



Item 5: Recommend TAC Officers to TPC TIP Process Review Committee



Transportation Advisory Committee
October 18, 2023

Purpose and Intent

- TPC Workgroup guidance:
 - Goals
 - Priorities
 - Policies
- Project Selection Process developed to implement TPC's guidance while selecting new projects for TIP and 10-year plan
 - Currently underway
- New Workgroup tasks:
 - Monitor the project selection process, particularly implementation of TPC's guidance
 - Focus on process and results (e.g., not status reports)
 - Develop report and any recommendations for TPC for next selection cycle

Composition and Commitment

- Composition of original Project Prioritization Workgroup (15 members):
 - 2 TPC officers
 - 3 City members (small, medium, large)
 - 3 County members (at least one from a rural county)
 - 4 agency members (TxDOT, Metro, H-GAC, Port/Rail)
 - 3 TAC officers
- Remaining or continuing active TPC or TAC members:
 - 1 TPC officer
 - 3 agency members (TxDOT, H-GAC, Port/Rail)
- Expected commitment:
 - Monthly update meeting, next ~6 months; 30-60 minutes; Guide report preparation

Action Requested

- Authorize TAC Officers to participate in a Workgroup to monitor the TIP project selection process and report back to the TAC and TPC after the process is concluded

Next Steps

- *Appointments presented to TPC in October for approval*
- *Workgroup meetings start in November*



Item 6 - 2020 Adjusted Urbanized Area Recommendations



Transportation Advisory Committee
October 18, 2023

Urbanized Area Adjustment Basics

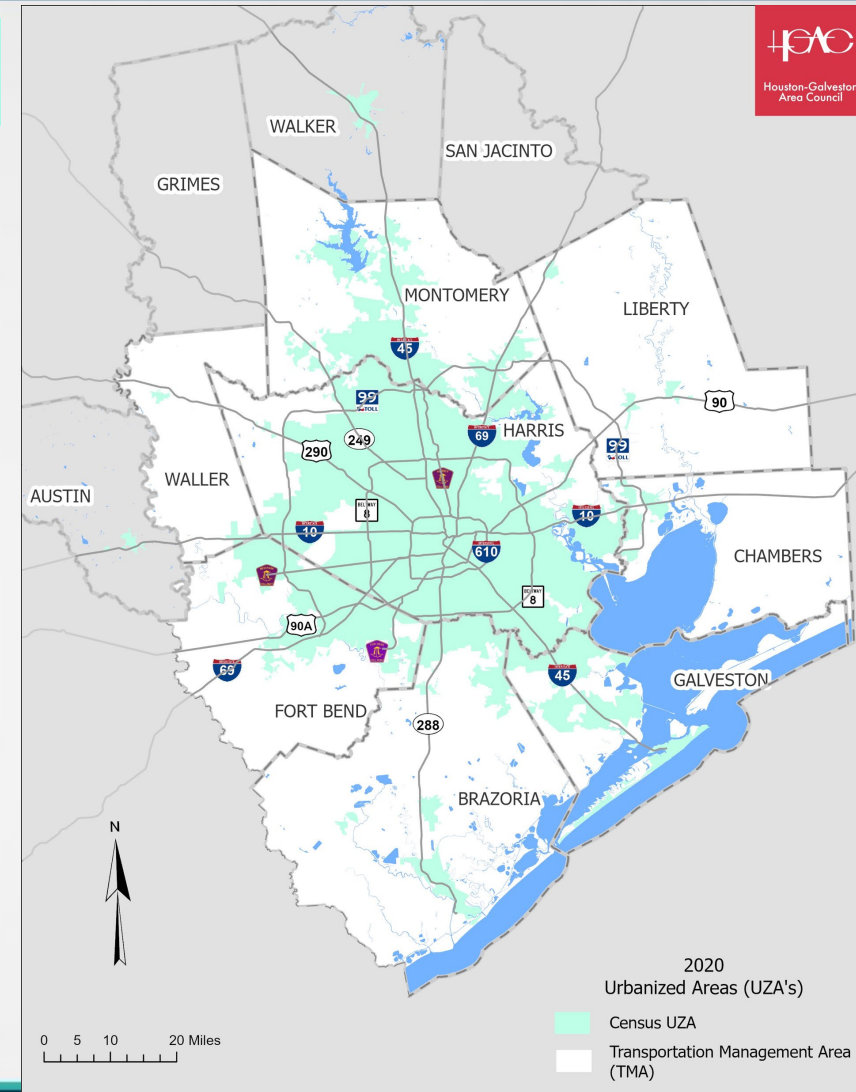
- Every 10 years, follows Decennial Census
- State-led, collaborative between state, MPO, FHWA
- Purposes:
 - Smooth out irregularities
 - Maintain administrative continuity
 - Encompass growing fringe areas with residential, commercial, or industrial significance
- Impacts:
 - May change roadways' Functional Classification and funding eligibility
 - May impact federal or state funding allocations
 - Will affect performance measures and targets
 - May impact MPO Planning Area (hasn't changed since 1974)

2020 Census Urbanized Areas

Criteria

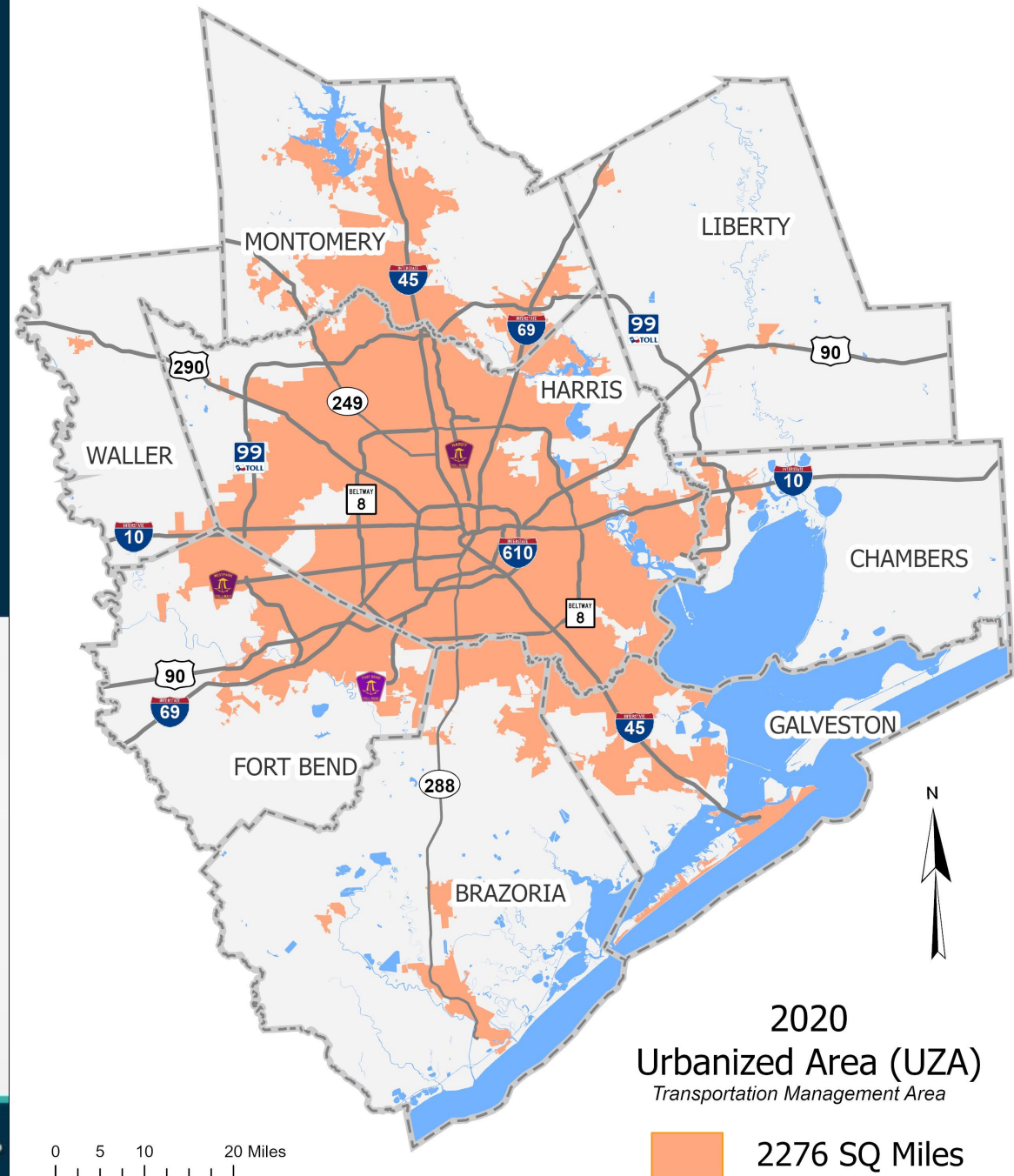
- Aggregation of census blocks with a housing unit density of 425.
- Use of land cover data to identify territory with a high degree of imperviousness.
- An area will qualify as urban if it contains at least 2,000 housing units or has a population of at least 5,000.
- Contiguous census blocks added to already qualifying territory with a housing unit density of 200.
- Maximum hop distance 0.5 miles, maximum jump distance 1.5 miles,
- [Additional Criteria](#)

2020 Census Urbanized Area



Historic Census Urbanized Area 1970 to 2020

- 1970: 896 mi²
- 1980: 1326 mi²
- 1990: 1384 mi²
- 2000: 1591 mi²
- 2010: 2054 mi²
- 2020: 2276 mi²

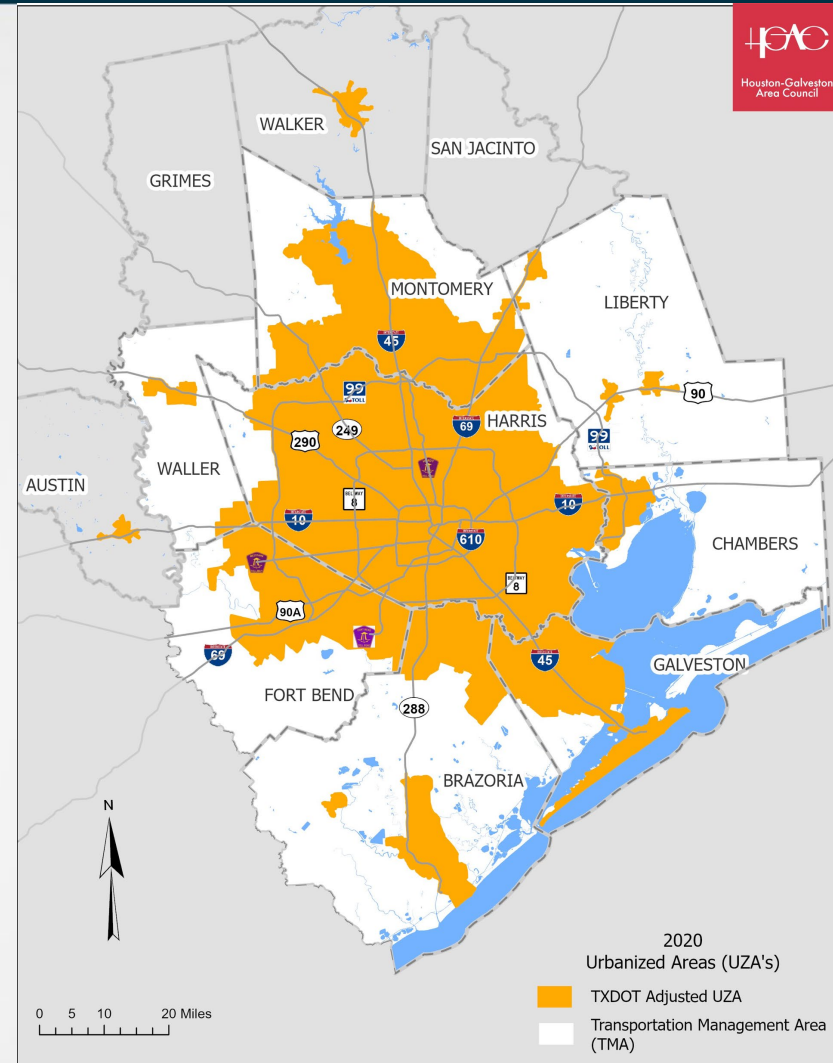


Adjusting 2020 Urbanized Area

Criteria

- State and local officials authorized to cooperatively adjust Urban Area boundaries by [23 U.S.C. 101\(a\)\(35\)](#)
- Aligning with existing planning boundaries
- Incorporating local knowledge of urban landscape
- Addressing irregularities in boundary shapes
- Maintaining consistency with highway functional classifications
- **Requirement-** Boundaries should encompass the entire Census Bureau urban area

