

**Regional Transit Coordination (RTC)
Subcommittee Meeting
Houston-Galveston Area Council
3555 Timmons Lane, 2nd Floor, Conference Room B/C
Thursday July 11, 2019
2:00 -3:30 p.m.**

Agenda

1. Introductions – (Chair Vernon Chambers, Harris County Transit)
2. Action Items: Approval of RTC Subcommittee Meeting Summary of April 2019
3. Public Comments
4. Information Items:
 - Google Transit Presentation - Vidya Menon, Fort Bend Transit (15 minutes)
 - Multimodal Platform – Brenda Bustillos, TxDOT (20 minutes)
 - Public Transportation Agency Safety Plan Update for the State – JD Allen, Alliance Transportation Group, Inc. representing TxDOT (15 minutes)
 - Transit Awareness Program - Lydia Abebe, H-GAC (15 minutes)
5. Agency Reports (5 minutes or less each)

Next RTC Quarterly Meeting- October 10, 2019, (Tentative) H-GAC Conference Room B/C.

REGIONAL TRANSIT COORDINATION SUBCOMMITTEE

MEETING SUMMARY

Thursday, April 11, 2019 – 9:30am – 11:00am

Houston-Galveston Area Council

3555 Timmons Lane, 2nd Floor, Houston, Texas 77027 (Meeting Held in Room B/C)

MEMBERS PRESENT

Sharon Moses-Burnside-City of Houston PDD
Steve Atchinson – American Red Cross
Shawn Johnson – City of Conroe (Phone)
Kenneth Brown – METRO
Ruthanne Haut – The Woodlands Township (Phone)
Wendy Weedon – Brazos Transit District
Vernon Chambers – Harris County

TxDOT Ex-Officio – Travis Madison
TxDOT- Paula Haley Polk
TxDOT – Dana Green

H-GAC STAFF PRESENT

Kari Hackett
Allie Isbell
Greg Seal
Lydia Abebe
Thomas Gray
Kat Vo
Veronica Baxter-Lamb
Lucinda Martinez

OTHER INTERESTED PARTIES

Janice Scott – Transit Rider (Phone)

ALTERNATES PRESENT

Jon Branson – City of Pearland (Phone)
Jonathan Brooks – LINK Houston
De’ Andre J. Guinn – City of Conroe
Perri D’ Armond-Fort Bend County
Ken Fickes – Harris County Transit

BRIEFING

Overview

The RTCS Members and Alternates were presented with the following action, information and updates on the following: Election of Regional Transit Coordination Subcommittee Officers, an update by Ken Fickes on the Public Transportation Advisory Committee and a New Member orientation by Lydia Abebe, H-GAC Staff.

ACTION ITEMS

ITEM 2A – Election of Officers

Chair Vernon Chambers, Harris County, requested nominations for Chair and Vice Chair of the Regional Transit Coordination Subcommittee. Subcommittee members submitted nominations. **Vernon Chamber, Harris County Transit was nominated for Chair. Wendy Weedon, Brazos Transit District was nominated for Vice-Chair. A motion was made and seconded. Action Item Motion Passed**

ITEM 2B. – Adoption of Agenda

Ms. Vernon Chambers, Chair, Harris County, requested a motion to adopt the agenda.
Action Item Motion Passed

ITEM 2C. – Approval of Meeting Summary

Ms. Vernon Chambers, Chair, Harris County requested a motion to pass the RTC Meeting Summary for the January 10, 2019 meeting as presented.
Action Item Motion Passed

ITEM 3. – Public Comments

No public comments were presented to the subcommittee

INFORMATION ITEMS

ITEM 4A. – Public Transportation Advisory Committee (PTAC), Mr. Ken Fickes, Harris County Transit, Ken Fickes presented information about PTAC. PTAC is a legislative advisory committee of the Texas Transportation Commission (TxDOT). PTAC recommended the following:

- **Funding Increase** - \$41 million increase in funding per year to provide 14-hour weekday/8-hour Saturday services for all transit agencies covered by a transit district
- **Intercity Bus (ICB) Funding** -15% of annual rural funding is used for intercity bus (per Section 5311(f)). The goals are to meet the transportation needs of the rural areas and provide better connectivity and coordination across jurisdictions and program areas.
- **Transportation Development Credits (TDC's)** – is a financial accounting tool approved by the FHWA that allows states to use federal funding without the requirement of a cash match. The Texas Transportation Commission in 2012 allowed the MPOs to develop policies and administer 75% of the credits for their respective areas. The 25% is administrated by The Commission for those that are not under MPO area. The Commission wants to create a uniform system for using TDCs (right now NCTCOG, H-GAC, TxDOT, CAMPO all have completely different process).
- **Public Transportation Agency Safety Plans (PTASP)** – on July 19, 2018, FTA published the PTASP Final Rule.
 - The Rule requires all public transportation agencies that receive FTA's Urbanized Area Formula Grants, operate rail and have more than 100 vehicles must develop safety plans.
 - TxDOT will be responsible for small urban/rural agencies operating less than 100 vehicles in peak revenue service.
- **Key Dates**

Transit Asset Management (5326)		Safety (5329)	
Final Rule: 7/26/16		Final Rule: 7/19/18	
Effective: 10/1/16		Effective: 7/19/19	
Transit 1/1/17	Develop TAM Targets	Transit 7/20/20	Establish Public Transportation Agency Plan - Including Safety Performance Targets
MPO Transit targets +180 days	Establish Performance Targets	MPO Initial Safety Plan +180 days	
Transit 10/1/18	Establish TAM Plan		

Questions and information – <https://www.txdot.gov/inside-txdot/division/public-transportation/committee.html>

ITEM 5A- - New Member Orientation, Ms. Lydia Abebe, H-GAC

Ms. Lydia Abebe briefed new members of the Regional Transit Coordination Subcommittee on various upcoming projects that will come before the subcommittee and what is expected from the subcommittee members regarding their involvement in the upcoming year.

ITEM 6A. – Agency Reports

Ms. Vernon Chambers, Chair, Harris County, invited committee members to briefly give updates on their agency efforts. Updates were provided by several agencies and included the following highlights:

- City of Conroe: two new local routes, new commuter route through contract w/ METRO, ridership is growing
- Fort Bend County Transit: new facility is ~60% complete, planned opening late fall
- METRO: first phase of new mobile ticketing app to be introduced this summer; regional fare collection in RFP review and would be implemented after mobile app is on the street
- Harris County Transit: trying to get Harvey disaster relief funds for new routes, including service to Generation Park
- Kari Hackett updated the RTC on the status of the Regional Interactive Database edits, planned for completion in April 2019 and the Regional Transit Trip Planner using the Google Transit platform, in process.

Next RTCS Quarterly Meeting – July 11, 2019 at 2:00pm (Tentative) H-GAC, 2nd Floor, Conference Room B/C

Meeting adjourned at 11:00am

NOTE:

The April 11, 2019 RTC Meeting presentations can be viewed in the link below:

[April 2019 RTC Meeting Presentations](#)

PTASP – 49 CFR Part 673

Public Transportation Agency Safety Plan

JD Allen, AICP, WSO-CSSD, TSSP-Rail/Bus





Presentation

- PTASP – What is it and Why do it
- PTASP Rule Making
- PTASP – Who is Affected
- PTASP – Development and Implementation
- PTASP – General Requirements
- PTASP – Specific Required Elements
- What is SMS
- NSP Safety Performance Measures

PTASP – What is it and Why do it

GOOD NEWS

- Public transportation is one of the safest ways to travel in the US
- Transit passengers are 40 to 70 times less likely to be killed or injured when riding public transportation than driving or riding in a motor vehicle

PTASP – What is it and Why do it

OTHER CONSIDERATIONS

Public transportation has more chance of catastrophic events

Several high profile events over past decade

Rates of fatalities and injury in public transportation have remained stagnant over past decade

Rates in almost all other modes have declined significantly

80% of all accidents and incidents attributed to human error

Majority of errors related to accidents due to organizational weaknesses

PTASP – What is it and Why do it

- Through MAP-21 and the FAST Act, Congress required operators of public transportation systems that receive FTA funds to develop and implement a Public Transportation Agency Safety Plan(49 U.S.C. §5329(d)).
- FTA is implementing this requirement through the PTASP final rule (49 C.F.R. Part 673).

