Regional Transit Coordination Subcommittee

Thursday, October 9, 2025

Meeting 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 10, 2025
4. Information Items:
    - 4.1 FIFA World Cup Planning Services – Heng Wang, H-GAC Staff and Koushik Arunachalam, Arcadis
    - 4.2 Regional Public Transportation Coordination Plan (RPTCP) – Bennie Chambers, H-GAC Staff
    - 4.3 Congestion Management Plan (CMP) Interim Update – Alan Rodenstein, H-GAC Staff
    - 4.4 Dayton Transit Plan – Alan Rodenstein, H-GAC Staff
    - 4.5 US 90A Transit Corridor Study – Thomas Gray, H-GAC Staff
5. Transit and Human Service Agency Reports
6. Adjourn

1. Introductions, Roll Call, and Certification of Quorum

2025 Regional Transit Coordination Subcommittee

Representing	Primary First Name	Primary Last Name	Organization	Alternate First Name	Alternate Last Name	Organization
Local Government	Melanie	Beaman	City of Sugar Land	Sagnik	Raha	City of Sugar Land
Local Government	Brian	Crimmins	City of Houston	Wilson	Calvert	City of Houston
Local Government	Jason	Smith	Montgomery County	Brian	Jackson-Taylor	City of Missouri City
Business Interests	Amy	Skicki	BAYTRAN	Christina	Cabral	Transportation Advocacy Group (TAG)
Citizens Interests	Philip	Salerno	Super Neighborhood Alliance	David	Kim	Urban Land Institute
Social Services/HHS	Angel	Ponce	City of Houston	Paula	Johnson	City of Houston
Social Services/HHS	Thomas	Holstein	Baker Ripley	Andres	Montes	Alvin ISD
Social Services/HHS	Miriam	Guzman	Community Health Network	Ezreal	Garcia	Community Health Network
Social Services/HHS	Ashley	Newell	Mounting Horizons, Inc.	Breah	Knape	Actions, Inc.
Transit Agency	Perri	D'Armond	Fort Bend	Tennille	Jones	Fort Bend
Transit Agency	Ruthanne	Haut	The Woodlands Township	Nicole	Mathews	The Woodlands Township
Transit Agency	James	Oliver	Galveston Island Transit	Jessica	Hawkinson	Galveston Island Transit
Transit Agency	Tatyana	Luttenschlager	METRO	Donald	Hughes	METRO
Transit Agency	Vernon	Chambers	Harris County Transit	Robert	Anders	Harris County Transit
Transit Agency	Wendy	Weedon	Brazos Transit	Jo	Marlow	Brazos Transit
Transit Agency	Shawn	Davis	Conroe Transit	Joseph	Bolletino	City of Conroe
Transit Agency	Claudia	Wicks	Colorado Valley Transit	Angela	Wallace	Colorado Valley Transit
Transit Agency	Ted	Ross	Gulf Coast Transit District	Ken	Fickes	Harris County Transit
Ex-Officio	Travis	Madison	TxDOT - Houston District	Paula	Polk	TxDOT-Houston District
Ex-Officio	Nancy	Peron	TxDOT-Beaumont District	Carolina	Lopez-Herrera	TxDOT-Beaumont District

2. Public Comments

- Please click the small "hand" icon at the bottom of your screen to raise your hand in order to be recognized to speak.

3.1. Action Item - Approval of RTC Subcommittee Meeting Minutes of July 10, 2025

(The minutes of the July 10, 2025 meeting minutes are contained in the packet emailed to Subcommittee members)

4.1. FIFA World Cup Planning Services

Heng Wang, H-GAC Staff
Koushik Arunachalam, Arcadis

FIFA 26
Houston

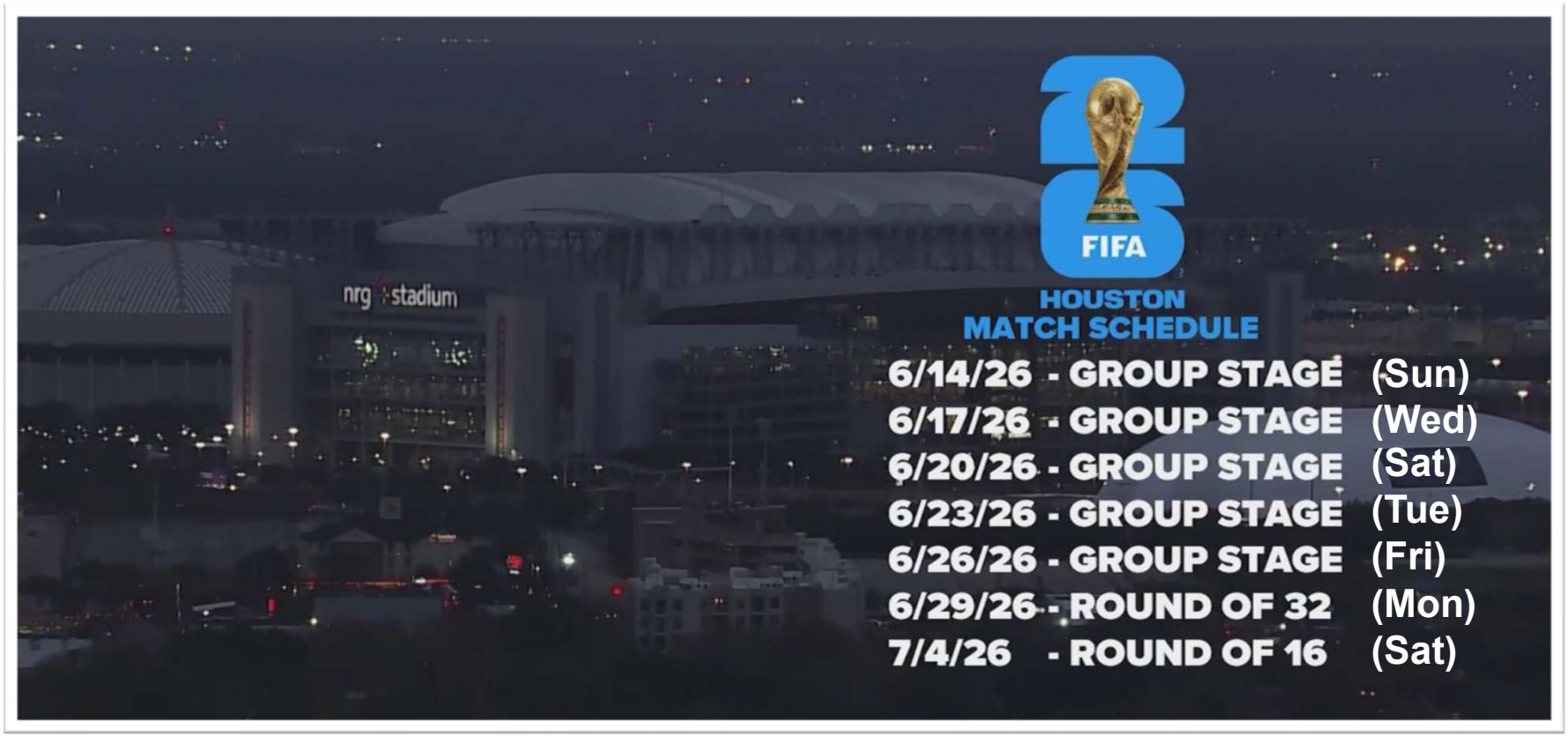
Regional Transit Coordination Subcommittee (RTCS)

