



Central Texas Regional Transportation Advisory Group Meeting

**Thursday, August 10, 2023
9:30 a.m.**



Page intentionally left blank.

Agenda



**Central Texas Regional Transportation
Advisory Group**

Thursday, August 10, 2023

Central Texas Council of Governments Building
2180 North Main Street, Belton, Texas 76513

Regular Meeting: 9:30 AM

Virtual Link: [CTRTAG Meeting](#)

Call In Number: [+1 \(571\) 317-3122](#)

Access Code: 781-874-821

AGENDA

1. Welcome
2. Opportunity for Public Comment.
3. Staff Update (*pgs.1-2*)
4. **Discussion and Action Item:** Regarding Approval of Meeting Minutes from the May 18th Meeting. (*pgs.3-7*)
5. **Discussion Item:** Regarding Coordination and Implementation of FY22-26 Regionally Coordinated Transportation Plan. (*pgs.8-20*)
6. **Discussion Item:** Regarding Quarterly Report, Urban and Rural Committees, and Service Study update from the Hill Country Transit District. (*pgs.21-37*)
7. **Discussion Item:** Regarding TxDOT's Public Transportation Division (PTN) Director's Report to the Public Transportation Advisory Committee on Public Transportation Matters. (*pgs.38-39*)
8. **Discussion Item:** Regarding Federal Updates. (*pgs.40-44*)
9. **Discussion Item:** Regarding Discussion of Any New Unmet Transportation Needs, Gaps and Inefficiencies for Special Populations and Strategies for Implementing the FY22-26 RCTP. (*pgs.45-46*)
10. **Discussion Item:** Board Updates.
11. Other Business: Next meeting date Thursday, November 16th, 2023, at 9:30 AM.
12. Adjourn.

The Central Texas Council of Governments is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact the KTMPO office at 254-770-2200 24 hours in advance if accommodation is needed. Citizens who desire to address the Board on any matter may sign up to do so prior to this meeting. Public comments will be received during this portion of the meeting. Comments are limited to 3 minutes maximum. No discussion or final action will be taken by the Board.

Item 3:
Staff Update



Staff Update

The TxDOT 2022-23 RPCTP Continuation Funding awarded CTCOG a total of \$52,500 for 03/01/2022-08/31/2023. The funding was split into two Project Grant Agreements of \$17,500 and \$35,000.

For the coordination of the implementation of the 2022-26 Regionally Coordinated Transportation Plan, CTCOG and TxDOT signed a Project Grant Agreement for 09/01/2022-08/31/2023 providing \$35,000 for:

- a) Stakeholder/Coordination committee meetings
- b) Stakeholder outreach and recruiting
- c) Reviewing and updating the plan
- d) Workshops
- e) Public involvement
- f) Performance metrics collection and reporting

The workplan and quarterly progress index for the grant funding have been uploaded in an amendment to the application. Coordination of the implementation of the 2022-26 RCTP will be updated and monitored. All Milestone Progress Reports are being submitted on time.

FY 2024 RPCTP Continuation Funding will open for applications on August 7th, 2023 and is due August 23rd, 2023 for approximately \$40,000. The PGA will be split in the same way as the past. Letters of support will be required from individual stakeholders from the committee on behalf of their organizations/stakeholder groups, and no longer on behalf of the CTRTAG board itself. Emails will be acceptable as letters.

The next meeting date is Thursday, November 16th, 2023, at 9:30 AM.

Action Needed: No action needed; for discussion only.

Item 4:
Meeting Minutes



**CENTRAL TEXAS REGIONAL TRANSPORTATION ADVISORY GROUP
(CTRTAG)**

Thursday, May 18, 2023
9:30 a.m.

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

Voting Members Present

George Losoya, AREA AGENCY ON AGING REP.-HEALTH AND HUMAN SERVICES
Thomas Wilson, AREA AGENCY ON AGING REP. (PROXY)-HEALTH AND HUMAN SERVICES
Terry Mustapher, BRINGING EVERYONE IN ZONE- MILITARY AND VETERANS ORG.
Connie Quinto, KILLEEN-TEMPLE METROPOLITAN PLANNING ORGANIZATION
Janell Frazier, CENTRAL TEXAS 4C HEADSTART-CHILD ADVOCACY GROUP
Melissa Ingriola, HEART OF CENTRAL TEXAS INDEPENDENT LIVING CENTER
Holly Doggett, CEDAR CREST HOSPITAL-MEDICAL FACILITIES*

Non-Voting Members and Additional Attendees Present

Dominic Elizondo-Economic Development Planner, CTCOG
Uryan Nelson-Director, Planning Division, CTCOG, Non-Voting Member*
Anita Janke-Regional Planner, Public Engagement, KTMPO
James McGill-Transportation Manager, KTMPO, Non-Voting Member*
Alisha Alvarez-Public Transportation Coordinator, TxDOT, Non-Voting Member*
Georgia Young-Owner, Integrity-Care NMTS, LLC
Tammy Murray-Integrity-Care NMTS, LLC
Deanna DeGraaff-Public
Phil DeGraaff-Public
Nancie Etzel-Public
Lisa Hill-Executive Director, Faith in Action Georgetown
Tracy Barber-Program Director, Faith in Action Georgetown
Alexus Flores-Program Coordinator, Faith in Action Georgetown
Staci Kinnear-Operations Manager, Driving Hope of Texas
Elysa Franklin-Central Texas Coordinator, Faith Community Health

**Denotes online attendee*

Dominic Elizondo opened the meeting at 9:30 a.m.

1. Welcome and Introductions: Dominic Elizondo called the meeting to order as Terry Mustapher had

notified the Board he would be ten minutes late, and quorum was met.

2. Public Comments: Phil and Deanna DeGraaff, residents of Temple made comment on how the HOP was no longer providing service at their house due to their street being narrow though this service was offered for 25 years for no problem, and buses are no longer allowing Mr. DeGraaff's scooter on board though he has taken it four times before with no issues taking it on or off. Mrs. DeGraaf stated that several HOP drivers have informed her she is the only ADA passenger not being picked up in Killeen-Temple. Without the HOP service on her street, Mrs. DeGraaf is forced to walk on a debilitated sidewalk to get to a stop while blind.

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 March 1st-August 31st, 2022, and \$35,000 for September 1st,2022-August 31st,2023 for the coordination of the implementation of the 2022-26 RCTP. Mr. Elizondo also noted that the Texas Transportation Institute had partnered with TxDOT to run a quarterly metrics survey for public transportation providers that staff will be collaborating with the HOP, Driving Hope of Texas, and others to complete along with the milestone progress reports.

4. Discussion and Action Item: Approve minutes from the February 16th, 2023 CTRTAG meeting

George Losoya made a motion to approve the meeting minutes, seconded by Janell Frazier; the motion passed unanimously.

5. Discussion Item: Regarding Approval of New Board Members

Tracy Barber and Elysa Franklin introduced themselves to the Board.

Melissa Ingridola made a motion to approve the new Board members, seconded by George Losoya; the motion passed unanimously.

George Losoya asked if the CTRTAG board had representation from riders of public transportation to receive feedback like that from the earlier public comments, and Dominic Elizondo said that Janice Taylor was the board's representative for transit users. Terry Mustapher said that Killeen's email servers are having issues so the meeting invites have been bouncing from her email, but he would be exchanging personal emails with her. Mr. Elizondo said that Deanna DeGraaff and Nancie Etzel are not part of the board but he would invite them to join as there are two vacancies.

6. Discussion Item: Regarding Faith in Action Driving Seniors Program

Lisa Hill provided an overview of the history of the Faith in Action Driving Seniors Program, starting 21 years ago by a network of churches in Georgetown to serve seniors' transportation needs from medical appointments to Austin to grocery stores and errands. Ms. Hill stated that their funding sources include donations from volunteers and the community, fundraisers, and grants from community foundations, governments, and churches, including section 5310 formula funding. Traci Barber and Alexis Flores discussed Faith in Action's operations, including free service to 760 clients 65+ in Georgetown from 270 volunteers. Rides are scheduled three days in advance on their Assisted Rides ride scheduling platform

and customers are allowed one per week. Faith in Action recruits volunteers from Sun City age restricted community, health fairs, and other community events to advertise the program.

George Losoya asked if the section 5310 funding reimbursed expenses based on mileage or other costs, and Ms. Hill said that it would reimburse any expense directly related to the program. Mr. Losoya asked if Faith in Action had applied for section 5310 funding through capital transit or themselves, and Ms. Hill responded that they had applied on their own.

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

Dominic Elizondo provided an update on staff and HOP coordination of the implementation of the 2022-26 RCTP. Since Darrell Burtner was unable to attend the meeting, Mr. Elizondo covered work the HOP Had been doing, including their application for \$29.9 million for FY 2023 Bus and Bus Facilities and Low/No Emission grant to replace several buses with hybrid vehicles, plans to put out an RFP for the lease of 40-60 vans for microtransit, and plans to obtain a title transfer for three buses from Wichita Falls. Mr. Elizondo then covered the work done at the Central Texas Public Transportation Summit on April 26th, including public transportation issues, challenges, and potential solutions identified by the participants. Lastly, Mr. Elizondo displayed the HOP fliers he had created to advertise the HOP's regional services in English and Spanish.

Janell Frazier stated that she agreed that public-private partnerships would be an important solution to public transportation needs and asked if there was any discussion on liability issues in these partnerships. Mr. Elizondo responded that there had not been much discussion on liability for partnerships, but only for liability with volunteers for driving programs. George Losoya said the challenge public transportation providers face is having the infrastructure to utilize grant funding for actionable programs, being aware of what grant funding is available, and administering funds. Mr. Elizondo said that CTCOG staff could serve to assist with all types of grant identification, writing, and administration to allow providers more ability to grow and operationalize funds into more service. Ms. Frazier asked if there was a college program that can provide an intern to administer grants, and Mr. Elizondo noted that the federal AmeriCorps program allows entities to obtain VISTAs that can be used for economic development purposes, including grant writing and administration.

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

Dominic Elizondo provided the quarterly report for Q2 of 2023, including fixed route ridership for Killeen and Temple, which was 8.1, 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.

9. 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 on April 18th, which discussed TxDOT's decision to maintain funding for transit districts at their per capita levels over the biennium due to changes in population levels as well as the development of the State's first multimodal transit plan.

10. Discussion Item: Regarding Federal Updates

Dominic Elizondo gave an update on various transit related programs, including the TIFIA act financing for capital projects for public transportation, the PROTECT Program, which funds planning and engineering for resiliency projects for transportation infrastructure, as well as the FHWA's Charging and Fueling Infrastructure grant for EV charger development.

11. 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.

George Losoya stated that the Area Agency on Aging's ARPA funds are coming to a close this year and that this will impact the transportation providers funded by them as they do not know how to cover the funding deficit for the \$50-70,000 they allocate for transportation. Staci Kinnear agreed that they receive calls for service all the time and end up wiping customers' fees often because they cannot pay and as a result have low revenue to pay drivers and will run out of funds at some point. Anita Janke asked how many individuals would be affected by loss of service, and Ms. Kinnear said she does not have an exact number but knows there are a lot of patients who rely on their services. Discussion was had by the board on how Medicaid is restricted as far as who can be covered with many people making just above the amount to qualify and what transportation services are covered. Mr. Losoya reemphasized the need to delve into the details of what the region is capable of providing with existing service infrastructure and additional funding to form partnerships that can begin implementing programs. Traci Barber stated that Faith in Action recently started a new program in January funded through Section 5310 for reimbursing friends or families for mileage costs for transporting the individual who submits a voucher. This program is intended for those such as wheelchair customers who are not eligible for their services. Mr. Losoya said that the issue is still the cash flow and reimbursement administration for programs like that if we attempted to implement it here.

12. Other Business: Next meeting date Thursday, August 10th, 2023 at 9:30 AM

13. Adjourn: The meeting adjourned at 10:56 AM

Terry Mustapher, CRTAG Chair

Uryan Nelson, CTCOG Planning Director

Item 5:

**Updates on Coordination
and Implementation of
FY22-26 Regionally
Coordinated
Transportation Plan**



Regarding Updates on Coordination and Implementation of FY22-26 Regionally Coordinated Transportation Plan

The FY22-26 Regionally Coordinated Transportation Plan (RCTP) was approved by the CTRTAG at its February 10th quarterly meeting. Staff has continued pushing out transportation resources, Federal and State updates, and expanding information on regional transportation efforts in accordance with the RCTP in newsletters and social media. New work done on implementing the RCTP includes the development of a Central Texas Transportation Resources document to increase stakeholder coordination and project development, the securing of county contributions to HOP funding, preparation of an RFP for 50-90 microtransit vehicles and a technology contractor for booking vehicles, and further progress on developing microtransit zones and Transit Management Associations, which will provide direct service to elderly, disabled, employee, and student populations.