FTA Rulemaking

49 CFR Part 670 – National Public Transportation Safety Program

- September 12, 2016
- Adopted Safety Management Systems (SMS)
- Provided FTA enhanced oversight authorities
- National Public Transportation Safety Plan

49 CFR Part 625 – Transit Asset Management

- July 26, 2016
- Compliance Date October 1, 2018

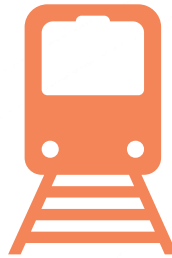
49 CFR Part 673 – Public Transportation Agency Safety Plan

- July 19, 2018
- Effective Date July 20, 2019
- Compliance Date July 20, 2020

PTASP – Who is Affected



Transit system operators that receive FTA funds (Section 5307)



All rail transit operators (regardless of funding source)



Deferred applicability for operators that only receive Section 5310 and Section 5311 funds

PTASP Development and Implementation

- Rail transit agencies and large bus operators must develop and implement their own safety plans
- States must develop a safety plans for small transit agencies
 - Operate 100 or fewer vehicles in peak revenue service
 - Transit agencies can chooses to develop their own safety plan
- Small bus operators must implement their own safety plans

General Requirements of a PTASP



Approved by
Accountable
Executive and
Board of Directors



Annual
Review/Update
(certification)

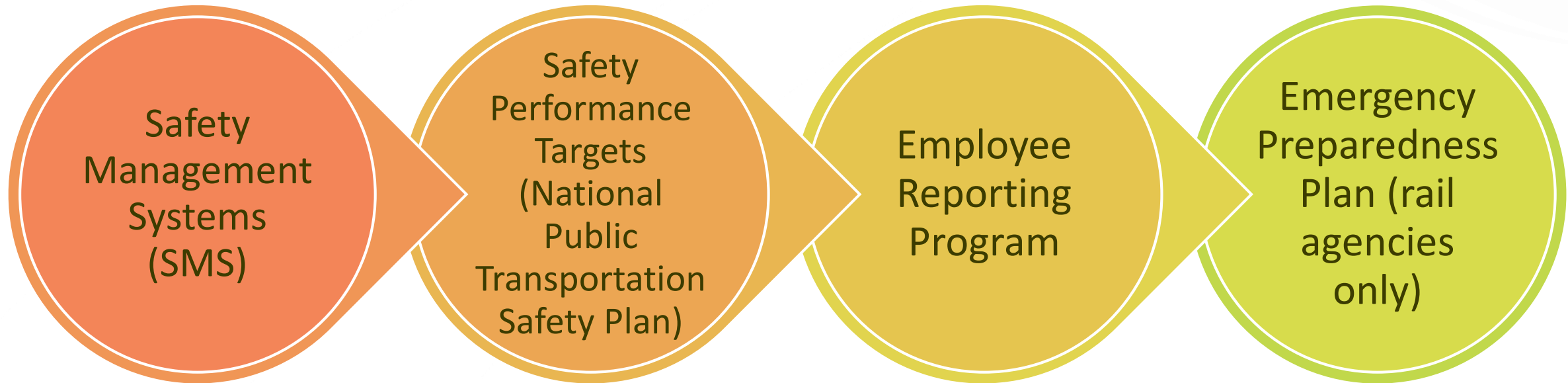


Compliance with
Public
Transportation
Safety
Program/National
Safety Plan



Assignment of
Chief Safety
Officer

PTASP – Specific Required Elements



What is SMS



Collaborative approach for management and labor to work together to control risk



Systematic approach to protecting passengers and employees



Approach for management to identify risk and allocate resources appropriately to mitigate

SMS Elements



Safety Management Policy

Commitment



Safety Risk Management

Identify

Assess

Prioritize



Safety Assurance

Mitigate

Measure

Monitor



Safety Promotion

Communication

The NSP Safety Performance Measures



Fatalities

- Total amount and rate per total vehicle revenue miles

Injuries

- Total amount and rate per total vehicle revenue miles

Safety Events

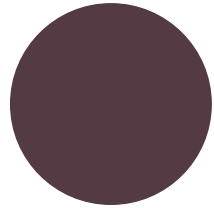
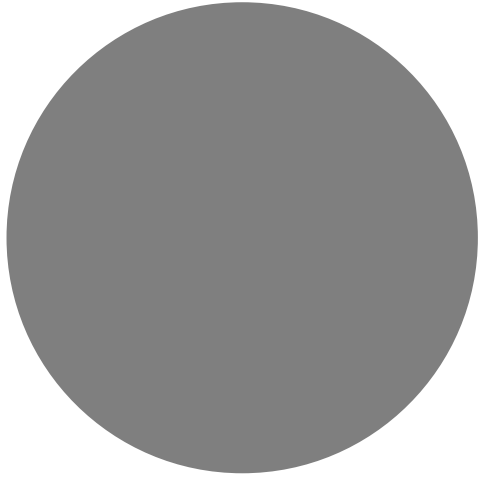
- Total amount and rate per total vehicle revenue miles

System Reliability (State of Good Repair)

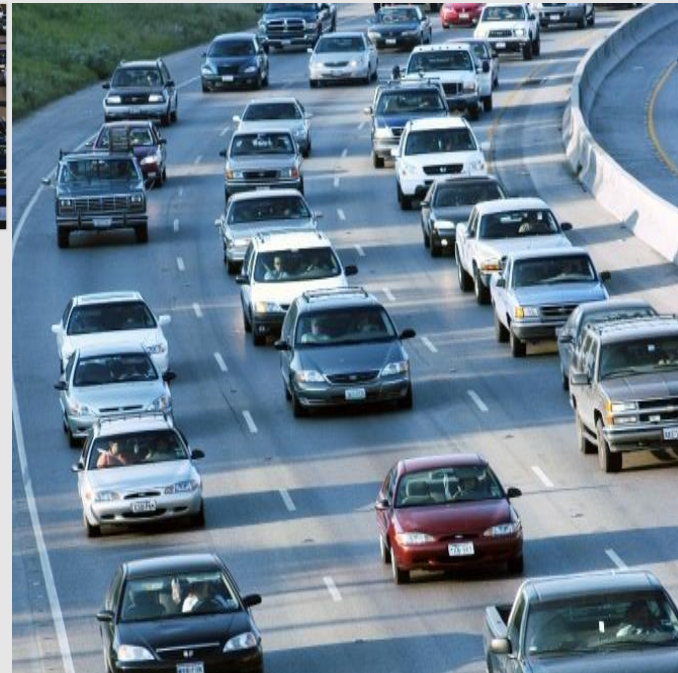
- Mean distance between major mechanical failures

Voluntary Employee Safety Reporting

- **Unique** – Information you can't get any other way
- **Authentic** – Individuals who know best are directly providing the information
- **Timely** – Direct reporting overcomes time lag of mandatory reporting processes
- **Diverse** – Information from different individuals with different experiences and perspectives
- **Comprehensive** – Multiple reports over time reveal patterns, trends, and the scope of an issue



Thank You



TxDOT HOUSTON CONNECTSMART

Connecting Transportation System Management and
Operations and Active Demand Management

Houston District, Advanced Transportation Planning

- USDOT initiatives aimed at promoting the use of advanced and innovative technologies in transportation:
 - Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)
 - Funds cutting-edge transportation technologies that help reduce congestion and improve the safety of our transportation system

- Houston District Grant
 - Three year implementation program

Houston ConnectSmart

an integrated platform providing solutions for managing congestion by bridging



Transportation
Systems
Management
and Operations
(TSMO)

