



2022 TIP/RTP Amendment Schedule



TIP Subcommittee
January 12, 2022

2022 TIP/RTP Amendment Schedule

- Administrative Amendments
- TAC/TPC Amendments
 - Two Step Process
 - Preview and Action
- Sponsor request deadline one month prior to TAC preview
- Submitted to TxDOT in the following quarterly STIP revision cycle
- STIP revisions in Feb, May, Aug, Nov
- STIP revision deadlines last Tuesday of the month prior to revision month
- FHWA/FTA approvals Three months after STIP revision deadlines
- Amendment Schedule <https://www.h-gac.com/getmedia/8f35eae2-4595-478e-9b8e-7a404fb3b01b/H-GAC-TIP-Schedule>

2022 TIP/RTP Amendment Schedule

2022 H-GAC TIP Amendment Schedule

Sponsor Request Deadline*	HGAC Internal Meeting	E-mail Draft Mods to Sponsors & TxDOT Districts	Final Deadline for corrections	Background Paper, Signature Pages & Mods Due in TAC folder	TAC Agenda Distribution	TAC Meetings	Background Paper, Signature Pages & Mods Due in TPC folder	TPC Agenda Distribution	TPC Meetings	STIP Revision
10/13/2021	10/20/2021	10/27/2021	10/29/2021	11/1/2021	11/3/2021	11/10/2021	11/10/2021	11/12/2021	11/19/2021	February 2022 Quarterly Revision (Due in e-STIP Portal January 25, 2022)
11/10/2021	11/16/2021	11/23/2021	11/29/2021	11/29/2021	12/1/2021	12/8/2021	12/8/2021	12/10/2021	12/17/2021	
12/8/2021	12/15/2021	12/22/2021	12/27/2021	12/28/2021	1/12/2022	1/19/2022	1/19/2022	1/21/2022	1/28/2022	May 2022 Quarterly Revision (Due in e-STIP Portal April 26, 2022)
1/19/2022	1/24/2022	2/1/2022	2/4/2022	2/7/2022	2/9/2022	2/16/2022	2/16/2022	2/18/2022	2/25/2022	
2/16/2022	2/21/2022	3/2/2022	3/4/2022	3/7/2022	3/9/2022	3/16/2022	3/16/2022	3/18/2022	3/25/2022	
3/16/2022	4/4/2022	4/6/2022	4/8/2022	4/11/2022	4/13/2022	4/20/2022	4/20/2022	4/15/2022	4/22/2022	August 2022 Quarterly Revision (Due in e-STIP Portal July 26, 2022)
4/20/2022	5/2/2022	5/4/2022	5/6/2022	5/9/2022	5/11/2022	5/18/2022	5/18/2022	5/20/2022	5/27/2022	
5/18/2022	5/25/2022	6/1/2022	6/3/2022	6/6/2022	6/8/2022	6/15/2022	6/15/2022	6/17/2022	6/24/2022	November 2022 Quarterly Revision (Due in e-STIP Portal date TBD)
6/15/2022	6/29/2022	7/6/2022	7/8/2022	7/11/2022	7/13/2022	7/20/2022	7/20/2022	7/15/2022	7/22/2022	
7/20/2022	7/27/2022	8/3/2022	8/5/2022	8/8/2022	8/10/2022	8/17/2022	8/17/2022	8/19/2022	8/26/2022	
8/17/2022	9/1/2022	9/7/2022	9/9/2022	9/12/2022	9/14/2022	9/21/2022	9/21/2022	9/16/2022	9/23/2022	TBD
9/21/2022	9/29/2022	10/5/2022	10/7/2022	10/10/2022	10/12/2022	10/19/2022	10/19/2022	10/21/2022	10/28/2022	
10/19/2022	10/31/2022	11/2/2022	11/4/2022	11/7/2022	11/9/2022	11/16/2022	11/16/2022	11/18/2022	11/25/2022	
*Amendments requiring Transportation Policy Council approval will be previewed one month before action is requested.										1/13/2022



Congestion Management Process 2022 Update



Jamila Owens
TIP Subcommittee
January 12, 2022

Congestion Management Process (CMP)



PRESENTATION AGENDA:

- Quick Review of Congestion Management Process
- Current CMP
 - Document Overview
 - Input Received - Kudos and Critiques
- Next Steps for the Update

Quick Review

Congestion Management Process (CMP)



What is a Congestion Management Process?