Action Needed: No action needed; for discussion only.

Need Statement	#	Recommendation	Priority Level	Timeframe	Implementation Lead	Partners	Cost Level	Staff Effort	Measures of Progress	First Steps	Status	Progress Update
1. Regional transportation and health & human service providers need increased funding to provide certain services desired by citizens.	1a	Pursue new grants, such as Innovative Coordinated Access and Mobility (ICAM), Integrated Mobility Innovation (IMI), and others	Medium Priority	Short-Term	CTRTAG Director	Dependent upon projects, but likely would include HCTD, CTCOG, KTMPD, and City and County staff	\$		- Number of grant applications submitted - Value of grants awarded	- Develop brief conceptual outlines of projects that could be funded, including project partners, needed capital, anticipated impacts, and any committed match funding. - Set up account on grants.gov website and enable notifications for target grants to receive information about when applications open.	In Progress	Staff is monitoring the ICAM, IMI, FTA Section 5307 Urbanized areas, Section 5311 Rural Areas, and Section 5310 Enhanced Mobility funding, as well as the Capital Investment Grants Program, Bus and Bus Facilities, and Urban Fleet Replacement grants for next open deadlines. HCTD has worked with staff to apply for the Bus and Bus Facilities/Low No Emission Grants for \$29.9 million to replace several vehicles with hybrid buses. Staff has discussed Texas Veterans Commission General Assistance Grant application process with Driving Hope of Texas and notified Integrity Care NMTS of for-profit business financing.
	1b	Improve coordination with local leaders and elected officials	High Priority	Short-Term	CTRTAG Director	CTRTAG members, City and County staff	\$		- Instances of local leader participation in public transportation coordination meetings	- Identify relevant points of contact from each city and county in the CTCOG region that should receive public transportation information and requests. - Modify CTRTAG meeting agendas to feature a rotating Local Agency Update item that allows for staff from a different city or county each meeting to provide an update on public transportation needs and efforts.	In Progress	Staff collected contacts in Counties, Municipalities, EDCs, Chambers, and planning departments that would benefit from public transportation information. Central Texas Transportation Grants, Resources, and Updates Newsletter has been created and distributed. All CTRTAG meetings moving forward will contain a Local Agency Update item. List of contacts will be where we select city staff to present at meetings. So far have had Temple and Killeen provide updates.
	1c	Secure increased local contributions for needs that elected officials and citizens resonate with most	Medium Priority	Mid-Term	CTRTAG Director	HCTD, KTMPD, City and County staff	\$		- Total local funding contribution for services - Quantity of programs or services funded in part through local contribution	- Arrange meetings with elected officials from throughout the CTCOG region to identify each official's needs and priorities related to public transportation. - When meeting with local officials to discuss funding agreements for new or expanded services, prepare to discuss multiple service level options to increase the likelihood that compromise can be achieved on funding.	In Progress	HOP has met with city and county officials across the region to ask for contributions to make up for budget shortfalls to fund continued service, particularly in rural areas.
2. New fixed routes and other improved services are needed in the region to connect citizens to their destinations.	2a	Adjust or add service to connect residents to grocery stores in order to address food desert issues in north Killeen and east Temple	High Priority	Short-Term	HCTD Leadership	Killeen City Staff, Temple City Staff, Grocery Store Representatives, Bell County Indigent Health Services	\$\$\$		- Ridership, vehicle-hours/miles, and operating expense data - Boarding and alighting data at grocery stores	- Define food desert boundaries in both cities to create target locations for potential fixed-route service. - Revive conversations with private business representatives to explore appetite for funding transit services.	In Progress	HOP expanded services into rural Bell County on Sep.1, 2022, allowing for flex routes and curb to curb options to shopping and medical centers. Nolanville needs services. Route 5 in Killeen was brought back in January 2022-highest ridership. Route 550 flex route (Silver Line) brings seniors to senior centers, grocery, and shopping centers. Starting Oct.1, HOP took over for Cove Taxi for on demand ride service in Killeen reserved 24-48 hours in advance, blended with Silver line, seeing increased ridership. Plans for microtransit zones city wide across urban areas.
	2b	Provide new service to Industrial Blvd./Wendland Rd. industrial corridor in northern Temple	High Priority	Mid-Term	HCTD Leadership	Temple City Staff, Temple Chamber of Commerce, Industry Representatives, Workforce Solutions of Central Texas	\$\$\$		- Ridership, vehicle-hours/miles, and operating expense data - Boarding and alighting data at industrial corridor	- Meet with business owners in northern Temple industrial corridor to better understand home-to-work trip origin data and travel mode preference data for current and prospective employees. - Based on user feedback, develop public transportation scenarios that include fixed-route transit service, carpool and vanpool, and private shuttle service program options.	In Progress	HCTD met with Temple Chamber to discuss idea of fixed route to Industrial Park, met with several companies, will start up talks again. Businesses appear interested in day to day service for employees, potential for them to subsidize cost of creation of new route as well as bulk purchase for passes at a discount.
	2c	Provide improved public transportation service to other key destinations including regional medical facilities and universities	Low Priority	Long-Term	CTRTAG Director	Baylor Scott & White Health, Other Medical Service Providers, Local Universities, HCTD	\$\$		- Ridership, vehicle-hours/miles, and operating expense data - Boarding and alighting data at key destinations	- Meet with medical facility and university representatives to identify existing transit service shortcomings, such as unserved portions of large campuses or instances of transit-dependent users needing extended service hours. - Adjust service to reflect the needs of large transit trip generators. Implement service improvements as funding allows.	In Progress	Day, week, and month passes available to students for transportation when available during service hours. Need funds to expand the hours, universities could potentially provide -\$50/student as a local match to provide additional service for students. Plans for microtransit zones city wide across urban areas.
	2d	Improve fixed-route bus frequencies to 30 minutes on higher ridership routes	Medium Priority	Mid-Term	HCTD Leadership	CTRTAG members, City and County staff	\$\$\$		- Ridership, vehicle-hours/miles, and operating expense data	- Prepare operating and capital cost estimates and identify potential interested funding partners for each route for which improved service is considered. - Implement service improvements as funding allows.	In Progress	Attempted in Route 550, but ridership was low even after service area was doubled, so back down to hour.
	2e	Expand service hours to accommodate non-traditional work schedules	Medium Priority	Long-Term	HCTD Leadership	CTRTAG members, City and County staff	\$\$\$		- Ridership, vehicle-hours/miles, and operating expense data - Fixed-route missed trips and percent on-time trips	- Prepare operating and capital cost estimates and identify potential interested funding partners for each route for which extended-hours service is considered. - Implement service improvements as funding allows.	In Progress	Day, week, and month passes available to workers for transportation when available during service hours. Need funds to expand the hours

Need Statement	#	Recommendation	Priority Level	Timeframe	Implementation Lead	Partners	Cost Level	Staff Effort	Measures of Progress	First Steps	Status	Progress Update
	2f	Provide weekend services on higher ridership routes, such as Route 4 and Route 53	Low Priority	Long-Term	HCTD Leadership	CTRTRAG members, City and County staff	\$\$		- Ridership, vehicle-hours/miles, and operating expense data	- Prepare operating and capital cost estimates and identify potential interested funding partners for each route for which weekend service is considered. - Implement service improvements as funding allows.	Not Started	
	2g	Deploy a flex-route service at targeted times of day and geographic areas to accommodate the first- and last-mile transportation needs of seniors and students	High Priority	Short-Term	HCTD Leadership	CTRTRAG members, City and County staff	\$\$\$		- Ridership, vehicle-hours/miles, and operating expense data	- Prepare operating and capital cost estimates and identify potential funding partners for each flex-route zone. - Implement service improvements as funding allows.	In Progress	Route 550 is a new flex route in Killeen for seniors which runs at 60 minute intervals. Seniors are brought to senior centers, shopping centers, and medical facilities. Beginning July 1st, The HOP offers origin-to-destination service to senior citizens and disabled residents in Nolanville. Qualified passengers are able to call and schedule trips from Nolanville to destinations within the Killeen LZA (Coppers Cove, Killeen, and Harker Heights). Additionally, medical trips are available to transport passengers to medical facilities in Temple and Belton. This service is being funded by federal grants, and so space is limited. It is now open to the public and merged with the HOP's Killeen-wide on-demand service that is reserved 24-48 hours in advance for any destination in Killeen City limits. Plans for microtransit zones city wide across urban areas. HCTD applied for \$29.9 million Bus and Bus Facilities/ Low No Emission grant for hybrid buses. RFP being sent out lease agreement for 40-60 transit vans for microtransit. These microtransit zones will serve all populations, including seniors and students by working around their schedules (within a range of operation times)
3. The region needs to explore and utilize creative partnerships where possible to fill funding and service gaps.	3a	Explore public-private partnerships (P3s) and employer-subsidized transportation opportunities by engaging with representatives from the northern Temple Industrial area, hospitals, universities, Fort Hood, grocery stores, and other partners for which documented service gaps exist	High Priority	Short-Term	HCTD Leadership	Local chambers of commerce, local business representatives, private sector transportation providers	\$		- Number of representatives engaged - Number of P3 partnerships established - Total funding contribution from private entities	- Conduct a review of desired public transportation service improvements to identify those which would directly or indirectly benefit regional partners, such as business owners or large campus institutions, including Fort Hood. - Meet with regional partners to gauge interest in their supporting public transportation investments. Identify opportunities for direct funding, other resource sharing, or strategic partnership on grant applications.	In Progress	HCTD has looked into Public Private Partnerships with Scott and White, can start up talks again. HEB and United Way Central Texas are also potential partners. Scott and White's Faith Community Health Program is one potential avenue for partnership. Employer subsidized passes at discount prices can be negotiated with the HOP. Additional routes into Temple industrial area may require funding from partners. HCTD and CTCOG looking to create Transit Management Associations in industrial zones to have employers fund transportation options.
	3b	Partner with faith-based groups, medical organizations, universities, cities, and other entities to share resources, especially underutilized buses or vans	Medium Priority	Short-Term	CTRTRAG Director	HCTD, Local shuttle companies, CTVHCS, Local faith-based groups, City and County staff, University staff	\$		- Number of agencies represented in resource inventory - Frequency of resource inventory maintenance - Number of calls to dispatch for resource coordination	- Build upon and maintain the resource inventory conducted as part of this RCTP update by creating and actively maintaining a database of agencies, vehicle fleets, asset management information, and use schedules. This activity could be conducted by a newly formed subcommittee of the CTRTRAG. - Similar to the existing 2-1-1 services dispatch, create a centralized dispatching service for resource scheduling among the region's agencies and non-profits. United Way of Central Texas could incorporate this capability as part of its existing role as 2-1-1 dispatcher.	In Progress	As part of the RCTP, an initial inventory of public and private transportation providers and their resources exists; CTCOG will update and maintain in the future.
	3c	Support and publicize volunteer driving programs, and seek to increase the quantity and geographic diversity of these services	Low Priority	Long-Term	CTCOG Leadership	CTRTRAG members, City and County staff, local faith-based groups, local business representatives	\$		- Number of volunteer driving programs seeded - Combined geographic coverage of programs - Number of trips provided	- Reach out to city and county contacts from throughout the CTCOG Region to assemble a list and map of existing community-based volunteer driving programs. - Conduct outreach with volunteer coordinators to learn about how existing programs are managed and how to seed new programs in locations that do not currently have them.	Not Started	
	4a	Establish regular communications between cities, counties, chambers of commerce, CTCOG, KTMPO, The HOP, Fort Hood, and other regional stakeholders	High Priority	Short-Term	CTRTRAG Director	CTRTRAG members, City and County staff	\$		- Number of partners engaged - Frequency of partner communications	- Identify relevant points of contact from each city, county, and other regional stakeholder in the CTCOG region that should receive public transportation information and requests. - Send summaries of CTRTRAG meetings and other regional public transportation coordination meetings to regional points of contact	Completed	Staff has collected contacts in Counties, Municipalities, EDCs, Chambers, and planning departments that would benefit from public transportation information. Information discussed at CTRTRAG meetings is sent out in newsletters.

