

**In-Person Meeting of the TIP Subcommittee
Call for Projects Workshop III**
Houston-Galveston Area Council
3555 Timmons Lane, 2nd Floor
Houston, Texas

Thursday March 24, 2022
1:00 p.m. – 5:00 p.m.

AGENDA

1. **Welcome**
2. **Workshop Notes** [*Public Comments*]
3. **Call for Project Development Update** (contd.)
Staff will continue presentation from the March 17, 2022 TIP Call for Projects Workshop II.
4. **Comments and Discussion.**
Open comment and discussion from workshop participants.
5. **Announcements**
 - TPC Meeting – March 25, 2022, 9:30 a.m., Teleconference (Zoom)
 - TIP Subcommittee Meeting – April 6, 2022, 1:30 p.m., Teleconference (Zoom)
 - Call for Projects Workshop IV – *TBD*, 1:00 pm. In person
[Workshop will resume sometime in 2 or 3 weeks]
- 6. **Adjourn**

TRANSPORTATION IMPROVEMENT PROGRAM SUBCOMMITTEE

CALL FOR PROJECTS WORKSHOP I

Thursday, March 24, 2022 – 1:00pm
Houston-Galveston Area Council
In-Person Meeting

WORKSHOP PARTICIPANTS

Veronica Chapa-Gorczyński – East End District	Jonathan Brooks – LINK Houston
Billy Combs – Chambers County	Natalie G. Lopez – Chambers County
Cory Taylor – Chambers County	Ricardo Villagrand – City of Mont Belvieu
Loyd Smith – Harris County	Pamela Lebrane – Fort Bend County
Veronica Davis – City of Houston-PW	David Wurdlow – City of Houston-PW
Bruce Mann – Port Houston	Charles Airiohuodion – TXDOT-HOU
Andy Mao – TXDOT-HOU	Catherine McCreight – TXDOT-HOU
Scott Ayres – TXDOT-BMT	Dominick Mazod – Citizen
Alan Clark – METRO	Jeffrey English – TXDOT-HOU
Ana Ramirez – TXDOT-HOU	Marlisa Briggs – NHA
Katherine Parker – GCRP	Zachry Vagler – Chambers County

Item 1: Welcome

The workshop began with a welcome address and general instructions by the TIP Subcommittee Chair, Veronica Chapa-Gorczyński on procedures and expectations for workshop participants and the floor observers.

Item 2: Workshop Notes [Public Comment]

Dominic M.

There is a growing concern among people who are scared to travel in Houston not because of an increase in crime, but concern for safety as a result of the aggressive driving. Some people drive like there are no laws at all. When people stop going out because they don't feel safe, it would cause economic hardship. Vision Zero must be activated now, and tickets be issued for unsafe driving practices.

Item 3: Call for Projects Update

(a) Introduction:

Craig Raborn recapped the highlights of the previous workshop:

- the introduction of a table summarizing the point-by-point guidance issued by the TPC working group regarding what should be addressed in the call for projects;
- introduction of the idea of a qualitative scoring method that applies a narrative description to explain how a project addresses the criteria being measured. This will replace the purely quantitative approaches applied to certain elements of the planning factors ;
- discussion of individual planning factors, identifying which ones could appropriately be measured quantitatively and which ones a descriptive assessment worked better.
- the safety planning factor.

The workshop discussion began informally with the restatement of the need to support freight projects. Movement of freight is a priority of the RTP and a goal of the regional freight plan and should be a priority in the call. Funding shortfalls hinder major freight projects. DOT announces new mega projects grant program. Qualitative scoring would help to identify projects with a nexus to freight. Resolution will involve several solutions –scoring criteria, funding targets and ranges, sequencing, and timing of the call.

NB: Some projects are beyond the scope of the call for projects, such as reconstructing the San Jacinto river bridge. Developing partnerships is necessary to be able to achieve them.

(b) Discussion on Planning Factors:

The meeting continued with the discussion of the following planning factors:

- Resiliency
- Congestion
- Multimodal accommodations and improvements
- Transportation Equity, Access for disadvantaged and underserved populations
- Evacuation routes
- Technology: ITS, connected systems and automated vehicles

The workshop ended early, reserving consideration of the remaining planning factors to the next workshop session. The next meeting date is yet to be determined.

Item 4: Comments and Discussion

Discussions Points and Comments:

- Freight has been mentioned a lot but looking at the planning factors, there is not enough to tip the scale when you compare a road with 300,000 commuters with a road with 1,000 trucks. However, fifty percent of the entire regional economy is the ports. If we are not investing in the infrastructure in and around the port region it is going to start to negatively impact the economic competitiveness of the region. We've said that rural is important and have created a set-aside just for the rural. The port and the city are tied together.
- The points available to freight projects were reduced compared with previous years. Priorities should align with RTP goals, and freight/goods movement is very important to that.
- The regional freight plan states the priorities of the region with regards to freight movement and from the TPC perspective should justify spending on what the region considers its priorities. Its no use having a plan and not being guided by it.
- In the resilience to flooding, more points are being awarded for the problem than for the solution.
- What data will be used for congestion? Pre-covid or post-covid?
- Should freight be considered under multimodal accommodations and improvements? Separate apples and oranges.
- What is the LCNI index? Are you making life better for the population with these socio-economic disadvantages? Is it intensity focused rather than disadvantaged focus?
- President executive order in January calls attention to rural areas.
- Do the disadvantaged areas really want the road?
- The requirement of having to document what the benefit to the community in a qualitative narrative would ensure there is veracity to the statement.
- The importance of the gulf coast region where we live would suggest that evacuation routes should have more than the allocated 5 or 6 points.
- Because eligible evacuation routes are limited and most applications will score zero in this category, establishing a high total point allocation would be putting the thumb on the scale.
- Would projects relating to Technology improvements be in the Manage category?
- ITS could be embedded in other criteria. The point system would probably not adequately incentivize the use of technology.

Item 5: Announcements

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- Call for Projects Workshop IV – *TBD*, 1:00 pm. In person [*Next workshop will resume sometime in 2 or 3 weeks*]

Item 6 Adjourn

The meeting adjourned at 4:00 p.m.