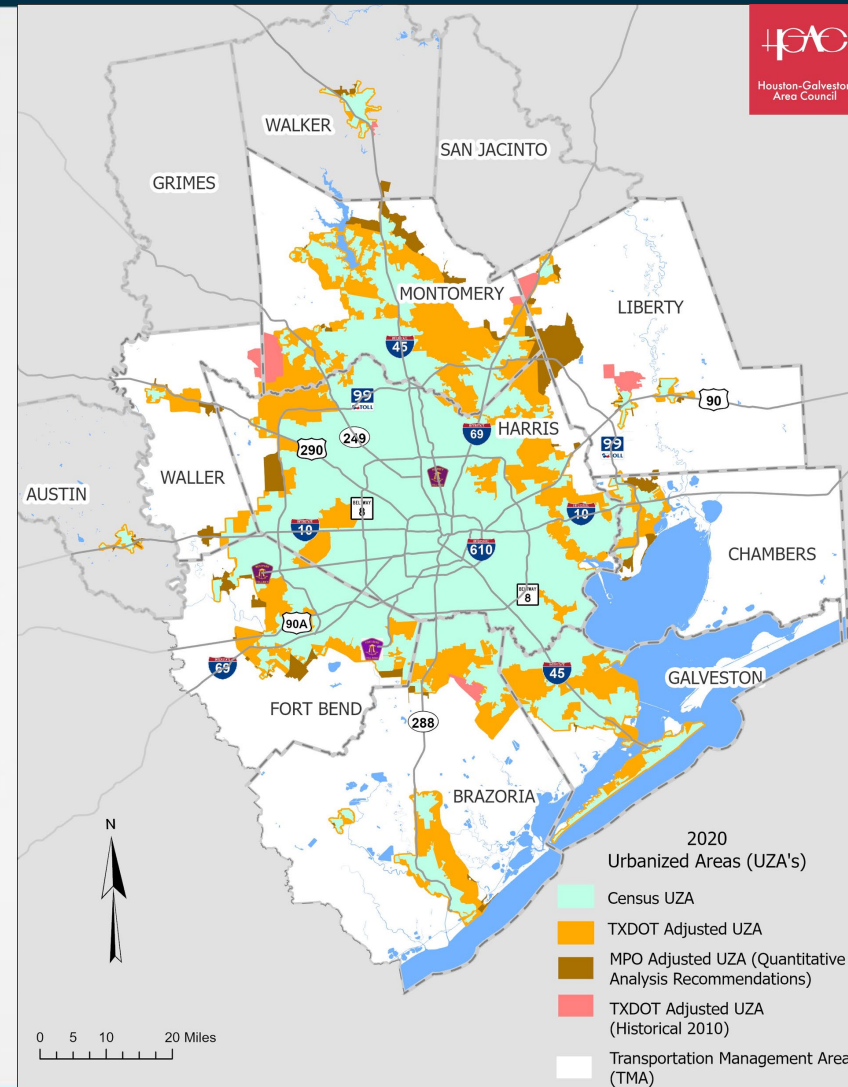
TxDOT Proposed 2020 Adjusted Urbanized Area



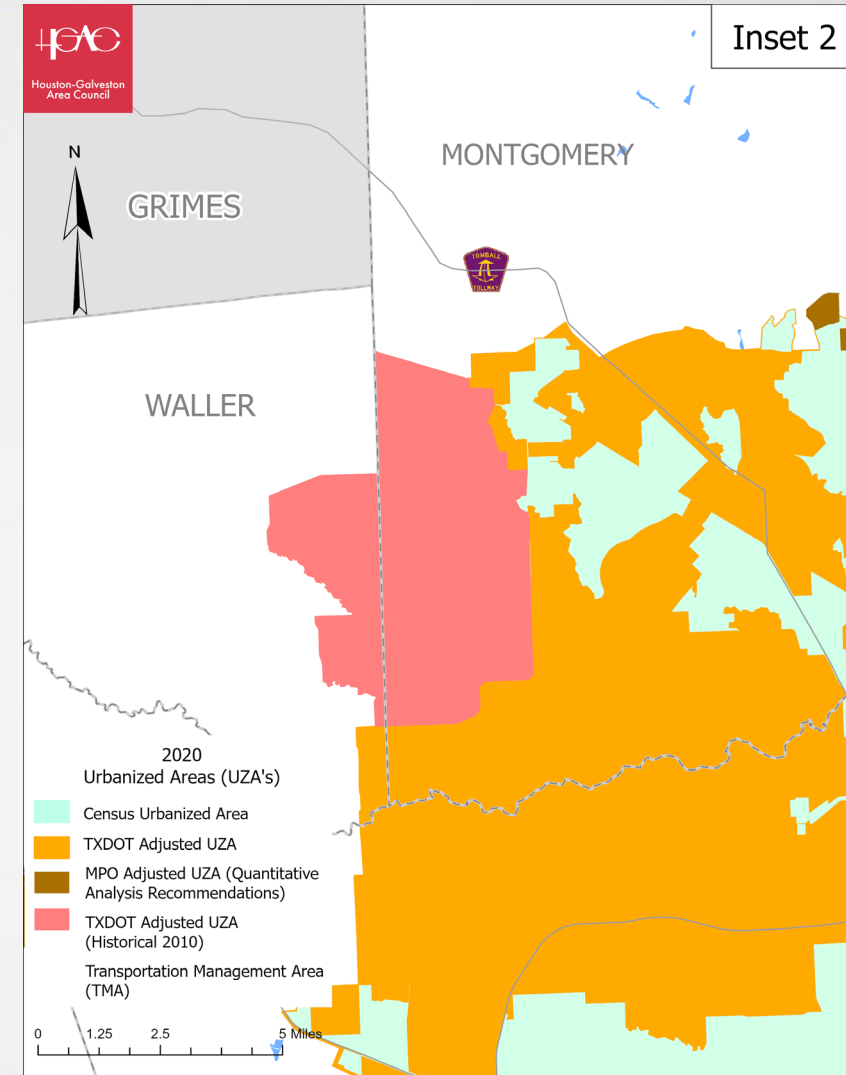
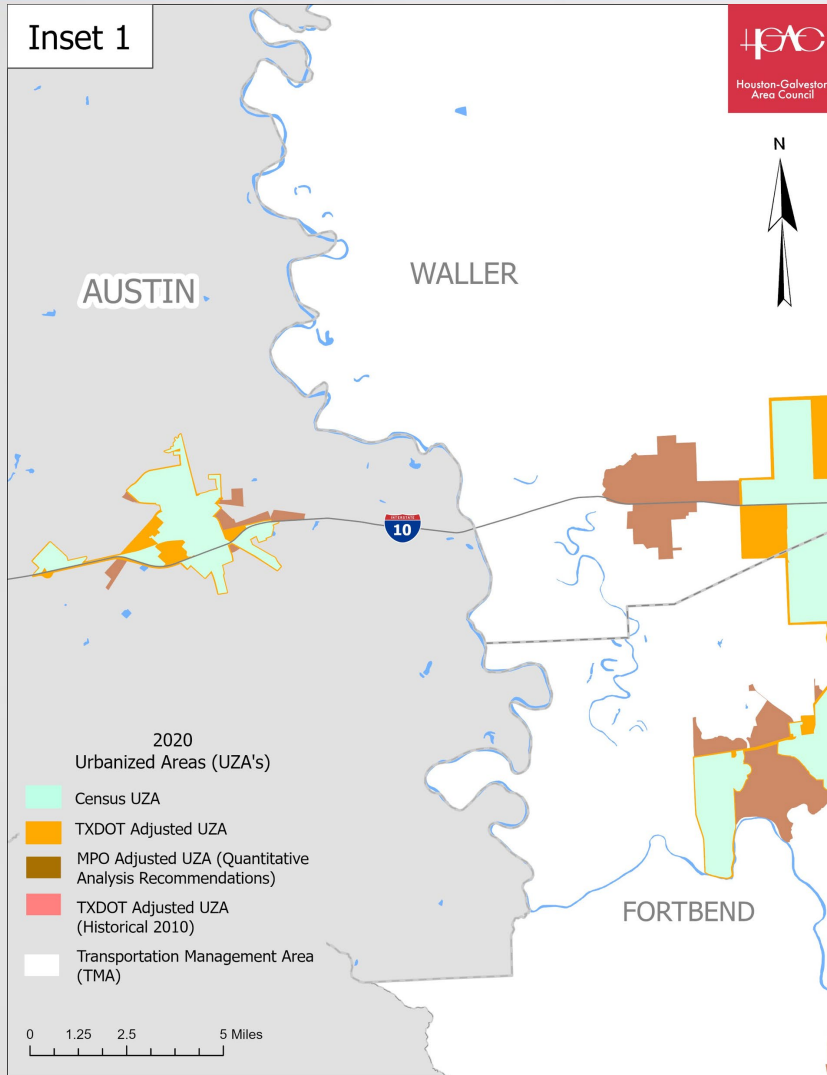
Potential MPO Recommendations