Need Statement	#	Recommendation	Priority Level	Timeframe	Implementation Lead	Partners	Cost Level	Staff Effort	Measures of Progress	First Steps	Status	Progress Update
4. More regular regional coordination is needed to provide improved transportation services.	4b	Hold an annual Transportation Summit, similar to the one in 2019, to identify issues and find solutions related to regional transportation needs	High Priority	Mid-Term	United Way of Central Texas Leadership	CTRTRAG members, City and County staff	\$		<ul style="list-style-type: none"> - Annual summit attendance - Number of stakeholders represented 	<ul style="list-style-type: none"> - Identify a recurring time of year and meeting space that can accommodate desired Transportation Summit activities. Develop a comprehensive list of stakeholders to invite (see Recommendation 4a). - As part of each summit, dedicate time to review progress on regional priorities related to public transportation, including those in this table. 	Completed	The Summit was held Apr.26 with a Bell County panel and presentation from the HOP on microtransit. There were 50 attendees. Minutes have been completed and proposed solutions and next steps for public transportation issues and challenges have been compiled for implementation. Staff distributed a document with descriptions and contact information of all Summit attendees, as well as a Central Texas Public Transportation Resources document with transportation entities, tools such as Transportation Reinvestment Zones and Transit Management Associations, and funding sources.
	4c	Continue to provide virtual engagement options for coordination meetings to accommodate those unable to attend in person	High Priority	Short-Term	CTCOG Staff	CTRTRAG members, City and County staff	\$		<ul style="list-style-type: none"> - Percent of meetings held with virtual engagement option 	<ul style="list-style-type: none"> - Maintain a virtual video-in or call-in option for all public transportation coordination meetings. 	Completed	All CTRTRAG meetings moving forward will continue to be hybrid, offering a virtual call in option.
	4d	Provide newsletter summaries of coordination activities via email or other media to share outcomes with those who were not present	Medium Priority	Short-Term	CTCOG Staff	CTRTRAG members, City and County staff	\$		<ul style="list-style-type: none"> - Number of partners engaged 	<ul style="list-style-type: none"> - Develop a brief summary of outcomes following each CTRTRAG meeting and a newsletter-style summary following each annual transportation summit. Send summaries to all invited stakeholders as well as local elected officials. Provide a point of contact for those with questions about included information. 	Completed	Central Texas Transportation Grants, Resources, and Updates Newsletter has been created and distributed.
	4e	Regularly seek input as part of advisory group meetings and surveys from public transportation service users (and non-users), especially those in priority populations	Medium Priority	Short-Term	CTRTRAG Director	CTRTRAG members, City and County staff, CTCOG, KTMO, HCTD	\$\$		<ul style="list-style-type: none"> - Number of outreach events regionwide - Number of unique citizen engagements, regionwide 	<ul style="list-style-type: none"> - Review findings and recommendations from KTMO public engagement methods study once it is completed. Modify or enhance public outreach methods based on relevant study findings and recommendations. 	In Progress	Staff can create survey for HOP riders
	4f	Create a Transit Advisory Committee to improve communication and coordination between local entities and the Hill Country Transit District Board	High Priority	Short-Term	HCTD Leadership	CTRTRAG members, City and County staff, CTCOG, KTMO	\$		<ul style="list-style-type: none"> - Attendance records of committee meetings - Frequency of committee meetings 	<ul style="list-style-type: none"> - Establish a Transit Advisory Committee (or committees, if separate ones are created for urban and rural HOP services) that includes representation from city and county staff from throughout The HOP's service area. 	Completed	HCTD has created Urban and Rural transit advisory committees.
	4g	Deploy a Smart Phone application for The HOP that allows for digital fare payment, real time location and schedule information, scheduling of demand response service, and integration with other transit and micromobility services	High Priority	Short-Term	HCTD Leadership	Private sector transportation providers	\$\$		<ul style="list-style-type: none"> - Number of application downloads - Number of instances of app use across different functions (such as fare payment or scheduling of services) 	<ul style="list-style-type: none"> - Finalize the agreement under development with The HOP's selected smart phone application provider. - Deploy the smart phone application and roll out a publicity campaign to encourage transit users to download and use the app when using The HOP services. 	Completed	HCTD is working with Token Transit for its trip planning app, which is now accessible to all HOP riders for purchasing bus passes. This may return to GoPass due to better functionality with microtransit/share options. Part of RFP for microtransit vans is for a technology vendor for a new app.
	5. Priority populations experience greater barriers to transportation access in the region and need accommodations to overcome those barriers.	5a	Identify and pursue grant opportunities, such as ITS4US, that support transportation needs of priority populations	Medium Priority	Mid-Term	CTRTRAG Director	Dependent upon projects, but likely would include HCTD, CTCOG, KTMO, and City and County staff	\$		<ul style="list-style-type: none"> - Number of grant applications submitted - Value of grants awarded 	<ul style="list-style-type: none"> - Develop brief conceptual outlines of projects that could be funded, including project partners, needed capital, anticipated impacts, and any committed match funding - Set up account on grants.gov website and enable notifications for target grants to receive information about when applications open 	In Progress
5b		Reestablish universal ADA Paratransit services in the region	High Priority	Long-Term	HCTD Leadership	CTCOG, KTMO, City and County staff	\$\$\$		<ul style="list-style-type: none"> - ADA Paratransit ridership, vehicle-hours/miles, and operating expense data - ADA trip duration 	<ul style="list-style-type: none"> - Prepare operating and capital cost estimates and identify potential interested funding partners (including cities and counties) for restoring ADA paratransit services. - Reestablish service as funding allows. 	In Progress	All HOP fixed routes include ADA paratransit services 3/4 miles on either side. Flex routes exempt but serve elderly anyway. RFP being sent out lease agreement for 40-60 transit vans for microtransit. Vans will be able to serve ADA passengers.
5c		Retrofit or procure new fleet vehicles to be more ADA-friendly	Low Priority	Long-Term	HCTD Leadership	CTRTRAG members, City and County staff	\$\$\$		<ul style="list-style-type: none"> - Percent of vehicle fleet that is ADA compliant, by agency and by region 	<ul style="list-style-type: none"> - As part of developing the regional transportation resource database (see Recommendation 3b), note ADA-accessibility status of each vehicle in inventory. Identify non-accessible vehicles and replacement dates scheduled for each vehicle. From this data, build a regional asset replacement schedule that includes annual estimated expenditures for fleet replacement. - Use database and asset replacement schedule information to support grant applications for TxDOT Flex Funding and FTA Grants for Buses and Bus Facilities Program. 	In Progress	Three new buses are ADA compliant as well now broken down. Most of fleet is aged out, looking to procure more vehicles possibly with reimbursement from three buses previously purchased. Possible procurement from Wichita Falls through title transfer of buses being given away-19 available and 3 in good condition. Two have luggage racks.HCTD applied for \$29.9 million Bus and Bus Facilities/ Low No Emission grant for hybrid buses. RFP being sent out lease agreement for 40-60 transit vans for microtransit.

Need Statement	#	Recommendation	Priority Level	Timeframe	Implementation Lead	Partners	Cost Level	Staff Effort	Measures of Progress	First Steps	Status	Progress Update
	5d	Coordinate with cities to plan safe and accessible facilities that support multi-modal connections to transit stops	High Priority	Short-Term	HCTD Leadership	CTCOG, KTMO, City and County staff	\$\$		<ul style="list-style-type: none"> - Percent of fixed route transit stops that are ADA compliant - Percent of fixed route transit stops with amenities 	<ul style="list-style-type: none"> - Conduct or update a safety and accessibility assessment of all HCTD fixed-route transit stops. Develop a list of low-scoring transit stop locations. - Meet with city and regional staff to identify existing or potential last-mile and micromobility programs that could interface with transit services. 	In Progress	HCTD has met with 90% of city managers in every County they serve, met with County administrations as well
	5e	Encourage regional entities to hold community meetings at transit-accessible locations and encourage attendees to use transit	Low Priority	Short-Term	CTCOG Leadership	KTMO, HCTD, City and County staff	\$		<ul style="list-style-type: none"> - Percent of community meetings held in transit-accessible settings (including location and time) 	<ul style="list-style-type: none"> - Review HCTD fixed-route service to identify public meeting places and other community spaces in Bell County communities that are served by existing transit. - Share list of places and spaces, as well as transit service operating hours, with agency contacts that are responsible for coordinating public outreach. 	Not Started	
	5f	Explore programs to make transit more affordable for low-income households	Medium Priority	Mid-Term	HCTD Leadership	CTRTRAG members, HCTD, Bell County Indigent Health Services	\$\$		<ul style="list-style-type: none"> - Ridership feedback data from low-income households - Quantity of subsidized low-income fares issued 	<ul style="list-style-type: none"> - Conduct a financial impact analysis of providing full-fare transit subsidies for several different income thresholds. Present findings to regional boards to gauge political feasibility of fare subsidies. 	In Progress	Fare free rural ridership pilot program through September 2023. Potential for subsidized ridership with Uber/Lyft if used to supplement HOP microtransit.
6. Citizens living in rural areas need better access to the regional transportation system.	6a	Explore new/improved transportation services between major towns and counties, especially between Bell, Coryell, and Milam counties	Low Priority	Long-Term	HCTD Leadership	CTCOG, KTMO, City and County staff	\$\$		<ul style="list-style-type: none"> - Rural transit service ridership, vehicle-hours/miles, and operating expense data 	<ul style="list-style-type: none"> - Review existing HCTD Rural District ridership data to identify general geographic patterns in intercity and interregional ridership. Prepare scenarios for establishing occasional scheduled, fixed-route intraregional service between destinations with high existing ridership. - Implement service improvements as funding allows. 	Not Started	
	6b	Provide access to regional transportation services, such as airport shuttle companies, Greyhound stations, and Amtrak stations	High Priority	Mid-Term	HCTD Leadership	CTCOG, KTMO, City and County staff, regional transportation service providers	\$\$		<ul style="list-style-type: none"> - Boarding and alighting data at regional transportation hubs 	<ul style="list-style-type: none"> - Review existing HCTD Rural District ridership data to identify general demand patterns for connecting to regional bus and train stations, and airports. Identify opportunities to augment existing services to reduce costs and other barriers for residents of rural portions of the region to connect to these services. 	In Progress	HOP has spoken with Roque Aguon at Killeen-Ft. Hood Regional Airport, but HOP buses saw little demand from users arriving from the airport and buses have difficulty accessing airport. Potential for offering flex route service to airport but buses don't have luggage space. Previous route with access to airport saw no ridership, but future microtransit options and possible vehicles with luggage racks may see ridership.
7. Citizens in the region need improved awareness of their transportation options and resources.	7a	Target ads and info to priority populations, including bi-lingual materials	Medium Priority	Mid-Term	CTCOG Leadership	CTRTRAG members, City and County staff, KTMO	\$\$		<ul style="list-style-type: none"> - Number of advertising campaigns targeting priority groups - Percent of advertising budget targeting priority groups 	<ul style="list-style-type: none"> - Review existing advertising materials and informational handouts and create separate document versions in Spanish if not yet available. Consider creating versions in other languages as needed. - Include funding in agency budgets for advertising and outreach material that is specifically geared towards priority populations. 	Completed	CTCOG Staff has created marketing materials for the HOP, including in Spanish, advertising routes, passes, and providing contact information.
	7b	Increase activity on website, apps, and radio	High Priority	Mid-Term	CTCOG Leadership	CTRTRAG members, City and County staff, KTMO	\$		<ul style="list-style-type: none"> - Number of campaigns or posts on new media platforms - Number of interactions on new media platforms 	<ul style="list-style-type: none"> - Identify opportunities to expand agency presence on social media outlets and apps, including through both advertising and agency posts. 	Completed	Created "Central Texas Transportation" Facebook with updates on transportation grants and RCTP implementation
	7c	Encourage partner cities to educate their citizens on available transportation options and how they integrate with one another	Medium Priority	Short-Term	CTRTRAG Director	City and County staff, HCTD	\$		<ul style="list-style-type: none"> - Number of education events hosted - Number of unique citizen engagements at events 	<ul style="list-style-type: none"> - Work with city and county staff to prepare agency-specific handouts that detail available community transportation options. These handouts can be made available both at facilities within the community and at regional facilities that serve multiple communities, such as Workforce Solutions of Central Texas, HCTD offices, or regional transportation hubs. 	In Progress	CTCOG Staff has created a brochure and other marketing material for the HOP. Currently working on Central Texas Transportation Resources document that has transportation entities, tools such as Transportation Reinvestment Zones and Transit Management Associations, and funding sources to be provided to attendees of Summit to share and collaborate on resources.
	7d	Explore partnership between The HOP and other regional service providers to integrate additional transportation services (2-1-1, NEMT, etc.) into its trip planning mobile app and other platforms	High Priority	Mid-Term	HCTD Leadership	CTRTRAG members, private sector transportation providers	\$\$		<ul style="list-style-type: none"> - Number of transportation services integrated into mobile platform, into website platforms - Number of uses of mobile platform or interactive website trip planning tools 	<ul style="list-style-type: none"> - Analyze which public and private transportation service providers in the region have existing technological capabilities that would allow for potential app integration. Compile a list of desired integration features from this analysis. - Meet with HCTD's trip planning mobile app provider and website maintainer to identify and prioritize opportunities for integration of other services and public transportation information sources. Implement as funding and staff capacity allows. 	In Progress	Token Transit integrates with Medicaid; in the future there may be integration with platforms such as Google Maps for informing passengers of bus transfers and routes they can take to get to a location.

