



# Item 06: Unified Planning Work Program Fiscal Year 2025 - Amendment



Allie Isbell, AICP  
Transportation Advisory Committee  
December 11, 2024

# UPWP Amendment



The Unified Planning Work Program (UPWP) is a two-year plan, that runs from October 1, 2024- September 30, 2025, and describes the regional transportation plans and programs.

- Current UPWP was adopted by the Transportation Policy Council on August 23, 2024
  - No amendments to date
- UPWP needs to include
  - Federally-funded transportation planning activities
  - Work by MPO and partners to address regional priorities



# Unified Planning Work Program Amendment

- Page 66: Corrected FTA Funding Section to 5304 in Task III: Short-Range Planning – Funding Summary Table.
- Page 76: Added two mobility studies requested by Montgomery County for Montgomery County Precinct 1 and Montgomery County Precinct 4.
- Page 109: Corrected Expected Products for Subtask 5.7.a – Corridor Planning to include the completion of Washington Avenue Corridor Study, Pearland FM 518 Corridor Study, and Cemetery Road Corridor Study.
- Page 111: Added an activity to Subtask 5.7.d – Transit Oriented Development (TOD) to reflect a partner activity to be completed by METRO. This activity is funded by a \$1,200,000 discretionary grant awarded to METRO by the Federal Transit Administration’s Fiscal Year 2024 Transit-Oriented Development (TOD) Planning grant program.
- Page 115: Task V: Special Planning Projects – Funding Summary Table updated to include the aforementioned \$1,200,000 FTA grant to METRO.
- Page 119: Table 6-1 Clarified to reflect FTA Funding included for Sections 5304 and 5307.

# Action

Request Transportation Advisory Committee recommendation for Transportation Policy Council approval of Resolution UPWP 2025-01.



# Carryover Spend Down - Recommended CMAQ Projects



Transportation Advisory Committee (TAC)  
December 11, 2024



# Timeline for CMAQ Carryover Spend Down



- October TAC - Approved Recommended List
- October TPC - TxDOT HOU "Paused" Proposed CMAQ
- November - METRO/TxDOT/H-GAC Coordination
- November - H-GAC Updated CMAQ List
- November 24<sup>th</sup> - TxDOT HOU Concurrence
- December TAC - Presenting Updated List

# Updated CMAQ List Recommendation for TPC Action



- METRO change from Missouri City Park and Ride Project to 160 Diesel Bus Replacements Project
- ~\$34M (Slightly less - \$250K)
- TxDOT/METRO Coordinated and Agreed

# Current Recommended CMAQ Projects



- 17 Projects - ~\$260M of CMAQ (Fed)
  - TxDOT Houston District (2 Projects) ~\$110M (43%)
  - TxDOT Beaumont District (3 Projects) ~\$15M (6%)
  - 9 Local Governments (12 Projects) ~\$134M (51%)



# Contact

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# Item 7B. Amendment to 2025 TIP & TxDOT Statewide Program



Transportation Advisory Committee  
December 11, 2024

# **2025-2028 TIP & Statewide Safety Program Amendment**

- Program additional \$43.2M STBG allocated in 2018 Call-for-Projects in H-GAC's FY 2026 Regional Freeway Incident Management project (MPO ID 18856). Advance to FY 2025 and move to TXDOT Statewide Safety Program. 10.6M TDCs as match. Total: \$53.2M



# ***Action Requested***

- **Transportation Advisory Committee recommendation for Transportation Policy Council approval of Resolutions 2024-46 and 2024-47 (TDCs)**



# Item 8: Carryover Spend Down Category Analysis



Transportation Policy Council (TPC)  
November 15, 2024



# Carryover Spend Down Effort



- December 2023 - \$335M
- September 2024 - \$65M
- October 2024 - \$335M
- December 2024 (Recommended) - \$260M
- ***\$1B - TOTAL***



# Carryover Spend Down and Project Selection Process

## Carryover Spend Down

- Do not exceed 200% of the amounts annually apportionment
- Cost Increases Due to Inflation
- Readiness Screening 0-2 Years
- Replace Local Funds with Federal and TDCs for RSTF
- Transit and FTA Transfers
- Identify CMAQ/STBG Eligible Activities
- Select Local Projects using RSTF

## Projects Selection Process

Investment Category	Rehab/ Restoration	Added Capacity	New Road	Access Management	Intersection Improv. & Grade Separations	ITS	Sidewalks/ Bike Lanes	Transit Facilities
Regional Goods Movement	Green	Green		Green	Green	Green		
Operational Improvements		Green		Green	Green	Green		Green
High-Growth Area Needs		Green	Green	Green	Green	Green	Green	Green
Active Transportation					Green		Green	
Transit	Green					Green	Green	Green
Major Projects		Green	Green	Green	Green	Green	Green	Green
Resiliency **	Green				Green	Green		
Safety **					Green	Green	Green	

# Project Selection Process

## VIII: Evaluation Criteria

### VIII.B: High Growth Area needs

#### **VII.B.1: Investment category focused criteria**

The following Table HGN-1 shows the investment category focused criteria for projects considered for selection in operational improvements and congestion management investment category.

