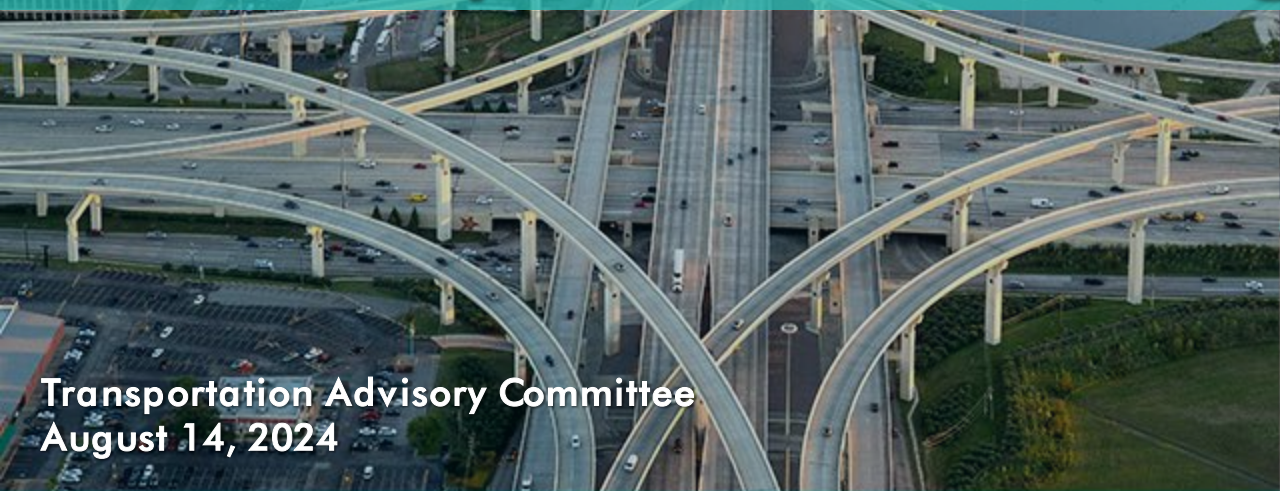




MPO Action Plan to Address Projects and Programming Issues



Transportation Advisory Committee
August 14, 2024

Projects and Programming Issues



Report by TxDOT to Transportation Policy Council (July)

- STIP Exceptions
- Short-term Carryover Balances (1-3 years)
- Programming and Long-Term Balances (4 to 20+ years)

STIP Exceptions

Issues

- MPO has higher rate of “exceptions” than other MPOs
- Projects cannot move forward while under exception
- Exceptions are avoidable

Notes

- So far, no delays with TxDOT’s or other sponsors’ project lettings

Actions

- Add multiple reviews prior to submittal (consultant, different teams)
- Develop QA/QC checklist based on FHWA criteria
- Understand peer processes; look for additional process improvements
- Implement new Project Information Online Database (eTIP)

Timeline: Prior to November STIP Revision Submittals

Short-Term Carryover Balances (1-3 years)

Issues

- Carryover balances regularly exceed reasonable amounts
- Federal funds must generally be spent within three years or risk “lapsing” and being returned for reallocation
- New TxDOT requirements limit carryover balances to 200 percent of annual apportionments

Notes

- Process to identify “Carryover Spend-down Projects” started in 2020
- Initial round programmed ~\$330 million in new projects for next two years (FY 2024 and 2025)
- Projects MUST be able to let within two years

Actions

- Carefully review, track, and report projected balances
- Continue activities to implement first round of Spend-down projects
- Prepare second round of projects with FY 2026 letting date targets
- Develop dynamic list of local sponsor “shovel-ready” projects for filling future short programming gaps

Timeline: Underway; ongoing process (recommending additional spend-down projects this month)

Programming and Long-Term Balances

Issues

- Unprogrammed balances have been growing since 2019

Notes

- Current selection processes are reviewing about \$30 billion in potential projects
- \$154 million programmed in December for Regional Goods Movement

Actions

- Review and verify projected available apportionments and revenues
- Establish programming targets
- Use currently-underway selection processes to meet programming targets
- Complete TIP/10-year Project Selection Process on current timeline
- Complete RTP Project Development Process on current timeline

Timeline: Project lists from both processes available for preview in October

- TPC action as soon as November

Discussion

For Discussion Only

Craig Raborn, AICP

MPO Director

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713.993.4585



Item 4. TAC Subcommittee Vacancies



Transportation Advisory Committee
August 14, 2024

TAC Subcommittee Vacancies

Transportation Improvement Program

- Local Government: 1 Primary, 1 Alternate
- Port: 1 Primary, 1 Alternate

Pedestrian-Bicyclist

- Citizen Advocates: 1 Alternate
- Local Government: 1 Primary, 1 Alternate

Regional Transportation Plan

- Active Transportation: 1 Primary
- Local Government: 2 Primary
- Port: 1 Primary, 1 Alternate
- Transit: 1 Primary