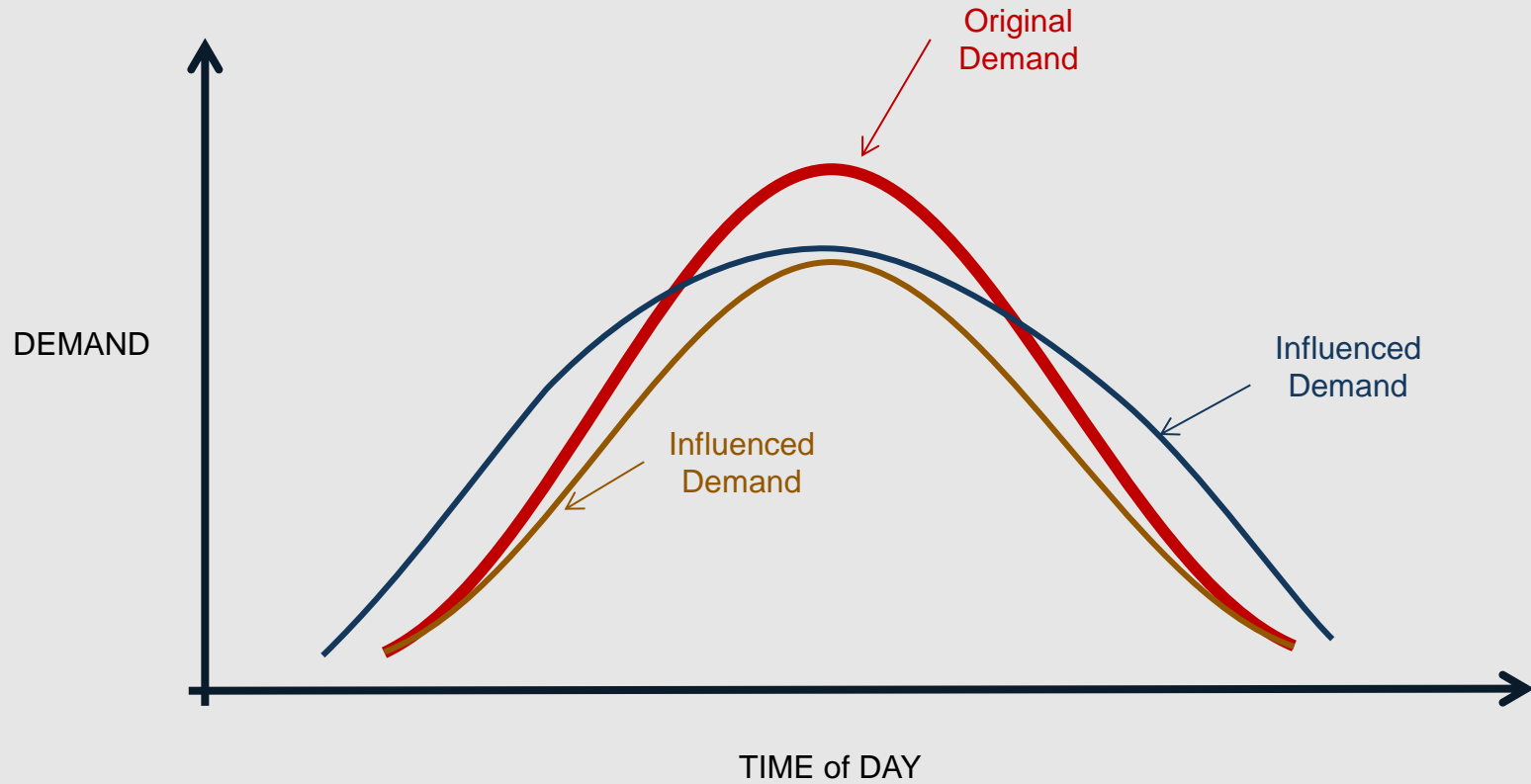
ConnectSmart
Platform



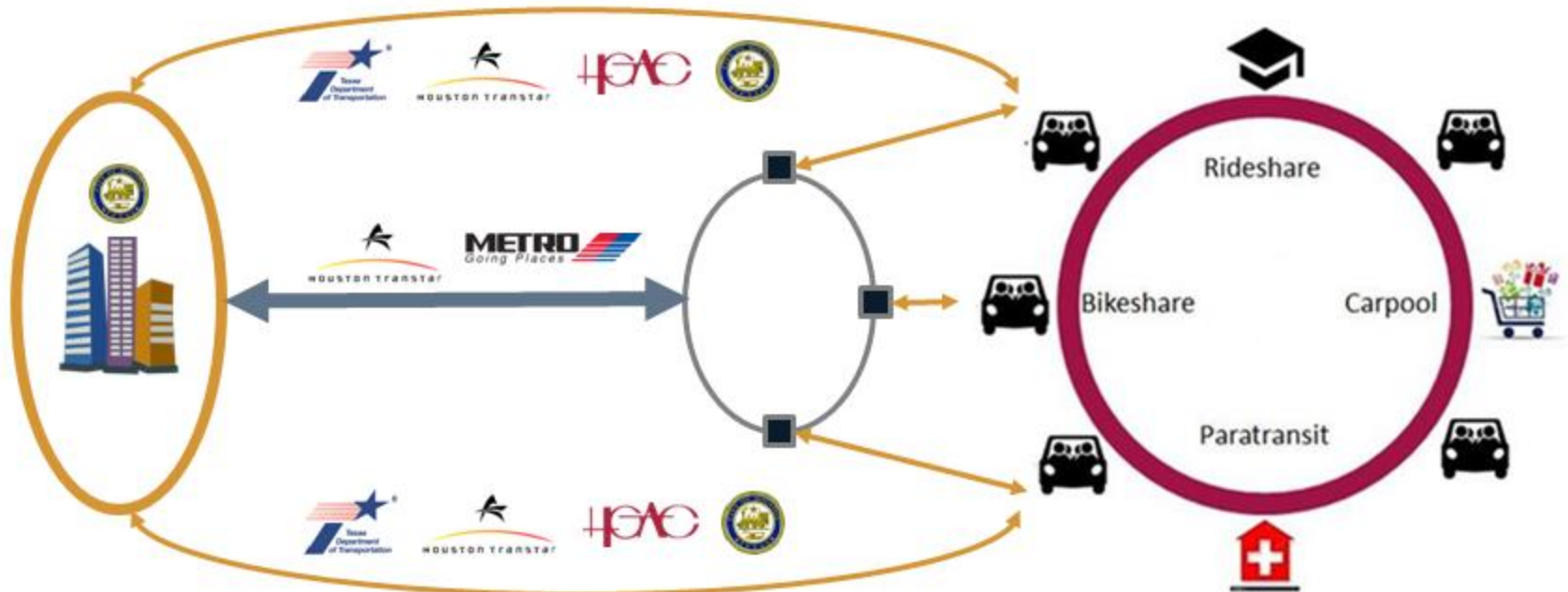
Active Demand
Management (ADM)

*Making Houston
Less Congested and
More Connected*

Bridging TSMO and ADM (cont.)



Houston ConnectSmart – Multi-Modal Active Demand Management



Transport Operator(s), Asset(s) and Service(s)

Houston ConnectSmart – Partners (P4)

- Prime Agency



- Public Partners



- Private Partners

- Developers, transportation/mobility providers, technology providers

- Academic Partners

- To provide research and innovation

- State Contracts with Partners
- Area: Houston Region
 - Ancillary services deployed in two pilot areas (Energy Corridor and Central Business District)
- Timeline: 3-year Project
 - Year 1: develop platform and integrating traffic data / marketing and outreach plan
 - Year 2: implementation and roll out / marketing and outreach
 - Year 3: evaluate and expand / continue to market
- Partnerships
 - P4: Public, Private, Professor (Academia) Partnerships

- This project serves as the springboard for:
 - Future regional comprehensive public-private collaborations
 - Future mobility management methods
- Inclusive, scalable, adaptive, and robust for future application and expansion.
- Sustainable business models for financial sustainability.
- Commuter awareness and behavior change is the key for the success and beyond.



