



**CENTRAL TEXAS REGIONAL TRANSPORTATION ADVISORY GROUP
(CTR TAG)**

Thursday, February 16, 2023
9:30 a.m.

Central Texas Council of Governments
(CTCOG) 2180 North Main Street
Belton, TX

Voting Members Present

Leslie Hinkle, CITY OF KILLEEN-MUNICIPALITIES
George Losoya, AREA AGENCY ON AGING REP.-HEALTH AND HUMAN SERVICES
Thomas Wilson, AREA AGENCY ON AGING REP. (PROXY)-HEALTH AND HUMAN SERVICES
Ben Lopez, WORKFORCE SOLUTIONS OF CENTRAL TEXAS-WORKFORCE AGENCIES
Terry Mustapher, BRINGING EVERYONE IN ZONE- MILITARY AND VETERANS ORG.
Connie Quinto, ASSISTANT DIRECTOR, KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
Les Winkler, EXECUTIVE DIRECTOR, DRIVING HOPE OF TEXAS-PRIVATE TRANSPORTATION PROVIDER
Jesse Hennage, ASSISTANT DIRECTOR OF PLANNING/PUBLIC SAFETY-EMERGENCY ASSISTANCE
Walter Murphy, OFFICE OF RESEARCH, TEXAS A&M CENTRAL TEXAS-EDUCATIONAL FACILITIES
Janell Frazier, CENTRAL TEXAS 4C HEADSTART-CHILD ADVOCACY GROUP
Darrell Burtner, HILL COUNTRY TRANSIT DISTRICT

Non-Voting Members Present

Dominic Elizondo-Economic Development Planner, CTCOG
Uryan Nelson-Director, Planning Division, CTCOG
Anita Janke-Regional Planner, Public Engagement, CTCOG
Hope Davis-Regional Planner, CTCOG
Alisha Alvarez-Public Transportation Coordinator, TxDOT
David Olson-Assistant City Manager, City of Temple

Terry Mustapher opened the meeting at 9:30 a.m.

- 1. Welcome and Introductions:** Terry Mustapher called the meeting to order, and quorum was met.
- 2. Public Comments:** No comments were made by the public.

3. Staff Update: Dominic Elizondo announced that CTCOG was coordinating under the PGA for the FY 2023 portion of the RPTCP continuation funding grant for the remaining \$35,000; the total grant was \$52,500, split in to two PGAs of \$17,500 for Mar.1-Aug.31, 2022, and \$35,000 for Sep.1,2022-Aug.31,2023 for the coordination of the implementation of the 2022-26 RCTP. Mr. Elizondo also noted the Central Texas Public Transportation Summit will be held April 26th at the Copperas Cove Civic Center.

4. Discussion and Action Item: Approve minutes from the November 17, 2022 CTRTAG meeting

Ben Lopez made a motion to approve the meeting minutes, seconded by Thomas Wilson; the motion passed unanimously.

5. Discussion Item: Regarding Local Agency Update: City of Temple

David Olson, the assistant city manager of the city of Temple provided an overview of Temple's Mobility Master Plan. The Plan mapped areas of high employment and residences against existing HOP routes and developed three alternative options for addressing gaps in service: Option A increases existing routes to four and Option C increases to three routes but creates a micromobility zone across the entire city. Option B increases to three routes as well but creates two different micromobility zones in industrial areas across Temple. Temple looked at the city of Kyle as an example, which formed a public-private partnership with Uber and a paratransit service funding all costs but \$3.14 for rides in the city. This caused greater demand for rides and more drivers in the city as well as larger tips, allowing some cost savings to take effect through reduced overall program costs. Temple is now looking to implement a rideshare program across the city and has set aside \$200,000 in the city budget and is working with the HOP to see if a rideshare program across the region will be implemented instead. If it is not, the city will go ahead with the local rideshare program.

Les Winkler stated that Driving Hope of Texas has experience working with the Area Agency on Aging, but funds run out for operations. Mr. Winkler asked if there was potential for a partnership with the city of Temple on their rideshare program, and Mr. Olson responded that it was worth exploring whether it was through contributing to Driving Hope or adding them to the rideshare operations. Darrell Burtner added that one of the hurdles to working with Driving Hope of Texas is that the HOP is funded by federal and state funds, so there are requirements for driver training, vehicle inspections and others, but if all those are accounted for collaboration is possible.

6. Discussion and Action Item: Regarding Updates on Coordination and Implementation of FY 22-26 Regionally Coordinated Transportation Plan

Darrell Burtner provided an overview of the city of Lake Tahoe's LakeLink rideshare program as an example for the HOP. Mr. Burtner noted that it is not cost effective for all buses to run late in the evening or all day on weekends because of the nature of a regional transportation system, so Uber and Lyft may be possible partners in filling those gaps in the future. In the future, the HOP may move to GoPass for coordinating fixed route and Uber/Lyft transportation, allowing service to run most of the day. Starting in July 2022, the LakeLink project was started in Lake Tahoe, offering curb to curb on demand service

through an app. Service hours range from 14-15 hours each day. As of the end of September of 2022, the service provided 30,000 rides with an 8.7 passenger per hour service peak. One idea for the HOP increasing ride frequency would be to move buses from other fixed routes onto more utilized routes and using more vans for microtransit where the old fixed routes were. Mr. Burtner stated that the HOP would try to cover as much of each of the five cities they serve with micromobility zones and that accommodations would be made for ADA riders and non-emergency medical trips. Mr. Burtner also stated that he agreed with David Olson on allowing bidirectional routes to resolve issues with times to get to stops.