Regional Transit Coordination

- Local Government: 1 Primary

Transportation Air Quality

- Local Government: 2 Alternates
- Professional/Private: 1 Alternate

Transportation Systems Management and Operations

- Local Government: 1 Primary, 2 Alternates
- Port: 1 Primary, 1 Alternate
- Transit Agency: 1 Primary, 1 Alternate



Item 6. Amendments to the 2025-2028 TIP and 2045 RTP

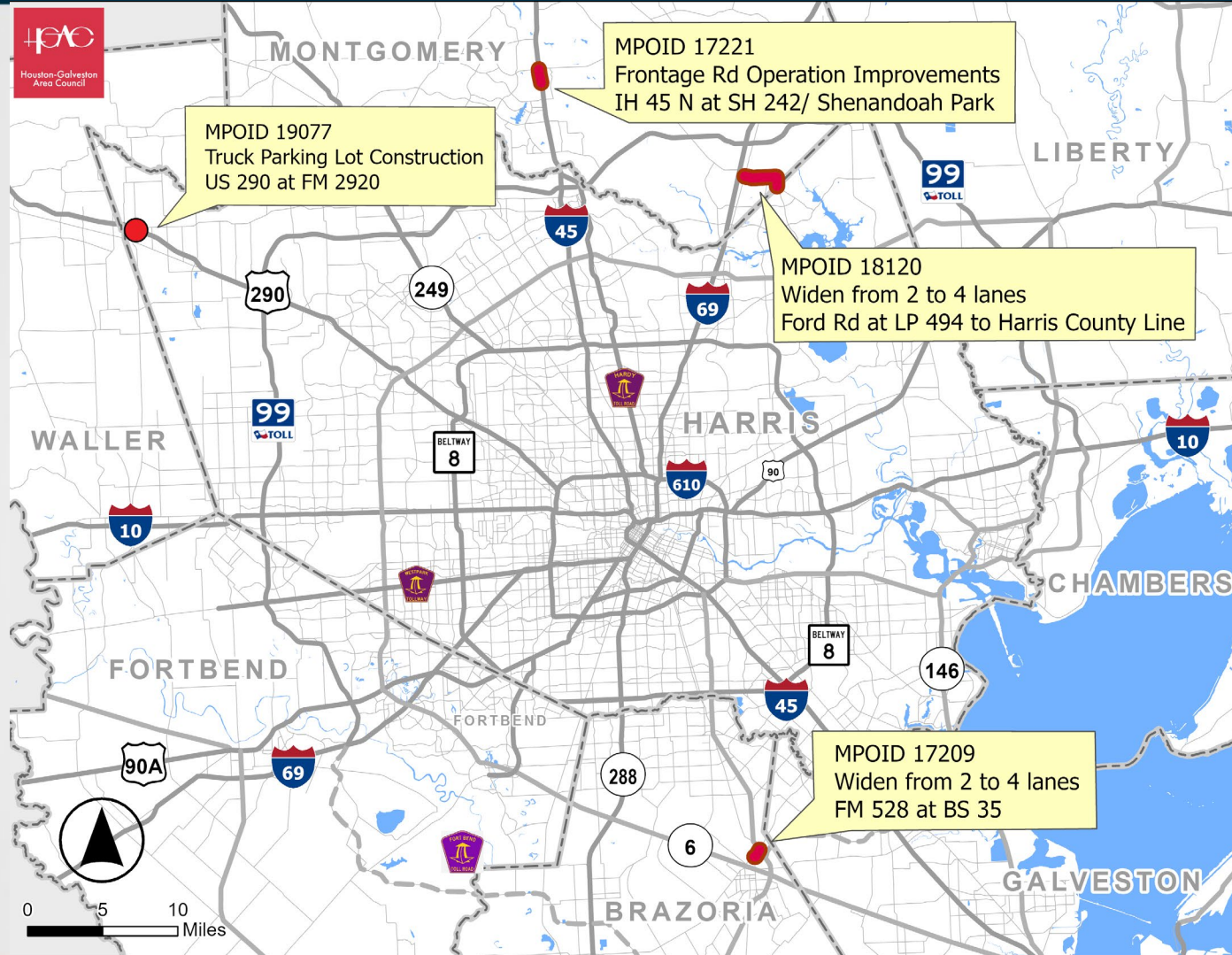


Transportation Advisory Committee
August 14, 2024

TIP and RTP Amendments

- Delay TXDOT Houston District's FM 528 4-lane widening in Brazoria County (MPO ID 17209) from FY 2030 to FY 2035 to allow for anticipated environmental clearances. (Total Project Cost: \$8.5M)
- Add \$4.2M of federal/state STBG funds to TXDOT Houston District's FY 2025 IH 45 N frontage road construction in Montgomery County (MPO ID 17221) to cover an increase in the updated cost estimate. (+\$4.2M; Total: \$18.0M)
- Add \$7.0M federal congressional Community Projects award to Montgomery County's FY 2025 Ford Road 4-lane widening (MPO ID 18120). (+\$8.75M; Total: \$46.2M)
- Convert all federal District Discretionary funding of TXDOT Houston District's FY 2025 US 290 truck parking lot construction at FM 2920 (MPO ID 18917) to a state contribution at TXDOT's request. (+\$0M; Total: \$1.8M)

TIP and RTP Amendments



Action

- Transportation Advisory Committee recommendation for Transportation Policy Council approval of Resolution 2024-20



Item 07-Unified Planning Work Program (UPWP) Amendment



Transportation Advisory Committee
August 14, 2024

UPWP Amendment



The Unified Planning Work Program (UPWP) is a two-year plan, that runs from October 1, 2023- September 30, 2024, and describes the regional transportation plans and programs.

- Current UPWP was adopted by the Transportation Policy Council on September 8, 2023
 - No amendments to date
- UPWP needs to include
 - Federally-funded transportation planning activities
 - Work by MPO and partners to address regional priorities

New Planning Activity

- Sub-task 3.1.a – Transportation Improvement Program
 - Add: Formalized review process for TIP project entries and amendments prior to submittal to State Transportation Improvement Program
 - No net funding change due to other projects' low expenses
 - Consultant will be utilized (Transportation Planning Funds)

Clarified procurement activity

- Sub-task 3.1 – Transportation Project Programming
 - Table 6-7: Add “Project Selection Process and Programming Database” as an anticipated software purchase