THANK YOU

TXDOT HOUSTON CONNECTSMART (FHWA ATCMTD 2016 Award Recipient)

Advanced Transportation Planning | TxDOT Houston District

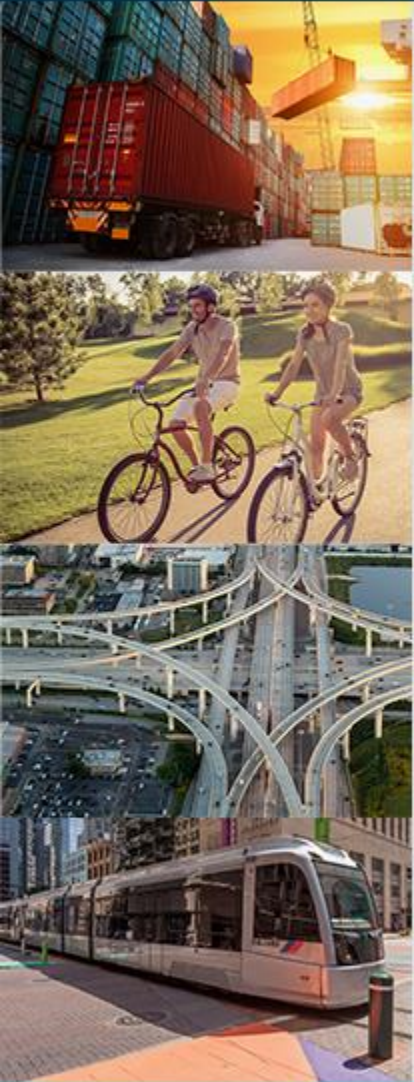


Transit Awareness Program



July 11, 2019
RTC Subcommittee Meeting
Lydia Abebe

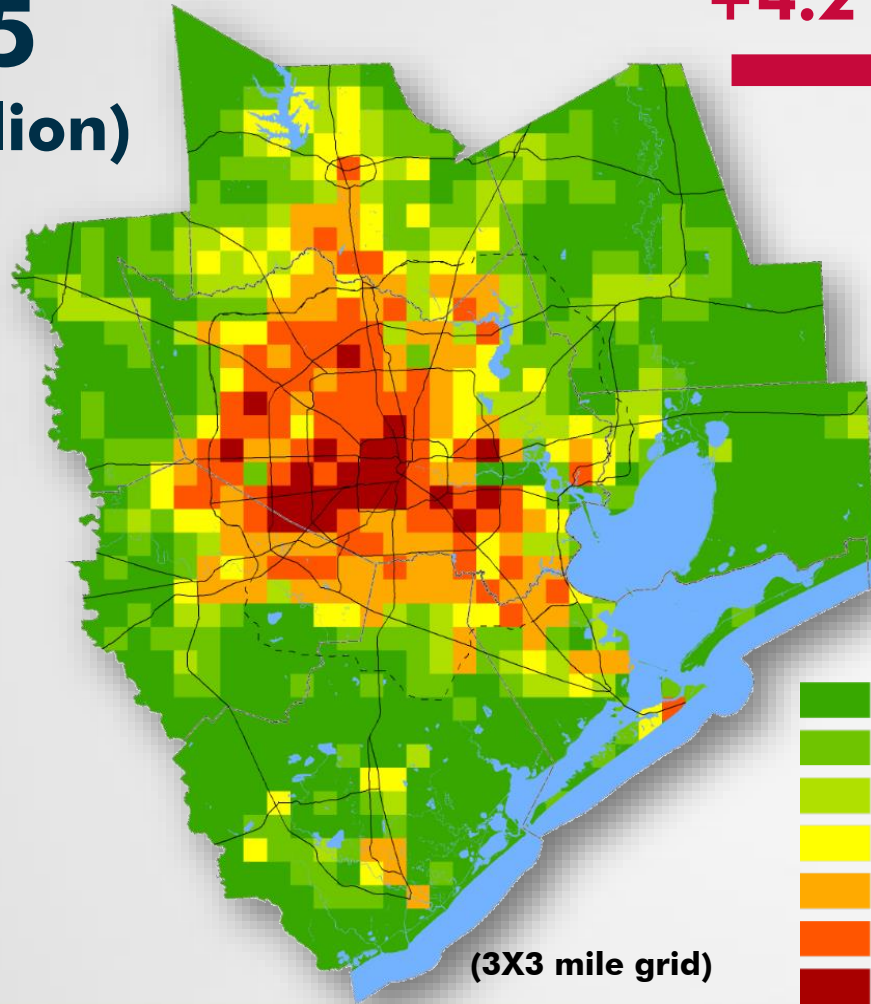
Background/ Key Challenges



- Regional population growing
- Increasing traffic congestion
- Aged and diverse population
- Little or no bus expansion
- No source of dedicated local funding

2015/2045 Household Population

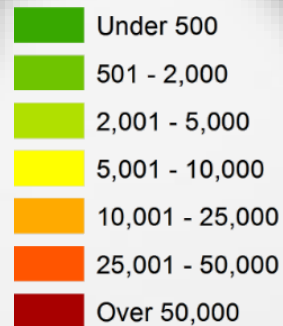
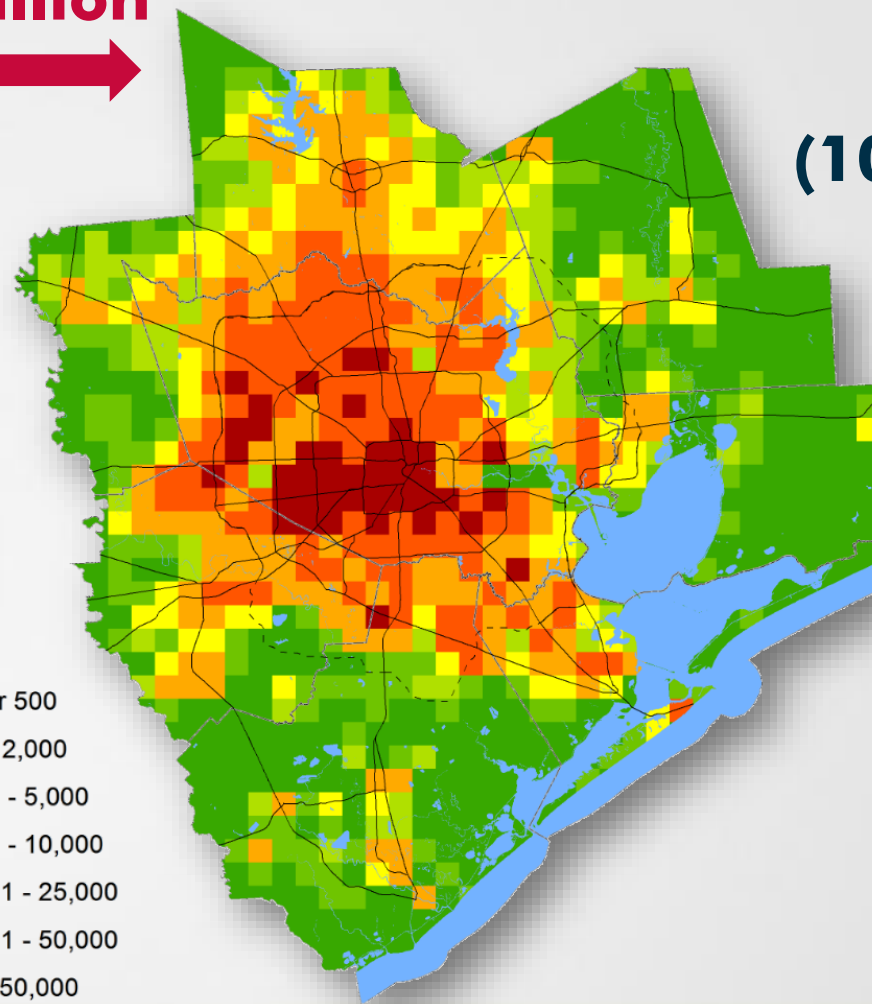
2015
(6.54 Million)