Ben Lopez asked if microtransit vans would have a separate ridership target from the fixed routes, and if it would be lower or higher. Darrell Burtner responded that the goal would be lower, but in every model the HOP looked at, microtransit saw a large increase in ridership-so the goal may be in the 7-8 passenger per service hour rather than 10. Mr. Lopez stated that these microtransit plans were very timely as employers such as Samsung in Taylor were offering similar transit zone services for employees on their own. David Olson and Mr. Burtner agreed and stated that they had seen increased interest in microtransit zones, and that if routes were created in industrial zones that were being fed into by microtransit, it would transform transportation in the region. George Losoya asked how ADA riders factor into microtransit, and Mr. Olson stated that for Uber riders can request ADA complaint rides. Mr. Losoya asked if ADA complaint vehicle stock was sufficient in the region to not have to outsource to vehicles from places like Austin. Mr. Burtner stated that 100% of HOP vehicles are ADA compliant. Mr. Lopez asked if there would be a federal match for the purchase of microtransit vans, and Mr. Burtner said the HOP could be looking at an 80-20 or 50-50 match. Mr. Burtner also noted that Raymond Suarez, new interim director of the HOP suggested the use of title transfer of vehicles through TxDOT, and they have now procured three vehicles from Rolling Plains Management Corporation in Wichita Falls that were no longer needed.

Dominic Elizondo gave an update on the progress of the implementation and coordination of the 2022-26 RCTP high priority recommendations; He discussed the recommendation for CTCOG to host a regional transportation summit based on the 2019 Bell County Transportation Summit. Mr. Elizondo outlined the agenda for the Central Texas Public Transportation Summit, including a Bell County panel for 2019 summit attendees to discuss how public transportation service has changed since the last summit, then group activities determining transportation needs, envisioning solutions, and then having workshop sessions for different areas impacted by public transportation, including education, workforce, and childcare. Darrell Burtner would speak on future HOP projects, including microtransit and transit management associations. Mr. Elizondo also stated that staff would work on promotional materials for the HOP.

George Losoya asked if there was a way to determine how much progress has been made since the last summit, and Dominic Elizondo said that the Bell County summit would serve this function. Mr. Losoya then asked what role KTMPO would play in the summit and Connie Quinto said that they had talked with James McGill of KTMPO about participating in the summit and the issue was that KTMPO did not have much direct relationship with public transportation or the HOP. Darrell Burtner said that safety

targets for the HOP are reported through KTMPO and sometimes there is collaboration on grants and federal reviews for board recertification.

7. Discussion Item: Regarding Quarterly Report, Urban and Rural Committees, and Service Study Update from the Hill Country Transit District

Darrell Burtner provided the quarterly report for Q1 of 2023, including fixed route ridership for Killeen and Temple, which was 7.6, lower than the target of 10 passengers per service hour. Paratransit ridership met the goal of 2 passengers per service hour in both Killeen and Temple. The percentage of trips missed was significantly lower than 2%, thus meeting HCTD's goals of keeping them under 2%. Customer complaints and traffic accidents also met their target rates. However, they missed their goal of having less than 10 road calls per 100,000 miles due to HCTD's aging fleet, air conditioning issues, and supply chain issues. Customer complaints, safety performance, road calls, travel training, and advertising all met their metric goals.

8. Discussion Item: Regarding TxDOT's Public Transportation Division (PTN) Director's Report to the Public Transportation Advisory Committee on Public Transportation Matters

Dominic Elizondo discussed the PTN Director's report to the State PTAC, which included an update on TxDOT's Final Rule for Section 5311 formula funding allowing up to 10% of funds to be used for discretionary uses for rural transit districts and capital development needs. The PTN was also looking at adjusting allocation levels based on 2020 Census population levels. Mr. Elizondo also provided a breakdown of FY 2023 funding sources for TxDOT.

9. Discussion Item: Regarding Federal Updates

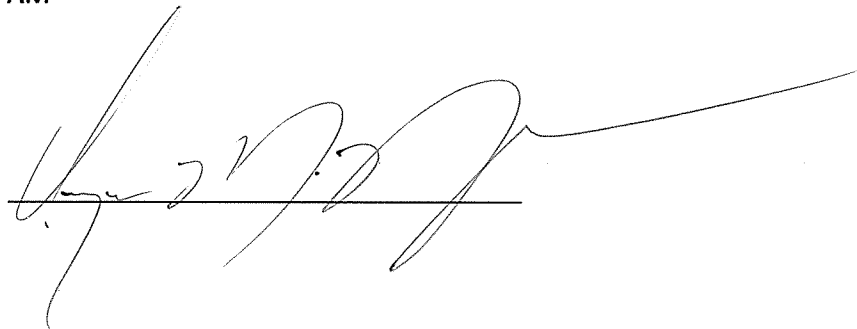
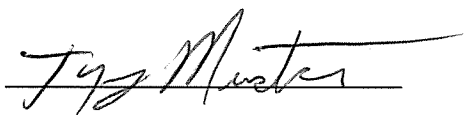
Dominic Elizondo gave an update on the Areas of Persistent Poverty Program, which funds planning and engineering for public transportation projects for economically distressed areas, as well as the USDOT Low or No Emission and Buses and Bus Facilities Programs for purchasing new low emission vehicles and buses as well as facilities. Mr. Elizondo also detailed the Small Business Innovation Center Research grant for research into solutions to public transportation needs.

10. Discussion Item: Regarding Discussion of Any New Unmet Transportation Needs, Gaps and Inefficiencies for Special Populations and Strategies for Implementing the FY22-26 RCTP

Dominic Elizondo asked that members email new updates from the region as far as transportation needs, gaps, or inefficiencies to his email address.

11. Other Business: Next meeting date Thursday, May 18th, 2023 at 9:30 AM

12. Adjourn: The meeting adjourned at 10:44 AM



Terry Mustapher, CRTAG Chair

Uryan Nelson, CTCOG Planning Director