- systematic and regionally-accepted approach for managing congestion
- provides accurate, up-to-date information on transportation system performance
- assesses alternative strategies for congestion management that meets regional needs
- *intended to move congestion management strategies into the funding and implementation stages.*

[Chapter 1 - Introduction - Congestion Management Process Guidebook - Congestion Management Process - Planning - FHWA \(dot.gov\)](#)

Congestion Management Process (CMP)



- Parts of the Process
 1. Set Regional Objectives
 2. Define the CMP Network
 3. Develop Multimodal Performance Measures
 4. Collect Data/Monitor Performance
 5. Analyze Problems and Needs
 6. Identify and Assess Strategies
 7. Program and Implement Strategies
 8. Evaluate Effectiveness

Current Process

Regional CMP Goals and Objectives



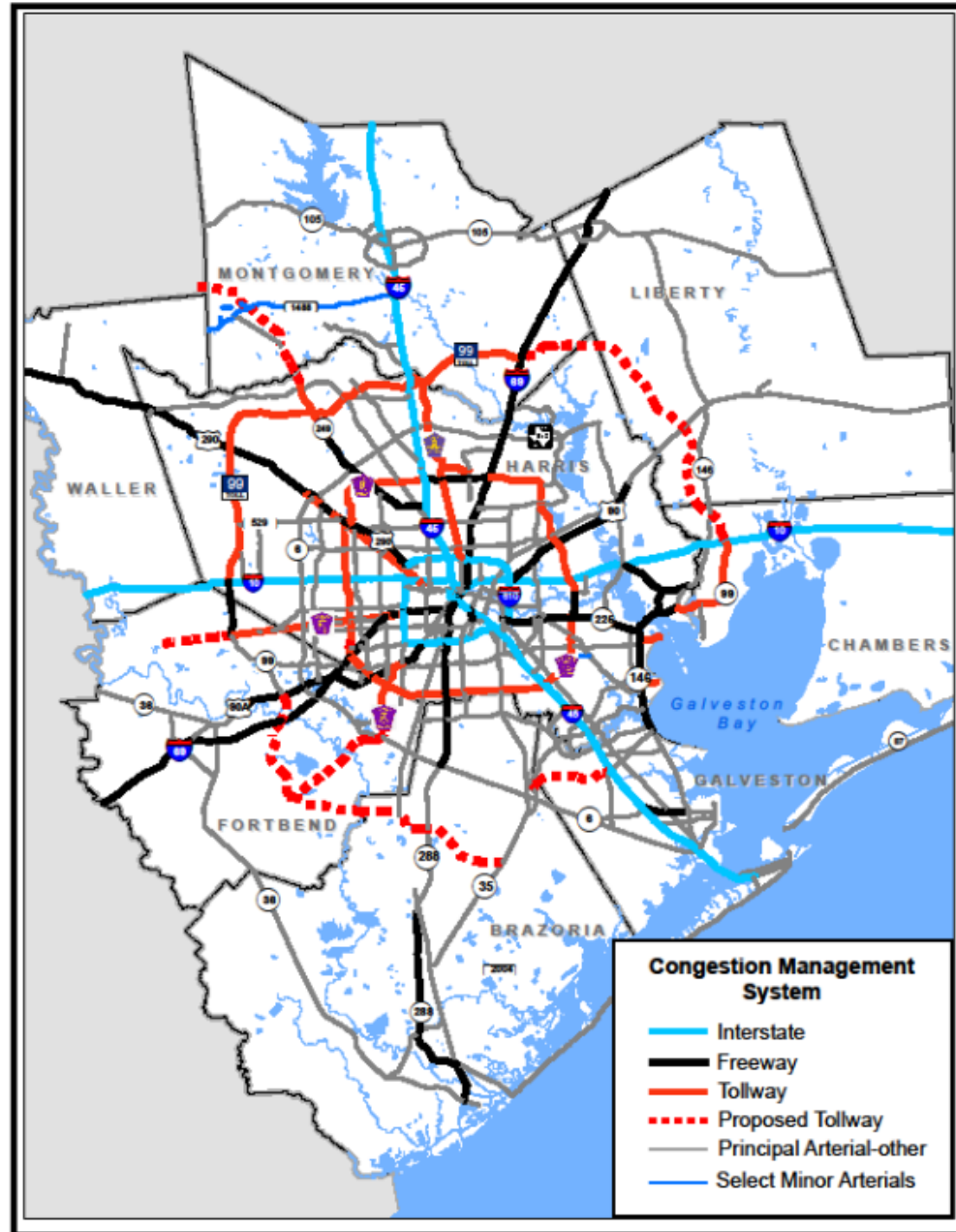
■ CMP Goals

- Move people and goods efficiently
- Strengthen regional economic competitiveness
- Preserve and protect natural and cultural resources