Funding		
Program	Description	Deadline
FHWA Charging and Fueling Infrastructure Grant Program	<p>This program provides funding for political subdivisions for deploying publicly accessible electric vehicle charging and alternative fueling infrastructure in urban and rural areas as well as along designated Alternative Fuel Corridors. The IIJA provides \$2.5 billion over five years for this program with \$700 million for FY 2022 and 2023. It is split into two funding categories:</p> <ol style="list-style-type: none"> 1. The Community Program will provide \$1.25 billion to strategically deploy publicly accessible EV charging infrastructure, and hydrogen, propane, or natural gas fueling infrastructure in communities. Infrastructure may be located on any public road or in other publicly accessible locations such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity. 2. The Corridor Program will provide \$1.25 billion to strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors (AFCs). 	Applications closed May.31st, 2023 for FY 2023. Will reopen next year.
Section 5307: Urbanized Area Formula Grant	<p>Apportions funds through states to urbanized areas (population >=50,000) for planning, engineering, design and evaluation of transit projects, capital investments in bus and bus-related activities, and capital investments in new and existing fixed guideway systems. Formula based on population and population density. Federal share not to exceed 80% (or 90% for ADA compliant vehicles). Funds apportioned each fiscal year. \$7.06 billion apportioned for FY 2023.</p>	TBA

<u>Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities</u>	<p>Provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Subrecipients, including local government authorities, private non-profits, and public transportation providers, apply to TxDOT for 50% of operating costs or 80% of capital costs for buses and vans, wheelchair lifts, transit-related IT systems, mobility management programs, acquisition of transportation services, and more. Funds apportioned each fiscal year. \$428 million is apportioned for FY 2023.</p>	<p>Applications closed March 17th, 2023. Will reopen Spring of 2025.</p>
<u>Section 5311: Formula Grants for Rural Areas</u>	<p>Apportions funds for capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service. Federal share not to exceed 80%. Formula based on land area, population, revenue vehicle miles, and low-income individuals in rural areas. Funds apportioned each fiscal year. \$914.6 million is apportioned for FY 2023. Part of Section 5311 is the Rural Transportation Assistance Program (RTAP), which provides funding to states for the design and implementation of technical assistance programs for rural area transit operators.</p>	<p>TBA</p>
<u>Section 5339(b): Buses and Bus Facilities Program</u>	<p>Funding to states, local governments, and funders (subrecipients can be public transportation providers) of fixed route bus operators to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations. \$469.45 million available for FY 2023. Federal share for bus equipment and facility acquisition/construction is 90%, 80% for other costs.</p>	<p>Applications closed April 13th, 2023. Will reopen next Spring.</p>
<u>Section 5339(c) Low or No Emission Vehicle Program</u>	<p>Funding to states, local governments, and funders (subrecipients can be public transportation providers) of fixed route bus operators to purchase or lease zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities. \$1.2 billion available for FY 2023. Federal share for bus equipment and facility acquisition/construction is 90%, 80% for other costs.</p>	<p>Applications closed April 13th, 2023. Will reopen next Spring.</p>

<p><u>TCEQ TERP Light Duty Motor Vehicles Purchase or Lease Program</u></p>	<p>Provides individuals, corporations, organizations, governments, or governmental subdivisions or agencies, and any legal entity with grants to purchase or lease eligible light duty motor vehicles fueled by:</p> <ol style="list-style-type: none"> 1. Compressed natural gas 2. Liquified petroleum gas (propane) 3. Hydrogen fuel cell 4. Electric drive (plug-in or plug-in hybrid) <p>The eligible rebate amounts for the purchase or lease of a new light-duty motor vehicle powered by hydrogen fuel cell or other electric drive (plug-in or plug-in hybrid) are below: Purchase or Lease (three-year or longer term): \$2,500 Lease (two-year to less than three-year term): \$1,665 (66.6%) Lease (one-year to less than two-year term): \$832.50 (33.3%)</p>	<p>The deadline for FY 2022 was Jan.7, 2023, will reopen for FY 2023.</p>
<p><u>Texas State Infrastructure Bank</u></p>	<p>The State Infrastructure Bank is a revolving loan fund which provides loans at below market interest rates to any public or private entity that can construct, maintain, or finance a transportation project eligible under USC Title 23. Eligible projects include:</p> <ol style="list-style-type: none"> 1. On or off system construction or reconstruction 2. Right of way acquisition 3. Utility relocation 4. Local match <p>Economically disadvantaged counties are eligible for reduction in interest rates-FY 2023 disadvantaged counties include Bell, Milam, and Coryell counties. Funds are limited to \$53 million per project and \$107 million per borrower.</p>	<p>Deadline is last Monday of every month. Upcoming deadlines are July 24th, and August 28th, 2023.</p>

<p>Texas Veterans Commission General Assistance Grants</p>	<p>Awards grants to local governments, 501(c)(19)s, 501(c)(3)s, and veteran service organizations for veteran service programs including employment support, financial assistance, shelter and transitional housing, pro bono legal services, referral and supportive services, veteran small business support, and transportation services for veteran beneficiaries in their local area, county or region. These services may provide transportation to/from medical, dental, mental health appointments, and in support of basic needs such as grocery stores, 24-hour care, community meetings, voting, court appearance, and tax offices.</p> <p>Grants are \$5,000-\$300,000 with no required match, but one is encouraged.</p>	<p>FY 2023-24 grant applications closed Dec.5, 2022, next round TBA.</p>
<p>U.S Department of Defense Defense Community Infrastructure Pilot Program</p>	<p>Provides \$250,000 to \$20 million to local governments and non-profits for community infrastructure projects- any complete and useable transportation project, community support facilities (e.g., school, hospital, police, fire, emergency response, or other community support facility), and utility infrastructure projects (e.g., water, waste-water, telecommunications, electric, gas, or other utility infrastructure)-in support of a military installation. Match is at least 30%, or 0% if population is less than 100,000.</p>	<p>Deadline to apply is July 23, 2023.</p>

<p>U.S Department of Veteran Affairs Grants for Transportation of Veterans in Highly Rural Areas</p>	<p>Provides up to \$50,000 to veteran service organizations (VSOs) and state veterans service agencies to fund innovative approaches to transporting veterans to VA appointments and medical centers in highly rural areas (defined as population density of less than 7 people per square mile). No match is required. VSOs must be recognized by the Secretary of Veterans Affairs.</p>	<p>Deadline to apply is July 31st, 2023</p>
<p>USDOT RAISE Program</p>	<p>The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program allows the USDOT to invest in road, rail, transit, and port projects that promise to achieve national objectives.</p> <p>Projects can include:</p> <ol style="list-style-type: none"> 1. Highway, bridge, or other road projects eligible under title 23, United States Code; 2. Public transportation projects; 3. Passenger and freight rail transportation projects; 4. Port infrastructure investments (including inland port infrastructure and land ports of entry); 5. The surface transportation components of an airport project; 6. Intermodal projects; <p>\$2.275 billion in funding, \$113.75 million for planning and preparation. No more than 15% of funding can go to projects in a single State and 50% for urban areas. Match is 20%, or less if Area of Persistent Poverty or Historically Disadvantaged Community.</p>	<p>Applications closed on Feb.28, 2023 for FY 2023, will reopen next year. Program is running from FY 2022-26.</p>

<p>USDOT Reconnecting Communities and Neighborhoods Program</p>	<p>The IJA/BIL authorized \$1 billion over 5 years (FY 2022-26) for the USDOT's Reconnecting Communities Pilot Grant Program. The Program's funds can support planning, capital construction, and technical assistance to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development. Eligible infrastructure facilities are highways, including roads, streets, or parkways or other transportation facilities, such as a railroad tracks, that create a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.</p> <p>The Reconnecting Communities Pilot Program and Neighborhood Access and Equity (NAE) program have been combined under one NOFO for 2023, which will be released soon. The combined NOFO will provide funds to local governments, MPOs, and non-profits for capital construction, planning, and regional partnerships to plan and implement projects for the removal, retrofit, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development. \$1.15 billion is available for construction, \$185 million for planning, and \$450 million for the Regional Partnership Challenge. Eligible Capital Grant applicants are facility owners or partnerships between owners and eligible Planning Grant applicants. FY 2022: Award Amounts: Capital-No less than \$5 million Planning-Up to \$2 million Match: Capital-No more than 50% of project costs Planning-20%</p>	<p>TBA</p>
---	--	------------

[Texas Commission on Environmental Quality's \(TCEQ\) Texas Volkswagen Environmental Mitigation Program \(TxVEMP\) All Electric Program](#)

Texas Commission on Environmental Quality's (TCEQ) Texas Volkswagen Environmental Mitigation Program (TxVEMP) has now opened for applications for FY 2023! The TxVEMP's All Electric Program provides grants to local governments, individuals, and any legal entity for replacing diesel-fueled vehicles with all-electric models, along with supporting infrastructure. Governmental entities may request up to 100% of incremental costs for a project while non-governmental entities may request up to 75%. Eligible projects include replacing or repowering a vehicle or a piece of equipment including:

1. Class 8 Local Freight and Port Drayage Trucks.
2. Class 4-8 School Bus, Shuttle Bus, & Transit Buses.
3. Class 4-7 Local Freight Trucks.

Deadline to apply is August 31st, 2025

4. Airport Ground Support Equipment.
 5. Tier 0, Tier 1, or Tier 2 diesel-powered airport ground support equipment.
 6. Forklift and Port Cargo Handling Equipment.

 7. Tier 0, Tier 1, or Tier 2 diesel-powered forklifts and port cargo handling equipment.
 8. Refueling Infrastructure.
- Allowable alternative fuels are electricity and hydrogen. At least 51% of the vehicle or equipments' total miles must take place in a priority area-these areas include Bell County. Deadline to apply is August 31st, 2025.

Item 6:
Hill Country Transit
District Quarterly Report



**Regarding Quarterly Report, Urban and Rural Committees, and Service Study update
from the Hill Country Transit District**

Darrell Burtner will provide the committee with an update regarding the Hill Country Transit District's quarterly report along with supplemental information.

Action Needed: No action needed; for discussion only.

Quarterly Report

Regionally Coordinated Transportation Plan

CT-RTAG Report

3rd Quarter FY2023



Executive Summary

Urban Performance Measures

3rd Qtr. SFY2023 (April, May, & June 2023)

<i>Measure</i>	<i>Goal</i>	<i>2nd QTR FY2023 Performance</i>
Fixed Route Ridership (64,003 Passengers)	10 Passengers per Service Hour	8.4 Passengers per Service Hour
Fixed Route Missed Trips (24 Trips Missed Out of 7,253)	< 2% of Fixed Route Trips Missed	0.33% of Fixed Route Trips Missed
Killeen Paratransit (all STS*) Ridership (8,193 Passengers)	2 Passengers per Service Hour	2.2 Passengers per Service Hour
Temple Paratransit (all STS*) Ridership (5,726 Passengers)	2 Passengers per Service Hour	2.2 Passengers per Service Hour
Total ADA Paratransit Ridership (104 Trips Over an Hour out of 7,713 ADA Trips Performed)	< 5% of ADA Trips Over an Hour	1.0% of ADA Trips Over an Hour
Telephone Service Data	< 3 Minutes Wait Time < 4 Minutes Talk Time	0:45 Wait Time 2:08 Talk Time
Customer Complaints (15 Complaints and 74,283 Passengers)	< 1% Complaint per Hundred Passengers	0.02% Complaints per Hundred Passengers
Safety Performance (5 Accidents and 334,122 Miles Traveled)	< 4 Accidents per Hundred Thousand Miles Traveled	1.50 Accidents per Hundred Thousand Miles Traveled
Road Calls (50 Road Calls and 334,122 Miles Traveled)	< 10 Road Calls per Hundred Thousand Miles Traveled	14.96 Road Calls per Hundred Thousand Miles Traveled
Travel Training	Participation in No Fewer than Twelve Training Programs per Year	Fifteen Events as of July 1 st .
Advertising	One Public Advertisement per Year for Each of the Five Cities with Fixed Route Service	All Five Cities Have Had Ads Ran as of July 1 st .