 - Up to \$650,000 for three years
 - Previously listed as a potential consultant activity
 - No cost change: Previously included in UPWP budget as a consultant activity (Transportation Planning Funds)

Action Requested

- TAC recommendation to TPC for approval of Resolution 2024-01





2025 Unified Planning Work Program (UPWP) Development



Transportation Advisory Committee
August 14, 2024

UPWP Basics

- The Unified Planning Work Program (UPWP) documents regional transportation planning activities and programs
 - Must address multiple federal requirements
 - Focuses on MPO, but technically for all significant planning activities
 - Establishes budget for all planning funds
 - May be one- or two-year
 - May be amended as needed
- The current UPWP was adopted by the Transportation Policy Council (TPC) on September 8, 2023 and ends on September 30, 2024

UPWP Required Structure

Task I: Administration and Management

Task II: Data Development and Maintenance

Task III: Short Range Planning

Task IV: Metropolitan Transportation Plan

Task V: Special Planning Studies

Each Task includes:

- Multiple Subtasks
- Summaries of previous, current, and future planning activities
- Budget summaries

Current UPWP Progress Status

- 11 plans or studies completed (2024 – 4; 2023 – 7)
- 18+ plans, studies, or activities underway (6 started in 2024)
- 5 studies in procurement
- 8 studies under development
- 9 planned activities will wait until new staff extension

- ~2/3 of budget will carryover
 - Delays with some Funding Agreements and procurements
- Staffing shortages: 54 FTEs; 15 vacant (28%)
 - Implementing staff extension plan

2025 UPWP Overall Summary

- One-year work program
- Minimal changes to 2024 content
- Focus on completing carryover and ongoing tasks from 2024 version
- Approximately \$44.3 million total budget
 - \$27.4 million MPO Planning
 - ~\$10 million MPO Programs and Operations
- Utilizes more federal planning funds (reduces Cat 7 for planning)
- Opportunities to add activities or studies through amendment

Retained new elements from 2024 version

- Page 6-7: Glossary of Key Terms
- Page 13: Milestone Tasks and Activities (updated for 2024-2028)
- Page 14: RTP Elements and Expected Updates
- All Tasks: Table showing anticipated consultant activities
 - Carryover and New activities identified
- Budget Summary Section (p. 117): New tables added
 - Different budget summaries to fully present funding picture
 - Table showing expected software purchases (TxDOT request)