Criteria

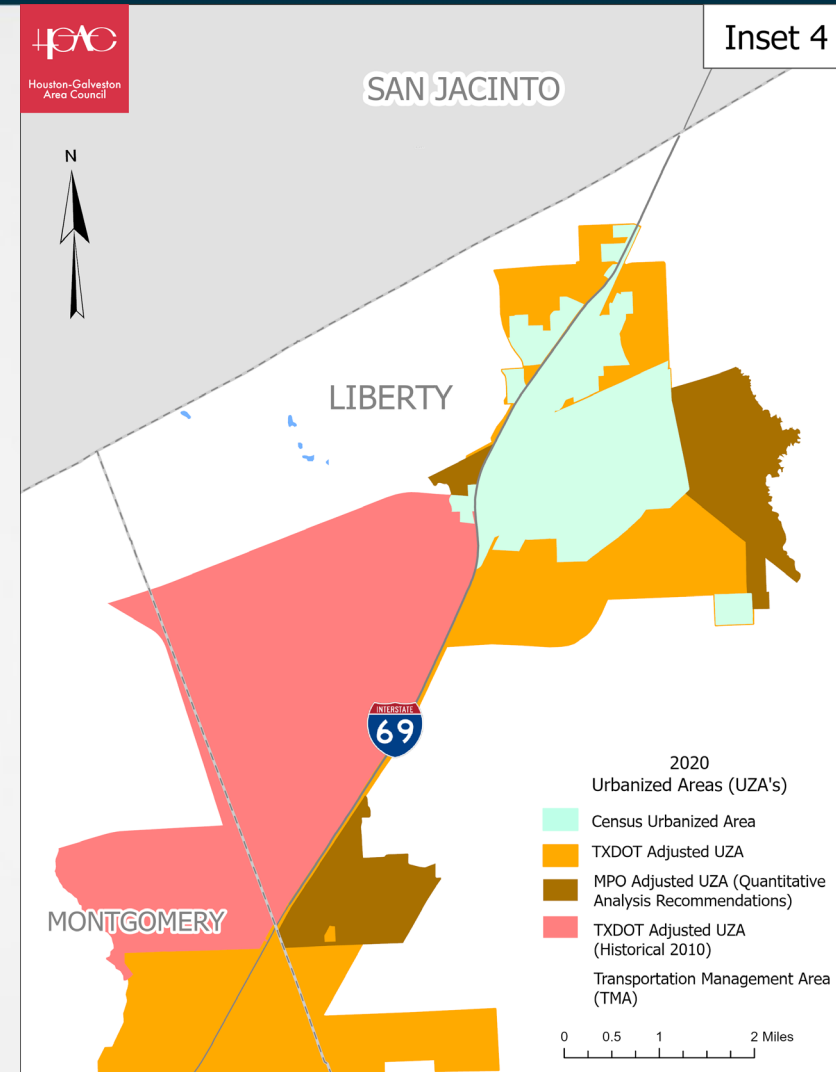
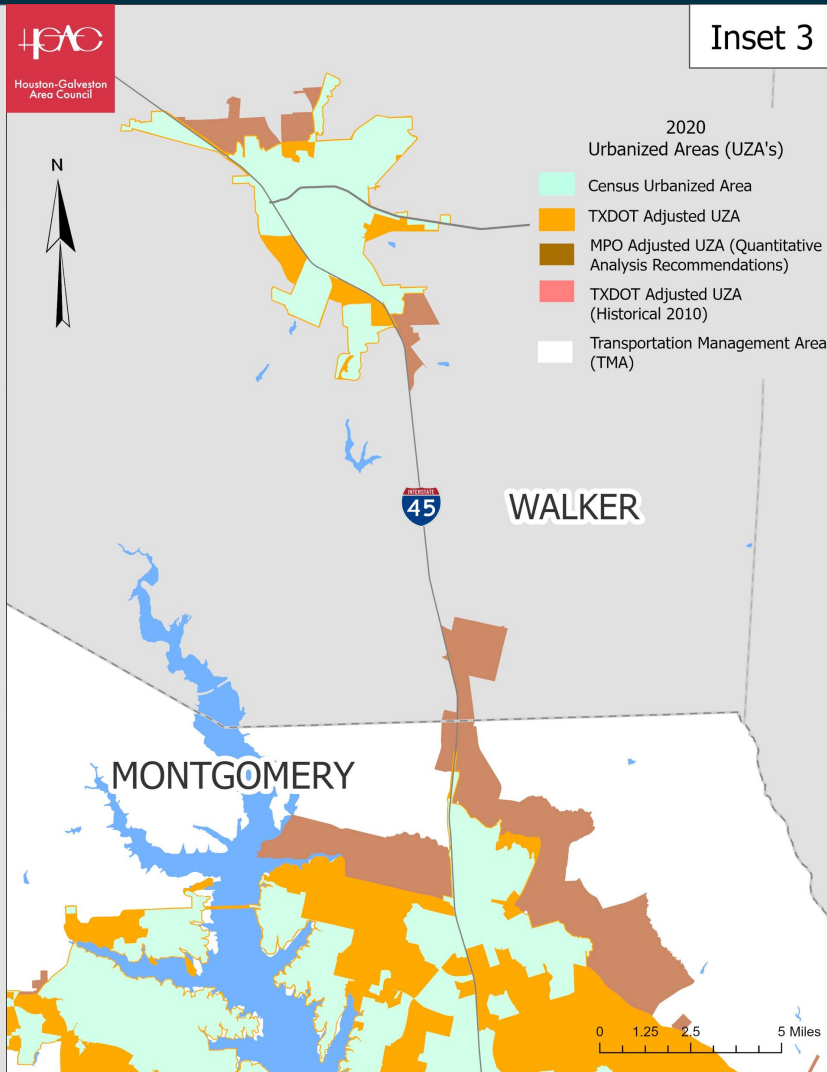
- Include 2020 Census Urbanized Area and TxDOT proposed 2020 adjusted Urbanized Area
- Add areas (Census blocks) with at least 20% impervious surface and/or planned developments that are contiguous to TxDOT proposed 2020 adjusted Urbanized Area **(Quantitative)**
- Add areas previously classified as Urban by US Census (Census 2010) **(Historic)**



Adjusted Urbanized Area along MPO Boundary

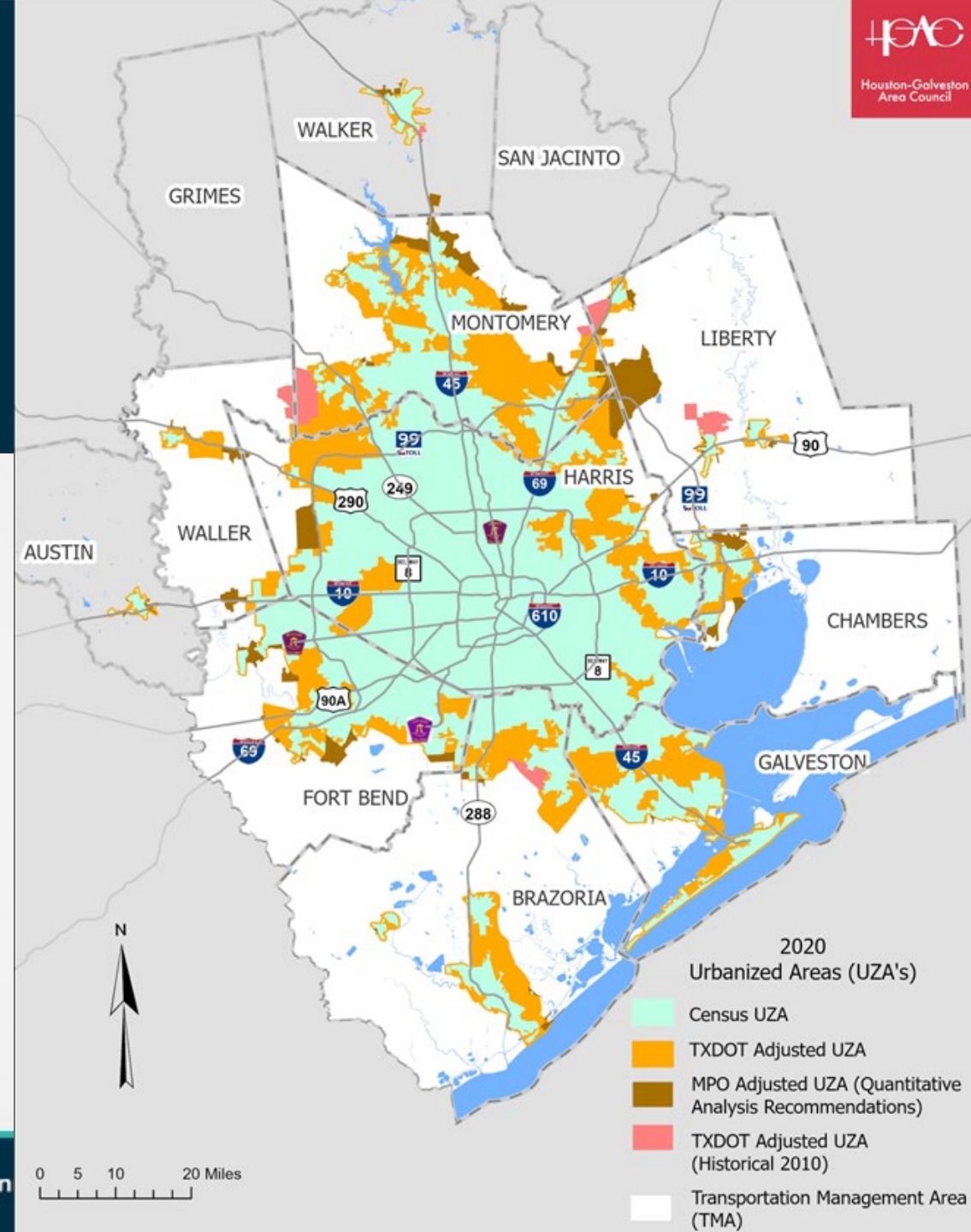


Adjusted Urbanized Area along MPO Boundary



MPO Adjusted Urbanized Area Recommendation Questions/Discussion

1. Is TxDOT proposed Adjusted Urbanized Area sufficient?
2. Should the Quantitative Adjustment be used?
3. Should the 2010 Boundaries be included?



Urbanized Area Application



Regional Urban Area Analysis

2010 Census UZA

All Yes No

2020 Census UZA

All Yes No

2010 TxDOT Adjusted UZA

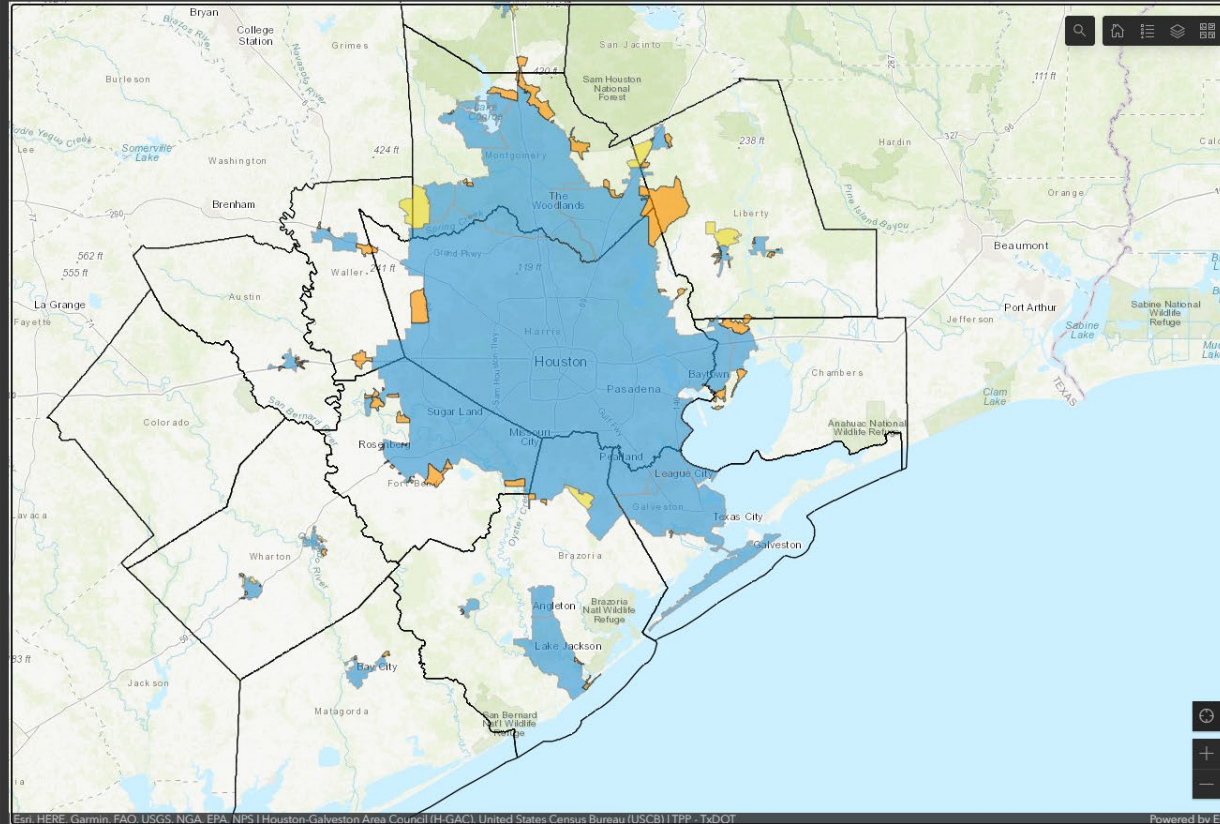
All Yes No

2020 TxDOT Adjusted UZA

All Yes No

2022 Impervious Surface Rate

0.0% - 100.0%



Select County

No category selected

Population (2020)
7,238,276 (99.2 %)

