operating plan, budget, and evaluation framework.	Transit-provider or local-government sponsor; H-GAC in a supporting role

8.5 County and Subregional Implementation Track

All engagement findings are community-informed. This section distinguishes county and subregional needs from regionwide initiatives so that locally documented evidence is not lost or treated as a regionwide commitment.

The first implementation step is to prepare a county or subregional evidence sheet using county-level maps and demographic information, relevant adopted plans, provider service and trip data, engagement findings, and applicable regional studies.

A need advances only when a responsible sponsor confirms the problem statement, geographic scope, affected populations, and desired planning or implementation decision.

County or Subregion	Area	Required Next Step	Initial Timeframe
Liberty	Dayton / Ames	Document the travel market and relate it to county/local adopted plans; identify a sponsor before choosing a service type.	Mid-Term
Harris / Montgomery	Porter–Northpark	Use county-level growth and need data plus Regional Bus Study findings to determine whether sponsor-led service analysis is warranted.	Mid-Term
Harris / Fort Bend / Waller	Katy / western subregion	Define cross-county markets and service responsibility; coordinate existing providers and jurisdictions.	Mid-Term
Harris / Galveston	Houston–Galveston; Hobby–Bay Area–Galveston	Screen major-destination needs through existing studies and adopted plans; establish sponsor and operating responsibility.	Mid- to Long-Term
Harris / Fort Bend	Westpark corridor	Retain the long-term need in applicable plans; leave technology and alignment to subsequent studies.	Long-Term
Harris	SH 529 / northwest Harris	Use county and provider data to define east–west and education-access gaps and identify sponsor-led next steps.	Mid-Term

8.6 Annual Implementation Cycle

The annual implementation cycle allows H-GAC, RTCS, project sponsors, and implementation partners to account for changing project conditions while maintaining a consistent prioritization process.

Step	Action	Output
1. Confirm	Update the project sponsor, evidence, scope, and relationship to existing studies, plans, programs, or services.	Current project record and evidence note
2. Score	Apply the seven weighted criteria and readiness gate.	Documented criterion scores, supporting evidence notes, and weighted total
3. Assign	Confirm Near-Term, Mid-Term, or Long-Term Opportunity status and identify the responsible next action.	Updated implementation matrix
4. Advance	Use existing calls for projects, RTCS meetings, adopted work programs, provider processes, or sponsor-led implementation mechanisms.	Funding application, study, agreement, pilot, service action, capital improvement, policy action, or documented decision
5. Report	Review required outputs and progress measures annually and record implementation barriers, changes, and decisions.	Annual RPTCP implementation update

When a project's readiness, scope, sponsor, or funding conditions change substantially, its scores and timeframe should be updated. The annual review should retain a record of the previous score, revised score, supporting evidence, and reason for the change.

8.7 Monitoring Measures

Regional monitoring should draw from the required outputs and progress measures established for each project in Chapter 7. The annual implementation update should report, as applicable:

- Projects with a confirmed lead, sponsor, scope, and funding pathway.
- Projects advanced to assessment, study, application, agreement, pilot, capital improvement, service implementation, policy action, or another documented decision.
- Funding requested, awarded, matched, and expended.
- Transit providers, local governments, health and human service agencies, educational institutions, workforce organizations, nonprofit organizations, private partners, and other stakeholders participating in implementation.
- Cross-boundary referral, transfer, information, or service barriers documented and addressed.
- Riders connected with medical, specialized, or other essential transportation services.
- Fare-assistance participants, passes distributed, trips taken, and essential destinations reached.
- Accessibility deficiencies identified, prioritized, programmed, and corrected.
- Riders receiving travel training, companion assistance, or other rider-support services.
- Flexible mobility, evening, or weekend service needs assessed and responses tested or implemented.
- Studies and plans published through the regional clearinghouse and used in planning, funding, or implementation activities.
- Voluntary service, safety, accessibility, reporting, or customer-service practices developed or adopted.
- RTCS governance reviews completed and representation or procedural needs addressed.
- Neighboring MPOs, councils of governments, providers, and other regional partners engaged.
- Mobility Links providers added, listings verified, database records updated, marketing materials distributed, and public use monitored.
- Transit information, data feeds, multilingual resources, Mobility Links content, or ConnectSmart content developed or improved.
- Safety, accessibility, resilience, and operating-sustainability considerations documented for applicable investments.
- County and subregional evidence sheets completed and updated without creating unsupported implementation commitments.
- Projects continued, modified, deferred, concluded, or removed based on documented findings.

Measures should be reported using available and reasonably consistent data. The framework does not require a transit provider or partner to create a new data-collection system unless that responsibility is accepted through a project agreement, funding award, adopted work program, or other implementation commitment.

8.8 Conclusion

Chapter 8 links Chapter 7's goals, strategies, and recommended projects to an accountable implementation process. Weighted scoring and a readiness gate support transparent prioritization, while separate regional and county or subregional tracks help preserve locally documented needs without creating unsupported or duplicative commitments.

The framework recognizes that a high project score does not replace the need for a responsible sponsor, legal and operational authority, eligible funding, local match, partner commitments, or additional feasibility work. Annual review allows the region to update priorities as those conditions change while retaining a transparent record of implementation progress during the 2027–2031 planning period.

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