■ CMP Objectives

- Increase reliability of travel
- Increase truck time reliability
- Increase share of non-single occupancy vehicle (SOV) trips
- Move toward meeting federal air standards

Network



Performance Measures



CMP Objective	Systemwide Measure	Local Measures
Increase reliability	Percentage person-miles traveled on Interstate that are reliable/Level of Travel Time Reliability (LOTTR)	Annual person-hours of delay per mile
	Percentage person-miles that traveled on non-interstate NHS that are reliable / LOTTR	Texas congestion index
	Peak hour excessive delay	N/A
Increase truck travel time and reliability	Truck travel time reliability index on the interstate	Texas truck congestion index Truck delay per mile
Increase number of non-single occupancy vehicle (SOV) trips	Percentage of commuting trips	Commute to work rate driving alone - census tract level
Move towards meeting federal air standards	Reduce NOx emissions	N/A

Data Collection/Performance Monitoring



- Texas Transportation Institute
- American Community Survey
- Texas Commission on Environmental Quality

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Identify Strategies



Travel Demand
Management

Land Use

Public
Transportation

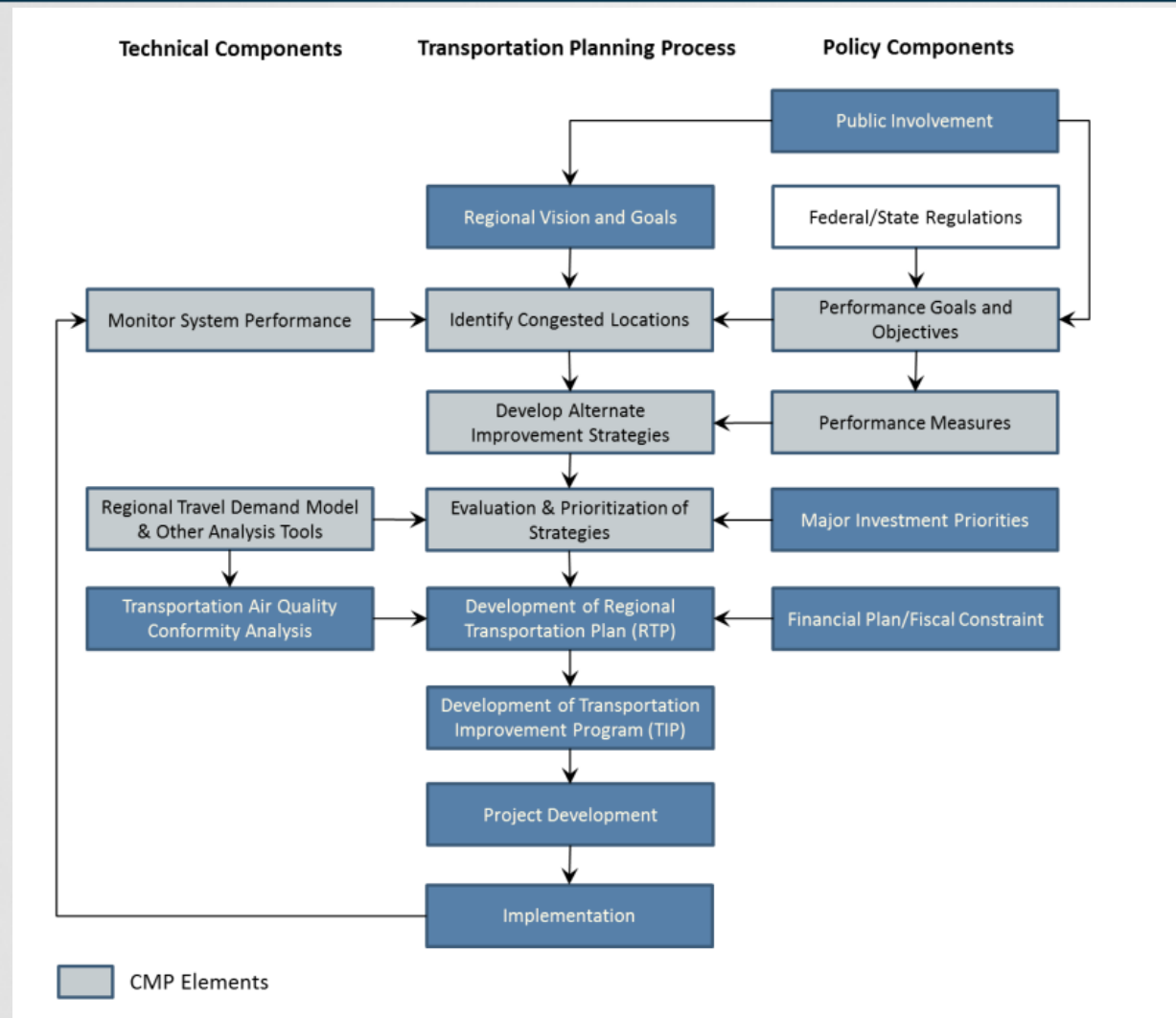
Active
Transportation

Intelligent
Transportation
Systems

Freight

Capacity
Expansion

Program and Implement Strategies



Program and Implement Strategies



- **Congestion Management Analysis**
 - On Network, Added Capacity Projects
 - Needed prior to adding projects to the TIP
 - Three Project Categories:
 - Addressing a Safety or Bottleneck Issue- Preliminary Questions Only, No Analysis
 - Major Investments (100 million or more) – Quantitative and Qualitative Analysis
 - Other Investments (<100 Million) – Quantitative and Qualitative Analysis
 - Quantitative Analysis looks for LOS or V/C Ratio to Remain Stable or Improve

Evaluation



- Annual
 - Examine Performance of Troubled Corridors
 - Examine Strategies Applied