*STS = Special Transit Services and includes all ADA and all Non-Emergency Medical Transportation.

HCTD meets or exceeds Urban Performance Measures in these categories.

Goals, Objectives, and Performance Measures

This report has been modified in accordance with table 11 on page 57 and 58 of the 2017 Regional Coordinated Transportation Plan.

	Table Name	Goal	Page
Table 1	2023 Fixed Route Ridership	Ten Passengers per Service Hour	3
Table 2	2022 Fixed Route Ridership	Ten Passengers per Service Hour	4
Table 3A	2023 Paratransit Ridership	Two Passenger per Service Hour	5
Table 3B	2023 Paratransit Ridership	Less than Five Percent of Paratransit Trips Over an Hour	5
Table 4A	2022 Paratransit Ridership	Two Passenger per Service Hour	6
Table 4B	2022 Paratransit Ridership	Less than Five Percent of Paratransit Trips Over an Hour	6
Table 5	Telephone Service Data	Measures to be Determined	7
Table 6	Fixed Route Missed Trips	Less than Two Percent	8
Table 7	Customer Complaints	Less than One Per Hundred Passengers	9
Table 8	Safety Performance	Less than Four Accidents per Hundred Thousand Miles Traveled	10
Table 9	Road Calls	Less than Ten Road Calls per Hundred Thousand Miles Traveled	11
Table 10	Travel Training	Participation in No Fewer than Twelve Training Programs per Year	12
Table 11	Advertising	One Public Advertisement per Year for Each of the Five Cities with Fixed Route Service	13
Table 12	Year Over Year Variance	To Monitor Ridership Growth	14

Note: Tables 3B and 4B contain information about excessive paratransit travel time.

Table 1 - 2023 Fixed Route Ridership Goal: Ten Passengers per Service Hour

	JAN 23		FEB 23		MAR 23		APR 23		MAY 23		JUN 23		
	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	CITY
Route 2	1946	7.9	1835	8.3	2473	8.3	2190	8.9	2662	9.3	2732	10.0	Killeen
Route 4	3904	15.8	3616	16.4	4802	16.1	3983	16.1	4947	17.3	4904	18.0	Killeen
Route 5	2357	10.3	2121	10.4	2738	9.9	2252	9.9	2702	10.2	2887	11.5	Killeen
Route 550	67	0.9	54	0.8	49	0.5	69	0.9	103	1.2	87	1.0	Killeen
Route 35	767	4.5	700	4.6	844	4.1	767	4.5	919	4.6	665	3.5	HH
Route 65	1552	7.4	1425	7.6	1827	7.2	1396	6.7	1575	6.5	1713	7.4	CC
Route 100	1244	5.5	1200	5.9	1437	5.2	1225	5.4	1469	5.6	1469	5.8	Killeen
Route 200	1473	6.3	1282	6.2	1457	5.2	1254	5.4	1581	5.9	1596	6.2	Connector
Route 510	2785	12.5	2385	11.9	3214	11.9	2476	11.1	3219	12.5	3153	12.8	Temple
Route 530	1966	8.2	1706	7.9	2327	8.0	2006	8.3	2316	8.3	2384	9.0	Temple
Route 610	1014	4.3	932	4.4	1185	4.1	935	4.0	1195	4.4	1172	4.5	Belton
Killeen FRS	12574	8.3	11592	8.5	14898	8.1	12509	8.2	15168	8.6	15255	9.1	Killeen UZA
Temple FRS	6502	8.0	5664	7.8	7455	7.5	6044	7.4	7521	8.0	7507	8.3	Temple UZA
TOTAL	19075	8.2	17256	8.2	22353	7.9	18553	7.9	22688	8.4	22762	8.8	

	JUL 23		AUG 23		SEP 23		OCT 23		NOV 23		DEC 23		
	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	CITY
Route 2	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Killeen
Route 4	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Killeen
Route 5	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Killeen
Route 550	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Killeen
Route 35	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	HH
Route 65	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	CC
Route 100	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Killeen
Route 200	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Connector
Route 510	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Temple
Route 530	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Temple
Route 610	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Belton
Killeen FRS	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Killeen UZA
Temple FRS	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	Temple UZA
TOTAL	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	

Table 2 - 2022 Fixed Route Ridership

Goal: Ten Passengers per Service Hour

	JAN 22		FEB 22		MAR 22		APR 22		MAY 22		JUN 22		
	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	CITY
Route 2	1645	6.3	1560	7.2	1885	6.3	1821	7.0	2069	7.6	2389	8.4	Killeen
Route 4	2905	11.2	2510	11.6	3414	11.4	3183	12.2	3551	13.0	3741	13.1	Killeen
Route 5	1547	6.4	1400	7.0	1998	7.2	1868	7.8	2106	8.4	2369	9.0	Killeen
Route 550					33	0.4	40	0.5	60	0.7	128	1.5	Killeen
Route 35	790	4.4	769	5.1	1010	4.9	887	4.9	982	5.2	914	4.6	HH
Route 65	1287	5.9	1111	6.0	1461	5.8	1394	6.3	1596	6.9	1770	7.3	CC
Route 100	915	3.8	882	4.4	1141	4.1	1095	4.6	1246	4.9	1325	5.0	Killeen
Route 200	1159	4.7	1033	5.0	1333	4.7	1175	4.8	1439	5.6	1531	5.7	Connector
Route 510	2617	11.1	2156	11.0	2991	11.1	2704	11.5	3049	12.4	3321	12.8	Temple
Route 530	1877	7.4	1426	6.7	2085	7.1	2059	8.1	2110	7.9	2349	8.4	Temple
Route 610	798	3.2	828	4.0	1043	3.7	824	3.3	913	3.5	1081	4.0	Belton
Killeen FRS	9669	6.4	8749	6.9	11609	6.3	10876	6.8	12330	7.3	13402	7.6	Killeen UZA
Temple FRS	5872	6.8	4927	6.9	6786	6.9	6175	7.2	6792	7.5	7517	8.0	Temple UZA
TOTAL	15540	6.5	13675	6.9	18394	6.5	17050	6.9	19121	7.4	20918	7.7	

	JUL 22		AUG 22		SEP 22		OCT 22		NOV 22		DEC 22		
	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	PASS	RATIO	CITY
Route 2	2083	8.2	2658	8.9	2455	9.0	2512	9.2	2098	8.5	1985	7.6	Killeen
Route 4	3305	13.0	4144	13.9	3891	14.3	3860	14.1	3676	14.9	3580	13.8	Killeen
Route 5	2160	9.2	2952	10.7	2616	10.4	2658	10.5	2509	11.0	2423	10.1	Killeen
Route 550	135	1.8	164	1.8	162	1.9	67	0.8	64	0.8	55	0.7	Killeen
Route 35	736	4.2	1072	5.2	1151	6.1	1184	6.3	1246	7.3	960	5.3	HH
Route 65	1488	6.9	1974	7.8	1779	7.7	1548	6.7	1602	7.7	1533	7.0	CC
Route 100	1145	4.9	1554	5.6	1645	6.5	1351	5.4	1358	6.0	1170	4.9	Killeen
Route 200	1319	5.5	1729	6.1	1562	6.1	1587	6.2	1331	5.7	1453	5.9	Connector
Route 510	3072	13.4	3551	13.1	3332	13.5	3106	12.6	3020	13.5	2950	12.6	Temple
Route 530	2096	8.5	2583	8.9	2280	8.6	2228	8.4	2057	8.5	1915	7.6	Temple
Route 610	816	3.4	999	3.5	939	3.6	1023	3.9	845	3.6	1340	5.4	Belton
Killeen FRS	11712	7.5	15383	8.3	14480	8.6	13974	8.3	13219	8.7	12433	7.8	Killeen UZA
Temple FRS	6644	7.9	7998	8.1	7332	8.1	7151	7.9	6588	8.1	6932	8.1	Temple UZA
TOTAL	18355	7.6	23380	8.3	21812	8.4	21124	8.2	19806	8.5	19364	7.9	

Table 3A - 2023 Paratransit Ridership Report

Goal: Two Passengers per Service Hour

Killeen Division - 2023

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TOTAL PASSENGERS	2584	2242	2857	2525	2964	2704							15876
TOTAL SERVICE HOURS	1270.8	1052.0	1317.5	1139.6	1336.6	1225.2							7341.7
PASSENGERS/HOUR	2.0	2.1	2.2	2.2	2.2	2.2	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.2

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TOTAL TRIPS PERFORMED	2576	2240	2859	2555	2948	2659							15837
TOTAL TRIPS WITH APPTS	800	645	778	681	783	722							4409
NUMBER LATE PICKUPS	830	794	972	830	890	809							5125
NUMBER LATE APPTS	45	48	29	30	21	39							212
ON-TIME PERFORMANCE (PICKUP)	67.8%	64.6%	66.0%	67.5%	69.8%	69.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	67.6%
ON-TIME PERFORMANCE (APPT)	94.4%	92.6%	96.3%	95.6%	97.3%	94.6%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	95.2%

Temple Division - 2023

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TOTAL PASSENGERS	1798	1572	2091	1786	1995	1945							11187
TOTAL SERVICE HOURS	828.2	703.0	872.2	808.4	900.8	866.6							4979.2
PASSENGERS/HOUR	2.2	2.2	2.4	2.2	2.2	2.2	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	2.2

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TOTAL TRIPS PERFORMED	1752	1529	1990	1699	1928	1875							10773
TOTAL TRIPS WITH APPTS	578	484	651	587	621	611							3532
NUMBER LATE PICKUPS	531	455	600	490	567	544							3187
NUMBER LATE APPTS	35	11	12	15	14	6							93
ON-TIME PERFORMANCE (PICKUP)	69.7%	70.2%	69.8%	71.2%	70.6%	71.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	70.4%
ON-TIME PERFORMANCE (APPT)	93.9%	97.7%	98.2%	97.4%	97.7%	99.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	97.4%

Table 3B - 2023 Total ADA Trips

Goal: Less Than 5% of ADA Trips Over an Hour in Length

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TOTAL TRIPS PERFORMED	2257	2022	2724	2293	2767	2653							14716
NUMBER TRIPS DENIED	3	0	55	37	21	18							134
PERCENTAGE DENIED	0.1%	0.0%	2.0%	1.6%	0.8%	0.7%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.9%

MISSED TRIPS	3	7	4	5	3	4							26
PERCENTAGE MISSED	0.1%	0.3%	0.1%	0.2%	0.1%	0.2%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.2%

TRIPS > 60 MINUTES	12	39	36	38	40	26							191
PERCENTAGE < 60 MINUTES	99.5%	98.1%	98.7%	98.3%	98.6%	99.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	98.7%

Table 4A - 2022 Paratransit Ridership Report**Goal: Two Passengers per Service Hour****Killeen Division - 2022**

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TOTAL PASSENGERS	2271	1854	2945	2939	2958	2845	2764	3069	2909	3126	2866	2807	33353
TOTAL SERVICE HOURS	1072.9	930.0	1452.4	1443.7	1448.4	1370.3	1298.3	1403.6	1374.6	1474.4	1422.2	1391.5	16082.3
PASSENGERS/HOUR	2.1	2.0	2.0	2.0	2.0	2.1	2.1	2.2	2.1	2.1	2.0	2.0	2.1

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TOTAL TRIPS PERFORMED	2049	1772	2892	2860	2846	2741	2657	2951	2803	3018	2822	2687	32098
TOTAL TRIPS WITH APPTS	857	695	804	797	791	783	738	793	782	951	865	858	9714
NUMBER LATE PICKUPS	550	524	955	1073	1051	1032	887	1117	1001	1017	972	874	11053
NUMBER LATE APPTS	66	47	46	58	65	60	40	55	43	66	70	60	676
ON-TIME PERFORMANCE (PICKUP)	73.2%	70.4%	67.0%	62.5%	63.1%	62.3%	66.6%	62.1%	64.3%	66.3%	65.6%	67.5%	65.6%
ON-TIME PERFORMANCE (APPT)	92.3%	93.2%	94.3%	92.7%	91.8%	92.3%	94.6%	93.1%	94.5%	93.1%	91.9%	93.0%	93.0%