+4.2 Million



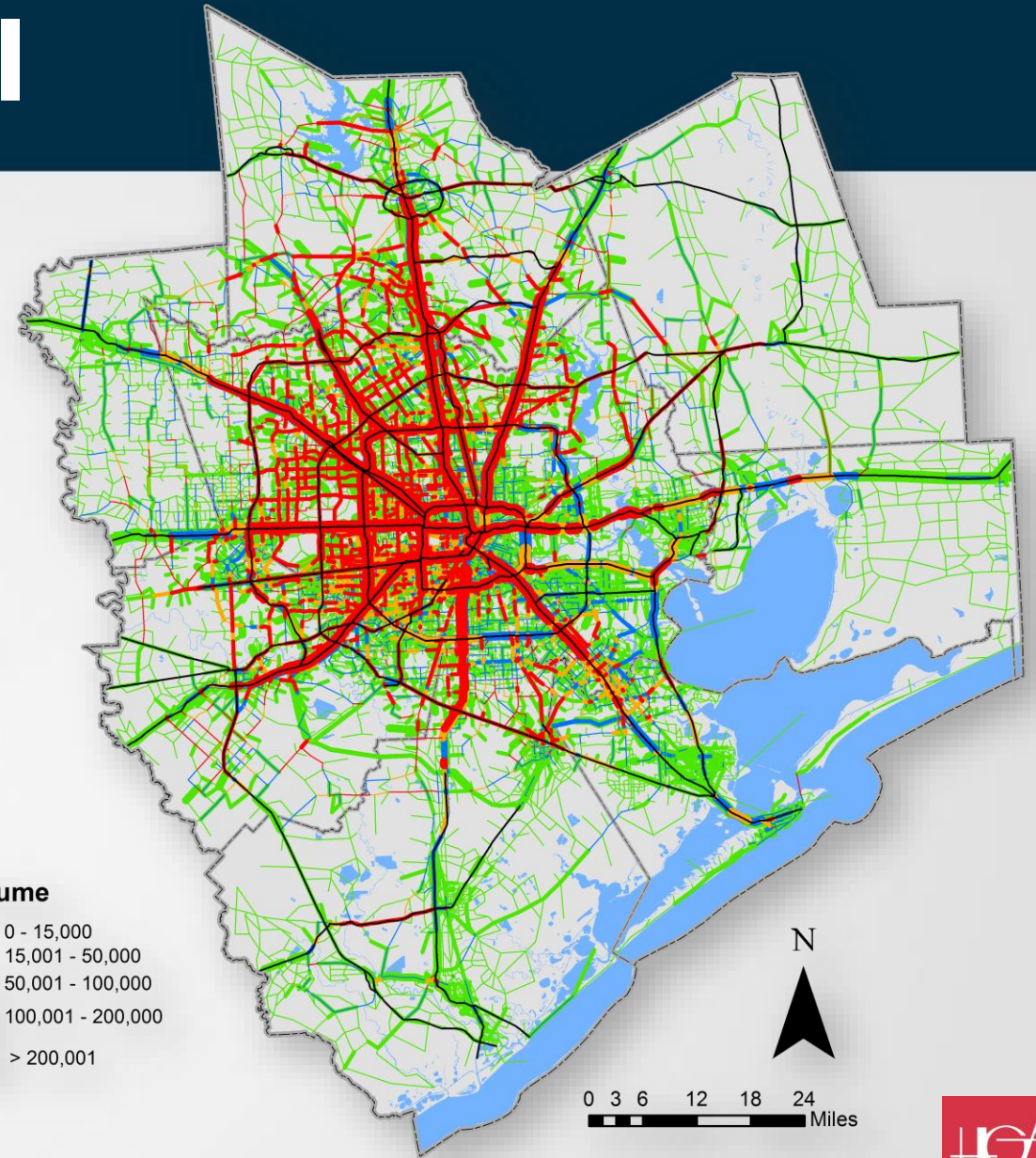
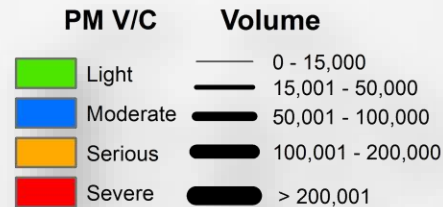
2045
(10.76 Million)



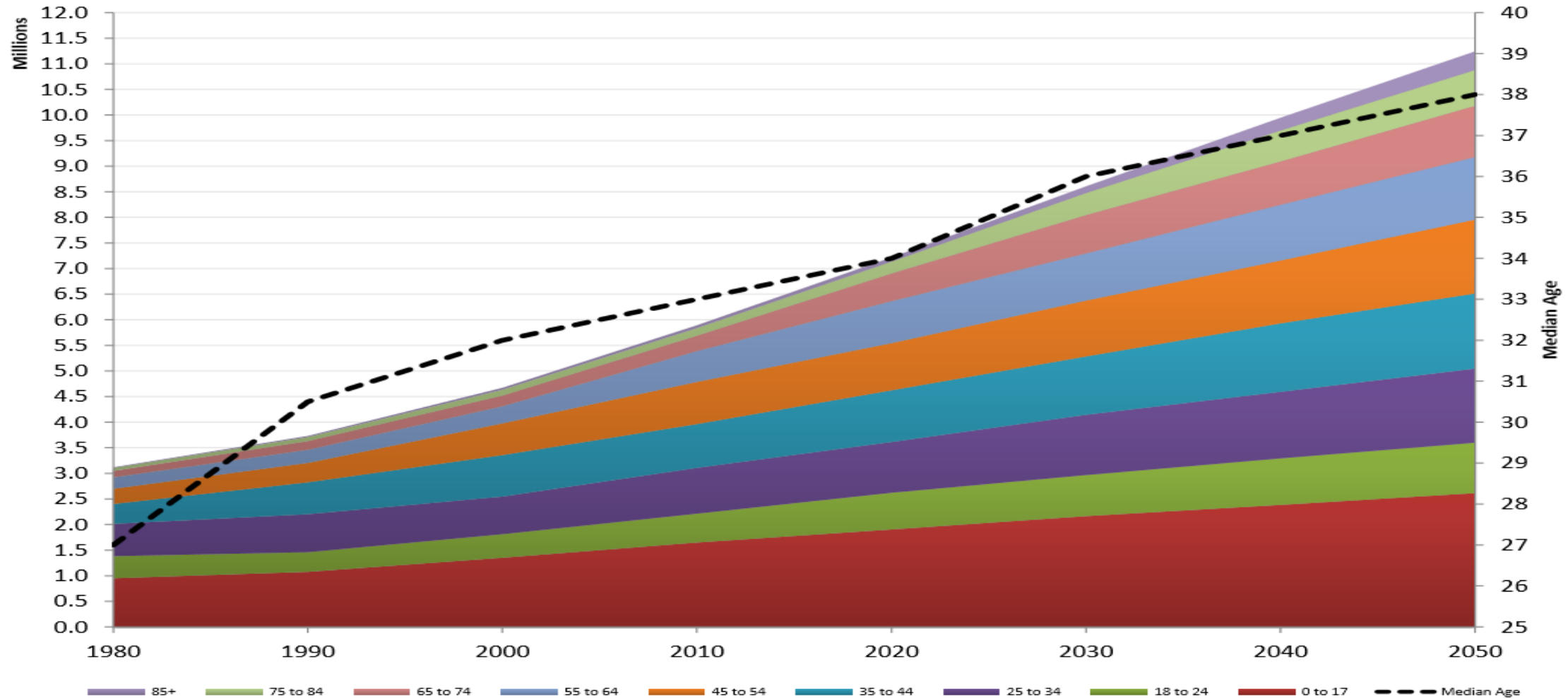
(3X3 mile grid)