Stronger Together

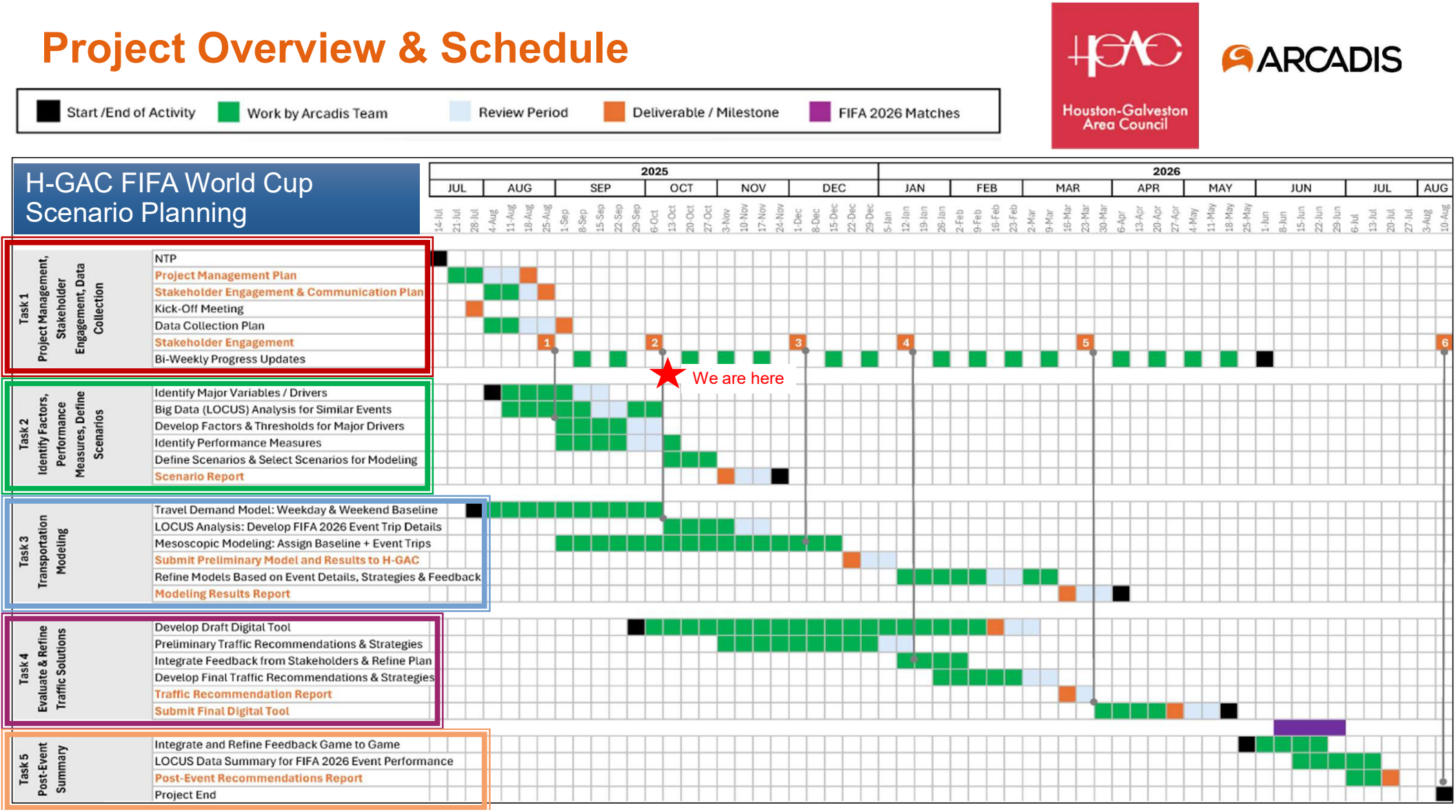
Agenda

- H-GAC FIFA World Cup Scenario Planning - Project Overview and Schedule
- Stakeholders Overview
- Regional Transit Agencies
- Mobility Concept - Overview
- Role of Regional Transit During FIFA World Cup
- Our Ask For H-GAC FIFA World Cup Scenario Planning

Houston Venue Matches (248 Days Away!)



Project Overview & Schedule



Stakeholders

- Houston Host Committee
- Houston Airport System (HAS)
- Houston METRO
- Houston TranStar
- NRG Stadium
- TxDOT Houston District
- City of Houston
- Houston Police Department
- Harris County Sheriff's Office
- Harris County
- Fort Bend County
- Brazoria county
- Montgomery County
- The Woodlands Township
- City of Conroe
- Harris County Toll Road Authority
- City of Sugar Land
- Greater Houston Partnership
- Downtown Houston Management District
- East End District
- Uptown Houston District
- H-GAC

Regional Transit Agencies

- Galveston Island Transit
- Harris County Transit
- Houston METRO
- Brazos Transit
- Conroe Transit
- Colorado Valley Transit
- Gulf Coast Transit District
- Fort Bend Transit
- Woodlands Township

Mobility Concept – Quick Review

Host City Spectator Parking & Transit Demand Matrix			- please add detail in white cells only - please insert lines or change mode options as needed for your city	
Host City: HOUSTON		**Net Ticketed Stadium Capacity: 57,786**		**Date:**
this column should include all modes available for spectator transport to the stadium	*this column total should = 100%*	*this column total should = the net ticketed spectator capacity of the stadium*	*this column identifies the nodes/stops./stations closest to the Stadium*	*this column total should = 100%*
Mode	**Mode %**	**Number of Spectators**	**Stadium Transport Node**	**Node %**
Transit	**42%**	**24000**		**42%**
Rail				0%
Light Rail	42%	24,000	1-Stadium Park	42%
Subway		0		0%
Bus/BRT				0%
Streetcar/Tram		0		0%
Rail Shuttle		0		0%
Auto - Self Drive	**38%**	**21860**		**38%**
Parking	19%	11000	NRG lots	19%
Accessible Parking	1%	660		1%
Parking Entrepreneurial	6%	3500	all around NRG exterior	6%
Park & Ride - 1	4%	2400	Addicks	4%
Park & Ride - 2	4%	2100	Kuykendahl	4%
Park & Ride - 3	4%	2200	Northwest Station	4%
***Planning ratio of passengers to each car is 2.5**				
Rideshare	**9%**	**5000**		**9%**
E-Hail (i.e. Uber)	9%	5,000	Yellow lot 35,38	9%
Taxi				0%
Active	**1%**	**500**		**0.008652615**
Cycle				0%
Walk	1%	500		1%
Scooter				0%
Totals	**89%**	**51360**		**89%**

Note:

11% discrepancy based on the 57k spectators (FIFA Estimated), in which the committee is continuing to work through

Mobility Concept – Quick Review

Note: Percentages in column B for arrivals are pulled from Tab 1. Please add in the numbers in columns C, D, E that your HC is able to move - the approximate %s in row 5 are estimates to guide you.

Spectator Arrivals to the Stadium

this column should include the rolled up mode headings only	*this column total should = 100%*	*this column should = approximately 20% of the mode total*	*this column should = approximately 50% of the mode total*	*this column should = approximately 30% of the mode total*	*this column total should = the the number of spectators per mode as per tab 1*
Mode	**Mode Split**	**-3 Hours**	**-2 Hours**	**-1 Hours**	**Total**
Transit	**42%**	4,800	12,000	7,200	**24,000**
Auto - Self Drive	**38%**	4,372	10,930	6,558	**21,860**
Rideshare	**9%**	1,000	2,500	1,500	**5,000**
Active	**1%**	100	250	150	**500**
Total	**89%**	**10,272**	**25,680**	**15,408**	**51,360**

INGRESS

EGRESS

Note: Please be aware that your departure %'s from the stadium may not be the same as the arrivals - some spectators will depart using a different mode, especially in relation to ride-share. Planning assumptions will be provided to you in early 2025.

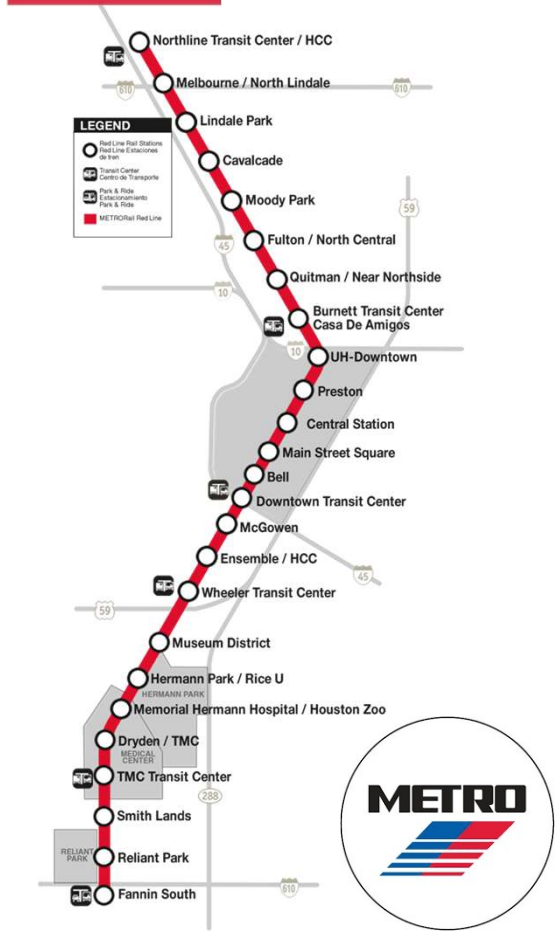
Spectator Departures from the Stadium

this column should include the rolled up mode headings only	*this column total should = 100%*	*this column should = approximately 70% of the mode total*	*this column should = approximately 25% of the mode total*	*this column should = approximately 5% of the mode total*	*this column will = the number of spectators per mode*
Mode	**Mode Split**	**-3 Hours**	**-2 Hours**	**-1 Hours**	**Total**
Transit	**42%**	16,800	6,000	1,200	**24,000**
Auto - Self Drive	**38%**	15,302	5,465	1,093	**21,860**
Rideshare	**9%**	3,500	1,250	250	**5,000**
Active	**1%**	350	125	25	**500**
Total		**35,952**	**12,840**	**2,568**	**51,360**