Temple Division - 2022

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TOTAL PASSENGERS	1595	1294	1775	1840	1965	2165	1962	2278	2034	1990	1876	1927	22701
TOTAL SERVICE HOURS	755.7	635.1	889.3	901.0	951.0	1037.6	926.0	1020.4	909.2	892.2	893.5	865.2	10676.2
PASSENGERS/HOUR	2.1	2.0	2.0	2.0	2.1	2.1	2.1	2.2	2.2	2.2	2.1	2.2	2.1

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TOTAL TRIPS PERFORMED	1505	1284	1775	1825	1889	2094	1889	2179	1967	1918	1815	1851	21991
TOTAL TRIPS WITH APPTS	642	514	598	617	652	739	662	771	680	629	607	604	7715
NUMBER LATE PICKUPS	314	308	514	644	658	759	613	720	626	537	605	543	6841
NUMBER LATE APPTS	18	29	14	17	25	37	20	50	21	19	20	36	306
ON-TIME PERFORMANCE (PICKUP)	79.1%	76.0%	71.0%	64.7%	65.2%	63.8%	67.5%	67.0%	68.2%	72.0%	66.7%	70.7%	68.9%
ON-TIME PERFORMANCE (APPT)	97.2%	94.4%	97.7%	97.2%	96.2%	95.0%	97.0%	93.5%	96.9%	97.0%	96.7%	94.0%	96.0%

Table 4B - 2022 Total ADA Trips**Goal: Less Than 5% of ADA Trips Over an Hour in Length**

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
TOTAL TRIPS PERFORMED	2046	1738	2838	2722	2673	2762	2571	2967	2766	2646	2432	2346	30507
NUMBER TRIPS DENIED	13	13	0	6	6	6	17	15	7	2	0	2	87
PERCENTAGE DENIED	0.6%	0.7%	0.0%	0.2%	0.2%	0.2%	0.7%	0.5%	0.3%	0.1%	0.0%	0.1%	0.3%

MISSED TRIPS	1	2	4	4	4	11	4	5	5	9	2	4	55
PERCENTAGE MISSED	0.0%	0.1%	0.1%	0.1%	0.1%	0.4%	0.2%	0.2%	0.2%	0.3%	0.1%	0.2%	0.2%

TRIPS > 60 MINUTES	9	20	32	23	14	11	9	18	12	18	23	18	207
PERCENTAGE < 60 MINUTES	99.6%	98.8%	98.9%	99.2%	99.5%	99.6%	99.6%	99.4%	99.6%	99.3%	99.1%	99.2%	99.3%

Table 5 - Telephone Service Data

Goal: See Individual Measures for Performance Goals

URBAN DIVISION - 2023		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
STS DISPATCH														
Goals	Abandoned calls <10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							0.00%
	Wait times avg - < 3 minutes	0:33	0:32	0:32	0:35	0:32	0:31							0:32
	Talk Times avg < 4 minutes	0:56	0:52	0:52	0:54	0:56	0:54							0:54
STS SCHEDULING														
Goals	Abandoned calls <10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%							0.00%
	Wait times avg - < 3 minutes	0:34	0:34	0:33	0:34	0:35	0:34							0:34
	Talk Times avg < 4 minutes	2:12	2:11	2:03	2:02	2:08	2:11							2:07
CUSTOMER SERVICE														
Goals	Abandoned calls <10%	0.00%	0.00%	0.19%	0.10%	0.00%	0.00%							0.05%
	Wait times avg < 3 minutes	0:48	0:45	0:47	0:48	0:44	0:45							0:46
	Talk Times avg < 4 minutes	2:06	2:03	2:18	2:13	2:10	2:02							2:08
CENTRAL DISPATCH														
Goals	Abandoned calls <10%	1.75%	2.21%	2.12%	1.17%	1.06%	1.06%							1.56%
	Wait times avg < 3 minutes	0:32	0:25	0:25	0:32	0:25	0:35							0:29
	Talk Times avg < 4 minutes	0:51	0:52	0:44	0:55	0:56	0:52							0:51
URBAN DIVISION - 2022														
STS DISPATCH														
Goals	Abandoned calls <10%	0.00%	0.00%	0.00%	0.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%
	Wait times avg - < 3 minutes	0:32	0:32	0:33	0:32	0:34	0:33	0:35	0:34	0:33	0:33	0:34	0:33	0:33
	Talk Times avg < 4 minutes	0:57	1:00	1:00	0:56	0:56	0:57	0:57	0:57	0:55	0:55	0:55	0:58	0:56
STS SCHEDULING														
Goals	Abandoned calls <10%	0.00%	0.00%	0.00%	0.00%	0.09%	0.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.02%
	Wait times avg - < 3 minutes	0:33	0:33	0:34	0:35	0:34	0:34	0:33	0:35	0:34	0:35	0:35	0:33	0:34
	Talk Times avg < 4 minutes	2:13	2:24	2:27	2:16	2:15	2:25	2:18	2:15	2:15	2:12	2:09	2:10	2:16
CUSTOMER SERVICE														
Goals	Abandoned calls <10%	0.00%	0.00%	0.19%	0.10%	0.60%	0.00%	0.00%	0.07%	0.00%	0.00%	0.09%	0.09%	0.10%
	Wait times avg < 3 minutes	0:48	0:49	0:49	0:48	0:47	0:47	0:47	0:47	0:43	0:47	0:48	0:47	0:47
	Talk Times avg < 4 minutes	2:18	2:20	2:39	2:17	2:26	2:24	2:19	2:13	2:16	2:09	2:09	1:48	2:16
CENTRAL DISPATCH														
Goals	Abandoned calls <10%	2.64%	3.23%	1.40%	4.04%	4.57%	4.78%	7.72%	1.83%	3.04%	2.15%	4.44%	1.77%	3.47%
	Wait times avg < 3 minutes	0:27	0:30	0:27	0:31	0:23	0:27	0:27	0:29	0:25	0:27	0:28	0:32	0:27
	Talk Times avg < 4 minutes	1:21	0:50	0:50	0:48	0:49	0:54	0:56	1:07	1:02	1:00	0:53	0:56	0:57

Table 7 - Customer Service Report

Goal: Less Than One per Hundred Pass

2023

MONTH / YEAR	NUMBER COMPLAINTS	NUMBER PASSENGERS	COMPLAINTS/ 100 PASS	GOAL
January	7	23,457	0.03	=/< 1
February	8	21,070	0.04	=/< 1
March	7	27,301	0.03	=/< 1
April	5	22,864	0.02	=/< 1
May	1	27,647	0.00	=/< 1
June	9	27,772	0.03	=/< 1
July			#DIV/0!	=/< 1
August			#DIV/0!	=/< 1
September			#DIV/0!	=/< 1
October			#DIV/0!	=/< 1
November			#DIV/0!	=/< 1
December			#DIV/0!	=/< 1
YTD	37	150,111	0.02	=/< 1

2022

MONTH / YEAR	NUMBER COMPLAINTS	NUMBER PASSENGERS	COMPLAINTS/ 100 PASS	GOAL
January	7	19,406	0.04	=/< 1
February	10	16,823	0.06	=/< 1
March	9	23,114	0.04	=/< 1
April	5	21,829	0.02	=/< 1
May	4	24,044	0.02	=/< 1
June	7	25,928	0.03	=/< 1
July	10	23,081	0.04	=/< 1
August	7	28,727	0.02	=/< 1
September	8	26,755	0.03	=/< 1
October	10	26,240	0.04	=/< 1
November	5	24,548	0.02	=/< 1
December	6	24,098	0.02	=/< 1
YTD	88	284,593	0.03	=/< 1

Table 6 - FRS Missed Trip Report

Goal: Less Than Two Percent

2023

MONTH / YEAR	TOTAL TRIPS	TOTAL	% OF TRIPS	GOAL
	PROVIDED	MISSED TRIPS	MISSED	
January	2,223	12	0.54%	=/< 2%
February	1,989	2	0.10%	=/< 2%
March	2,690	16	0.59%	=/< 2%
April	2,223	11	0.49%	=/< 2%
May	2,574	12	0.47%	=/< 2%
June	2,456	1	0.04%	=/< 2%
July			#DIV/0!	=/< 2%
August			#DIV/0!	=/< 2%
September			#DIV/0!	=/< 2%
October			#DIV/0!	=/< 2%
November			#DIV/0!	=/< 2%
December			#DIV/0!	=/< 2%
YTD	14,154	54	0.38%	=/< 2%

2022

MONTH / YEAR	TOTAL TRIPS	TOTAL	% OF TRIPS	GOAL
	PROVIDED	MISSED TRIPS	MISSED	
January	2,260	3	0.13%	=/< 2%
February	1,886	8	0.42%	=/< 2%
March	2,598	13	0.50%	=/< 2%
April	2,340	3	0.13%	=/< 2%
May	2,456	10	0.41%	=/< 2%
June	2,573	14	0.54%	=/< 2%
July	2,282	9	0.39%	=/< 2%
August	2,690	13	0.48%	=/< 2%
September	2,467	10	0.41%	=/< 2%
October	2,456	5	0.20%	=/< 2%
November	2,223	6	0.27%	=/< 2%
December	2,340	2	0.09%	=/< 2%
YTD	28,572	96	0.34%	=/< 2%

Table 8 - Safety Performance Report

Goal: < 4 Accidents per 100,000 Miles

2023

MONTH / YEAR	# TRAFFIC ACCIDENTS	# MILES DRIVEN	TRAFFIC ACC / 100,000 MILES	GOAL
January	2	101,820	1.96	=/< 4
February	1	90,252	1.11	=/< 4
March	2	114,207	1.75	=/< 4
April	2	101,988	1.96	=/< 4
May	0	119,203	0.00	=/< 4
June	3	112,931	2.66	=/< 4
July			#DIV/0!	=/< 4
August			#DIV/0!	=/< 4
September			#DIV/0!	=/< 4
October			#DIV/0!	=/< 4
November			#DIV/0!	=/< 4
December			#DIV/0!	=/< 4
YTD	10	640,401	1.56	=/< 4

2022

MONTH / YEAR	# TRAFFIC ACCIDENTS	# MILES DRIVEN	TRAFFIC ACC / 100,000 MILES	GOAL
January	2	100,934	1.98	=/< 4
February	3	86,303	3.48	=/< 4
March	4	190,615	2.10	=/< 4
April	1	116,241	0.86	=/< 4
May	2	123,411	1.62	=/< 4
June	3	126,023	2.38	=/< 4
July	4	114,703	3.49	=/< 4
August	2	127,508	1.57	=/< 4
September	2	120,604	1.66	=/< 4
October	1	117,525	0.85	=/< 4
November	2	106,511	1.88	=/< 4
December	2	113,082	1.77	=/< 4
YTD	28	1,443,460	1.94	=/< 4

Table 9 - Road Call Report

Goal: Less Than Ten Road Calls per 100,000 Miles

2023

MONTH / YEAR	# ROAD CALLS	# MILES	CALLS / 100K MILES	GOAL
January	19	101,820	18.66	=/< 10
February	10	90,252	11.08	=/< 10
March	21	114,207	18.39	=/< 10
April	15	101,988	14.71	=/< 10
May	20	119,203	16.78	=/< 10
June	15	112,931	13.28	=/< 10
July			#DIV/0!	=/< 10
August			#DIV/0!	=/< 10
September			#DIV/0!	=/< 10
October			#DIV/0!	=/< 10
November			#DIV/0!	=/< 10
December			#DIV/0!	=/< 10
YTD	100	640,401	15.62	=/< 10

2022

MONTH / YEAR	# ROAD CALLS	# MILES	CALLS / 100K MILES	GOAL
January	9	100,934	8.92	=/< 10
February	14	86,303	16.22	=/< 10
March	20	190,615	10.49	=/< 10
April	15	116,241	12.90	=/< 10
May	21	123,411	17.02	=/< 10
June	23	126,023	18.25	=/< 10
July	19	114,703	16.56	=/< 10
August	20	127,508	15.69	=/< 10
September	14	120,604	11.61	=/< 10
October	23	117,525	19.57	=/< 10
November	17	106,511	15.96	=/< 10
December	19	113,082	16.80	=/< 10
YTD	214	1,443,460	14.83	=/< 10