Households (2020)
2,554,057 (99.3 %)

Total Jobs (2020)
3,089,417 (99.2 %)

Total Area (sq mi)
13,318.8 (95.7 %)

LEGEND

2020 Proposed Adjusted UZA Additions

- Historical UZA
- Quantitative Analysis
- others

2020 Proposed TxDOT Adjusted UZA

<https://h-gac.maps.arcgis.com/apps/dashboards/6952c93ecf734c9baa8f2edc66ade537>



Project Selection Process Update



Transportation Advisory Committee
October 18, 2023

Investment Categories: Purpose

Investment Category	Description and Purpose (“Identify, develop, and fund...”)
Regional Goods Movement	Projects that most effectively enhance or improve safe and reliable freight mobility throughout the region.
Major Projects	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	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.
Resiliency & State of Good Repair	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.
Operational Improvements & Congestion Management	Projects that most effectively deliver traffic management and other operational improvements, as well as mitigate current congestion.
Transit	Projects that most effectively provide, expand, or enhance transit infrastructure throughout the region.
Active Transportation	Projects that most effectively enhance or improve walking and bicycling for essential trip-making in the region.
Safety **	Projects that most effectively will reduce or eliminate crashes that result in fatalities and serious injuries.

Benefit Cost Analysis for RGM

- Regional Goods Movement Investment Category
 - Benefit Cost Analysis

	# of Projects
Projects scoring ≥ 50	40
BCA Responses Received	38
Projects withdrawing from consideration	2

Benefit Cost Analysis

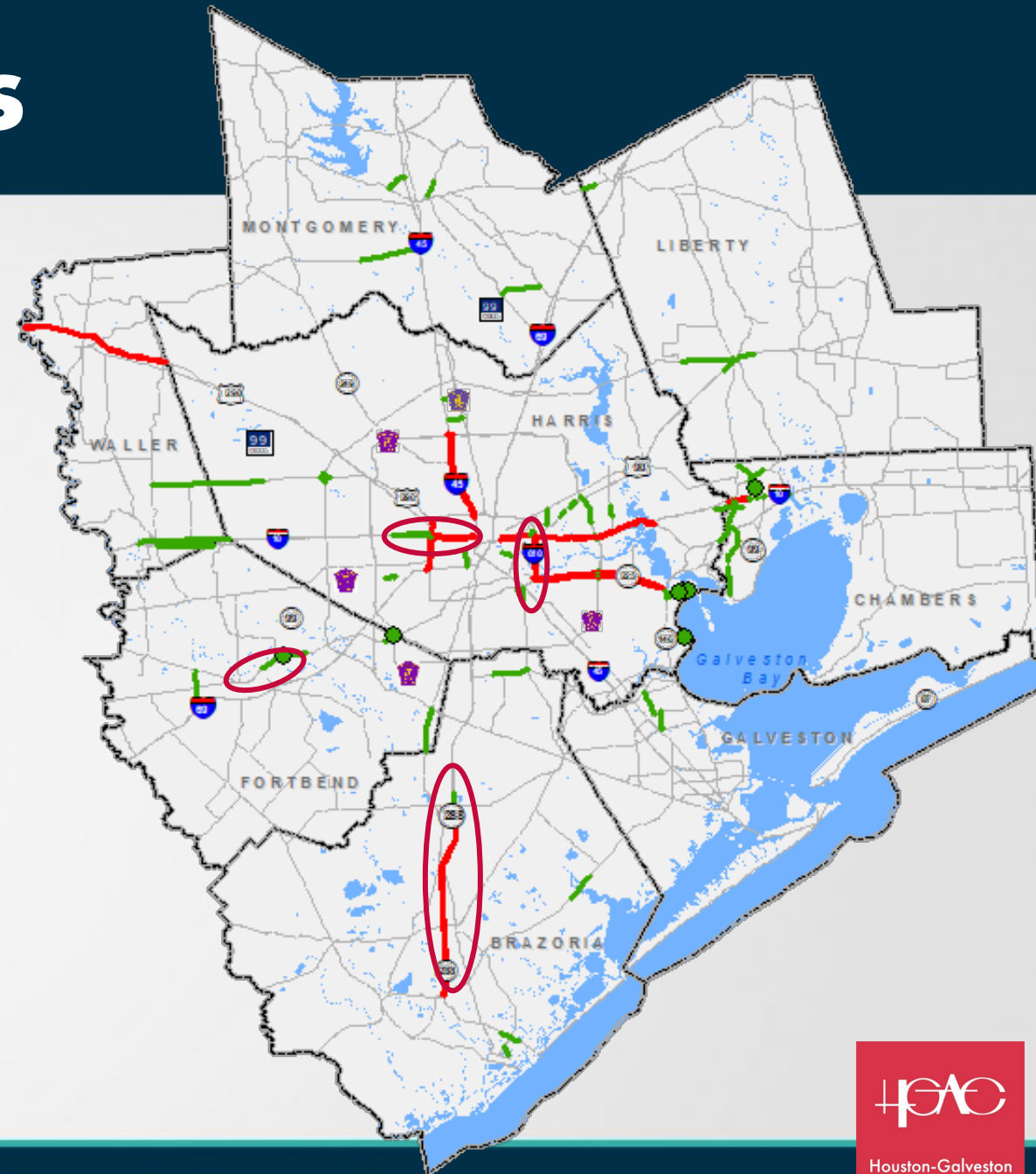
BCA Not Scored

IH 10W

IH 610 E

SH 288

US 90A



Benefit-Cost Scoring

- 34 of 40 Projects were scored for BCA
- Total Benefits/Total Cost
- B/C ratios range from 0.0 to 101.9
- Covert benefit/cost ratios > 1.0 in to points 0 -100
 - 24 projects
 - 4 Options
- Top 2-3 projects considered outliers

Benefit-Cost Scoring

- Approach 1:
- Considered top 2 B/C ratios as outliers
 - 101.9 & 14.2
- Allocate 100 points to next to B/C ratio (8.5)
- Allocate 1 point to the lowest B/C ratios ≥ 1.0
- Allocate all other B/C ratios proportional points between 1-100

Benefit-Cost Scoring

- Approach 2:
- Considered top 2 B/C ratios as outliers
 - 101.9 & 14.2
- Allocate 100 points to next to B/C ratio (8.5)
- Allocate 25 points to the lowest B/C ratios ≥ 1.0
- Allocate all other B/C ratios proportional points between 25 -100

Benefit-Cost Scoring

- Approach 3:
- Allocate 100 points to all projects with ≥ 5.0
 - 4 projects
- Stratify other \geq B/C ratios in to 3 parts
 - 20 projects
- Allocate top 1/3rd projects 75 points, middle 1/3rd projects 50 points and bottom 1/3rd project 25 points
 - 7-75, 7- 50, and 6-25 points.

Benefit-Cost Scoring

- Approach 4:
- Allocate 100 points to all projects with ≥ 5.0
 - 4 projects
- Allocate 75 points for projects with B/C ratios – 4.0-5.0
 - 2 projects
- Allocate 50 points for projects with B/C ratios – 3.0-4.0
 - 3 projects
- Allocate 25 points for projects with B/C ratios – 1.0-2.0
 - 15 projects

Project ID	County	Agency Name/Sponsor	Project Title	Facility/Street/Highway	Limits	Description	Corrected Criteria Total	B/C Score 4	Total Score 4	Total Score Rank 4	Requested for	Total Cost in Budget (2021 \$)	YOE Based on the Benefits (Will changed after readiness review)
941	Harris	Port of Houston Authority	Bayport Container Terminal Overpass.	PORT RD	FM 146 TO CRUISE ST	CONSTRUCTION OF RAILROAD OVERPASS ON PORT ROAD LEADING TO THE BAYPORT CONTAINER TERMINAL.	61	100	161	1	Development and construction	\$23,300,000	2024
751	Fort Bend	City of Sugar Land	ITS Railroad Monitoring, Notification, & Communication (CTR2203)	Cravens Road	Pitts Road	Install railroad notification DMS prior to RR crossings to reroute traffic; Add Lidar or other technology to the Rail Monitor System to detect trains on dual tracks.	60	100	160	2	Development and construction	\$1,250,000	2024
1115	Harris	TxDOT Houston District	SH 3 Intersection Improvements - SH 3 at South Richey St, Edgebrook Dr, El Dorado Blvd, and Bay Area Blvd	SH 3	At South Richey, Edgebrook Dr, El Dorado Blvd, and Bay Area Blvd	Change signals to mast arms, replace RR arms, and gates, and lengthen railroad planking. The purpose of the project is to extend sidewalks across the RR tracks parallel to SH 3.	59	100	159	3	Construction	\$4,780,434	2030
962	Chambers	TxDOT Beaumont District	IH-10 Ramp Relocations	IH-10	From SH 146 to FM 565	Relocate entrance / exit ramps	52	100	152	4	Development and construction	\$7,010,000	2026
833	Harris	Harris County Engineering	Rankin Road Access Management Project	Rankin Road	IH 45 NBFR to Ranch View Trail	Add center two-way left turn lane, signal modifications (leading pedestrian intervals, crosswalks, ADA ramps), and sidewalk improvements to mitigate serious injuries and fatalities on 1.5 mile Vision Zero High Injury Network corridor.	72	75	147	5	Development and construction	\$12,028,601	2026
969	Chambers	TxDOT Beaumont District	SH 146 TURN LANES	SH 146	AT IH10	DUAL TURN LANES FOR NB	55	75	130	6	Development and construction	\$3,755,000	2024
1252	Harris	Harris County Engineering	East Richey Rd Improvement Project	E Richey Road	I45 NBFR to Grovedale Rd	Safety improvements, access management, driveways, sidewalks and improved street geometry.	75	50	125	7	Development and construction	\$6,100,000	2026
1058 & 1059	Fort Bend	TxDOT Houston District	IH 10 W Frontage Roads	IH 10 W	From FM 359 to Fort Bend County Line	CONSTRUCT 2 TWO LANE FRONTAGE ROADS ON NEW LOCATION (EASTBOUND AND WESTBOUND). This project fills in the gap of the frontage road system in Fort Bend County on IH 10.	68	50	118	8	Construction	\$44,342,335	2028
1103	Harris	TxDOT Houston District	SH 225 at SL 8 Three Remaining DC ramps	SH 225	AT SL 8	CONSTRUCT 3 DIRECT CONNECTOR RAMPS (EB-NB, EB-SB, WB-SB)	78	25	103	9	Construction	\$55,385,000	2026
1128	Harris	TxDOT Houston District	SH 6 Intersection Improvements at FM 529	SH 6	At FM 529	INTERSECTION IMPROVEMENTS	50	50	100	10	Construction	\$9,598,971	2028
1102	Harris	TxDOT Houston District	SH 146 Widening and other improvements	SH 146	From Ferry Road to Chambers C/L (Cedar Bayou)	Reconstruct and widen from 4 to 6 lanes, median, bicycle/pedestrian facilities and intersection improvements.	70	25	95	11	Construction	\$14,160,900	2038
1211	Harris	East End District	Navigation Boulevard Reconfiguration	Navigation Boulevard	Lockwood Drive to Mack Street	Reconfigure multimodal mobility corridor by converting unused lane capacity into a new dedicated commuter bike route, pedestrian amenities and additional greenspace. Project scope includes necessary work on public utilities. Project is a major component of the Buffalo Bayou East Master Plan.	70	25	95	12	Construction	\$9,512,361	2024