Role of Regional Transit During FIFA World Cup

Houston METRO - Key Insights

- **Airport–Downtown service:**
  - Current: every 30 minutes
  - FIFA plan: 15-minute frequency to start from holiday season
- **Red Line operations:**
  - Plan 6-minute frequency, 2-car trains, 400 passengers per trip
  - Active 3 hours pre-game to 2 hours post-game
- **Transit mode share:**
  - Updated FIFA Mobility Concept: 42% (down from 61%)
  - Red Line capacity: 4,000 passengers/hour/direction
- **Park & Ride strategy:**
  - Connect PnR to Downtown and Red Line to NRG
  - PnR services operational 24/7; staging at Orange Lot 12 (50–60 buses)
- **Backup operations:**
  - 15–20 buses available in case of Red Line disruption
  - Potential for parallel bus service on game days



Our Ask to RTCS

- Define role of each regional transit agency during FIFA World Cup
- Share transit operational plans to inform H-GAC's FIFA World Cup Scenario Planning. Ex. Service extension or new service to NRG on game days
- Inputs on "Transit Baseline" from all regional transit agencies to develop overall "Transit Mode Share" for FIFA World Cup
- Actions / Plans to leverage Commuter Transportation Pilot Program: Charter bus integration to improve access to transit during FIFA World Cup

Open Discussion
&
Questions

4.2. Regional Public Transportation Coordination Plan (RPTCP)

Bennie Chambers III, H-GAC Staff

Regional Public Transportation Coordination Plan Update

Bennie Chambers III

October 9, 2025

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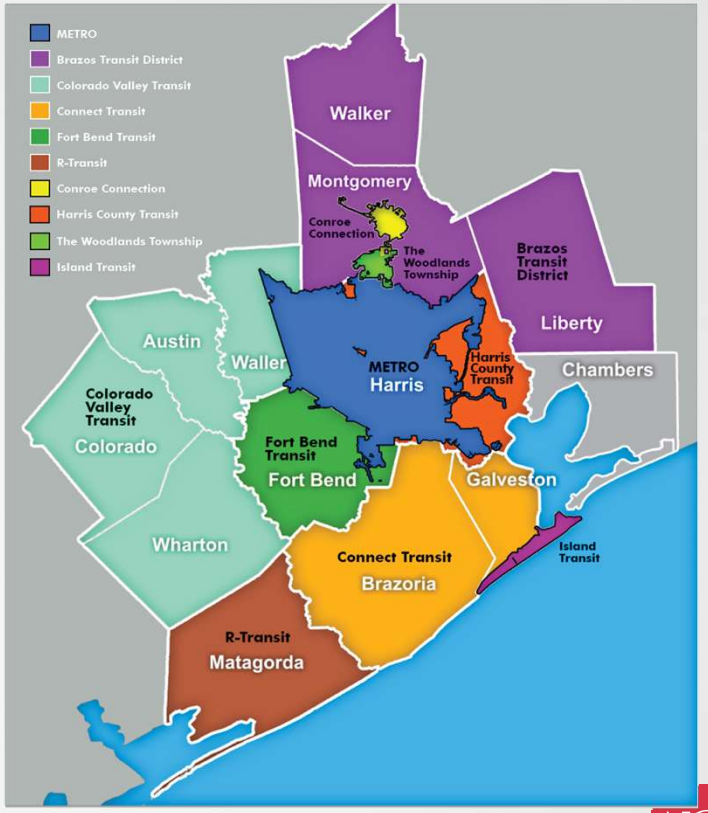
METROPOLITAN PLANNING ORGANIZATION

What is the RPTCP?

- Federally and state-mandated plan (TxDOT requirement every 5 years)
- Guides coordination of public and human service transportation in the 13-county Gulf Coast Region
- Supports funding eligibility for programs such as FTA Section 5310



H-GAC METROPOLITAN PLANNING ORGANIZATION

Purpose of the Plan

- Improve mobility and access for transportation-disadvantaged populations
- Assess unmet needs, service gaps, and duplication of services
- Facilitate stakeholder and public engagement
- Develop goals, strategies, and prioritized projects for coordination
- Align with TxDOT's Coordination Plan Guidebook (2025 update)

Project Vision

"To build a coordinated, transit-for-all, and efficient regional public transportation system that connects people to jobs, healthcare, education, and essential services across the 13-county Gulf Coast region."

RPTCP Creates Real Improvements

- This plan provides recommendations that lead to improvements:
  - ***Expanded mobility:*** Launch of Fort Bend Transit's Needville demand-response service (2024) and Sugar Land microtransit pilot expanded options in suburban areas.
  - ***Access for all users:*** Regional Transit Information Study (RTIS) is improving how seniors, people with disabilities, and LEP residents find and use available services.
  - ***Efficiency & cost savings:*** Vanpool program extensions streamline regional commuter options and reduce duplication.
  - ***Funding readiness:*** The RPTCP supports projects like the Dayton Transit Study and CMAQ-funded pilots by aligning them with the RTP and TIP.
  - ***Community impact:*** Efforts such as Conroe Connection commuter services and Brazos Transit District expansions increase access to jobs, healthcare, and education across county lines.

Plan Elements

- Vision, Goals, and Objectives
- Provider Inventory
- Needs Assessment
- Gaps Analysis
- Public Outreach

Progress to Date

Planned	Completed / In Progress
Grant acceptance and project kickoff (July 2025)	✅ Grant awarded and kickoff held
Finalize Scope of Work	✅ Scope of Work finalized
Launch procurement process	✅ Procurement process launched
• Chapter 1. RPTCP Content and Organization Develop and prepare: • Chapter 2. Public Outreach and Community Engagement • Chapter 3. Geographic Area Assessment • Chapter 4. Demographic Area Assessment • Chapter 5. Transportation Services Assessment	✅ Chapter 1 completed 🔄 Chapters 2–5 data collection, provider inventory, and engagement design underway
Prepare Interim Plan draft (Chapters 1–5, due January 31, 2026)	🔄 Draft Interim Plan development in progress

Deliverables

- Interim Plan – Due January 31, 2026
- Public Workshops (13 counties) – Spring/Summer 2026
- Goals and Strategies Development – Early 2026
- Final Plan – Due October 2026

Thank You!

Bennie Chambers III
Senior Planner
Bennie.Chambers@h-gac.com

4.3a. Congestion Management Plan (CMP) Interim Update

Alan Rodenstein, H-GAC Staff


Congestion Management Process Update


Alan Rodenstein, AICP

October 9, 2025

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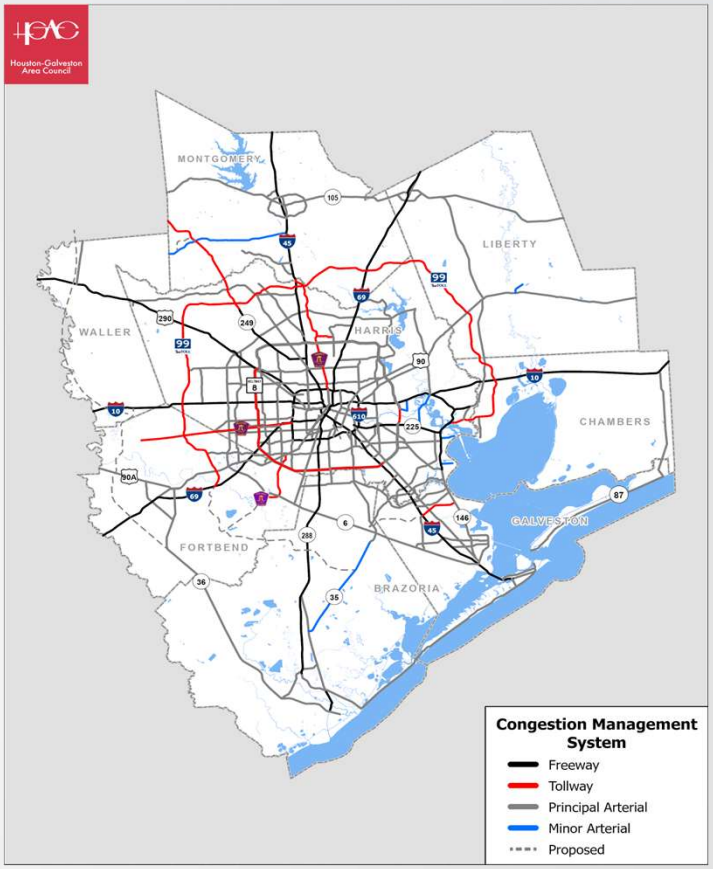
H-GAC
Houston-Galveston Area Council

