

NOTICE OF PUBLIC MEETING

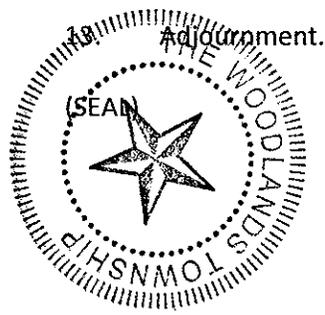
TO: THE AD HOC TRANSPORTATION COMMITTEE OF THE WOODLANDS TOWNSHIP AND TO ALL OTHER INTERESTED PERSONS:

Notice is hereby given that the Ad Hoc Transportation Committee of The Woodlands Township will hold a meeting **on Tuesday, April 15, 2014, at 2 p.m., at the Office of The Woodlands Township, 2801 Technology Forest Boulevard, The Woodlands, Texas**, within the boundaries of The Woodlands Township, for the following purposes:

1. Call meeting to order;
2. Receive, consider and act upon adoption of the meeting agenda;
3. Public comment;
4. Receive, consider and act upon approval of the March 13, 2014 Ad Hoc Transportation Committee meeting minutes;
5. Receive, consider and act upon outside committee and meeting updates;
 - Conroe/The Woodlands Urbanized Area (UZA);
 - The Woodlands Township Transit Plan
 - Chamber Mobility Committee;
 - Montgomery County Precinct 3;
 - H-GAC Technical Advisory Committee (TAC);
 - Bicycle Advisory Task Force
 - South Montgomery County Mobility Study
 - The Friendship Center
 - Interfaith
 - Brazos Transit Park & Ride Update
 - Woodlands Parkway Bridge Construction
6. Receive, consider and act upon Receive, consider, and act upon potential changes to the transit/trolley service in Town Center;
7. Receive, consider and act upon an update regarding the H-GAC Bus Fleet Expansion Program;
8. Receive, consider and act upon a discussion concerning high speed rail;
9. Receive, consider and act upon the H-GAC response to bike related issues in the South County Mobility Study;

CLOSED MEETING (if applicable)

10. Recess to Executive Session with counsel, staff and/or affected third parties to discuss matters relating to real property, deliberation of economic development negotiations, discuss personnel matters, consult with The Woodlands Township attorney, discuss funding alternatives and potential agreements with other local, state or federal agencies;
11. Reconvene in Public Session;
12. Consideration of items to be placed on the agenda for the next committee meeting;



Adjournment.

A handwritten signature in black ink, appearing to read "J. F. Bell", is written above a horizontal line.

President/General Manager for The Woodlands Township

**THE WOODLANDS TOWNSHIP
AD HOC TRANSPORTATION COMMITTEE MEETING
MARCH 13, 2014
MINUTES**

**THE STATE OF TEXAS §
COUNTIES OF HARRIS & MONTGOMERY §**

The Ad Hoc Transportation Committee of The Woodlands Township Board of Directors met in regular session, open to the public, on March 13, 2014, posted to begin at 2 p.m. The committee meeting was held in a meeting room at the office of The Woodlands Township Town Hall, 2801 Technology Forest Boulevard, The Woodlands, Texas, within the boundaries of The Woodlands Township.

DIRECTORS PRESENT: Jeff Long, Mike Bass, Bruce Tough

STAFF/ADVISORS: Don Norrell, President/General Manager, John Powers, Assistant General Manager for Community Services, Monique Sharp, Assistant General Manager for Finance and Administration; Chris LaRue, Transit Planner, Management Analyst Karen Dempsey; Nick Wolda, President of the CVB

DIRECTORS ABSENT: None

1. Call to Order:

Chairman Long called the meeting to order at 2:05 p.m. As there was a quorum of members present, the committee proceeded to conduct business regarding the following matters:

2. Receive, consider and act upon adoption of the meeting agenda:

MOTION: Motion by Director Bass to adopt the agenda; second by Director Tough.

VOTE: **Ayes:** Jeff Long
Mike Bass
Bruce Tough

Nays: None

Abstentions: None

ACTION: Motion passed unanimously (3-0).

3. Public comment:

There was no comment.