Table 10 - Travel Training Report

Goal: Participation in No Fewer than Twelve Training Programs per Year

FY 2023

	AGENCY	LOCATION/ADDRESS	DATE	TIME	HOP REP	COMMENTS
1	San Saba Health Fair	San Saba	11/8/2022	10:00 AM	T. Austin	Participated in Fair
2	KISD	Harker Heights High School	11/10/2022	10:00 AM	J. Wickham	Explain Bus Service to Students
3	Go Team Therapy Crisis Group	The HOP	11/12/2022	8:30 AM	J. Zeigler	Service animals and their trainers learned how to utilize buses
4	KISD	Peacable Kingdom	11/14/22 - 11/15/22	10:00 AM	J. Wickham	Special Needs Information Fare
5	Bell County Parkinson's Support Group	Garden Estates	12/19/2022	2:00 PM	J. Wickham	Explain Bus Service to Attendees
6	CTCOG	Belton, TX	2/13/2023	8:00 AM	J. Wickham	Explain Bus Service to Attendees
7	SWTA	Dallas, TX	2/21/2023	8:00 AM	D. Czapnik	Explain Bus Service to Attendees
8	Texas Legislation	Austin, TX	3/7/2023	10:00 AM	D. Burtner	Explain Bus Service to Attendees
9	Kingsland Boys & Girls Club	Kingsland, TX	4/2/2023	11:00 AM	J. Thurman	Touch a Truck Event
10	CCHS	Copperas Cove High School	4/10/2023	10:00 AM	B. Leon	Explain Bus Service to Students
11	UMHB	Belton, TX	4/14/2023	9:00 AM	B. Leon	Explain Bus Service to Attendees
12	CTCOG	Copperas Cove Civic Center	4/27/2023	9:30 AM	D. Czapnik	Transportation Summit
13	Go Team Therapy Crisis Group	The HOP	5/6/2023	8:30 AM	J. Zeigler	Service animals and their trainers learned how to utilize buses
14	Stewart C. Meyer Harker Heights Public Library	Harker Heights Library	6/14/2023	9:30 AM	J. Wickham	Big Truck Day Event
15	Adult Protective Services	Lions Club Senior Center	6/15/2023	9:00 AM	B. Leon	Elder Abuse Resource Fair
16	Lone Star Santas	Belton, TX	7/4/2023	10:00 AM	D. Czapnik	4th of July Parade
17	Baylor Scott & White	Killeen, TX	7/15/2023	11:00 AM	S. Bruno	Health & Wellness Expo
18	Central Texas College	Killeen, TX	8/31/2023	10:00 AM	S. Bruno	Fall Welcome Bash

FY 2022

	AGENCY	LOCATION/ADDRESS	DATE	TIME	HOP REP	COMMENTS
1	Go Team Therapy Crisis Group	The HOP	11/13/2021	8:30 AM	J. Zeigler	Service animals and their trainers learned how to utilize buses
2	KISD	KISD	12/10/2021	8:30 AM	D. Czapnik	Public Transit Brief for special needs students
3	Killeen Senior Center	Killeen, TX	1/5/2022	12:30 PM	D. Burtner	Explain new services to Seniors
4	BISD	Belton High School	2/28/2022	8:30 AM	J. Zeigler	Showed young students how to utilize transit.
5	Go Team Therapy Crisis Group	The HOP	3/19/2022	8:30 AM	J. Zeigler	Service animals and their trainers learned how to utilize buses
6	Copperas Cove ISD	Copperas Cove High	3/24/2022	5:00 PM	J. Zeigler	Show Students How to Use Transportation Services
7	Killeen Senior Center	Killeen, TX	3/31/2022	12:30 PM	D. Czapnik	Demonstrate Silver Line to seniors
8	Brookhaven Elementary	Killeen, TX	4/8/2022	8:00 AM	J. Zeigler	Showed young students how to utilize transit.
9	Lions Club Senior Center	Killeen, TX	6/1/2022	9:00 AM	J. Zeigler	Demonstrate Silver Line to seniors
10	City of Temple	Bend of River Ranch	8/20/2022	9:00 AM	J. Zeigler	Touch a Truck Event
11	Central Texas College	Killeen, TX	9/1/2022	11:00 AM	B. Leon	Fall Welcome Bash
12	Temple College	Temple, TX	9/14/2022	10:00 AM	D. Czapnik	Show Students How to Use Transportation Services
13	Killeen ISD	The HOP	9/20/2022	9:30 AM	J. Wickham	Show Students How to Use Transportation Services
14	Lions Club Senior Center	Killeen, TX	9/27/2022	7:00 AM	J. Zeigler	Demonstrate bus service to seniors
15	City of Killeen	Killeen, TX	9/26/2022 - 9/29/2022	8:00 AM & 1:00 PM	J. Wickham	Explain new services to Seniors

Table 11 - Advertising Report

Goal: An Ad per Year for Each City Served by FRS

FY 2023			
AD DESCRIPTION	CITY	DATE	MEDIA
Roll of Honor	Copperas Cove, Harker Heights, Killeen	1/29/2023	Area business listing
Progress Magazine	Killeen	2/26/2023	1/6th page ad
Tex Appeal Magazine	Temple & Belton	3/26/2023	1/6th page ad

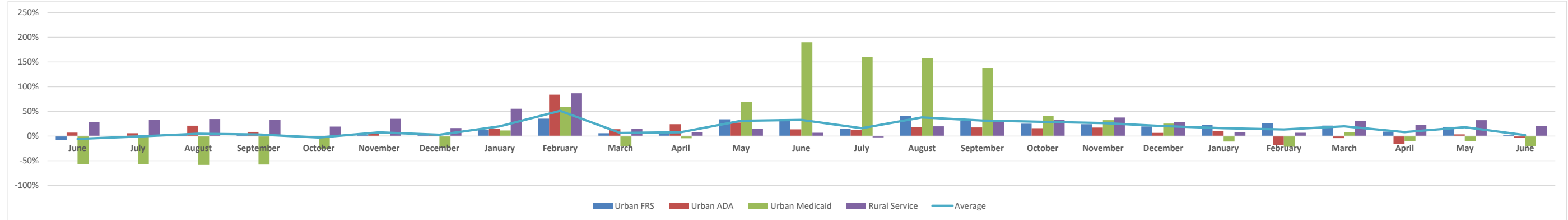
Remaining Cities: None

FY 2022			
AD DESCRIPTION	CITY	DATE	MEDIA
KUSJ 105.5	Killeen & Temple Area	1/1/2022	Radio Ad
Roll of Honor	Copperas Cove, Harker Heights, Killeen	2/27/2022	Area business listing
Progress Magazine	Killeen	2/27/2022	1/6th page ad
Newcomers Guide	Killeen	Spring 2022	1/6th page ad
Tex Appeal Magazine	Temple & Belton	6/1/2022	1/6th page ad

Remaining Cities: None

Monthly Year-Over-Year Ridership Variance Report

	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	averages
Urban FRS	-8%	-1%	3%	2%	-4%	3%	3%	12%	35%	6%	7%	34%	34%	14%	40%	30%	25%	24%	19%	23%	26%	21%	9%	19%	2%	16%
Urban ADA	7%	6%	21%	9%	-3%	4%	2%	15%	84%	14%	24%	27%	14%	13%	18%	17%	16%	17%	6%	10%	-19%	-4%	-16%	4%	-4%	12%
Urban Medicaid	-57%	-57%	-58%	-58%	-26%	1%	-23%	11%	59%	-21%	-5%	70%	190%	160%	158%	137%	41%	32%	25%	-11%	-22%	8%	-10%	-11%	-21%	22%
Rural Service	29%	33%	35%	32%	19%	35%	16%	55%	87%	15%	8%	14%	7%	-3%	20%	28%	33%	37%	29%	8%	7%	31%	23%	32%	20%	26%
Average	-6%	-1%	5%	3%	-3%	8%	3%	20%	51%	6%	8%	31%	33%	16%	38%	32%	29%	26%	20%	16%	13%	20%	8%	18%	2%	16%

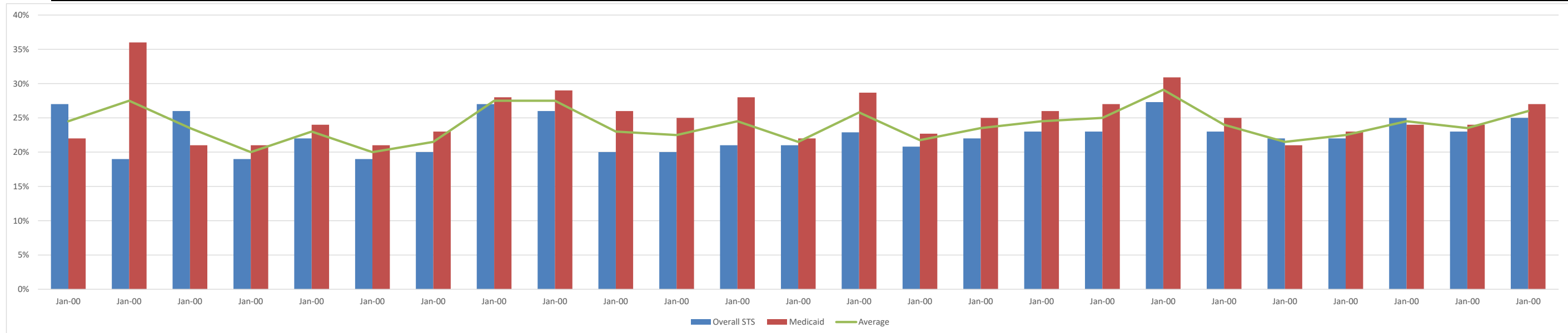


Current Year	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	averages
Urban FRS	16,664	16,057	16,657	16,764	16,866	15,971	16,215	15,540	13,675	18,424	17,010	19,121	22,393	18,355	23,380	21,812	21,124	19,806	19,364	19,075	17,256	22,353	18,553	22,688	22,762	18715
Urban ADA	2,431	2,278	2,514	2,357	2,274	2,073	2,204	2,046	2,489	2,844	2,722	2,673	2,762	2,571	2,967	2,766	2,646	2,432	2,346	2,257	2,022	2,724	2,293	2,767	2,653	2484
Urban Medicaid	635	646	721	730	1,282	1,318	1,358	1,790	1,680	1,555	1,715	1,788	1,841	1,682	1,858	1,729	1,814	1,743	1,703	1,593	1,315	1,675	1,545	1,600	1,461	1471
Rural Service	3,159	3,092	4,379	5,260	5,126	4,263	4,154	5,697	5,600	5,326	5,386	5,343	3,373	3,012	5,239	6,728	6,818	5,860	5,358	6,127	5,981	6,992	6,609	7,060	4,045	5199
Average	5,722	5,518	6,068	6,278	6,278	5,906	5,983	6,268	5,861	7,037	6,708	7,231	7,592	6,405	8,361	8,259	8,101	7,460	7,193	7,263	6,644	8,436	7,250	8,529	7,730	6931

Previous Year	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	averages
Urban FRS	18,079	16,289	16,138	16,461	17,487	15,500	15,809	13,870	10,105	17,416	15,908	14,274	16,664	16,057	16,657	16,764	16,866	15,971	16,215	15,540	13,675	18,424	17,010	19,121	22,393	16096
Urban ADA	2,271	2,153	2,077	2,171	2,350	1,984	2,159	1,776	1,353	2,499	2,193	2,100	2,431	2,278	2,514	2,357	2,274	2,073	2,204	2,046	2,489	2,844	2,722	2,673	2,762	2250
Urban Medicaid	1,490	1,506	1,728	1,721	1,744	1,310	1,762	1,607	1,055	1,968	1,796	1,054	635	646	721	730	1,282	1,318	1,358	1,790	1,680	1,555	1,715	1,788	1,841	1415
Rural Service	2,452	2,319	3,253	3,972	4,301	3,158	3,572	3,669	3,000	4,633	4,998	4,668	3,159	3,092	4,379	5,260	5,126	4,263	4,154	5,697	5,600	5,326	5,386	5,343	3,373	4199
Average	6,073	5,567	5,799	6,081	6,471	5,488	5,826	5,231	3,878	6,629	6,224	5,524	5,722	5,518	6,068	6,278	6,278	5,906	5,983	6,268	5,861	7,037	6,708	7,231	7,592	5985

Monthly Cancellation Report

	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	averages
Overall STS	27%	19%	26%	19%	22%	19%	20%	27%	26%	20%	20%	21%	21%	23%	21%	22%	23%	23%	27%	23%	22%	22%	25%	23%	25%	23%
Medicaid	22%	36%	21%	21%	24%	21%	23%	28%	29%	26%	25%	28%	22%	29%	23%	25%	26%	27%	31%	25%	21%	23%	24%	24%	27%	25%
Average	25%	28%	24%	20%	23%	20%	22%	28%	28%	23%	23%	25%	22%	26%	22%	24%	25%	25%	29%	24%	22%	23%	25%	24%	26%	24%



Item 7:
TxDOT's PTN Director's
Report to PTAC

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

The PTN Director's report to the State PTAC at the July 18th, 2023 meeting, reiterated that the first ever statewide multimodal transit plan for Texas was in development. This plan will:

- Communicate the benefits of transit and its role in the statewide multimodal transportation system
- Establish the vision and goals for transit in Texas
- Sets the baseline for future transit plans
- Identifies implementable, multimodal solutions for improved regional connectivity
- Provides a framework for prioritizing future investments
- Aligns with Active Transportation Plan and Connecting Texas 2050 (Long-Range Transportation Plan)

The process for stakeholder engagement and public involvement will involve public surveys, website announcements/project updates, virtual town halls, short videos, a steering committee, and five sub-area working groups. The consultant for the plan is under contract and the process for implementation is expected to be completed Fall 2024.