Criteria	Max 50	Scoring Detail
Narrative defining high growth area project need (please provide quantifiable data to demonstrates high growth in population, employment, commercial development, traffic (truck traffic))	5	Based on narrative
Project recommended in a statewide, regional or a local plan	5	Table HGN-2
Provides access to new developments, connects discontinuous existing networks, or expands existing networks to alleviate anticipated congestion	20	Table HGN-3; HGN-4
Project improves or provides new multimodal alternative route to existing corridor (Road or transit route)	10	Table HGN-5
Project is located on a state designated hurricane evacuation route or a facility that functions as an alternative route to a hurricane evacuation route	10	Table HGN-6

Table HGN-1

Project recommended in a statewide, regional, or a local plan	Points up to
Yes	10
No	0
Please provide a link to the plan and excerpt of project recommendation in the plan and/or associated page number.	

Table HGN-2

# PSP Embedded in Carryover Spend Down Policy



- *“All projects recommended for TPC funding or amendment as part of this policy must advance the goals and objectives of the Regional Transportation Plan **and/or** meet requirements of the Transportation Improvement Program Project Selection Process.”*
- Allows flexibility for Carryover Spend Down Projects to be Selected from the concurrent PSP **IF** they are ready within 0-2 years
- No intention or wording to suggest the Carryover Spend Down Projects go through or adhere to the PSP or PSP Funding Instructions



# Next Steps – Keep Projects on Track



- 40 Local Government Sponsor Meetings in 3 weeks
- Quarterly Meetings will Continue
- Meet with TxDOT to Discuss Upcoming AFAs
- Meet with FTA to Make Aware of Upcoming FTA Transfers
- Build the Project Delivery Team

# Contact

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# Project Selection Process Update



**Transportation Advisory Committee  
December 11, 2024**



Investment Category	Funding Instructions	Description and Purpose (“Identify, develop, and fund...”)
Regional Goods Movement	12%	Projects that most effectively enhance or improve safe and reliable freight mobility throughout the region.
Major Projects	30%	Projects that are regional in scope, most effectively address goals and priorities of the Transportation Policy Council or identified in the Regional Transportation Plan and exceed \$100 million in total estimated costs.
High-Growth Area Needs	25%	Projects that most effectively address mobility, accessibility, and congestion mitigation needs in areas experiencing rapid or significant growth in population or other demographic measures, economic development, travel demand, or other indicators identified by local agencies.
Operational Improvements & Congestion Management	13%	Projects that most effectively deliver traffic management and other operational improvements, as well as mitigate current congestion.
Resiliency & State of Good Repair	5%	Projects that most effectively help the transportation system avoid or recover quickly from events that create delays, closures, or other impacts, and projects that provide maintenance of current transportation facilities and services.
Transit	7.5%	Projects that most effectively provide, expand, or enhance transit infrastructure throughout the region.
Active Transportation	7.5%	Projects that most effectively enhance or improve walking and bicycling for essential trip-making in the region.
Safety **	\$30M Per Year	Projects that most effectively will reduce or eliminate crashes that result in fatalities and serious injuries.

# Status Update

- Completed criteria scoring all submitted projects and distributed them to the sponsors
- Validated all evaluation scores
- Validated all Benefits-Cost ratios and assigned BCA scores
- Initial draft total scores and ranking were posted online

# Benefit-Cost Scoring Method

- BCA Scoring Method 3:
  - Projects with  $BCR > 1.0$  were sorted from high to low
  - Projects with a  $BCR > 10$  were assigned 100 points (max)
  - Projects with a BCR from 6.0-10.0 were assigned 75 points
  - Projects with a BCR from 3.0-6.0 were assigned 50 points
  - Projects with a BCR from 1.0-3.0 were assigned 25 points
  - $BCR < 1.0$  was assigned 0 points (lowest)



# Draft Total Score

- Combined BCA with evaluation criteria scores
- Method 3 Sorted from highest to lowest
- Projects ranked
- Posted Method 3 ranked lists for each Investment Category

# Next Steps

- ✓ Screen out RTP only projects
- ✓ Remove previously funded projects (Out of cycle projects)
- Complete project readiness with project sponsors
- Posted revised ranking list at <https://www.h-gac.com/transportation-project-selection-process>
- Review funding eligibility for project types
- Apply funding instructions from TPC
- Prepare recommendation for TAC and TPC consideration
  - TIP , 10-Year Plan, RTP

# Contacts



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# Item 10A. Future Amendments to 2025-2028 TIP



