Mobility Report 2015

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

**IMPROVING SAFETY**

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

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

**ASSET MANAGEMENT AND OPERATIONS**

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

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

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

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

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

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

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

Truck congestion levels and commute alternative usage are two indicators of economic competitiveness. Truck congestion measures the annual cost of fuel and travel delay for moving goods within the region. The most recent cost of truck congestion is $1.12 billion per year which is much higher than reported in previous years. Much of this increase can be attributed to more accurate data which is not comparable to previous estimates.

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

H-GAC supports the reduction of vehicle emissions through the funding and promotion of alternative commute options and the accelerated replacement of older diesel-powered vehicles with newer, cleaner models. In 2015, these programs combined reduced 398.2 tons of NOx. The region’s three-year average of the ozone level has remained steady at 80 parts per billion (ppb); however, this is still above the current national air quality standard of 75 ppb.

**SUMMARY**

The Houston-Galveston region depends on a safe, efficient and reliable transportation system to maintain its economic success and overall quality of life. This report provides only a snapshot of the performance information available. For additional transportation performance measures, visit www.h-gac.com/taq/regional-mobility-report.
The Top 20 Projects in the Houston-Galveston Region in FY 2015

### FY 2015 PROJECTS
**TOTAL:** $560 MILLION

For more information visit www.h-gac.com/taq/regional-mobility-report

#### FY 2015 BICYCLE-PEDESTRIAN PROJECTS

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>PROJECT DESCRIPTION</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Greater East End Mgmt Dist</td>
<td>Design and construct new sidewalks to enhance pedestrian safety, mobility and access to transit.</td>
<td>$5,500,000</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>FM 2790</td>
<td>FM 2920</td>
<td>Widen freeway to 8 main lanes from Mason Rd. to Bauer Rd. Widen freeway to 6 main lanes from Bauer Rd. to FM 2920.</td>
<td>$124,000,000</td>
</tr>
<tr>
<td>C</td>
<td>FM 2790</td>
<td>FM 1560</td>
<td>Widen highway from 4 lanes to 6 lanes.</td>
<td>$61,000,000</td>
</tr>
<tr>
<td>D</td>
<td>N. Eldridge Parkway</td>
<td>N. Kirkwood Dr.</td>
<td>Widen from 2-lane roadway to 4-lane divided roadway with intersection improvements, signals, lighting, and sidewalks.</td>
<td>$27,000,000</td>
</tr>
<tr>
<td>E</td>
<td>FM 528</td>
<td>FM 521</td>
<td>Widen from 2-lane roadway to 4-lane divided rural roadway.</td>
<td>$13,500,000</td>
</tr>
<tr>
<td>F</td>
<td>FM 521</td>
<td>FM 521</td>
<td>Construct 4-lane roadway.</td>
<td>$17,000,000</td>
</tr>
<tr>
<td>G</td>
<td>FM 518</td>
<td>FM 894</td>
<td>Widen from 2-lane roadway to 4-lane divided rural roadway.</td>
<td>$14,000,000</td>
</tr>
<tr>
<td>H</td>
<td>IH 610</td>
<td>Richmand Ave.</td>
<td>Design and reconstruct roadway with transitway (year 2).</td>
<td>$13,500,000</td>
</tr>
<tr>
<td>I</td>
<td>FM 518</td>
<td>Texas City Wye</td>
<td>Asphalt overlay from FM 518 to FM 537 and FM 1764 to Texas City Wye.</td>
<td>$13,000,000</td>
</tr>
<tr>
<td>J</td>
<td>SH 225</td>
<td>Spencer Hwy.</td>
<td>Widen from 2-lane asphalt roadway to 4-lane concrete roadway.</td>
<td>$11,000,000</td>
</tr>
<tr>
<td>K</td>
<td>Magruder Way N.</td>
<td>Old Spanish Trail</td>
<td>Reconstruct and widen road to 6-lanes including 10 ft shared pathway from Holcombe to Old Spanish Trail, sidewalks and storm drainage.</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>L</td>
<td>Lockwood Dr.</td>
<td>IH 610 E.</td>
<td>Widen from 2-lane roadway to 4-lane divided roadway with curbs, lighting, sidewalks and underground utilities.</td>
<td>$9,000,000</td>
</tr>
<tr>
<td>M</td>
<td>FM 565 S.</td>
<td>SH 99</td>
<td>Rehabiltate existing roadway.</td>
<td>$8,000,000</td>
</tr>
<tr>
<td>N</td>
<td>SH 322</td>
<td>SH 35</td>
<td>Base repair and asphalt overlay.</td>
<td>$8,000,000</td>
</tr>
<tr>
<td>O</td>
<td>FM 532</td>
<td>Lake Houston Parkway N.</td>
<td>Widen from 2-lane asphalt roadway to 4-lane concrete roadway.</td>
<td>$7,500,000</td>
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<tr>
<td>P</td>
<td>FM 2090</td>
<td>South of East River</td>
<td>Construct new 2-lane frontage roadway.</td>
<td>$7,500,000</td>
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<tr>
<td>Q</td>
<td>FM 99</td>
<td>Plantation Dr.</td>
<td>Reconstruct existing 2-lane roadway to 4-lane roadway with curb and gutter with open ditch drainage.</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>R</td>
<td>Various</td>
<td>Various</td>
<td>Design and construct new sidewalks to enhance pedestrian safety, mobility and access to transit.</td>
<td>$5,500,000</td>
</tr>
</tbody>
</table>

Top 20 Projects Programmed: **$482,000,000**

### PROJECT TYPE
- **Added Capacity**
- **Rehabilitation**
- **Transportation System Management**
- **Transit**
- **Bike-Pedestrian**

- **Top 20 Project**

**Top 20 Projects Programmed:** **$482,000,000**
The Houston-Galveston Area Council (H-GAC) is a voluntary association of local governments and local elected officials in the 13-county Gulf Coast Planning Region. The Gulf Coast Planning Region consists of Austin, Brazoria, Chambers, Colorado, Fort Bend, Galveston, Harris, Liberty, Matagorda, Montgomery, Walker, Waller, and Wharton counties. Organized in 1966, H-GAC provides a forum for the discussion of area-wide concerns, promoting regional cooperation through comprehensive planning and services to local governments.

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

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

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

A few quick highlights from the 2015 Mobility Report:

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

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

Alan C. Clark
Transportation Director
Houston-Galveston Area Council

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**$5.6 B**

ANNUAL COST OF CRASHES

↓2% in 2015

$5.7 billion in 2014

Source: TxDOT 2015 (preliminary data)

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**17,495**

SERIOUS INJURIES

↓2% in 2015

17,885 serious injuries in 2014

Source: TxDOT 2015 (preliminary data)

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**4,203**

COMMERCIAL VEHICLE CRASHES

↓8% in 2015

4,578 crashes in 2014

Source: TxDOT 2015 (preliminary data)