Project ID	County	Agency Name/Sponsor	Project Title	Facility/Street/Highway	Limits	Description	Corrected Criteria Total	B/C Score 4	Total Score 4	Total Score Rank 4	Requested for	Total Cost in Budget (2021 \$)	YOE Based on the Benefits (Will changed after readiness review)
851	Harris	Harris County Engineering	Sheldon Road (North) Improvement Project	Sheldon Road	US90 to Sheldon Ridge	Reconstruct and widen, existing 2 lane concrete overlaid with asphalt to 4 lanes of reinforced 12" concrete roadway. Includes bridge section, 2 major throughfare intersections and multiple industrial/ commercial business entrances. drainage, sidewalks and landscaping and safety. Considering existing railroad at-grade crossing to be a separate line item.	66	25	91	13	Construction	\$22,800,000	2026
1222	Harris	Gilfgate Redevelopment Authority	Telephone Rd Reconstruction	Telephone Rd	IH 610 Frontage - Reveille St	Replace all public infrastructure and reconfigure roadway to enhance multimodal access and safety (roadway, utilities, access management, pedestrian realm, bike lane)	62	25	87	14	Construction	\$45,254,814	2024
662	Galveston	City of Dickinson	Dickinson Ave./FM 1266 Safety Improvements	Dickinson Avenue / FM 1266	FM 646 to FM 517	The improvement will be a full reconstruction of the roadway including the addition of street lighting, sidewalk facilities, and upgrades to signalized intersection at Deats Road. To accommodate the addition of sidewalks, the existing open ditches will be replaced with culverts.	61	25	86	15	Development and construction	\$43,862,171	2024
1168	Fort Bend	TxDOT Houston District	SS 10 Widening	SS 10	From SH 36 West of Rosenberg to IH 69 S	WIDEN TO 4-LANE DIVIDED ROADWAY	59	25	84	16	Construction	\$31,305,750	2029
1012	Fort Bend	TxDOT Houston District	FM 359 Widening	FM 359	From South IH 10 W to US 90	Widen from 2 lanes to 4 lane urban divided roadway	59	25	84	17	Construction	\$4,808,616	2029
1010	Montgomery	TxDOT Houston District	FM 3083 Widening	FM 3083	From SH 105 W to IH 45	Widen from 2-lane to a 4-lane divided roadway.	56	25	81	18	Construction	\$24,135,801	2028
1235	Harris	Montrose TIRZ 27 Redevelopment Authority	Montrose Boulevard Reconstruction	Montrose Boulevard	West Clay to US-59/IH-69	Replace all public infrastructure (roadway, utilities, access management, pedestrian realm, transit, bike lane)	54	25	79	19	Construction	\$50,982,971	2024
1020	Brazoria	TxDOT Houston District	FM 518 Widening	FM 518	From FM 865 to SH 35	Widen from 4-lanes to 6-lanes. A raised median will be included and may vary between 14 and 18 feet. Convert the existing open ditch drainage system to a curb and gutter drainage system. In addition, outside pedestrian sidewalks and bikeways are proposed.	54	25	79	20	Construction	\$49,919,500	2028
1101	Harris	TxDOT Houston District	SH 146 DC Ramps to Barbours Cut Port Terminal	SH 146	AT BARBOURS CUT BLVD	CONSTRUCT 3 DCs (SB-EB, WB-NB [SH 146], WB-NB [SH 225])	79	0	79	21	Construction	\$53,295,000	2038
1005	Waller	TxDOT Houston District	FM 2855 Extension to IH 10 W	FM 2855	From US 90 FM 529 to IH 10 W	Reconstruct and Widen from 2 to 4 lanes and extend FM 2855 (currently known as Brookline Rd) to IH 10 W	53	25	78	22	Construction	\$69,706,800	2028
968	Liberty	TxDOT Beaumont District	FM 1960 Widening	FM 1960	From SH 321 to SH 99	Widen from 2 to 4 lanes	52	25	77	23	Development and construction	\$28,180,000	2028
1026	Fort Bend	TxDOT Houston District	FM 521 Widening and Railroad grade separation	FM 521	From CR 56 to SH 6	Widen from 4-lanes to 6-lanes divided. The FM 521 project extends from State Highway 6 to County Road 56 in Fort Bend County. The project includes a railroad grade separation. The area is rapidly developing with new subdivisions and a new high school adjacent to the road.	52	25	77	24	Construction	\$53,784,100	2028

RGM Projects Draft Ranking

Project ID	County	Agency Name/Sponsor	Project Title	Facility/Street/Highway	Limits	Description	Corrected Criteria Total	B/C Score 4	Total Score 4	Total Score Rank 4	Requested for	Total Cost in Budget (2021 \$)	YOE Based on the Benefits (Will changed after readiness review)
1002	Harris	TxDOT Houston District	FM 2234 Intersection Improvements	FM 2234	From North of US 90A to South of US 90A	Construct intersection improvements.	50	25	75	25	Construction	\$17,613,082	2030
1117	Brazoria	TxDOT Houston District	SH 332 Grade Separation at FM 523	SH 332	From N of FM 523 to S of FM 523	Construct grade separation at FM 523.	74	0	74	26	Construction	\$10,686,219	2038
1180	Harris	TxDOT Houston District	US 90 Grade Separation at Purple Sage	US 90	From West of Purple Sage to East of Purple Sage	Construct grade separation (6 Main Lanes) in gap of US 90 mainlanes at Purple Sage intersection.	68	0	68	27	Construction	\$33,815,600	2028
1204	Harris	City of Houston	Gellhorn Dr.	Gellhorn Dr.	Between I-10 on the south and I-610 on the north	Project includes improvement of freight connectivity between IH-610 & IH-10 as well as intersection operations. Improvements will also create safer pedestrian & bicycle facilities and mitigate storm sewer deficiencies.	63	0	63	28	Development and construction	\$22,317,252	2028
1201	Harris	City of Houston	Oates Rd	Oates Rd.	From Wallisville to Beaumont Highway	Improvements include full concrete reconstruction of the corridor to include two 11-ft lanes (with 1-ft offsets) with a 12-ft center turn lane in the middle, as well as pedestrian improvements which include two 10-ft shared use paths on both sides of the road.	59	0	59	29	Development and construction	\$29,626,607	2025
1176	Harris	TxDOT Houston District	US 90 Greens Bayou Bridge	US 90	From W of Greens Bayou to E of Greens Bayou	Construct bridge (6 Main Lanes) over Greens Bayou in gap of US 90 mainlanes.	58	0	58	30	Construction	\$26,038,884	2028
973	Liberty	TxDOT Beaumont District	Dayton Relief Route	US 90	TBD	Construct relief route around Dayton	55	0	55	31	Development and construction	\$99,500,000	2031
996	Brazoria	City of Houston	FM 1495 Widening	FM 1495	From FM 523 to North of Brazos River Bridge	Widen from 2-lane to 4 -lane roadway	51	0	51	32	Construction	\$11,421,429	2038
963 & 964	Chambers	TxDOT Beaumont District	FM 1405 Widening	FM 1405	From SH 99 south to FM 2354 & From FM 565 south to SH 99	Widen from 2 to 4 lanes with center turn lane	49	0	49	33	Development and construction	\$56,345,000	2027
658	Montgomery	City of Conroe	Airport Road Widening	Airport Road	FM 1314 / Porter Rd to FM 3083	Widen existing two-lane road (no sidewalks) to four lane with sidewalks. Scope includes stormwater, water, and wastewater.	49	0	49	34	Development and construction	\$21,814,037	2024

Next Steps

- Meet with all sponsors – 10/5 to 10/11
- Sponsors will have opportunity to challenge BCA scores
- Final scores and ranking will be determined after sponsors validate current scores
- Readiness review
 - Determine programming years for project if selected for funding
- TAC&TPC Preview draft scores and ranking – October
- Anticipated recommendation to TAC&TPC – November
- Projects not recommended are evaluated for other Investment categories

Next Five Investment Categories

- High Growth Area Needs
- Resiliency and State of Good Repair
- Operational Improvements and Congestion Management
- Transit
- Major Projects
- Reviewing the comments on evaluation criteria
- Make necessary modifications and publish criteria
- Online questionnaires will be available in first week of November

Example Comments Received

- Timeline for Active Transportation and Safety investment categories
- ITS projects eligibility in SOGR
- Multimodal ne removed from investment category focused criteria for High Growth Area Needs (HGAN)
- For HGAN add connects discontinuous existing networks, along with provide access to new developments, and expand existing networks
- Add examples of SPUI and roundabouts to detail points allocation table for “narrative explain how proposed project will improve daily traffic operations.
- For RSOGR, consider all users
 - Example AADT*vehicle occupancy for passenger vehicles

Next Five Investment Categories

- Reviewing the comments on evaluation criteria
- Meet with sponsors discuss comments
- Make necessary modifications to criteria and publish criteria
- Online questionnaires will be available in November

Contacts

Project Scoring/Benefit Cost Analysis

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Project Readiness

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Topic: Definition of High Growth Areas

- Issue:
 - TAC and TPC members have sought clarification about what constitutes “High Growth Areas”
- Staff Notes/Recommendation:
 - Definition will be provided
 - Term “high growth areas” comes from Guidance document (Priority), but staff supports using this broadly to define an Investment Category