Updates/changes from 2024 UPWP

- Adds new study: Liberty County Thoroughfare Plan
- Adds discretionary PROTECT grant plan (\$1.1 million)
- Minor clarifying edits (responses to FHWA comments)
- Removes Grant-Writing (Not eligible use of federal funds)
- Updates costs and funding amounts
- Shifts about **\$7.4** million from Cat 7 to “Metropolitan Planning” funds
 - **May change: still assessing optimal balance between funding sources**
 - Will request reassignment of any unused Cat 7 towards NEW support activities for project delivery and implementation (e.g., environmental, design, engineering)
- Funds Safe Streets for All planning with “Metropolitan Planning”
 - \$5 million total over two years; no local match

2025 UPWP Budget Detail

2025 UPWP FUNDING SUMMARY (Table 6.3)							
Subtask	Activity	Responsible Agency	Transportation Planning Funds (TPF) ¹	Other Federal Funds ²	FTA Section 5307 Funds	Local ³	TOTAL FUNDS
			FY 2025	FY 2025	FY 2025	FY 2025	
Task I	ADMINISTRATION AND MANAGEMENT	H-GAC	\$8,020,000	\$0	\$0	\$0	\$8,020,000
Task II	DATA DEVELOPMENT AND MAINTENANCE	H-GAC	\$5,650,000	\$650,000	\$0	\$0	\$6,300,000
Task III	SHORT-RANGE PLANNING	H-GAC	\$2,815,000	\$0	\$250,000	\$0	\$3,065,000
Task IV	METROPOLITAN TRANSPORTATION PLAN	H-GAC	\$5,300,000	\$0	\$0	\$0	\$5,300,000
Task V	SPECIAL PLANNING PROJECTS	H-GAC; Partner Agencies	\$5,625,000	\$11,150,000	\$0	\$100,000	\$16,875,000
	<i>TOTAL</i>						
	TOTAL (excluding non-planning MPO activities and non-HGAC activities)	H-GAC (2024)	\$27,410,000 (\$14,441,000)	\$11,800,000 (\$18,495,000)	\$250,000 (\$250,000)	\$100,000 (\$287,500)	\$39,560,000 (\$33,473,500)

Budget Detail – Transportation Planning Funds

	FY 2025	
	Allocation	Programmed
FHWA (PL-112)		
<i>TPF Programmed in UPWP</i>		\$27,441,000
Carryover from FY2024 (Estimate)	\$16,994,000	\$16,994,000
New FY2025 Allocation (Estimate)	\$13,778,000	\$10,416,000
Total TPF	\$30,772,000	\$27,410,000
Carryover to FY2026		\$3,362,000



Timeline

UPWP Development Task	Timeframe
MPO Team Identification of New/Changed Requirements	March 2024
MPO Team Status Assessments of Current Projects	May 2024
Preview to TAC/TPC	July 2024
Draft to TxDOT	July 2024
Final Draft Completed & Posted	July 2024
Public Comment Period (ends 8/16)	July-Aug 2024
Final Draft To TAC/TPC for Action	August 2024
Transmit to TxDOT	August 2024
UPWP Activities Start	October 2024

Future updates and activities

- Identify and add more subregional planning activities:
 - Rural areas
 - High-growth areas
- Develop and add project delivery support
- Add planning studies derived from Project Selection Process
- Nov-Dec staff extension starts
- Preparations for summer 2025 Certification Review

Action Requested

TAC recommendation to TPC for approval of 2025 Unified Planning Work Program (Resolution #UPWP 2025-00)

Craig Raborn, AICP

MPO Director

Craig.Raborn@h-gac.com

713.993.4585

UPWP Structure: Task I & II

Task I: Administration and Management

1.1	Program Support/Unified Planning Work Program
	1.1.a Program Support and Administration
	1.1.b Unified Planning Work Program Development
	1.1.c Public Policy and Governmental Affairs
1.2	Public Involvement and Outreach
	1.2.a Public Involvement

Task II: Data Development and Maintenance

2.1	Travel Demand Modeling
	2.1.a Travel Demand Forecasting
2.2	Transportation Data Development
	2.2.a Travel Data Collection and Surveys
2.3	Socioeconomic Data and Models
	2.3.a Socioeconomic Data
	2.3.b Socioeconomic Models
	2.3.c Information Services and Analytical Support