4. Receive, consider and act upon approval of the February 3, 2014 Ad Hoc Transportation Committee meeting minutes;

Minutes were approved as part of the motion adopting the meeting agenda.

5. Receive, consider and act upon outside committee and meeting updates;

- Conroe/The Woodlands Urbanized Area (UZA), met last week, approved resolution in support of Conroe/TW pending applications of purchase of new buses
- The Woodlands Township Transit Plan, H-GAC indicated the consultant is narrowing alternatives via first level screening, survey is closed with good response, PMC meeting on April 3
- H-GAC Technical Advisory Committee (TAC), Chris LaRue confirmed as member of TAC, next meeting will include nominations for subcommittees
- Bicycle Advisory Task Force, May activities include Bike the Woodlands Day, two training workshops, Bike to Worship Weekend, discussion regarding inclusion of a bicycle master plan in the South Montgomery County Mobility Study
- South Montgomery County Mobility Study, open house well attended
- The Friendship Center, update on staffing and fleet
- Woodlands Parkway Bridge Construction, discussion regarding delays on bridge expansion and TxDOT requirement that eastbound work be finished before westbound work can be completed; new TxDOT project schedule to publish Monday

6. Receive, consider and act upon a review of Park and Ride operations;

Brazos Transit District provided an analysis of The Woodlands Express passenger count summary and reported service exceptions; discussion on a future analysis breaking down riders versus capacity on individual runs Monday through Thursday.

7. Receive, consider and act upon appointments to the Bicycle Advisory Task Force;

Recommended appointments were approved during the agenda adoption motion.

8. Receive, consider and act upon an update from HDR, Inc. regarding the anticipated process for the submittal of a grant request to H-GAC for bus acquisition;

HDR, Inc. discussed RFP specifics for vehicle procurement through H-GAC, including application period, pre-application review, eligibility requirements, standards and vehicle specs.

9. Receive, consider and act upon an update from HDR, Inc. regarding drafting of the RFP for procuring a provider for Park & Ride services;

HDR, Inc. discussed RFP specifics for transit provider, including service start, scope, specifics, federal guidelines, proposal content and proposal evaluation.

Agenda Items 10 and 11 were considered after Executive Session.

CLOSED MEETING

12. The Committee recessed to Executive Session at 3:04 p.m. with counsel, staff and/or affected third parties to discuss matters relating to real property, deliberation of economic development negotiations, discuss personnel matters, consult with The Woodlands Township attorney, discuss funding alternatives and potential agreements with other local, state or federal agencies;

13. The Committee reconvened in public session at 3:45 p.m.

10. Receive, consider and act upon a Transportation Fund Budget Amendment;

Committee approved recommendation to the Township Board to adopt the Transportation Fund Budget Amendment as presented dated March 13, 2014.

11. Receive, consider and act upon potential future trolley service considerations for The Woodlands Township Transit Plan;

Staff directed to develop a detailed project definition for transit system in Town Center, encompassing Hughes Landing, lakeshore and previous information developed for a Town Center parking garage and bring back to next committee meeting.

14. Consideration of items to be place on the agenda for the next committee meeting;

Transit system for Town Center project definition

15. Adjournment 3:50 p.m.



THE WOODLANDS TOWNSHIP

The Woodlands, TX

EXECUTIVE SUMMARY

MEETING DATE: April 15, 2014

SUBJECT MATTER: Receive, consider, and act upon an update regarding the H-GAC Bus Fleet Expansion Program.

BUDGET IMPACT: N/A

FACTS/HISTORY:

The RFP was advertised April 2nd. Highlights of the program include:

1. \$14,400,000 in total available FTA 5307 funding
2. FTA Share is 80%
3. Local match must be in cash (e.g., no in-kind match)
4. We must demonstrate ability to pay
5. Must be ready to act (RFP ready, specs ready, commitment from Board on funding, etc.)
6. We should ask for as many vehicles as needed and authorized by the Board
7. We must report quarterly for five years (similar data as NTD, probably)
8. H-GAC will report to FTA during entire useful life of the vehicle
9. Pre-proposal conference is April 9th
10. Submittals are due by June 1st but will be reviewed as they are received
11. July 15th the TPC will make selections based on staff recommendations and enter into contract
12. September 1st, vehicle orders go in

There will be several agencies applying for this funding. That said, staff has prepared a table to show available funding and what a possible full-fleet expansion of 32 vehicles would look like if all funding was available to the Township. Operations costs are not included.