Definition: High Growth Area Needs

- Not limited to a specific geographic areas based on thresholds for specific criteria
- Any roadway/freight, active transportation or transit project that addresses the needs of rapid or significant growth in:
 - Demographic measures (*rate or absolute values*)
 - Economic development (*rate or absolute values*)
 - Traffic demand (*rate or absolute values*)
 - Other indicators identified by sponsors(*rate or absolute values*)
- Any sponsor will be able to define the high growth need they want to address with a proposed project being submitted in this category
 - Projects/jurisdictions using already-defined growth areas will receive additional consideration

Topic: \$50M threshold for Major Projects

■ Issue:

- TAC and TPC members questioned setting the threshold for Major Projects at \$50 million
- 2018 Call for Projects used \$100 million

■ Staff Notes/Recommendation:

- Threshold can be set at \$100M
- \$50M threshold was going to be re-evaluated after revised solicitation for statements of interest; recommend the threshold be finalized at that time
- Proposed funding instruction should also be changed (~25%)
- Clarify that additional major projects can be selected for development, but construction funding for 10+ year timelines will be evaluated in future



8. Carry Over Balance Policy



Transportation Advisory Committee
October 2023

Background



- Carry over balances occur when the annual allocation is not fully utilized within the fiscal year
- Increased timeframes for project delivery
- Need for flexibility and expediency when bringing solutions to the TPC for decision making
- Federal funds not obligated within established timeframes can be subject to lapse
- Proposed changes to the Texas Administrative Code for a 200% cap on MPO carry over balances

Carry Over Balances

Congestion Mitigation and Air Quality Program (CMAQ)	FY 2024	FY 2025	FY 2026
Total Allocation (FED + MATCH)	\$96,151,021	\$98,074,167	\$100,035,775
Total Carry Over (FED + MATCH)	\$269,920,000	\$183,233,569	(\$140,669,162)
Total Programmed Amount (as of 10/16/2023)	\$182,837,452	\$421,976,898	\$44,842,049
Remaining Unprogrammed Balance	\$183,233,569	(\$140,669,162)	(\$85,475,436)
Surface Transportation Block Grant Program (STBG)	FY 2024	FY 2025	FY 2026
Total Allocation (FED + MATCH)	\$179,342,736	\$182,929,824	\$186,588,653
Total Carry Over (FED + MATCH)	\$419,560,000	\$372,403,215	\$338,167,222
Total Programmed Amount (as of 10/16/2023)	\$226,499,521	\$217,165,817	\$363,268,622
Remaining Unprogrammed Balance	\$372,403,215	\$338,167,222	\$161,487,253
Transportation Alternative Set-Aside Program (TASA)	FY 2024	FY 2025	FY 2026
Total Allocation (FED + MATCH)	\$20,795,380	\$21,211,314	\$21,635,567
Total Carry Over (FED + MATCH)	\$18,449,311	\$26,816,303	\$26,312,275
Total Programmed Amount (as of 10/16/2023)	\$12,428,388	\$21,715,342	\$15,123,806
Remaining Unprogrammed Balance	\$26,816,303	\$26,312,275	\$32,824,036

Carry-Over Spend Down Policy Summary



- Achieve and maintain a 200% Cap on annually apportioned funds
 - E.g., CMAQ, STBG, and TASA
- Advance projects for TPC funding
- Project readiness assessments
- Additional strategies where/when appropriate
 - E.g., Innovative finance approaches, funding swaps with other MPOs
- Secondary goals of this policy include the following,
 - Expedite project implementation;
 - Manage cost increases due to inflation;
 - Encourage participation in the Regional Strategic Transportation Fund (RSTF)
 - Enhance the region's transportation infrastructure.
- Projects must advance the goals of the RTP or meet the project selection requirements

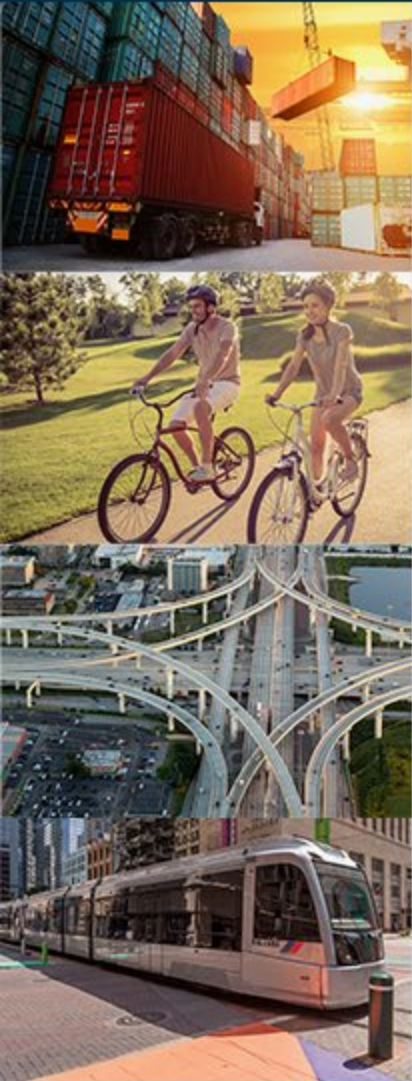
DRAFT

Carry-Over Spend Down Preferred Strategies



1. **Cost Increases Due to Inflation:** Allocate a portion of the carryover balance to cover cost increases caused by inflation, ensuring projects stay on track and can be obligated on schedule. Only projects that can be obligated within two years may receive carryover balances to address inflation.
2. **Projects Ready for Construction in 0-2 Years:** Identify projects that can be ready for construction within the next 0-2 years to accelerate their implementation and maximize the utilization of federal funds.
3. **Replace Local Funds on Current Projects with Federal Funds and TDCs:** Enable the replacement of local funds on existing programmed projects for federal funds and Transportation Development Credits (TDCs) to reduce the carryover balance and contribute to the Regional Strategic Transportation Fund.
4. **Swap Local and Federal Funds for Projects Currently in Development:** Identify and allocate federal funds from the carryover balance to support locally-funded transportation infrastructure projects currently in development by local sponsors that align with regional transportation goals. In exchange for using federal funds, **local agencies would contribute 80 percent of the project cost to the Regional Strategic Transportation Fund.** (Other swap rates can be negotiated under exceptional circumstances.)
5. **Transit Projects:** Allocate funds from the carryover balances to transit projects that can be accelerated and/or obligated quickly by transferring funds to FTA programs to enhance public transportation options within the region. Preference will be given to currently-programmed transit projects; new transit projects may be considered if they can be obligated within two years.
6. **Conversion of Federally Eligible Activities to CMAQ/STBG Funding:** Identify local or State projects that can convert federally eligible activities to Congestion Mitigation and Air Quality (CMAQ) or Surface Transportation Block Grant (STBG) funding, leveraging the carryover balance for improved regional transportation initiatives. **DRAFT**

Timeline and Contact



October 2023	TAC/TPC Information
October – November 2023	Comments from TAC
November 2023	TAC/TPC Action

Adam Beckom, AICP
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Carry Over Balance Spend Down Projects (0-2 Year)



Transportation Advisory Committee (TAC)
October 18, 2023

Carry Over Balance Spend Down Projects (0-2 Year) Review

- 188 Project Readiness Questionnaires Reviewed
- Approximately 45 Meetings
- 100 Projects (27 Sponsors) in 3 Categories
 - 1) Likely Federal Transit Authority (FTA) or Federal Railroad Administration (FRA) Transfer
 - 2) TxDOT Projects (No Advanced Funding Agreement [AFA] Required)
 - 3) Local Government Sponsored Projects (AFA Required)



Likely Eligible for FTA or FRA Transfer

- 14 Sponsors with 38 Projects
 - Transit Projects (Park and Ride, Bus Shelters, Bus Purchase, Curb-to-Curb Service, Signage and Wayfinding, ITS – Scheduling and Dispatch)
 - Trail/Bike/Pedestrian/Shared Use Projects Within Certain Distance of FTA Funded Bus Stop
 - Federal Railroad Administration (FRA) – Elimination of 2 At-Grade Railroad Intersections

TxDOT Projects

- Houston and Beaumont Districts – 29 Projects
 - Intelligent Technical System (ITS) - Equipment Support, Dynamic Message Boards, Connect Smart Program, TranStar
 - Turn Lanes
 - Pedestrian Improvements
 - HOV Extension
 - Grade Separation
 - New Bridge

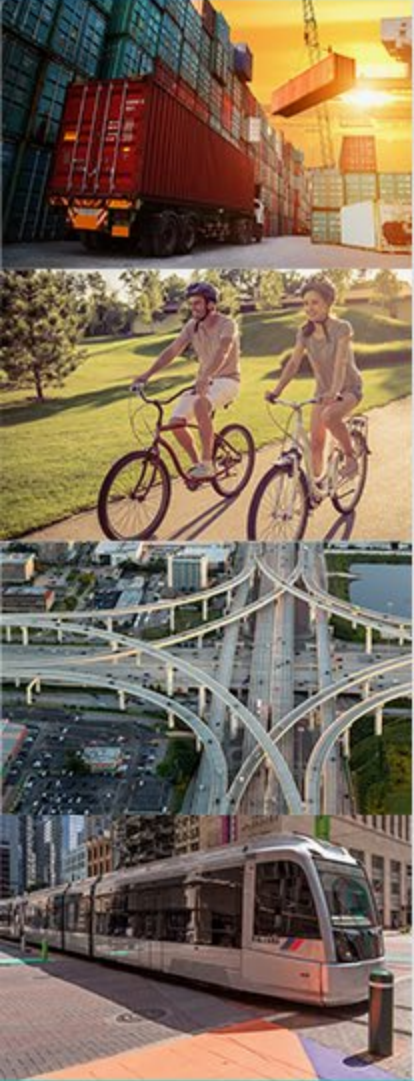
Local Government Sponsored Projects

- 17 Sponsors with 33 Projects
 - Development Only
 - Traffic Signals
 - Trails/Paths/Bike Facilities
 - ITS
 - NHHIP “Cap” Project
 - Reconstruction

Next Steps

- **H-GAC**
 - Screen Projects for RTP Visions and Goals (Ongoing)
 - Screen Projects for CMAQ Funding Eligibility (Ongoing)
 - Emissions Reduction Analysis
 - Develop Recommendation List of Projects to Program per Funding Category
- **Local Sponsors**
 - TxDOT Coordination (as needed) for projects impacting TxDOT facility
 - Provide Data as Requested for Emissions Reduction Analysis
 - Provide Detailed Cost Breakdown for Projects

Next Major Milestones



- 11/2023 Preview – Draft Recommendation List
- 12/2023 *Action* – Final Recommendation List
- 01/2024 – Anticipated STIP Submittal
- 04/2024 – Anticipated STIP Approval
- 05/2024 – Earliest Advanced Funding Agreement (AFA) Execution

Contacts



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832-681-2615



Item 10 – Air Quality Conformity Update



Transportation Advisory Committee
October 18, 2023

Current Status

- Our region remains in a “Conformity Lapse Grace Period”
 - Projects in current TIP/RTP may advance
 - No TIP/RTP Amendments allowed

- Progress since last update:
 - H-GAC received comments from FHWA on October 5, 2023
 - Comments focus on edits to documentation and project details
 - Met directly with FHWA staff on two occasions
 - Responses to the comments have been submitted

Timeline

April 28, 2023	– TPC Approval (allowing for 90-day consultation review)
May 1, 2023	– Documentation Submittal to Consultation Partners
May 23, 2023	– First Installment of Comments from FHWA Received
May 30, 2023	– Supplemental Information Sent to Consultation Partners
June 21, 2023	– Federal Highway Administration (FHWA) Communicates Approaching Lapse Grace Period
July 14, 2023	– H-GAC Replies to All Received Comments
August 2, 2023	– Previous Conformity expired; Region entered Conformity Lapse Grace Period
October 5, 2023	– FHWA provided comments to H-GAC staff

Discussion Item



- Information and Discussion Only
- *Regular updates at TAC and TPC until resolution*



2023 Regional Goods Movement Plan



TAC – October 19, 2023
Sydni Ligons

Regional Goods Movement Plan



VISION

A multimodal freight transportation system that is efficient, reliable, and safe, that supports the economy, the environment, and equity.