UPWP Structure: Task III

Task III: Short-Range Planning

3.1	Transportation Project Programming
	3.1.a Transportation Improvement Program
	3.1.b Project Evaluation and Prioritization
	3.1.c Project Information and Transparency
	3.1.d Project Tracking, Monitoring and Support
3.2	Planning Support for Transit Service Implementation
	3.2.a Transit Coordinated Planning
	3.2.b Regional Transit Agency Coordination
3.3	Air Quality Planning
	3.3.a Air Quality Planning
	3.3.b Air Quality Conformity
	3.3.c Emissions Reduction Planning
3.4	Evacuation Planning
	3.4.a Regional Evacuation Planning

UPWP Structure: Task IV

Task IV: Metropolitan Transportation Plan

4.1	Regional Transportation Plan and Project Planning
	4.1.a Regional Transportation Plan (RTP) Development
	4.1.b Financial Planning
	4.1.c Project Development and Mitigation Planning
4.2	Multimodal System Planning
	4.2.a Thoroughfare Planning
	4.2.b Freight Planning
	4.2.c Sub-Regional Planning
4.3	Transportation Performance Management
	4.3.a Performance Measures and Targets
4.4	Transit Planning
	4.4.a Regional Transit Planning
	4.4.b Local Area Transit Studies
4.5	Active Transportation
	4.5.a Regional Pedestrian and Bicycle Planning
	4.5.b Pedestrian/Bicycle Data Collection, Mapping, and Reporting
	4.5.c Pedestrian and Bicycle Local Plans
	4.5.d Pedestrian and Bicycle Outreach

UPWP Structure: Task V (part 1)

Task V: Special Planning Studies

5.1	Safety Planning
	5.1.a Regional Safety Planning
	5.1.b Safe Streets and Roads for All
	5.1.c Safety Performance Measures, Analysis, and Reporting
	5.1.d Safety Outreach
5.2	Congestion Management Planning and Operations
	5.2.a Congestion Management Process
	5.2.b Development of Travel Demand Management Strategies
	5.2.c Intelligent Transportation Systems
	5.2.d Regional Incident Management Planning
	5.2.e Travel Demand Management Operations
	5.2.f Regional Incident Management Operations
5.3	Livable Centers
	5.3.a Livable Centers Planning and Technical Support
	5.3.b Livable Centers Planning Studies

UPWP Structure: Task V (part 2)

Task V: Special Planning Studies

5.4	Emerging Transportation Technologies and Alternatives
	5.4.a Connected and Autonomous Vehicles
5.5	Air Quality Management and Operations
	5.5.a Air Quality Initiatives for Fleets
	5.5.b Air Quality Initiatives for Consumers and Communities
	5.5.c Clean Cities
5.6	Resiliency Planning
	5.6.a Regional Resiliency Planning
5.7	Corridor, Project-Level, and Special Studies
	5.7.a Corridor Planning
	5.7.b Project-Level Planning
	5.7.c Complete Streets Planning
	5.7.d Transit Oriented Development (TOD) Planning
	5.7.e Partner Agency Planning Activities



Item 9: Carry Over Spend Down Additional Projects - Possible Action



Transportation Advisory Committee (TAC)
August 14, 2024

Carry-Over Balance Spend-Down – Current Projects



- 60 Projects with 25 Sponsors – Total Programmed \$335M
- To Let or Transfer to Federal Transit Administration (FTA) by August 2025
- To Generate ~\$23M for RSTF Program
- 1 Project Let - TxDOT Houston ~\$21M

Additional Carry Over Spend Down Projects – For Consideration (August 2025 Let)



- 6 Projects with 6 Sponsors (2 New Sponsors)
- Additional Requested Amount from Carry Over Spend Down - \$47,500,000
- To Generate Additional \$4,750,000 in RSTF Program
- 5 Projects Programmed as FTA Transfers
- 1 Project Programmed for the “E” (Engineering/Environmental) Phase Only

Next Steps



- Work with TxDOT to Group As Many Projects As Possible
- November STIP Revision – Anticipated Approval in Feb 2025
- Earliest AFA Execution for Individually Listed Projects – Feb 2025
- Consultant Procurement Per Federal Process for “E” Phase Project
- 6 Regional Strategic Transportation Fund (RSTF) Program Interlocal Agreements (ILAs)

Recommendation for TPC Action Requested



Transportation Advisory Council (TAC) Recommendation for Transportation Policy Council approval of Resolution 2024-21.