 - Which have been implemented and where?
 - What is their impact?
- Bi-Annual
 - Examine Performance Measures across the Network

Input Received: Kudos and Critiques

Kudos – Current Process



- Better Captures the Current Process Used by the MPO
- Upgraded strategies including adding approaches, Freight strategies and additional Bike and Pedestrian strategies
- Emphasizing Land Use, TDM, ITS and other strategies before adding capacity

Critiques – Current Process

■ Identifying Problems

- Some would like us to set a localized threshold for too much congestion rather than use a ranking (ex: every corridor with a Congestion Index of greater than 1.00)
- Could strengthen the plan by identifying strategies for each problem corridor



Critiques – Current Process

- **Setting Performance Measures**
 - Could be more multimodal (Presence, Absence of sidewalks, transit stops along corridors?; Miles of Bike Facilities for a regionwide metric? HOV or Park and Ride Utilization rates?)
 - Could incorporate safety?
 - What about Vehicle Miles Traveled?
 - Why just NOx, why not VOC, other Pollutants ?



Critiques – Current Process



- **Programming and Implementing Strategies**
Integration of CMP and project selection could be improved
- **Evaluation**
 - Lack of Detail
 - No before/after analysis of projects to see if they achieve their goals

Next Steps

2022 CMP Update



- Perform an additional update of the CMP alongside update of the RTP
- Focus: Keep the good; Discuss and address the critiques
- Utilize H-GAC staff to conduct data collection and analysis
- Form a workgroup to guide the process
- Work through the subcommittees, TAC, TPC and the RTP Public Input Process to complete the update

Proposed Timeline



Q1/Q2 – 2022

Data Collection and Analysis



Q3/Q4 – 2022

Present Recommendations
Complete the Update

Discussion/Questions:

- CMP Questions
- Kudos/Critiques ring true to you?
- Any additional recommendations, comments, thoughts?
- Interest in participating in the workgroup?