Action Needed: No action needed; for discussion only.

Item 8:
Federal Updates

Regarding Federal Updates

The FY 2023 Multimodal Project Discretionary Grant Opportunity (MPDG) NOFO combines three different programs funded by the Infrastructure, Investment, and Jobs Act:

- \$1.8 billion for the National Infrastructure Project Assistance (Mega) program: The Mega program supports large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. Eligible projects could include highway, bridge, freight, port, passenger rail, and public transportation projects of national or regional significance. 50% of funds are available for projects above \$500 million, and 50% for projects \$100- \$500 million.
- \$3.1 billion for the Infrastructure for Rebuilding America (INFRA) program: The INFRA program awards competitive grants to multimodal freight and highway projects of national or regional significance to improve the safety, accessibility, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- \$675 million for the Rural Surface Transportation Grant (Rural) program: The Rural program supports projects that improve and expand our nation's surface transportation infrastructure in rural areas in order to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. 90% of rural funding must be awarded in \$25 million or greater amounts.

Eligible applicants include local governments, states, political subdivisions, and special districts.

Deadline to apply is **August 21st, 2023**. For more information and to apply, click [here!](#)

Texas Commission on Environmental Quality's (TCEQ) Texas Volkswagen Environmental Mitigation Program (TxVEMP) has now opened for applications for FY 2023! The TxVEMP's All Electric Program provides grants to local governments, individuals, and any legal entity for replacing diesel-fueled vehicles with all-electric models, along with supporting infrastructure. Governmental entities may request up to 100% of incremental costs for a project while non-governmental entities may request up to 75%. Eligible projects include replacing or repowering a vehicle or a piece of equipment including:

1. Class 8 Local Freight and Port Drayage Trucks.
2. Class 4-8 School Bus, Shuttle Bus, & Transit Buses.
3. Class 4-7 Local Freight Trucks.
4. Airport Ground Support Equipment.
5. Tier 0, Tier 1, or Tier 2 diesel-powered airport ground support equipment.
6. Forklift and Port Cargo Handling Equipment.
7. Tier 0, Tier 1, or Tier 2 diesel-powered forklifts and port cargo handling equipment.
8. Refueling Infrastructure.

Allowable alternative fuels are electricity and hydrogen. At least 51% of the vehicle or equipments' total miles must take place in a priority area-these areas include Bell County.

Deadline to apply is **August 31st, 2025**. For more information and to apply, go [here](#)!

Texas H.B. No. 4885, signed into law and effective September 1st, 2023, amends the Health and Safety Code to create the Texas Hydrogen Infrastructure, Vehicle, and Equipment Grant Program to fund the purchase, construction, and installation of infrastructure, vehicles, and equipment powered by hydrogen. Eligible projects include:

- Implementation of hydrogen infrastructure project.
- Purchase or lease of on-road or non-road hydroge vehicles or equipment.
- Replacement of on-road or non-road vehicles or heavy-duty equipment with newer on-road or non-road hydrogen vehicles or equipment
- The repower of on-road or non-road vehicles or heavy-duty equipment with engines that run on or are powered by hydrogen; and
- Use of hydrogen fuel.

For more information, click [here](#)!

USDOT's Transportation Infrastructure Finance and Innovation Act (TIFIA) authorizes borrowing up to 49% of eligible transit and transit-oriented development project costs for projects that meet certain eligibility requirements. Previously TIFIA loans were capped at 33% of eligible project costs. Projects eligible for the TIFIA financing include:

Transit:

1. Projects that are eligible for assistance under Chapter 53 of Title 49, U.S. Code.
2. Projects that construct or improve public transportation systems, including any capital project or associated improvement eligible for FTA funding, such as infrastructure and vehicles for bus, subway, light rail, commuter rail, trolley, or ferry systems.

Transit Oriented Development:

1. Projects that are eligible for assistance under 23 U.S.C. §601(a)(12)(E)
2. Joint development projects that involve coordinated improvement of transit infrastructure and non-transit facilities, including commercial and residential projects, that have mutual benefits and shared costs between transit agencies and developers.

Minimum Anticipated Project Costs –

- \$10 million for Transit-Oriented Development, Local, and Rural Projects
- \$15 million for Intelligent Transportation System Projects
- \$50 million for all other eligible Surface Transportation Projects

For more information, [click here](#)!

The State Infrastructure Bank is a revolving loan fund which provides loans at below market interest rates to any public or private entity that can construct, maintain, or finance a transportation project eligible under USC Title 23. Eligible projects include:

- On or off system construction or reconstruction
- Right of way acquisition
- Utility relocation
- Local match

Economically disadvantaged counties are eligible for reduction in interest rates-FY 2023 disadvantaged counties include Bell, Milam, and Coryell counties. Funds are limited to \$53 million per project and \$107 million per borrower. Upcoming deadlines are **August 28th, September 25th, and October 23rd, 2023**. For more information and to apply, click [here!](#)

The FHWA's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program's discretionary grant portion will provide grants of \$100,000 and greater to make transportation infrastructure and service, including highways, public transportation, ports, and intercity passenger rail, more resilient to extreme weather events. Applicants including MPOs and local governments can apply for several different funding categories, including:

1. Planning Grants: Develop Resilience Improvement Plans in accordance with 23 U.S.C § 176(e)(2) for States and MPOs; resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the eligible entity to assess the vulnerabilities of its surface transportation assets and community response strategies. **Up to \$45 million in grants available. Match not required.**

2. Resilience Improvement Grants: May be used to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. **Up to \$638 million in grants available. At least 20% match.**

3. Community Resilience and Evacuation Route Grants: May be used for activities that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events including activities that will improve evacuation routes, provide safe passage during an evacuation, and reduce the risk of damage to evacuation routes as a result of future emergency events. **Up to \$45 million in grants available. At least 20% match.**

Deadline to apply is **August 18th, 2023**.

For more information and to apply, click [here!](#)

HUD's Thriving Communities Technical Assistance Program is now open for local governments and political subdivisions to request technical assistance! The Program will provide technical assistance, planning, and capacity building support to teams of community partners that may lack the staffing or technical expertise to scope, fund, and develop infrastructure projects that advance broader community goals. USDOT and HUD funded capacity building teams in late 2022 to provide this technical assistance for 2023-25-local governments and other political subdivisions are now able to request technical assistance, planning, and capacity building support including assistance with grant applications, project scoping, planning and predevelopment activities, and pre-engineering studies from these teams for transportation and community revitalization activities that:

1. Increase mobility
2. Reduce pollution from transportation sources
3. Expand affordable transportation and housing options
4. Improve health outcomes
5. Facilitate efficient land use
6. Preserve or expand jobs, and
7. Enhance connections to health care, education, and food security to benefit disadvantaged populations and communities.

Priority will be given to cities and political subdivisions with populations of less than 250,000 people, as well as to those receiving certain Department of Transportation competitive funds. Technical assistance will begin to be provided in Spring 2023.

For more information and to submit a request, click [here](#):

Action Needed: No action needed; for discussion only.

Item 9:
Regarding Discussion of
Any New Unmet
Transportation Needs,
Gaps and Inefficiencies for
Special Populations and
Strategies for
Implementing the FY22-26
RCTP



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

Staff is requesting that committee members submit any new unmet needs, gaps, and inefficiencies for special populations for the months of June to August 2023, as well as ways to better implement the 2022-2026 RCTP for the following populations:

1. Individuals with Low Incomes
2. Individuals with Disabilities
3. Individuals seeking Employment
4. Individuals 65 and Older
5. Children
6. Veterans

Submissions may be sent to Dominic.Elizondo@ctcog.org

Action Needed: No action needed; for discussion only.

CTRTAG Contact Sheet

Central Texas Regional Transportation Advisory Group

Steering Committee--Voting Members

Area Represented	Name		Agency	Phone	Email
Hill County Transit District	Darrell	Burtner	HCTD	(254) 933-3700	DBurtner@takethehop.com
Private Trans. Provider	Tim	Hancock	Arrow Trailways	(254) 526-0545	tim.hancock@arrowtrailways.com
Private Trans. Provider	Staci	Kinnear	Driving Hope of Texas	1-800-674-3489 Option 2	stacikinnear89@gmail.com
Workforce Agencies	Ben	Lopez	Workforce Solutions		ben.lopez@workforcesolutionsctx.com
Workforce Agencies					
Health & Human Services	George	Losoya	Area Agency on Aging	254-770-2421	george.losoya@ctcog.org
Health & Human Services					
	Thomas	Wilson	(proxy)	254-770-2359	thomas.wilson@ctcog.org
Aging & Disability Org.	Melissa	Ingriola	HOCTIL	254-933-7487	melissa.ingriola@hochtlic.org
Aging & Disability Org.					
Municipalities	Leslie	Hinkle	City of Killeen	254-501-7847	lhinkle@killeentexas.gov
Municipalities	Michael	Boyd	City of Killeen - Capital Improv. Committee	254-319-7744	MBoyd@KilleenTexas.gov
Mental Health Agencies					
Mental Health Agencies					
Military and Veterans Org.	Terry	Mustapher	Bring Everyone in Zone	254-247-4590	tjmust66@gmail.com
Military and Veterans Org.	Kara	Escajeda	Nolanville	254-698-6335	kescajeda@nolanvilletx.gov <kescajeda@nolanvilletx.gov>;
Counties	Ebony	Jackson	Bell Co Indigent HS	254-618-4144	ebony.jackson@bellcounty.texas.gov
Counties					
Educational Facilities	Walter	Murphy	Texas A&M University Central Texas	254-519-5761	murphyw@tamuct.edu
Educational Facilities					
Emergency Assist./Mgmt Ag.	Jesse	Hennage	CTCOG Homeland Security	254-770-2365	jesse.hennage@ctcog.org
Emergency Assist./Mgmt Ag.					
Medical Facilities	Elysa	Franklin	Baylor Scott and White	561-252-8961	ElysaMatthea.Franklin@bswhealth.org
Medical Facilities	Holly	Doggett	Cedar Crest Hospital	512-914-7082	Holly.Doggett@acadiahealthcare.com
Child Advocacy Group	Janell	Frazier	Central TX 4C Headstart	254-778-0489 x114	4c@ct4c.org
Child Advocacy Group					
Transit User	Janice	Taylor	Transit user	254-458-7443 (c)	janice.taylor@killeenha.org
Metropolitan Planning Org	Connie	Quinto	KTMPO	254-770-2363	connie.quinto@ctcog.org
(rep priority pop.--5 max)					
Quorum 33%; Max 20 Members per Bylaws					
			Non Voting	Members	
	Name		Agency	Phone	Email
	Alisha	Alvarez	TxDOT –Waco Dist.	(817) 370-3543	Alisha.Alvarez@txdot.gov
	Greg	Davis	TxDOT –Waco Dist.	254-867-2877	greg.davis@txdot.gov
	Uryan	Nelson	CTCOG	254-770-2373	uryan.nelson@ctcog.org
	Dominic	Elizondo	CTCOG	254-770-2379	dominic.elizondo@ctcog.org

End of Packet