Overview of the Congestion Management Process (CMP)

- The Federal Highway Administration (FHWA) defines congestion as ***the level at which the transportation system performance is no longer acceptable due to traffic interference***
- The Congestion Management Process describes the overall effort to manage congestion
- The Congestion Management Plan addresses congestion moving forward
- Metropolitan Planning Organizations are required to update the Congestion Management Process periodically

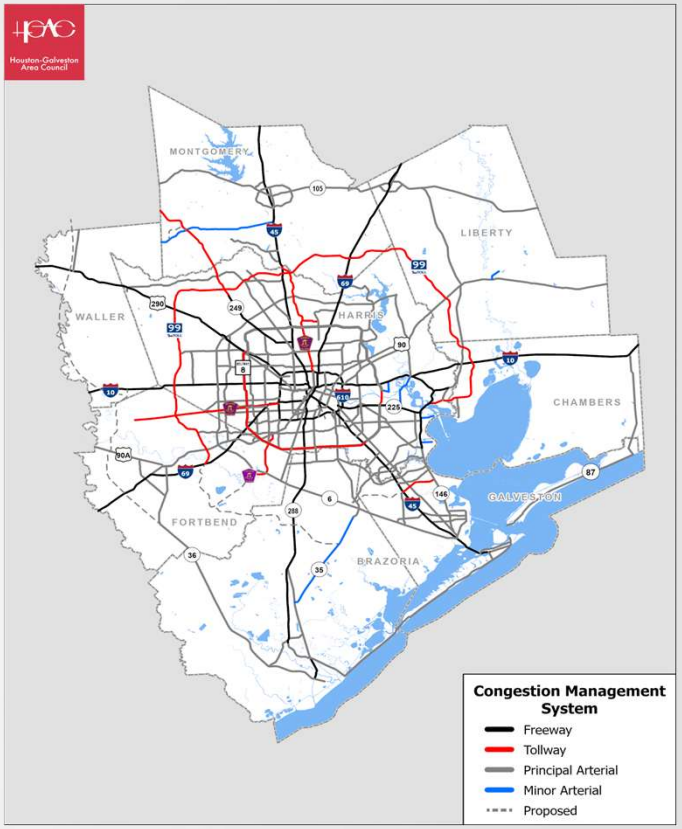


Overview of the Congestion Management Process (CMP), Cont'd

- The CMP provides a means to develop strategies and address the region's congestion challenges
- The CMP feeds into the long-term and short-term surface transportation plans:
  - ✓ Long-Term Regional Transportation Plan (RTP)
  - ✓ Ten-Year Plan
  - ✓ Short-Term Transportation Improvement Program (TIP)
- The process improves regional strategic decision-making and encourages project design to mitigate the conditions impacting congestion

Regional Congestion Management Process

- 2008: Initial process developed
- 2015: Cambridge Systematics led the update
- 2021: Internal update to align with current practice
- 2025:
  - Congestion Management Principal Planner hired in 2025
  - Administrative edits, corrections. *No changes to the process itself*
  - Procurement underway for the next major update (2026) to be completed for inclusion with the 2050 RTP

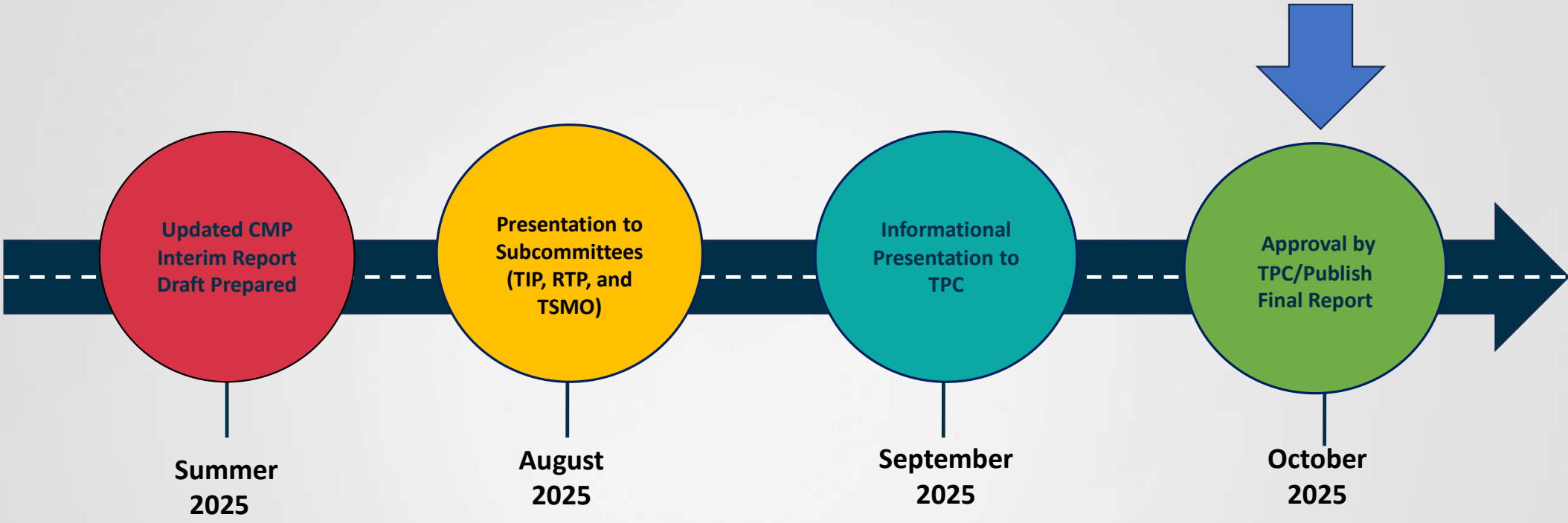


Summary of Changes in 2025 Update

- Brings up to date the Congestion Management Network maps (extension of SH99, transit lines, bikeways)
- Adds three missing Congestion Management Analysis questions
- Adds link to a new online Congestion Management Analysis Form (No more PDFs)
- Removes discontinued software
- 2021 Final and 2025 Draft Final Update located at:

https://www.h-gac.com/congestion-management

Congestion Management Plan 2025 – Interim Update



Questions?

THANK YOU

Alan Rodenstein

Principal Planner | Congestion Management

alan.rodenstein@h-gac.com

713-993-2407

4.4. Dayton Transit Study

Alan Rodenstein, H-GAC Staff

Dayton Transit Study

Alan Rodenstein, AICP

October 9, 2025

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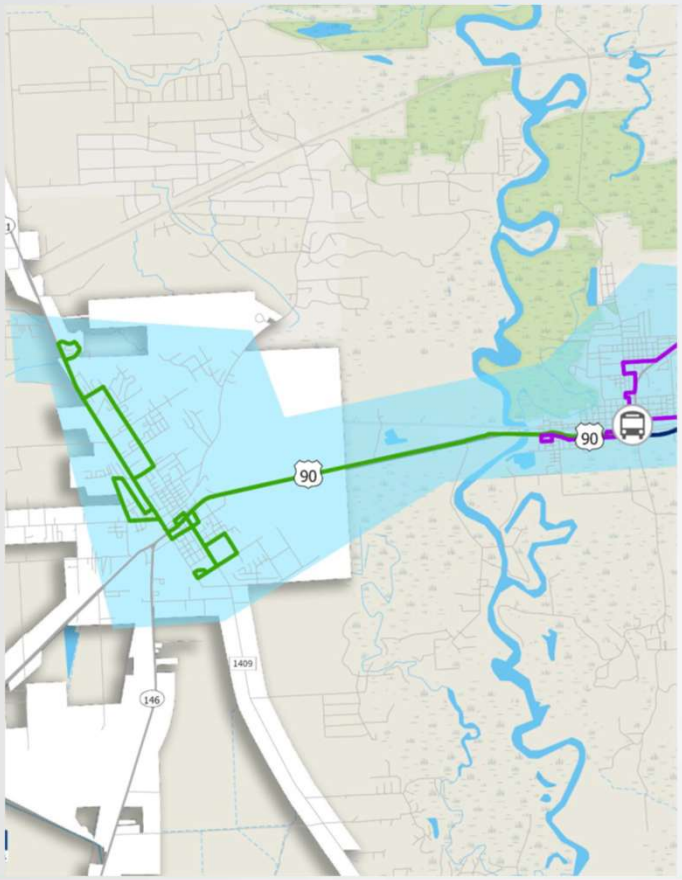
Houston-Galveston Area Council