Contact

Callie Barnes

Program Manager – Project Delivery

Callie.Barnes@H-GAC.com

832-681-2615



Item 10: Carry Over Spend Down Projects Added For Preview



Transportation Advisory Committee (TAC)
August 14, 2024

Additional Carry Over Spend Down Projects – For Preview (August 2025 Let)



- 2 Projects with 2 Sponsors
- Additional Requested Amount from Carry Over Spend Down - \$17,600,000
- To Generate Additional \$800,000 in RSTF Program
- 1 Project Would be Programmed as FTA Transfer
- 1 Project Would be Programmed for the “C” (Construction) Phase

Next Steps

- Request TPC Action in September
- November STIP Revision – Anticipated Approval in Feb 2025
- Earliest AFA Execution for Individually Listed Projects – Feb 2025
- 1 Regional Strategic Transportation Fund (RSTF) Program Interlocal Agreement (ILA)

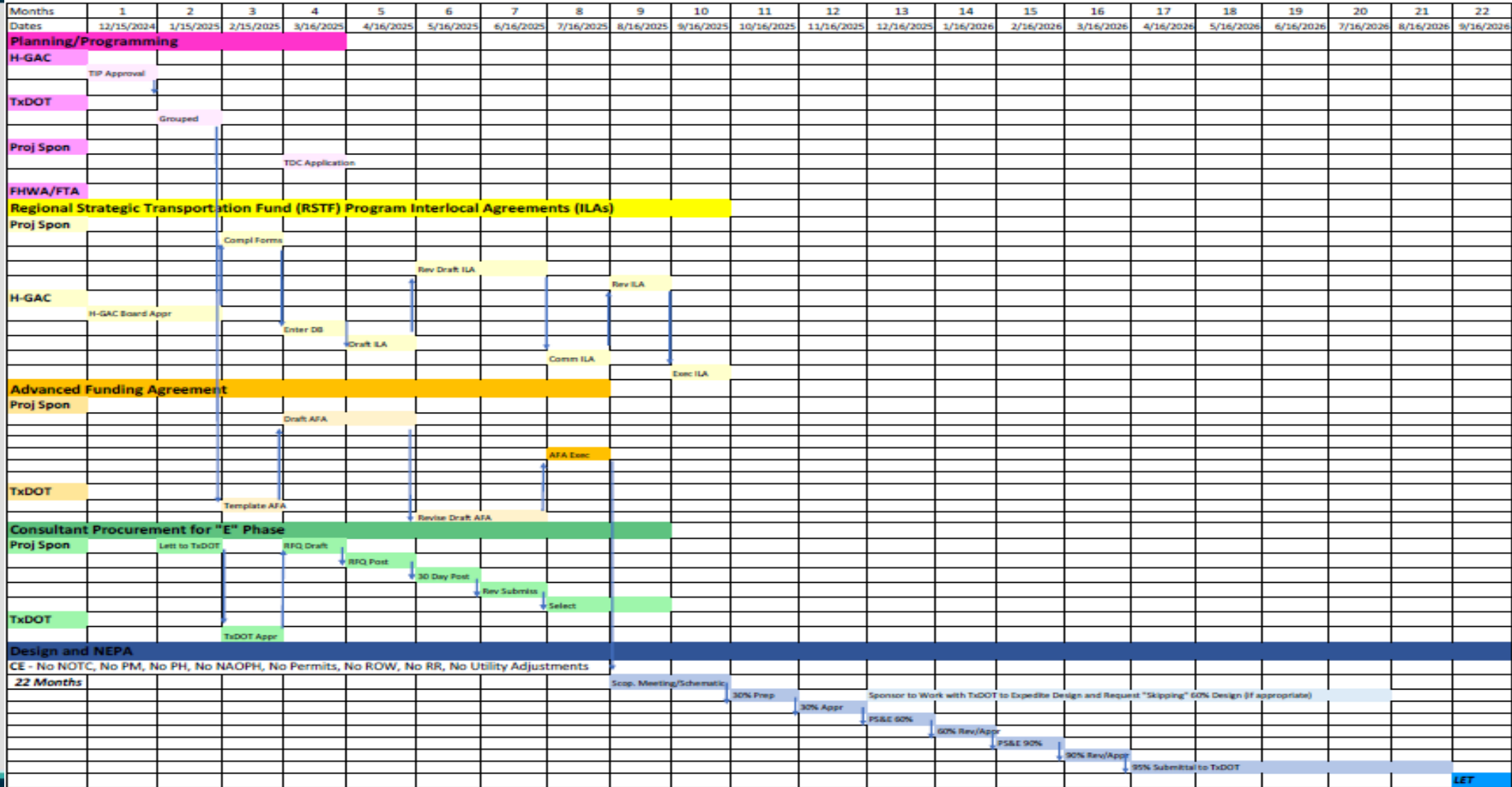


Next “Round” of Carry Over Spend Down



- Currently Being Assessed
 - Available Funds
 - Dates Funds Need to be Spent
 - Categories of Funds
- Roadway and Transit
 - Balanced Effort
 - Schedules for Project Development