Table 1: Full Fleet Expansion

H-GAC Fleet Expansion Program	
Estimated Cost / Coach	\$ 550,000.00
FTA Share	80%
FTA Share / Coach (\$)	\$ 440,000.00
Township Share (\$)	\$ 110,000.00
Available Funding (\$)	\$ 14,400,000.00
Total Possible Coaches*	32
Total Possible Township Commitment* (\$)	\$ 3,520,000.00

* As approved by the Township Board of directors

RECOMMENDED ACTION:

None at this time; this item is information-only.



THE WOODLANDS TOWNSHIP

The Woodlands, TX

EXECUTIVE SUMMARY

MEETING DATE: April 15, 2014

SUBJECT MATTER: High Speed Rail in Texas

BUDGET IMPACT: TBD

FACTS/HISTORY:

In 1991 the Texas High Speed Rail Authority awarded a 50-year high speed rail franchise to the Texas TGV Corporation — a consortium of United States, Canadian and French companies. Texas TGV won the franchise after more than two years of litigation instigated by a rival consortium backing German ICE high speed rail technology.

The plan was to connect the "Texas Triangle" (Houston – Dallas/Fort Worth – San Antonio) with a privately financed high-speed train system which would take passengers between the cities at prices designed to compete with or beat other transport options. This was the model Southwest Airlines used 20 years earlier to break into the Texas market where it serves the same three cities. Funding for the project was to come from private sources, as the State of Texas does not allow use of state funds for constructing a passenger rail project. The original estimated cost was \$5.6 billion, but necessary private funds were never secured to advance the project. The project was dropped in 1994, when the State of Texas withdrew the franchise.

In 2002, Governor Rick Perry proposed a project that included high-speed rail in Texas. The rail project was incorporated as a part of a larger proposed, state-wide super-infrastructure, referred to as the Trans-Texas Corridor. The corridor would run from the border with Mexico to the border with Oklahoma. However, the project was eventually canceled by the Texas legislature in 2009 due to heavy opposition from landowners that would lose land to the project.

Also in 2002, the Texas High Speed Rail and Transportation Corporation (THSRTC), a grass roots organization dedicated to bringing high speed rail to Texas was established. In 2006, American Airlines and Continental Airlines formally joined THSRTC, in an effort to bring high speed rail to Texas as a passenger collector system for the airlines. The Texas High Speed Rail and Transportation Corporation developed the Texas T-Bone and Brazos Express corridors to link Central Texas. However, the concept did not prove viable and the project was dropped.

Since 2010, the State of Texas (TxDOT) has received approximately \$20 million in three grant awards from the Federal Railroad Administration to conduct preliminary studies related to high speed rail in the state. TxDOT received a federal grant in 2010 to study a high-speed rail corridor linking Oklahoma City with Dallas–Fort Worth and potentially the Rio Grande Valley. TxDOT received a second grant in 2011 for preliminary engineering and environmental work on a high speed link between Houston and Dallas. A third grant in 2012 funded a TxDOT study on high speed rail line between Houston and Austin. TxDOT has also used some grant money to perform preliminary work on a high speed rail link between Dallas and Ft. Worth.

While preliminary work was in progress by TxDOT for the Houston to Dallas rail line, a project to build a high speed railway between the two cities was announced in 2011 by a private company, Lone Star High Speed Rail. The company was founded in 2009 by U.S. Japan High Speed Rail to market the use of N700-I bullet train in Texas. In 2012, Texas Central High-Speed Railway announced they would partner with Central Japan Railway Company to bring high speed rail to a route between Dallas/Fort Worth and Houston by 2021 with a travel time of 90 minutes and a total estimated project cost that would exceed \$10 billion. Texas Central is a private, for-profit Texas company, and the project would be funded with private capital.