GOALS

-  Safety
-  State of good repair
-  Move people & goods efficiently
-  Economic competitiveness
-  Protect Natural Resources



2023 Study Deliverables

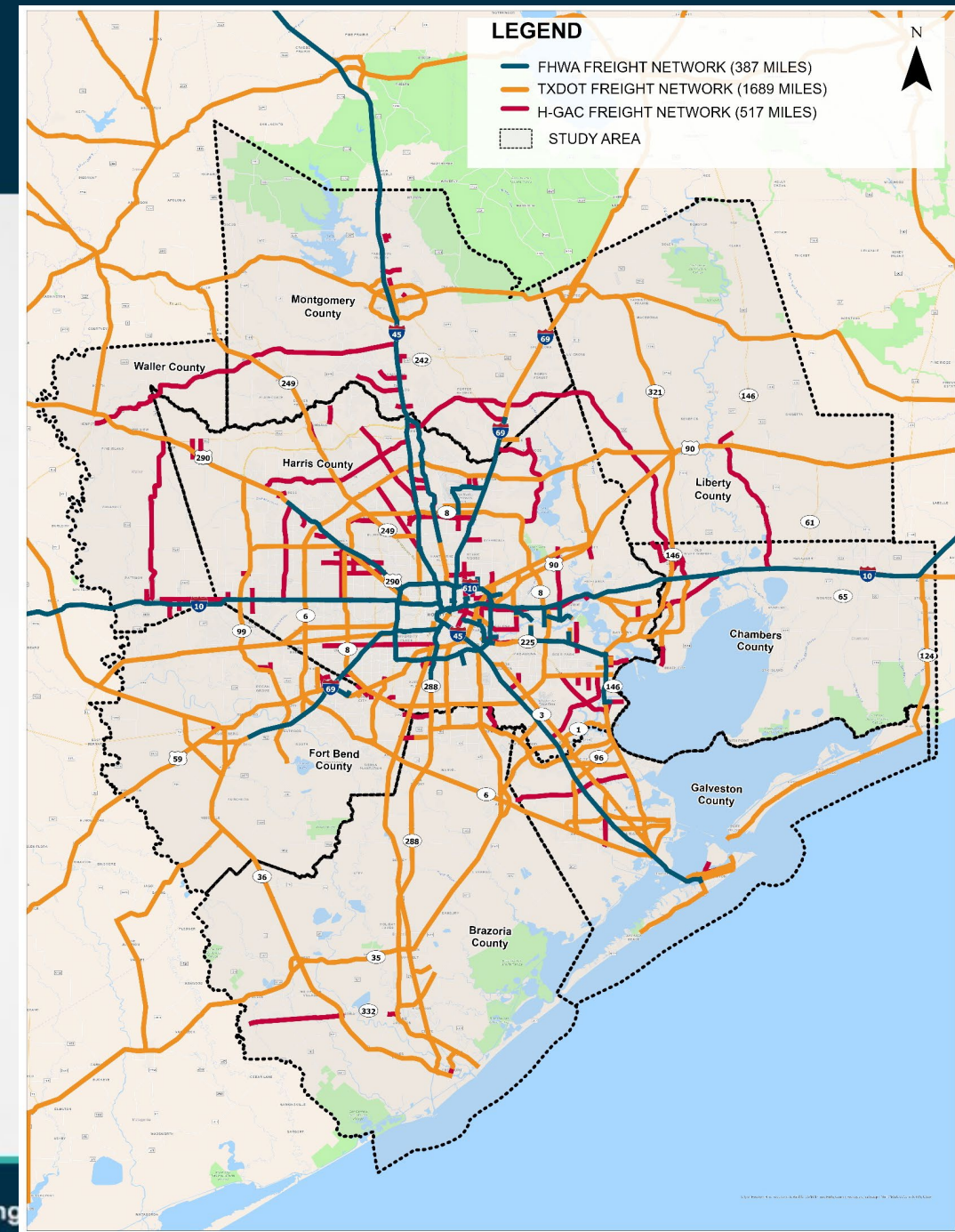


1. H-GAC Freight Network
2. RTP project needs analysis and Future RTP Considerations
3. Study Dashboards
4. Critical Urban Freight Corridor Update
5. Policies and Programs

H-GAC Freight Network

Developed using:

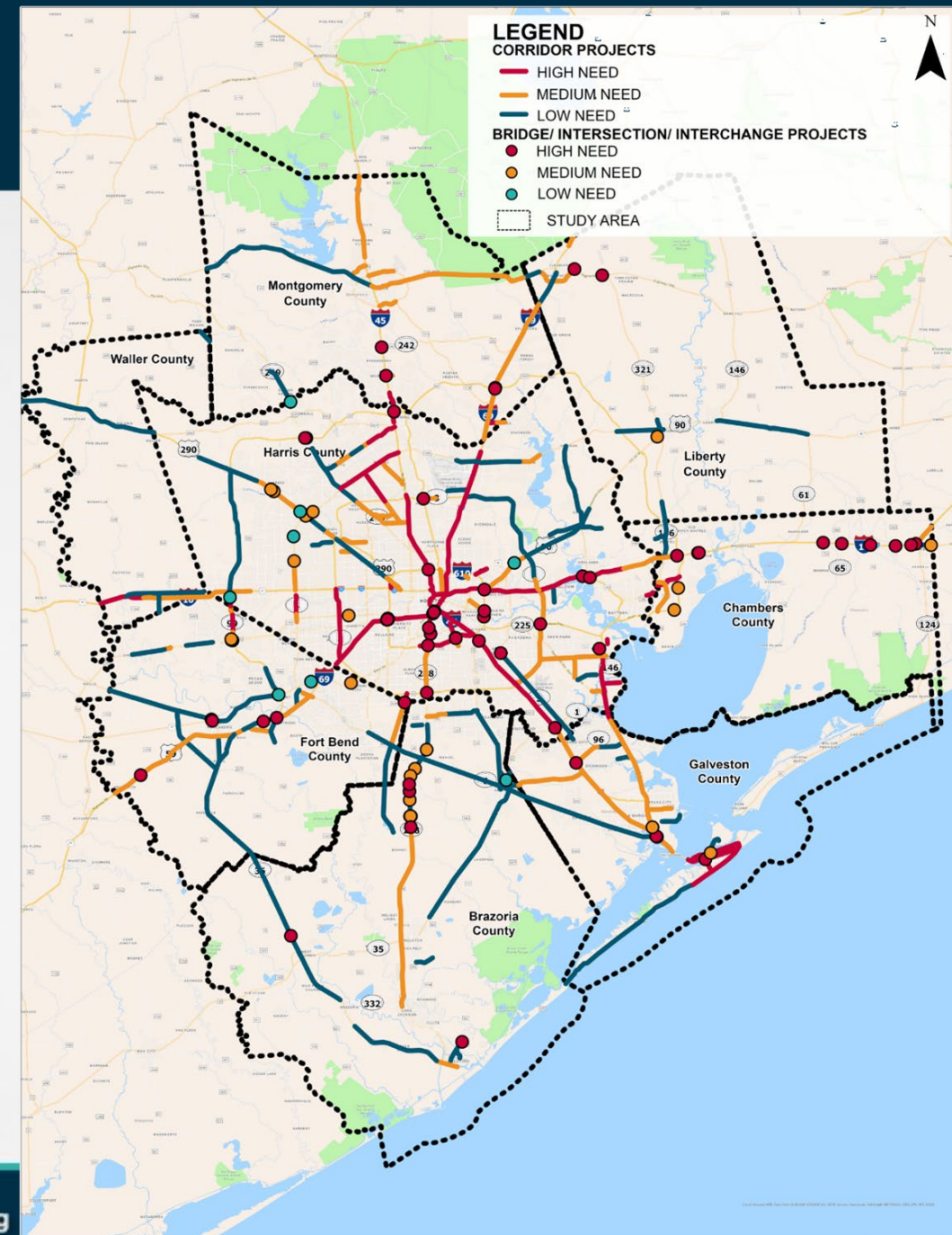
- ✓ Steering and Stakeholder input
- ✓ Freight cluster data
 - OD tool identified TAZs
- ✓ Truck delay and volume data



RTP Project Needs Analysis



- Data-driven process to categorize Projects from H-GAC 2045 Regional Transportation Plan (RTP) into:
 - Addressing high-need areas
 - Addressing medium-need areas
 - Addressing low-need areas
- Known "hot spots" without Projects in 2045 RTP analyzed separately for inclusion in future RTP