Overview of the Dayton Transit Study

- 20-year vision for transit that looks at existing conditions and possible improvements
- H-GAC and City of Dayton collaborated
  - Consultant team led by Benesch Company
- More than 250 surveys, 30 workshop participants – positive towards transit
- A 60% increase in ridership on local services resulted from public outreach conducted *during the course of the study*
- Recommendations grouped into Short Term (0- 5 years) Medium Term (5-10 years), and Long Term (10-20 years) categories

Existing Dayton Transit Services



Transfer Point

Ames Circulator

Dayton Circulator

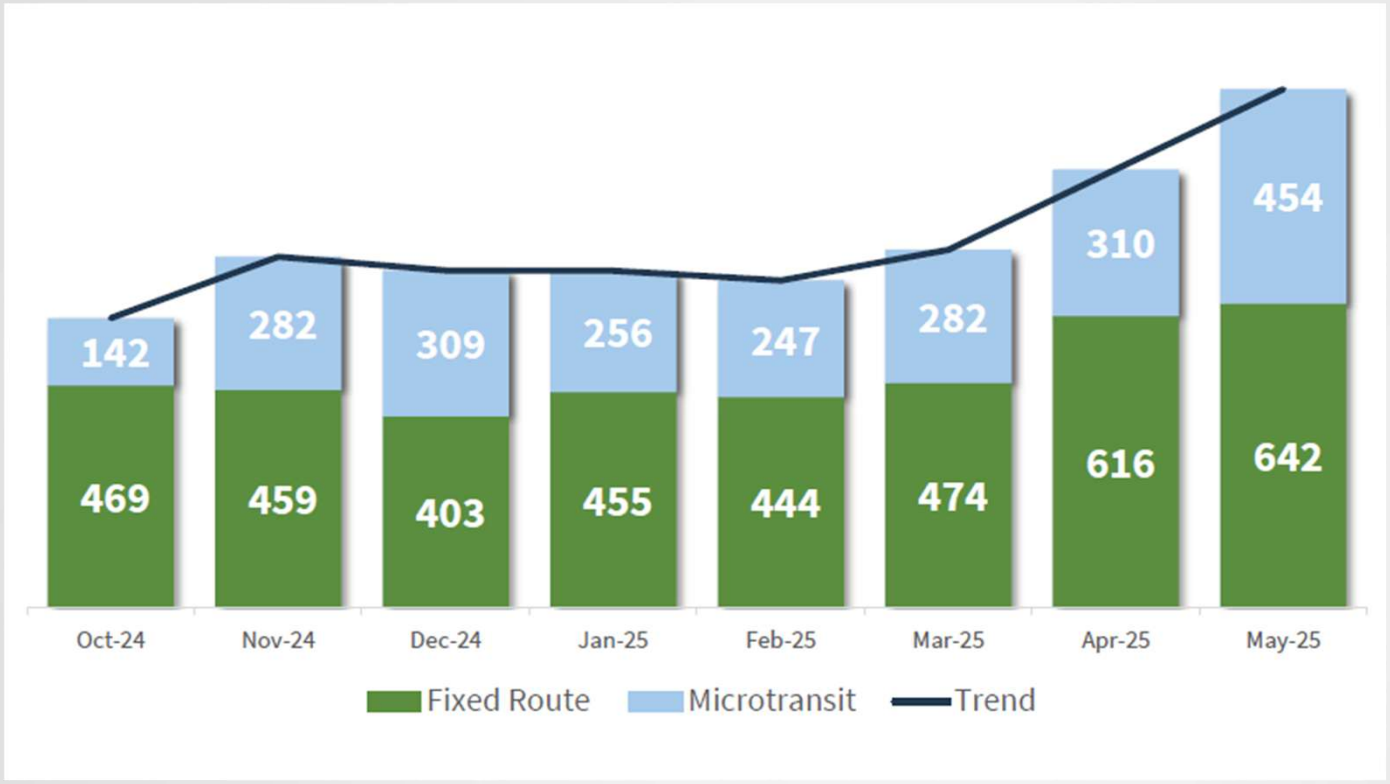
Liberty Circulator

BTD On Demand Zone

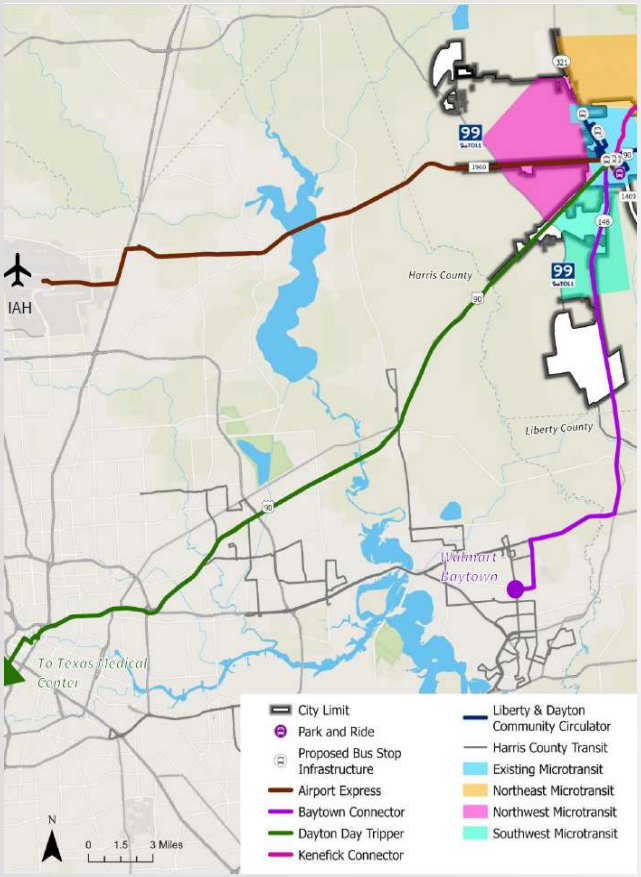
N

0 0.5 1 Miles

Ridership Increase



Future Service Recommendations



Improvements to Existing Services

- Expand service hours (Fixed-Route)
- 60-minute frequency (Fixed-Route)

Saturday Service (Fixed-Route & Microtransit)

Local Connection

- Kenefick Connector

Regional Connectivity

- Dayton Day Tripper
- Airport Express
- Baytown Connector

On-Demand Services

- Additional Microtransit Zones

Capital & Policy

- Bus stop infrastructure
- Establish Park-and-Ride
- Mobile payment
- Social media campaign
- Partnering with City departments
- Travel training

Questions?

THANK YOU

Alan Rodenstein

Principal Planner

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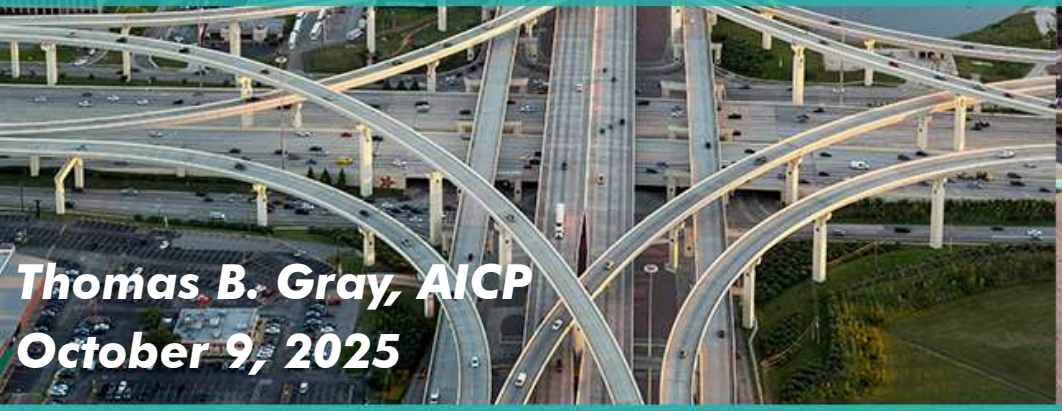
713-993-2407