2045 Projected Travel

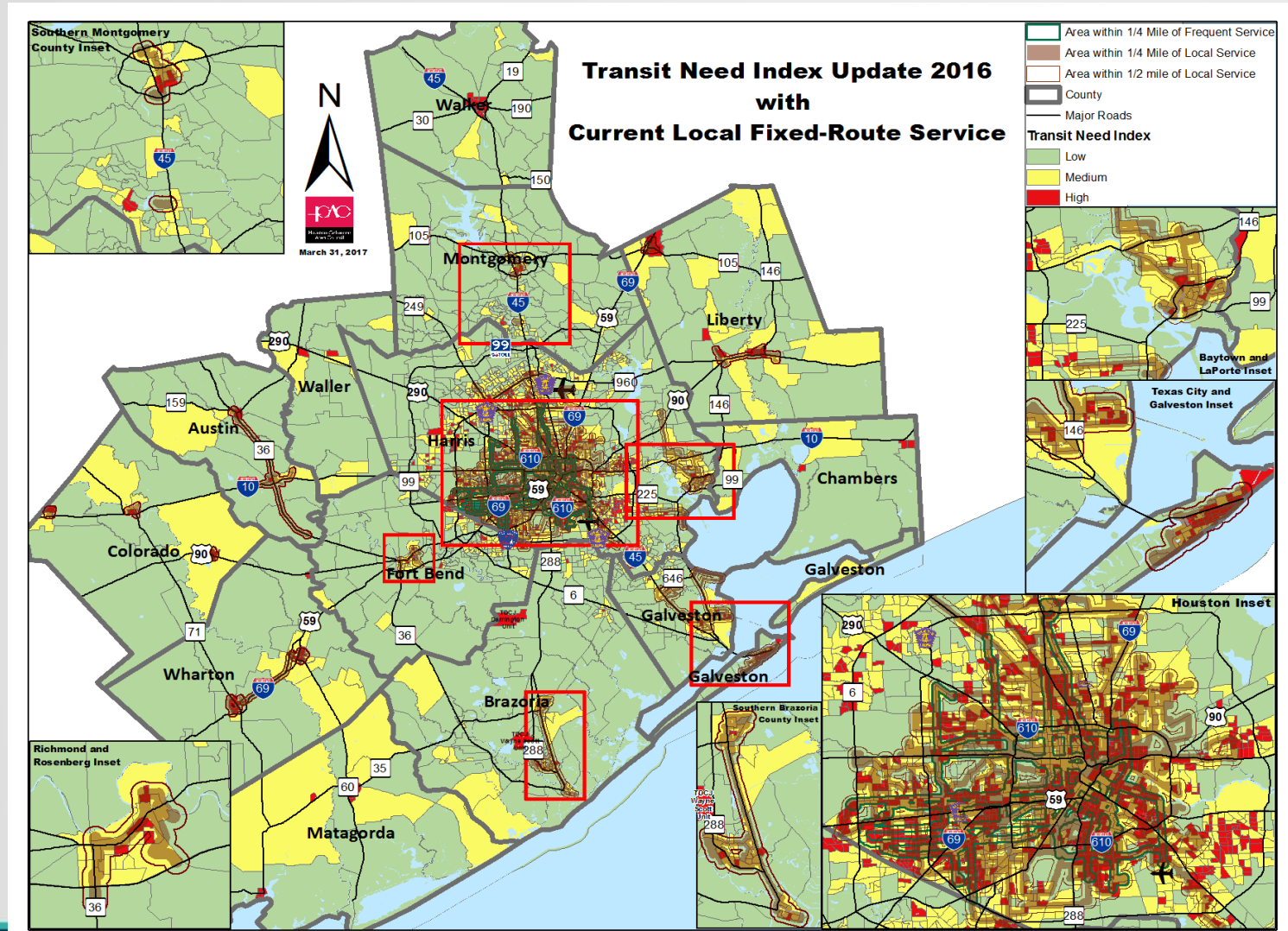
2045 Congestion



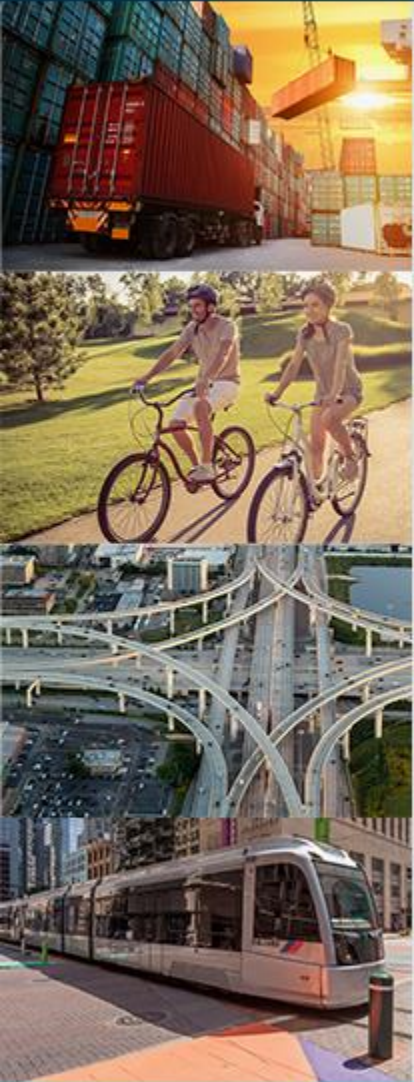
Age Composition of the Population



Transit Need Assessment Analysis

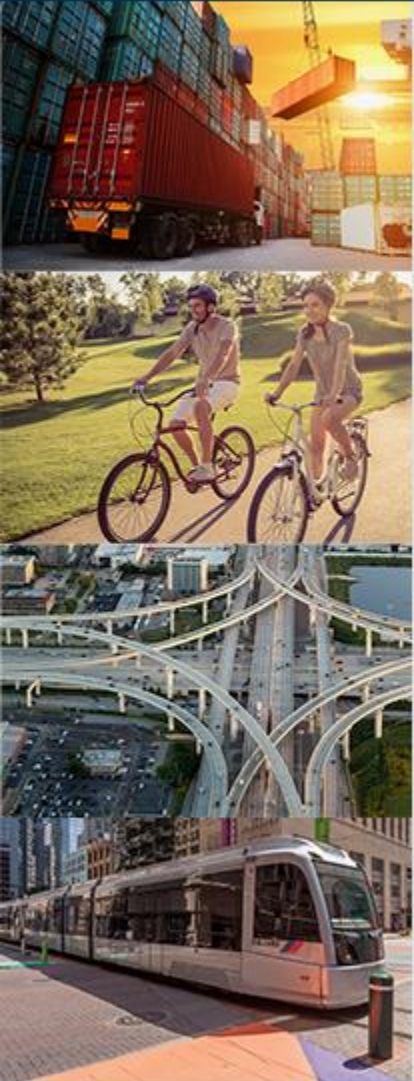


Transit Awareness Program



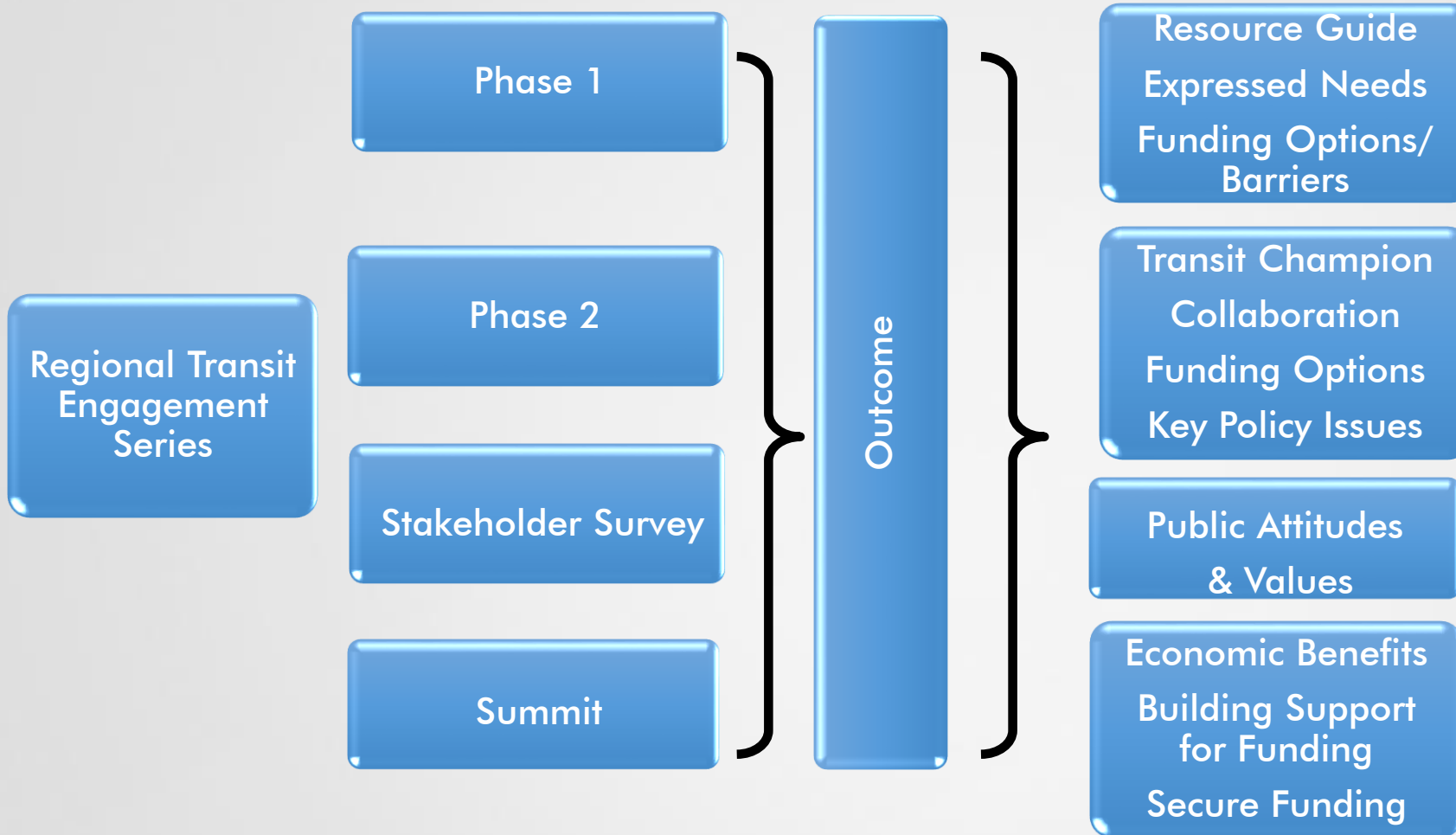
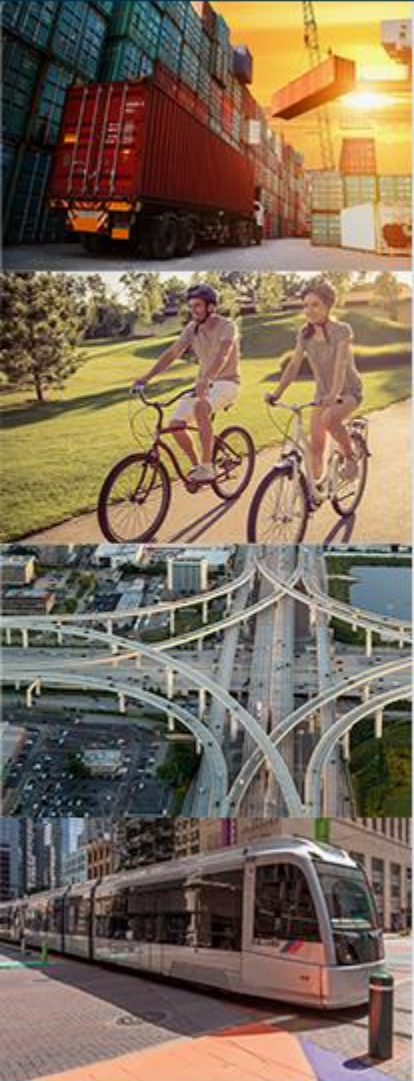
- Transit Awareness Program
- Empower and engage
- Speak with “One Voice”
- Improve collaboration and coordination
- Engage diversity and inclusiveness

Strategies