Surface Transportation Federally Funded Schedule



Request for “Roadway” Projects



- Let Date Between August 2025 – August 2026
 - “E” (Engineering/Environmental) Phase Projects
 - “T” (FTA Transfer) Projects
 - ITS Projects
 - Intersection Improvements
 - Reconstruction/Overlays
 - No ROW, Permits, Utility Relocations, Public Involvement
 - Engineering/Environmental Already Approved by TxDOT
- Submit to Callie Barnes via Email by **September 30, 2024**
 - Previous Public Involvement Activities Conducted
 - Project Map
 - Existing Typical Section and Proposed Typical Section

Contact

Callie Barnes

Program Manager – Project Delivery

Callie.Barnes@H-GAC.com

832-681-2615



Item 11. Reliability, Congestion and Air Quality Performance Measures



Transportation Advisory Committee
August 14, 2024

Performance Measures

Reliability

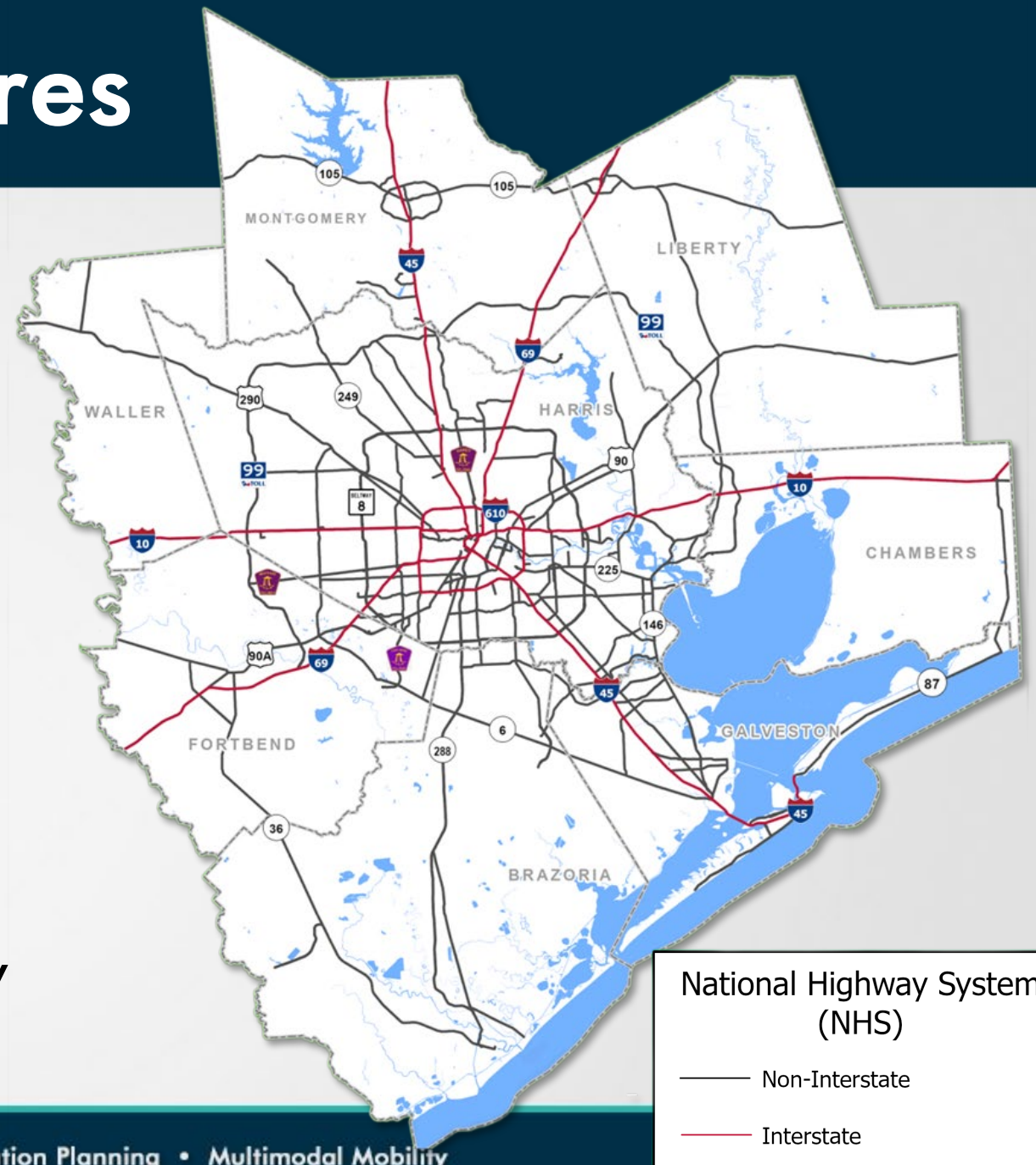
- Personal & Truck Travel

Congestion

- Peak Hour Excessive Delay
- Non-Single Occupant Vehicles

Air Quality

- Tailpipe emission reductions from Congestion Mitigation Air Quality (CMAQ) projects