4.5. US 90A Transit Corridor Study

Thomas Gray, H-GAC Staff


US 90A Transit Corridor Study




Thomas B. Gray, AICP

October 9, 2025

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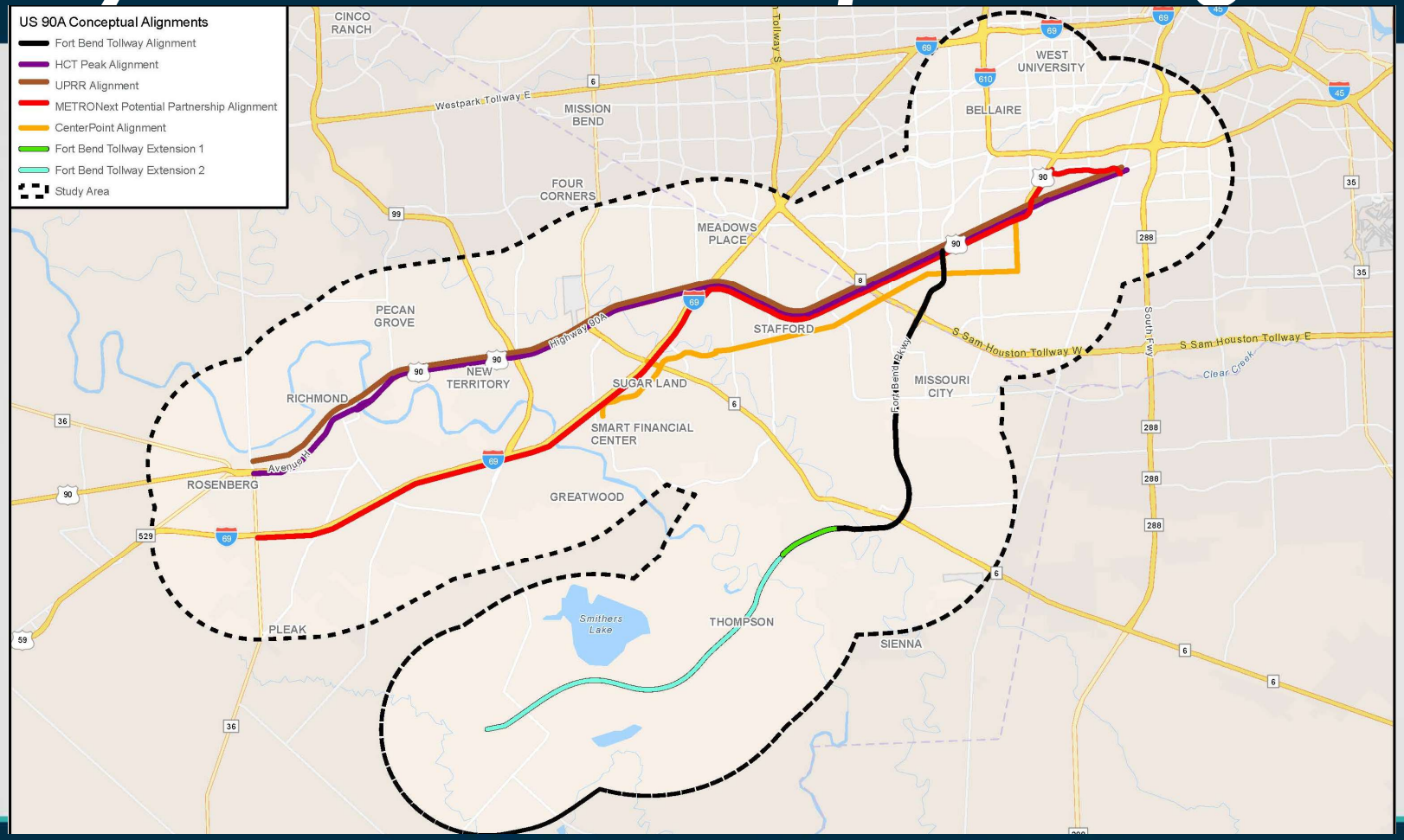
METROPOLITAN PLANNING ORGANIZATION

Project Goals

- Identify one or more high-capacity transit alternative(s) for the US 90A corridor that is technologically and economically feasible and could have significant benefits to mobility with the region.
- Alternative(s) can then by advanced by GCRD into more detailed study and analysis, with an eye towards implementation.

Study Area and Conceptual Alignments



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METROPOLITAN PLANNING ORGANIZATION

Two-Tiered Screening Methodolgy

Tier 1 Screening Criteria

- Environmental Factors
- Population and Job Density
- Right-of-Way Availability
- Stakeholder Support

Tier 2 Screening Criteria

- Ridership Potential
- Capital Cost
- Right-of-Way (ROW) Need
- Annual Operations and Maintenance (O&M) Cost