- Implement Regional Transit Engagement Series:
 - Facilitated focus group meetings
 - Workshops/forums
 - Strategic surveys
 - Summit
- Objectives:
 - Develop and strengthen regional relationships
 - Understand local desire for transit
 - Harvest insight from key stakeholders











Transit Awareness Program

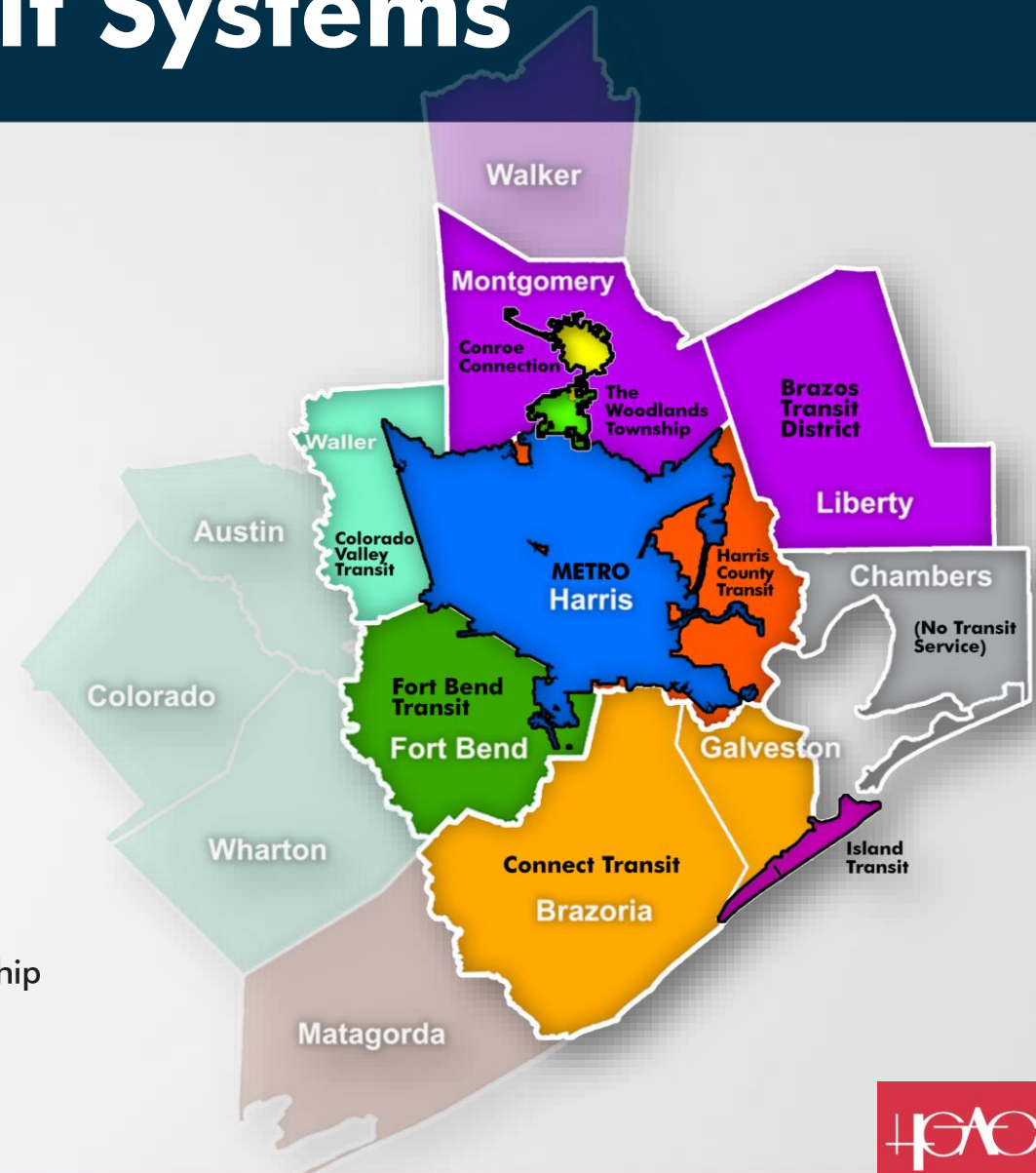


METRO & Regional Transit Systems

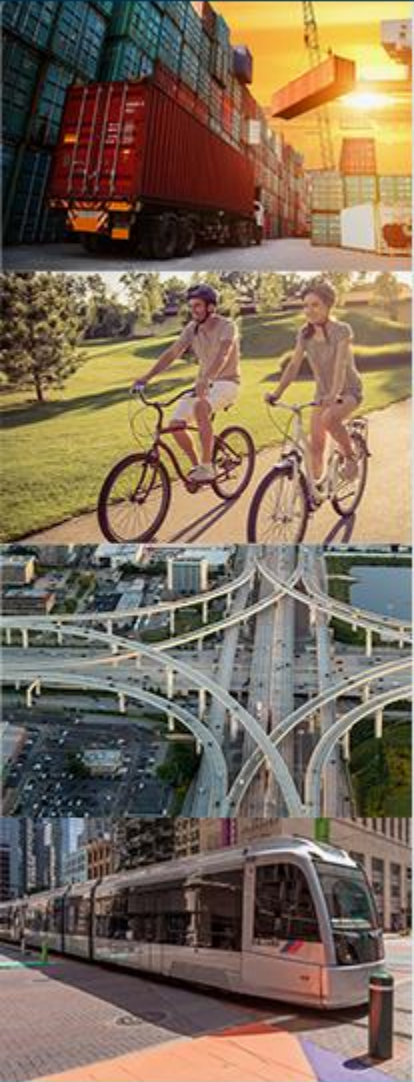
- 9 total transit providers
- 6 now provide Commuter Bus/Park and Ride
- Regional Transit is non-METRO