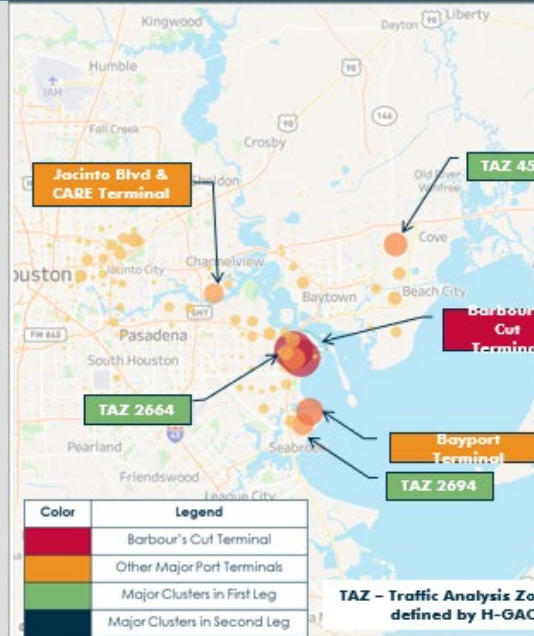


Three Interactive Tools

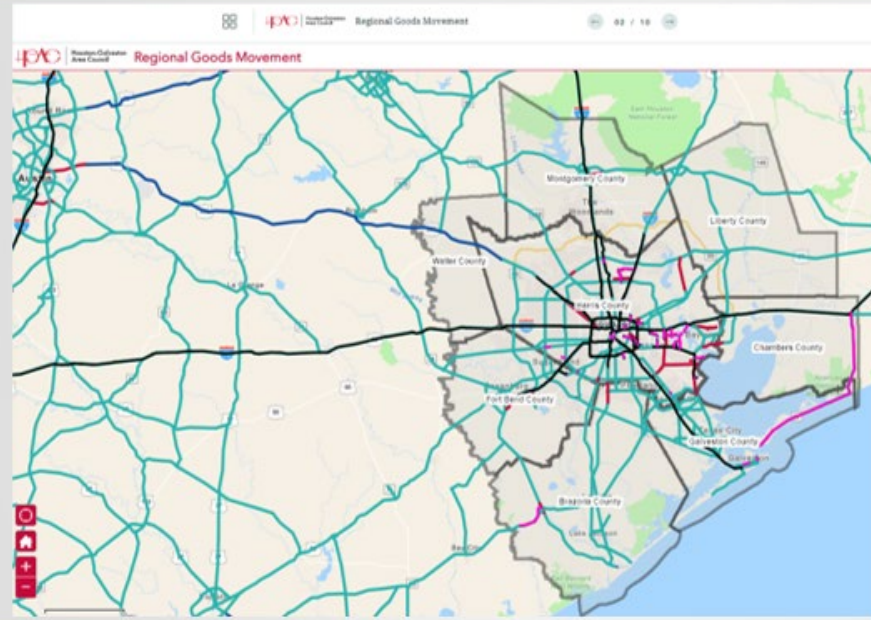
Commodity Flow Dashboard



Origins – Destinations Dashboard



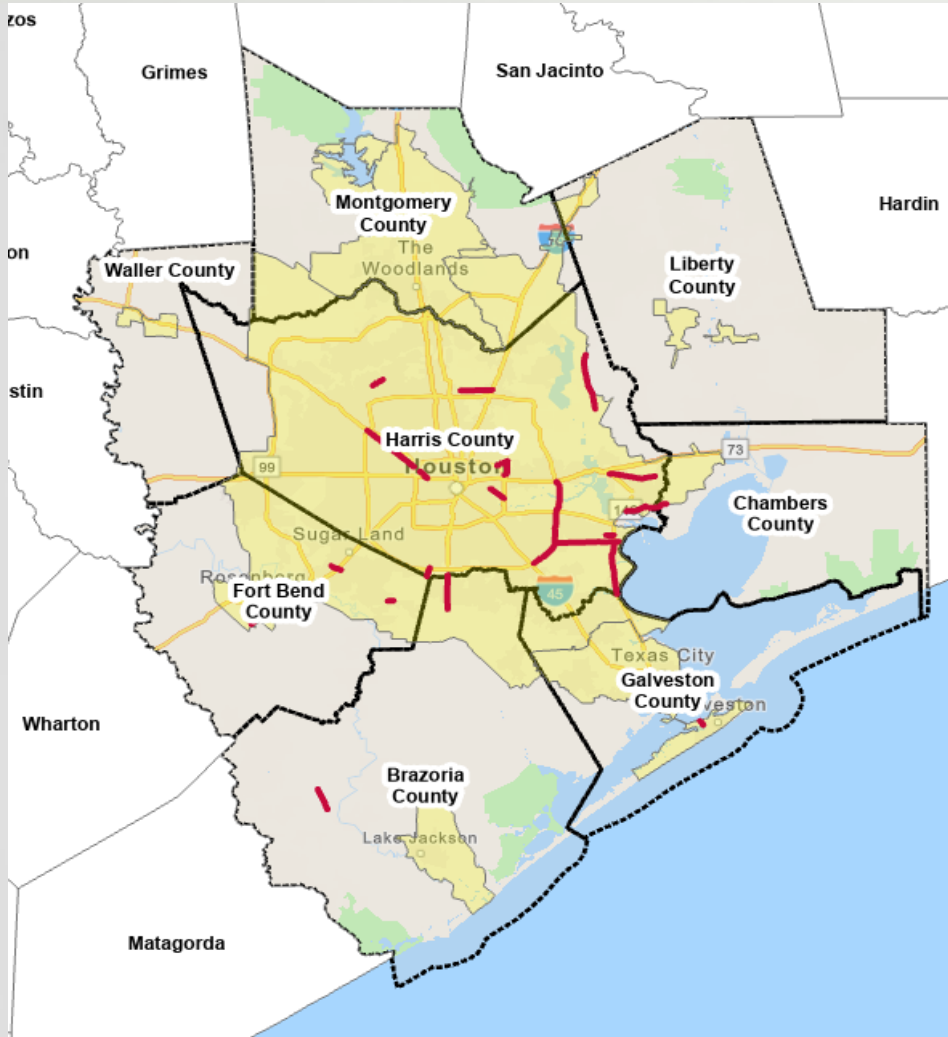
Study Data Dashboard



Layer List

- TIP Road Intersection Projects
- Critical Tier Routes
- TIP Road Projects
- ATRI Top 100 Truck Bottleneck (2021 Data)
- TxDOT Top 100 Congested Roadways (2019 Data)
- Load Restricted Bridges (on Existing Freight Network)
- Designated Overweight Corridors
- Bridge Underclearance (on Existing Freight Network)
- Vertical Clearance Over Bridge Deck (on Existing Freight Network)
- Bridge Condition - Poor (on Existing Freight Network)
- Culvert Condition - Poor (on Freight Network)
- Bridge Strikes (2019-2021)
- Combined Criticality and Vulnerability Index
- H-GAC Private Truck Parking Locations
- H-GAC Public Truck Parking Locations
- Intermodal Connectors - Freight Related
- FHWA - Primary Highway Freight System
- Texas Highway Freight Network - Classification
- Truck Crashes (on Existing Freight Network)

Critical Urban Freight Corridors, 2017 & 2022



- Total 36 corridors adding up to 90.72 miles were identified
- Almost 30 projects adding up to 70 miles are already constructed, or under construction or to be constructed within four years

Policies & Programs - Safety



1. Truck safety initiatives included in Local/Regional Vision Zero and safety plans
2. Establish regional truck safety task force
3. Increase the number of truck parking spaces in the region
 - Work underway with TxDOT
4. Update National Hazardous Materials Route Registry
 - Earliest regulations date from:
 - 1970 Harris
 - 1972 Galveston
 - 1984 Waller
 - 1987 Chambers
 - 1991 Brazoria
 - 1990 Fort Bend
5. Increase uptake of truck safety equipment not mandated by federal regulations

Policies & Programs - Congestion

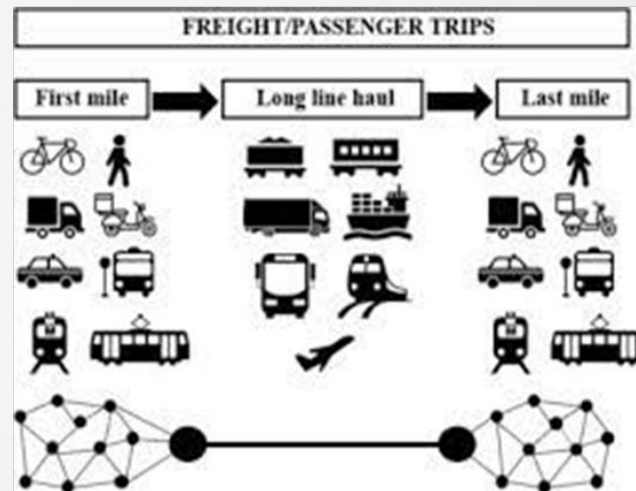


1. Encourage more off-peak truck activity

- Economic Centers
- Commercial Freight Drop/pickup/distribution

2. Railroad crossings

- approximately 1,600 railroad crossings in the Region.



Policies & Programs - Emissions



1. Freight facility emission reduction (rail yards, ports, warehouses)
2. Older trucks emission reduction
3. Increase the number of Zero Emission Vehicles (ZEV) operated in the region



Policies & Programs - Residential & Community Impacts



1. Develop a truck route map (including designated high and heavy corridors)
2. Mitigate residential impact
 - Such as pass through truck traffic, access to commercial areas



Next Steps



- Draft final report uploaded to H-GAC website
 - Link - <https://www.h-gac.com/freight-planning>
- Developing freight clearinghouse
- Phase 2- implementation of plan outcomes
- TAC and TPC schedule
 - October 2023 – presented for information and discussion
 - November 2023 – Presented for adoption into Regional Transportation Plan

Thank You



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Houston Galveston Area Council

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Item 12A. Administrative Amendments to the 2023-2026 TIP and 2045 RTP



Transportation Advisory Committee
October 18, 2023

Administrative TIP Amendments

- Program revised allocations of FY 2021 FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, formula funding for Fort Bend County Public Transportation originally approved by METRO Board of Directors on May 25, 2023, (MPO IDs 18837, 18838 & 18839) in FY 2023 for operating and purchase of services expenditures. (-\$535K; Total: \$3.6M)

Action

- Signed September 2023
- Information and discussion only



Item 12B. Future Amendments to the 2023-2026 TIP and 2045 RTP



Transportation Advisory Committee
October 18, 2023

Future TIP and RTP Amendments

- Program HGAC's Regional Transportation Models and Tools project (MPO ID 19006) in FY 2024 with \$5.5M of federal STBG funds matched with 1.1M TDCs. (+\$5.5M; Total: \$5.5M)
- Add \$6.8M of STBG to City of Baytown's FY 2025 Garth Road widening (MPO ID 17096) due to estimated cost increases caused by inflation of construction components. The City will match \$3.4M of federal funds with \$3.4M of local funds. (+\$6.8M; Total Cost: \$48.5M)
- Modify scope of work of Midtown Management District's Brazos Street Pedestrian-Transit Improvements project (MPO ID 17092) to include bicycle facilities and utilities improvements (Total Cost: \$5.1M)

Summary of Project Delays

Sponsor	MPO ID	FY Change	Funding	Total Cost (M)
METRO	15243	2023 to 2024	CMAQ	\$29.2
	17041			\$41.9
	18355			\$2.4
	18846			\$5.0
FBCPT	18238			\$0.5
H-GAC	18853			\$8.0
	18854	\$7.0		
City of Bellaire	18020	2024 to 2025	\$0.9	
			Total:	\$94.9
METRO	18367	2023 to 2024	STBG	\$3.8
H-GAC	18618			\$1.3
	18818			\$2.3
POG	7739	2023 TO 2026		\$3.5
			Total:	\$10.9

Summary of Project Delays

Sponsor	MPO ID	FY Change	Funding	Total Cost (M)	
City of Pearland	7127	2023 TO 2025	TASA	\$1.0	
	7641			\$8.1	
League City	17117			\$2.9	
City of Houston	18146			2024 TO 2026	\$3.2
	17123				\$0.4
HCTRA	18030	\$0.8			
				Total:	\$16.4
POHA	7510	2023 to 2024		Local	\$2.6
POG	7566				\$7.9
	15492				\$17.0
METRO	18371		\$1.4		
HCTRA	16340		2028 to 2026		\$29.0
	18883				\$24.0
			Total:	\$81.9	

Budget Impact of Proposed Amendments

Fund Category	Fiscal Year
CMAQ	FY 2024
Total Allocation (FED + MATCH)	\$96,151,021
Total Carry Over (FED + MATCH)	\$269,920,000
Total Programmed Amount (as of 10/16/2023)	\$182,837,452
Remaining Unprogrammed Balance	\$183,233,569
STBG	FY 2024
Total Allocation (FED + MATCH)	\$179,342,736
Total Carry Over (FED + MATCH)	\$419,560,000
Total Programmed Amount (as of 10/16/2023)	\$226,499,521
Remaining Unprogrammed Balance	\$372,403,215
TASA	FY 2024
Total Allocation (FED + MATCH)	\$20,795,380
Total Carry Over (FED + MATCH)	\$18,449,311
Total Programmed Amount (as of 10/16/2023)	\$12,428,388
Remaining Unprogrammed Balance	\$26,816,303

Action

- Information and discussion only