Transportation Advisory Committee  
December 11, 2024

# ***Future 2025-2028 TIP Amendments***

- Add \$17.2M STBG federal/\$6.9M local to City of Conroe's FY 2029 Old Conroe Road widening/bridge construction (MPO ID 17101) to cover increases due to inflation of labor and materials
- Change METRO's FY 2025 \$29.2M CMAQ bus purchase from 30 electric buses to 32 CNG buses
- Program City of Conroe's \$4.5M FTA Section 5339 'Low-No' Emissions bus purchase in FY 2025 with TDCs
- Program Harris County Transit's \$280K FTA Section 5310 RIDES Programs in FY 2025 with TDCs
- Program Harris County Transit's \$430K FTA Section 5310 Mobility Management in FY 2025 with TDCs

# ***Future 2025-2028 TIP Amendments***

- Program (4) Gulf Coast Transit District FY 2020 and FY 2023 FTA Section 5307, 5310 & 5339 Houston UZA capital, operating & planning projects with \$608K in FY 2025 with TDCs
- Modify the scope and funding of (11) Gulf Coast Transit District FY 2021-2023 FTA Section 5307, 5310 & 5339 in Houston UZA capital, operating & planning projects in FY 2025
- Program Gulf Coast Transit District FY 2020 FTA Section 5310 Houston UZA 'Pearland Curb to Curb' project with \$57.6K in FY 2025 with TDCs



# *Action Requested*

- Review and discussion only



# Item 10B. Administrative Modifications to the 2025-2028 TIP



Transportation Advisory Committee  
December 11, 2024

# 2025-2028 TIP Modifications

- Modify the *Total Project Cost* table values of eight (8) TxDOT Houston District Right-of-Way projects to make them consistent with the associated Construction phase projects which were amended in October 2024
- Approved administratively in November 2024



# *Action Requested*

- Review and discussion only



# Conformity Recommendations for 2024-2027



Andrew DeCandis  
Transportation Advisory Committee  
December 11, 2024

# What is Transportation Conformity?

- A Clean Air Act requirement to ensure that air quality in designated nonattainment regions is not negatively impacted by approval of transportation projects and related activities
- Our region is currently in nonattainment for both 8-hr Ozone Standards
  - Severe for the 2008 8-hr Ozone standard (75 ppb)
  - Moderate for the 2015 8-hr Ozone standard (70 ppb)
- Will likely soon be deemed nonattainment for the recently revised  $PM_{2.5}$  standard



# When Does H-GAC Undertake Conformity?

- Conformity can be “triggered” by the following activities
  - Adoption of or amendments to the RTP
  - Updates to the regional TIP that add to, delete, significantly delay, accelerate, or change the project scope of a regionally significant project\*
  - Establishment of or revision of traffic control measures related to the State Implementation Plan (SIP)
  - Initiation of a new nonattainment area

\*Regionally significant projects typically – provide additional through traffic, add or extend freeway lanes, construct new or remove an existing interchange

# Conformity Over the Next Three Years

- Upcoming conformity triggers: 2024 to 2027
  - Conformity 1 – Support TIP and RTP project selection processes
    - February 2025
  - Conformity 2 – Comply with the 2024 PM<sub>2.5</sub> NAAQS standard
    - February 2026
  - Conformity 3 – Support development of the 2050 RTP
    - November/December 2026
- Staff has consulted internally and with partners to determine available options and understand what flexibility is available
- Review has identified three potential scenarios

# Potential Conformity Scenarios

## One Conformity

- Reduce three conformity runs into a single run – February 2026

## Two Conformities

- Combine conformity 1 and 2 into a single run – February 2026
- Conformity 3 – November/December 2026

## Three Conformities

- Conformity 1 – February 2025
- Conformity 2 – February 2026
- Conformity 3 – November/December 2026



# Key Benefits and Risks

	Less Runs	More Runs
Benefits	<ul style="list-style-type: none"> <li>Minimize number of times that agency needs to turn to FHWA and other consultative partners to review conformity</li> </ul>	<ul style="list-style-type: none"> <li>Will ensure that local transportation funds are spent in a timely manner</li> <li>Will add new projects to the TIP/RTP quickly to ensure quick deployment</li> </ul>
Risks	<ul style="list-style-type: none"> <li>May delay upcoming TIP/RTP projects</li> <li>May cause the region to exceed maximum carry-over spending limits</li> </ul>	<ul style="list-style-type: none"> <li>May reduce prioritization in the review queue</li> <li>More opportunities for review delays which could delay result in lapses</li> <li>Increases the number of times conformity components are reviewed by FHWA. Each conformity offers new opportunities to find mistakes</li> <li>Staff resources – additional staff will be needed to prepare three conformities</li> <li>Delay efforts to enact a predictable conformity schedule</li> </ul>

# Staff Recommendation

Staff recommendation:

- Three conformities
  - Conformity 1 – February 2025
  - Conformity 2 – February 2026
  - Conformity 3 – November/December 2026

# Discussion

No action requested. For information and discussion only.

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