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Thank You





Rural Funding Allocation Call for Projects Development Update



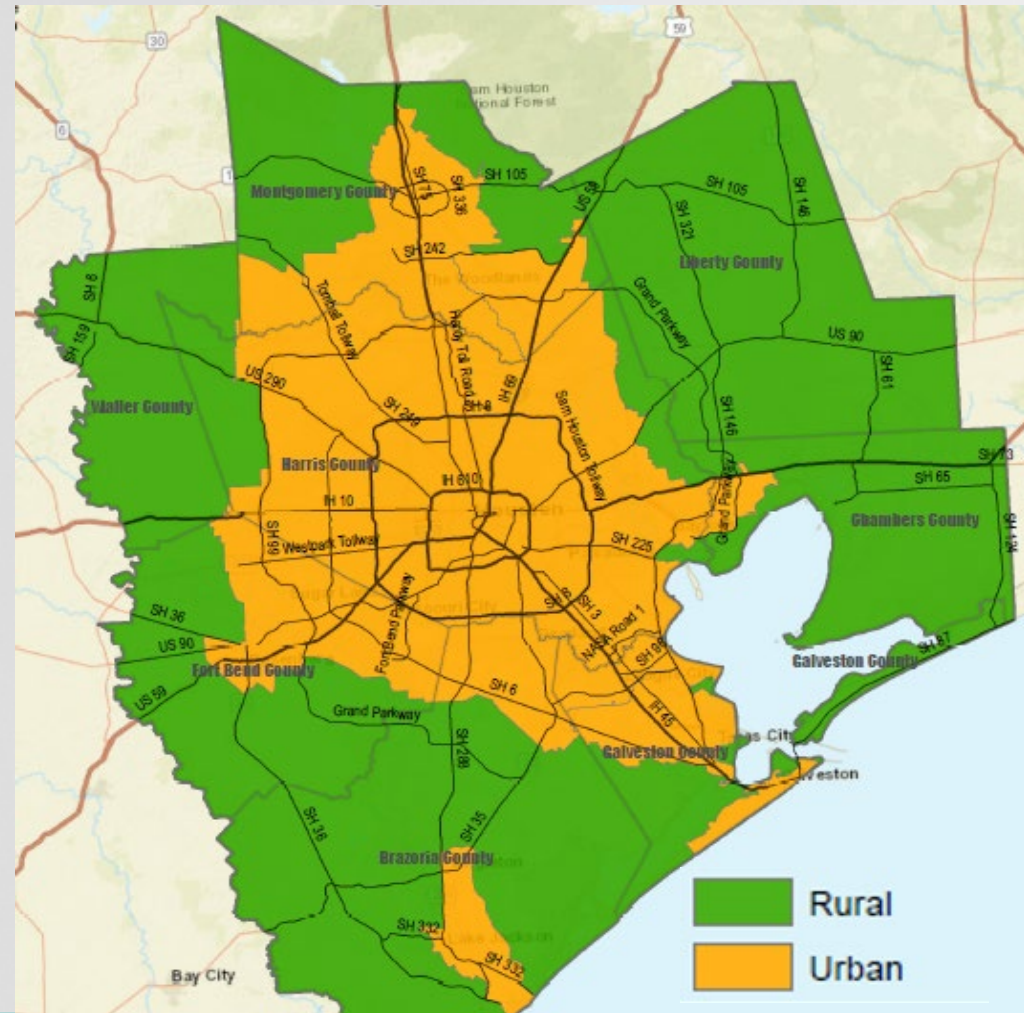
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Background

- 2018 Call for Projects Process
 - Concerns about investments in rural and urban portions of the region
 - Concerns about geographic distribution of funded projects
- Discussed at TPC Work Group
- Development of Scoring Criteria for next Project Selection Process
 - Questions:
 - How to fairly compare projects accomplishing different priorities?
 - How to ensure appropriate distribution?
 - How to achieve desired policy goals, priorities, objectives?
- Solution: Differentiate project selection between projects in Rural and Urban area

Staff Recommendation

Adjusted Urbanized Area



- Create Rural Funding Allocation
 - Use established adjusted urbanized area boundary
 - Percentage of total available funds
- Determine Allocation percentage
 - Based on previous TPC action (March 2019)
 - 9% of federal funds to projects in rural area
 - “Floor” rather than “Cap”
- Relative scoring of rural projects
- Projects must meet minimum required points
 - TBD (assessing scoring with sample projects)
- Provide opportunity for each local agency to assign additional points to one or more high priority projects (details TBD)

Action

- Recommend Transportation Advisory Committee
 - Recommend Transportation Policy Council to allocate 9% of federal funds as a “floor” for projects in rural areas
 - Provide opportunity for each eligible local agency to assign additional points to one or more high priority projects (details TBD)

Policy on Using Bipartisan Infrastructure Law (BIL) Resources to Build a Better America