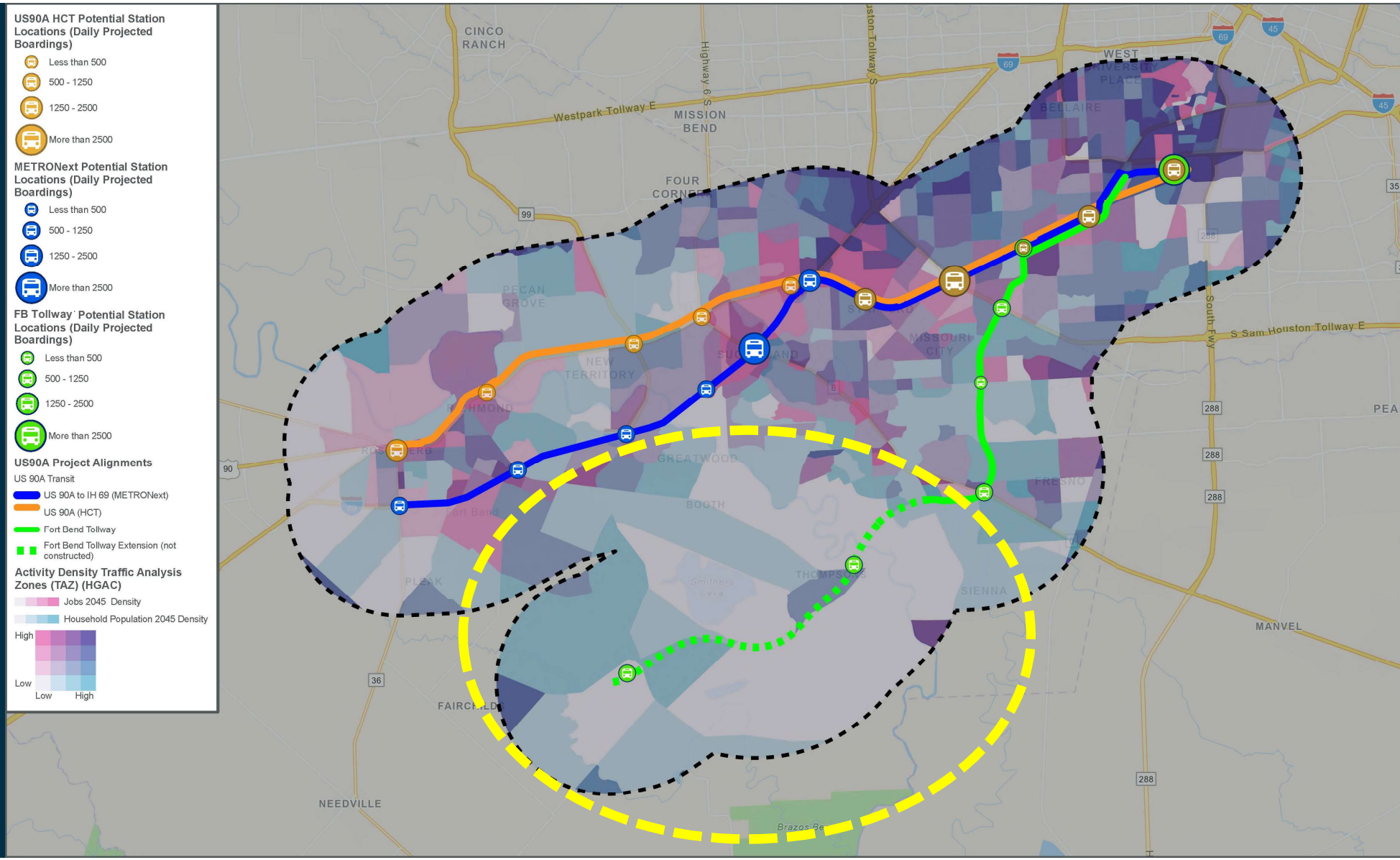
Tier 1 Screening Results

	HCT Peak (US 90A)		Union Pacific Rail Road		US 90A to IH 69 (METRONext Potential Partnership)		CenterPoint (CenterPoint Easement to IH 69)		Fort Bend Tollway (US 90A to Fort Bend Tollway)	
Length (mi)	27.8 miles		27 miles		28.5 miles		28.4 miles		25.6 miles	
	Score	**Description**	**Score**	**Description**	**Score**	**Description**	**Score**	**Description**	**Score**	**Description**
Environmental Factors	◔	2.9 miles in 100-year floodplain; high number of hazardous material and protected sites, particularly in Segment 5	◑	1.5 miles in 100-year floodplain; high number of hazardous material and protected sites	◑	1.8 miles in 100-year floodplain; high number of hazardous material sites and moderate number of protected sites	◕	2.1 miles in 100-year floodplain; moderate number of hazardous material sites and minimal number of protected sites	◑	6.1 miles in 100-year floodplain; minimal hazardous material sites and no protected sites
Density	◑	Stronger population and employment density in eastern segments	◑	Stronger population and employment density in eastern segments	◑	Stronger population and employment density in eastern segments	◔	Lower existing and future employment density than other alignments	◔	Lowest existing and future population and employment density
Right-of-Way (ROW) Availability	◑	Entire alignment location along US 90A (TxDOT) ROW with pinchpoints in Segment 5	◔	Nearly entire alignment is located along Union Pacific Railroad ROW with pinchpoints in Segment 5	●	Majority of alignment is located along IH 69 (TxDOT) ROW	◑	Alignment is split between CenterPoint ROW and IH 69 (TxDOT) ROW	◕	Majority of alignment is located along Fort Bend Tollway (Fort Bend County Toll Road Authority)
Stakeholder Support	◕	Strong stakeholder support	○	Minimal stakeholder support (Union Pacific RR staff have confirmed that sharing ROW is not part of their business model)	●	Very strong stakeholder support	◔	Low stakeholder support (Stakeholder expressed concerns about conflicts with utilities and proximity to residences)	◑	Moderate stakeholder support
Result	**Continue to Tier 2 Evaluation**		Do not continue to Tier 2 Evaluation		**Continue to Tier 2 Evaluation**		Do not continue to Tier 2 Evaluation		**Continue to Tier 2 Evaluation**	

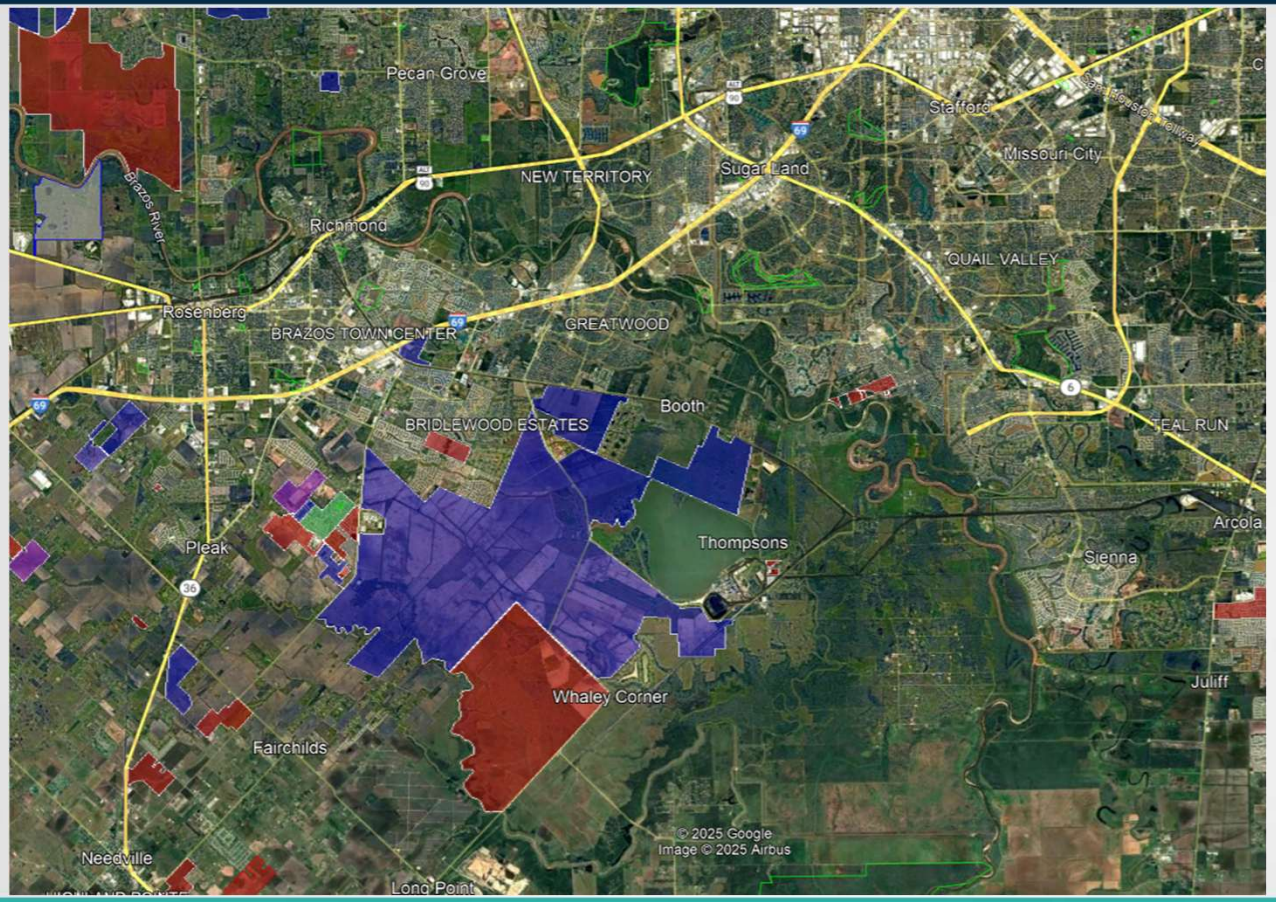
○ ◔ ◑ ◕ ●

Low → High

Tier 2 Ridership Results



Planned Fort Bend County Developments



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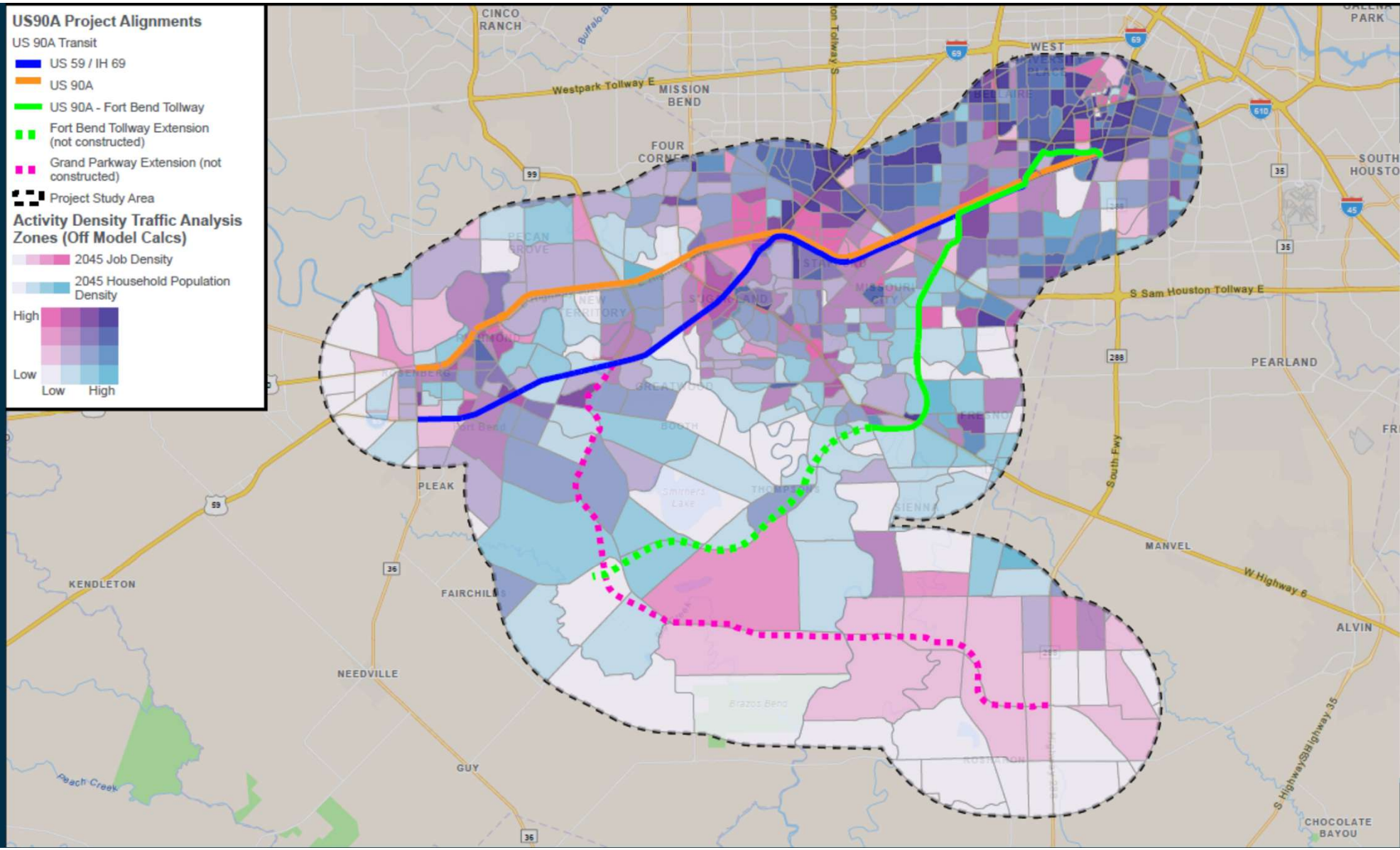
METROPOLITAN PLANNING ORGANIZATION