Central Japan Railway Company (JR Central) developed world-class high speed passenger rail and its Tokaido Shinkansen high speed rail line, using the N700 rail system, has been in operation for nearly 50 years with a perfect safety record. The rail system uses cutting-edge technology that is fast, quiet, safe, reliable and efficient. A modified N700-I rail system is proposed for the D/FW to Houston line.

Staff will make a presentation to the Ad Hoc Transportation Committee focusing on the Texas Central High-Speed Railway proposal, current project status, and how the rail line may impact The Woodlands Township.

RECOMMENDED BOARD ACTION:

TBD

From: Martinez, Lucinda [mailto:Lucinda.Martinez@h-gac.com] **On Behalf Of** Clark, Alan
Sent: Wednesday, April 09, 2014 11:44 AM
To: Don Norrell
Cc: Chris LaRue; John Powers; Mullins, Carlene; Gray, Thomas; Wurdlow, David; Pompei, Andrew
Subject: Response to Letter of Concern on Bicycle Master Plan -March 19, 2014

Don,

Thank you for the letter of concern. As you are aware, the Woodlands Transit Study and the South Montgomery County Mobility Study are scoped to identify, evaluate and address mobility challenges facing the south county area across various modes of travel.

While I expect the studies to identify actionable pedestrian and bicycle project recommendations and opportunities for further investigation by the relevant local jurisdictions^[1], neither study was scoped, budgeted, or procured to include a “Master Bicycle Plan” to comprehensively address bicycling infrastructure and education needs County- or Township-wide.

As such, we do not believe modifying our current consultant contracts to incorporate a “Master Bicycle Plan” task would be appropriate.

Should the Township wish to pursue a broader study of bicycle needs within the community we believe both studies currently underway will form a sound foundation upon which this additional work could be performed. Should consultant support be necessary, H-GAC’s PlanSource service could provide a timely method of securing locally-funded services.

Also, H-GAC is currently in the process of developing a regional pedestrian and bicycle analysis as part of the 2040 Regional Transportation Plan. This analysis is being developed in close consultation with the TAC’s Pedestrian & Bicycle Subcommittee on which The Township has direct representation (Kelly Dietrich-Primary, John Powers-Alternate). This analysis will form the basis for the identification and prioritization of regional ped/bike projects and programs.

Please let me know if you have additional questions or concerns. I have copied Andrew Pompei, Community and Environmental Regional Planner, in case you have any additional questions regarding the 2040 RTP pedestrian and bicycle analysis.

Thank you,

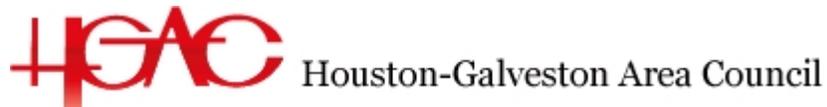
Alan Clark

^[1] **The South County Mobility Plan** is focused on managing congestion and will be addressing bicycling and pedestrian usage on a broad level. The consultant will be identifying opportunities to connect the existing network and making recommendations on strategies for a future bicycle/pedestrian network and roadway design standards which will help jurisdictions consider and plan for reasonable pedestrian and bicycling accommodations.

The Woodlands Township Transit Plan will identify ways to encourage more bicycling and pedestrian trips within the context of an overall transit system, focusing on how to integrate pedestrian traffic and bicycle usage with existing and future transit services. The consultant will be making recommendations on where to build sidewalks, locate bicycle racks/lockers, etc. to accommodate users.

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Carlene,

At the Township Transportation Committee meeting last week, the Committee asked that I contact you to determine the type of feedback or direction that we can expect to come from the South County Mobility Study regarding bicycle master planning for The Woodlands area. After the Committee meeting, I did ask David Hitchcock (who had voiced concerns to the committee) to provide his concerns via memo so that there is a clear understanding of the issues / concerns coming from the biking community.

I know that the scope of the SC Mobility Study did not include a separate bicycle master plan. Would it be possible to have the consultant address the potential takeaways (in general terms) that he would expect the SC Mobility Study to provide to the biking community in terms of recommendations or considerations to improve bike safety and mobility?

Thanks for your assistance.

Don