- U.S DOT issued guidance on framework to prioritize the use of BIL resources
- Encouraging and Prioritizing Projects That Build a Better America
 - Encourage and prioritize the **repair, rehabilitation, reconstruction, replacement, and maintenance of existing transportation infrastructure, especially the incorporation of safety, accessibility, multimodal, and resilience features.**
- Prioritizing Investments in All Federal-Aid and Federal Lands Eligible Transportation Assets
 - Metropolitan planning organizations, State transportation departments, FMLAs, and other decisionmakers to **direct new and expanded investments based on asset condition and need for modernization, as well as the potential for an investment or project to achieve Building a Better America objectives – rather than focusing exclusively or primarily on assets owned by States.**

Policy on Using Bipartisan Infrastructure Law (BIL) Resources to Build a Better America

■ NEPA Review

- FHWA staff shall encourage metropolitan planning organizations, State transportation departments, FLMAs and other decisionmakers to **consider the timeline for delivering projects and eligibility for Categorical Exclusions under NEPA as they are programming funding made available under the Bipartisan Infrastructure Law.**

■ General Purpose Capacity Expansion Projects

- FHWA will implement policies and undertake actions to encourage—and where permitted by law, require—recipients of Federal highway funding to **select projects that improve the condition and safety of existing transportation infrastructure within the right-of-way before advancing projects that add new general purpose travel lanes serving single occupancy vehicles.**
- https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm

Projects Scoring and Funding Allocation Summary

Proposed Funding Allocation Summary				
Investment Categories	Scoring % (BCA/Planning Factors)	Total Points (Balancing Factors)	Minimum points required for funding	% of Total available funds for competitive call (Increase funding on projects that improve operations and state of good repair on existing networks consistent with BIL policy)
Rural funding allocation*			TBD	9% (Floor)
Major Investments	50/50	100+100	TBD	20% (Cap)
Expand (Roadway/freight & Transit)	50/50	100+100	TBD	25% (Cap)
Manage (Roadway/freight & Transit)	50/50	100+100	TBD	20% (Floor)
Maintain (Roadway/freight & Transit)	50/50	100+100	TBD	12% (Floor)
Active Transportation	20/80	40+160	TBD	8% (Floor)
Remaining funding (allocated among rural, manage, maintain, active transportation)				6%
Total				100%
* Rural area based on adjusted UZA boundary				

Benefit/Cost Scoring Summary

Benefit/Cost Scoring Summary							
Investment Categories	Safety benefits weight	Safety benefits Points	Delay reduction benefits weight	Delay reduction benefits Points	Emission reduction benefits weight	Emission reduction benefits Points	Total B/C points
Major Investments, Expand (Roadway/freight & Transit), Manage (Roadway/freight & Transit), Maintain (Roadway/freight & Transit)	50%	50	30%	30	20%	20	100
Active Transportation	50%	20			50%	20	40

Roadway/Freight Projects Planning Factors Criteria Summary

Planning Factors Criteria Summary				
Planning Factors Criteria	Major Investments (Roadway/Freight)	Expand (Roadway/Freight)	Manage (Roadway/Freight)	Maintain (Roadway/Freight)
Functional class/evacuation routes	5	5	5	5
Freight network	5	5	10	10
Avoid/eliminate at-grade railroad crossing	5	5	5	5
Planning coordination	5	10	5	5
Connectivity to jobs	10	10	10	10
Transportation equity (Underserved)	10	10	10	10
Improvements to existing/addition of new technology (ITS, CV/AV technology)	10	5	10	10
Safety	10	10	10	10
Congestion management	10	10	10	
Resiliency	10	10	15	15
Environmental/ecological	5	5		
Multimodal accommodations/improvements	15	15	10	10
Pavement condition				10
Total	100	100	100	100

Transit Projects Planning Factors Criteria Summary

Planning Factors Criteria Summary				
Planning Factors Criteria	Major Investments (Transit)	Expand (Transit)	Manage (Transit)	Maintain (Transit)
Connectivity to employment/schools/medical facilities/other points of interest	25	25	25	
Multi-jurisdictions/transit service connectivity (multiple transit districts)	10	10		10
Improves multimodal connectivity	10	10	10	
Improvements to existing/addition of new technology (ITS, CV/AV technology)	10	10	10	10
Improves transit reliability (transit travel time)			15	
Urban/rural connectivity	5	5		
Transportation equity (Underserved)	10	10	10	10
Current/estimated ridership	5	5	5	10
Safety	10	10	10	10
Congestion management	5	5	5	
Planning coordination	10	10	10	10
Improvements to access to physically challenged individuals (ADA accessibility)				15
Improves useful life of facility/asset				10
Transit maintenance plan				15
Total	100	100	100	100