Updated Tier 2 Ridership



Tier 2 Screening Results - Updated

		US 90A (HCT Peak)		US 90A to IH 69 METRONext		Fort Bend Tollway (without development projections)		Fort Bend Tollway (with anticipated development)	
Length (mi)		27.84		28.55		25.59		25.59	
Number of Stations		10		11		8		8	
		Value	Score	Value	Score	Value	Score	Value	Score
Ridership	Daily Boardings	14,104	3.4	18,109	5.0	7,638	0.7	17,022	4.6
	Ridership Score		**3.4**		**5.0**		**0.7**		**4.6**
Right-of-Way	ROW Needs (SF)	117,000	0.0	39,000	1.1	0	5.0	0	5.0
	Right-of-Way Score		**0.0**		**1.1**		**5.0**		**5.0**
Capital Cost ($1 Million)	BRT	$1,840.85	4.1	$1,890.23	4.0	$1,389.82	5.0	$1,389.82	5.0
	LRT	$3,371.93	0.3	$3,460.42	0.1	$2,541.91	2.4	$2,541.91	2.4
	HOV Lane	$615.99	0.0	$316.97	4.0	$468.15	1.9	$468.15	1.9
	Capital Cost Score		**1.5**		**2.7**		**3.1**		**3.1**
Annual O&M Cost ($1 Million)	BRT	$22.61	4.7	$23.18	4.6	$20.78	4.9	$20.78	4.9
	LRT	$60.76	0.0	$62.31	0.0	$55.85	0.5	$55.85	0.5
	O&M Cost Score		**2.3**		**2.3**		**2.7**		**2.7**
TOTAL SCORE			**7.2**		**11.1**		**11.5**		**15.4**

Stakeholder and Public Involvement

- Steering Committee
  - Gulf Coast Rail District, METRO, Fort Bend Transit, TxDOT, H-GAC
- Stakeholder Committee
  - Meetings held October 2024 and March 2025
- Study website
  - Survey and interactive map, links to presentations
- Public Meeting
  - Held April 2025 in Missouri City

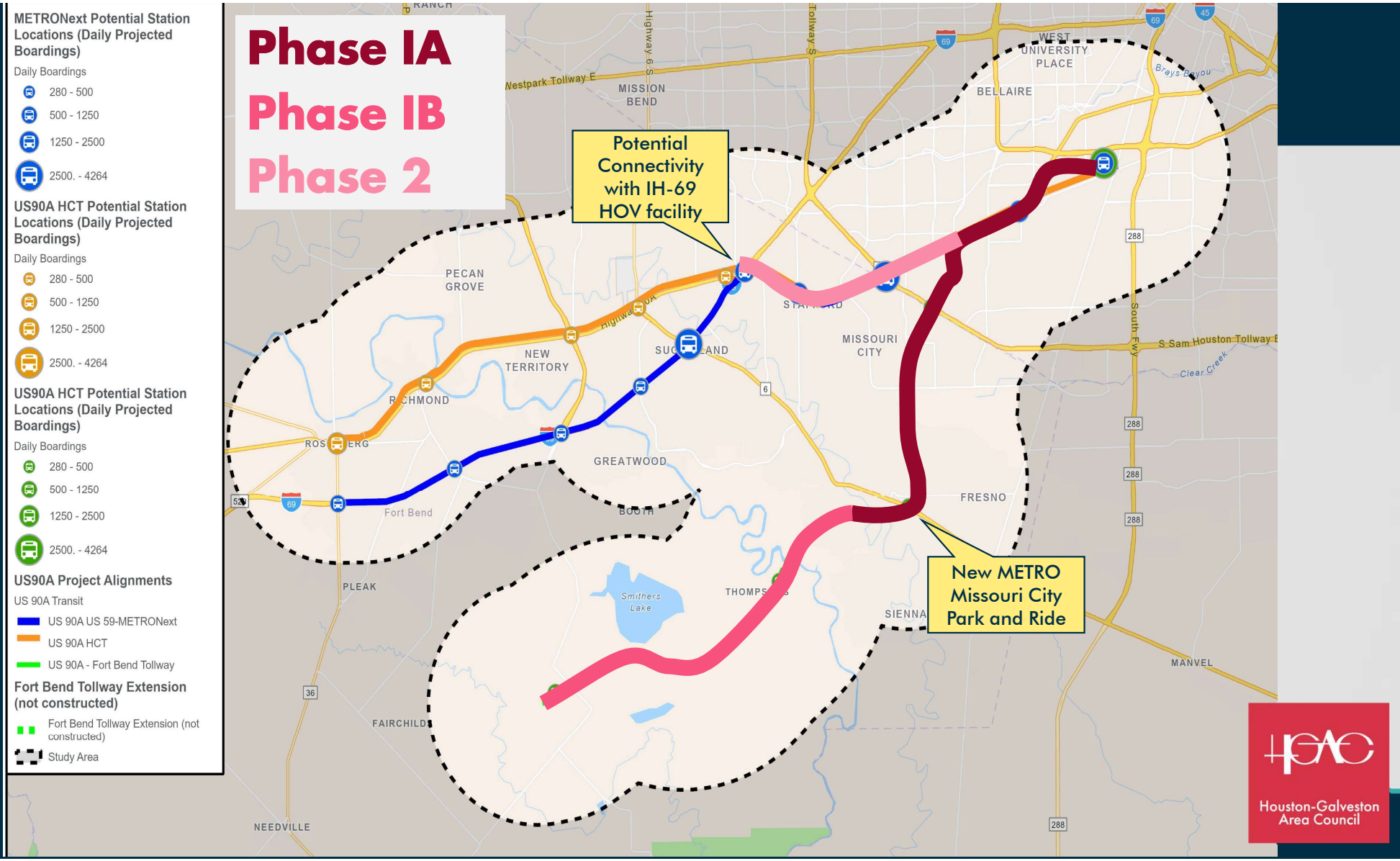
Public Involvement – Survey Responses

- Survey was hosted on H-GAC Engagement HQ website from fall 2024 through January 2025
- ***922*** Survey Responses – ***2nd largest response since H-GAC began using EngagementHQ platform***
- 97% of participants travel alone along the corridor
  - Primary destinations are the Texas Medical Center (36%) and Downtown Houston (23%)
- Biggest Concerns were ***Traffic Congestion*** (82%) and ***Lack of Transportation Options*** (58%)
- ***61%*** wants an expansion of the current bus routes and public transit options
- ***62%*** wants improved signal timing

Public Involvement – Public Meeting

- Held April 23, 2025 at Missouri City Library
- 62 attendees including key stakeholders
- Presentation on the study followed by open house format
- Comments provided via comment cards and notes on corridor map
- Interest in high-capacity transit to the area
- Following public meeting, city councils of Missouri City and Stafford passed resolutions in support of specific alignment alternatives

Potential Phasing



Requiring Further Study

- Technology/Mode
  - Type (e.g. LRT, BRT, etc.) and propulsion
  - Where are they stored and maintained?
- Connectivity to METRO service
  - Interlining – METRORail Red Line track capacity
  - Transferring – Platform and vehicle capacity
  - Route extension – Alternative alignment into TMC
- Service Concepts – Commuter vs Express
  - Commuter service: fewer stops (3-5 mile spacing) – faster travel time but lower ridership/connectivity
  - Express service: more stops (2-3 mile spacing) – better ridership/connectivity but slower travel time

Questions?

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5. Transit and Human Service Agency Reports

(Please limit to five minutes or less per agency)

2026 Meeting Dates

- Stay tuned!

All meetings begin at 9:30 AM

Meeting Adjourned

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