REGIONAL TRANSIT PROVIDERS

 Brazos Transit District	 Conroe Connection
 Colorado Valley Transit	 Harris County Transit
 Connect Transit	 METRO
 Fort Bend Transit	 The Woodlands Township
 No Transit Service	 Island Transit



Potential Pilot Projects



Fixed/Flex Local Services:

- Pasadena
- Channelview
- League City
- Sugar Land
- Pearland
- Stafford & Mission Bend

Commuter Bus Services:

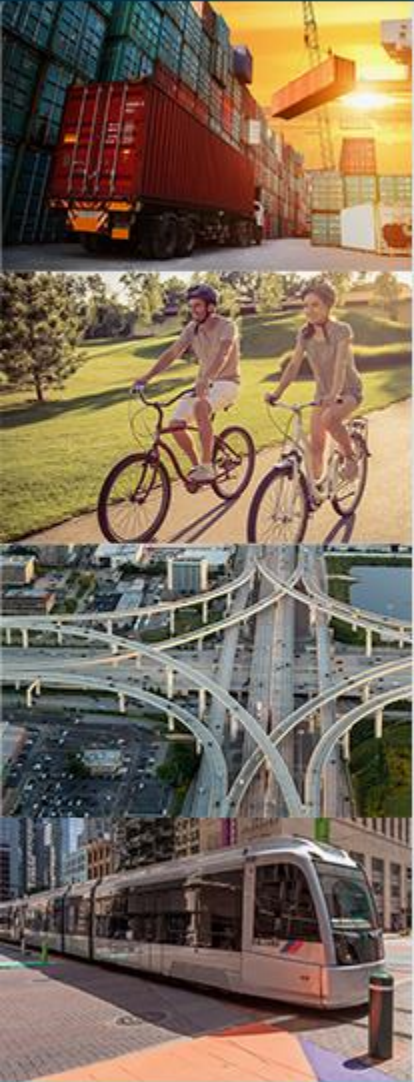
- IH 69 Fort Bend to CBD
- Westpark to CBD, Westpark to Energy Corridor
- Fulshear to Energy Corridor
- 288/Highway 6 to CBD

Regionwide Supporting Concepts



- Seamless Regional Fare
- Transit Marketing and Education Program
- Universal Accessibility
- First Mile/Last Mile
- Transit-friendly design/parking
- Automated Vehicles

Call for Actions



- Develop criteria to prioritize projects
- Set-up interest group (team) meetings
- Identify citizen groups, grassroots organizations, local governments
- Develop invitee list
- Decide meeting places
- Develop questions for the dialogue



GTFS

GENERAL TRANSIT FEED SPECIFICATION

CREATED BY: VIDYA MENON

ITS MANAGER @ FORT BEND COUNTY

7/3/2019

GENERAL TRANSIT FEED SPECIFICATION

- GTFS is a data specification that defines a standardized format for public transportation agencies to describe stop, route, schedule, calendar, and fare information as well as other elements for fixed-route transit services.
- The creation of a GTFS feed allows transit agencies to submit their information to developers for integration into web applications such as Google Maps Transit Trip Planner.

CREATING A GTFS FEED

- Gather all bus stop information
- Create stop schedule information
- Generate Time Schedules and trip order pattern
- Gather shapes for route direction
- Create calendar and miscellaneous agency information

OVERVIEWS & LINKS

- GTFS Overview
 - <https://developers.google.com/transit/gtfs/>
- National RTAP GTFS Builder Resource
 - <https://www.nationalrtap.org/Web-Apps/Support-Center/GTFS-Builder>
- MJC GTFS Builder Toolkit
 - https://www.mjcaction.com/clients_gtfs.html
- GTFS Examples
 - <https://developers.google.com/transit/gtfs/examples/overview>
- Reference Guide
 - <https://developers.google.com/transit/gtfs/reference/>
- Validation Tools
 - <https://developers.google.com/transit/gtfs/guides/tools>
- Help Center
 - <https://support.google.com/transitpartners/?hl=en#topic=3521043>

PARTNERING WITH GOOGLE TRANSIT

Who can partner with Google Transit?

Any transit agency that meet the below criteria can partner:

- 1) There must be a fixed schedule, or a reliable schedule for frequency based systems.
- 2) There must be no reservations for seats. Tickets must be purchasable on board, or at the station / boarding point.
- 3) It must be open to the public, and commuters may use it for their general travelling purpose.

VALIDATION & TESTING GTFS – COMMON ISSUES

After submitting your Agency's GTFS data to Google for review, you may be faced with a number of challenges during the validation stage of publishing your data.

Some common areas to focus on are:

- Route/Stop names must match what is published on your website.
- The service period must be more than 2 months and less than 3 years from the current date.
- Route URL should contain that route specific information.
- All shapes must travel down the correct path.
- Calendar date must be provided for service exceptions and closures during the holidays.
- Particular column entries must be under the recommended character limits.
- Route URL portions of the GTFS feed should point to the schedule and not the main service page.

GTFS TRIP PLANNER EXAMPLE

After submitting your data, feed information relative to your agency will be available for your viewing on Google. Upon entering your pickup and drop-off locations for a public transportation mode, you may be able to preview the journey information similar to what is shown on the screenshot.

The screenshot displays a mobile application interface for a GTFS Trip Planner. The top section shows the origin and destination: "AMC First Colony 24, 3301 Town Center Blvd S, ..." and "The Galleria, 5085 Westheimer Rd, Houston, TX 770...". The selected mode is public transportation. The main content area lists three route options for Friday:

- Option 1:** 5:22 AM (Friday) - 6:02 AM (40 min). Route: Walk > GAL1-Am > GAL2-Am > GAL5-Am > Walk. Departure: 5:27 AM from AMC. Cost: \$2.25. Duration: 11 min. Status: CONFIDENTIAL.
- Option 2:** 6:02 AM (Friday) - 6:56 AM (54 min). Route: Walk > GAL2-Am > GAL4-Am > GAL5-Am > Walk. Status: CONFIDENTIAL.
- Option 3:** 6:23 AM (Friday) - 7:18 AM (55 min). Route: Walk > GAL1-Am > GAL3-Am > GAL4-Am > GAL5-Am > Walk. Status: CONFIDENTIAL.

The right side of the interface shows a "SCHEDULE EXPLORER" for the selected route. It details the following segments:

- Walk: About 5 min, 0.2 mi.
- 5:27 AM: AMC (Station).
- GAL1-Am: Bechtel TMC (29 min, 2 stops). Status: Confidential.
- 5:56 AM: Williams Tower (Station).
- Walk: About 6 min, 0.3 mi.
- 6:02 AM: The Galleria (5085 Westheimer Rd, Houston, TX 77056).

Additional information includes: Cost: \$2.25; Tickets and information: Fort Bend County Public Transportation - 1 (281) 633-7433.

ADDITIONAL QUESTIONS?

Please contact Fort Bend County Public Transportation @ vidya.menon@fortbendcountytexas.gov for any further questions/queries.

Thank You!