Federal Performance Measures



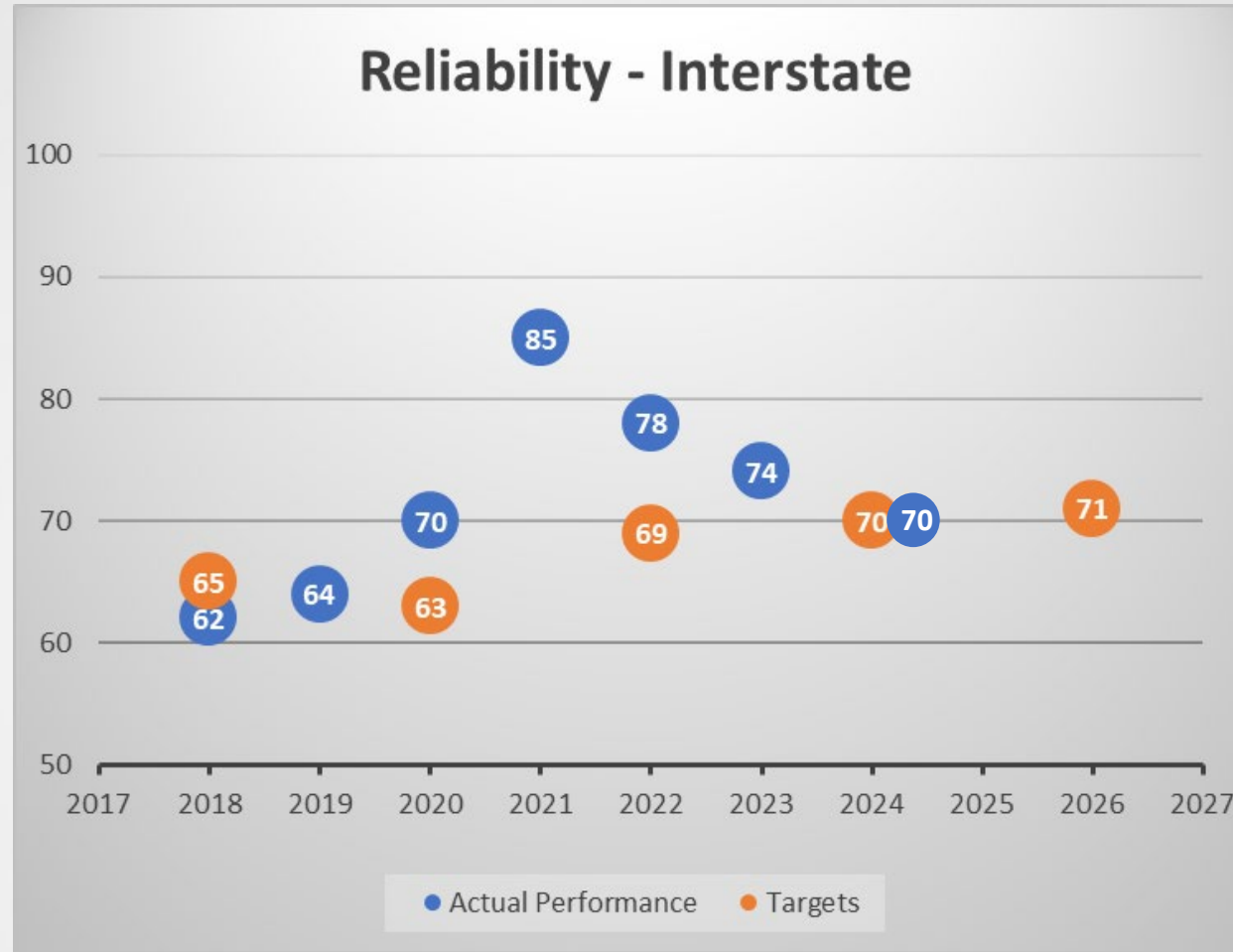
- 2024 Actual Performance based on previous year
 - 2024 performance is based on 2023 traffic conditions
- 2026 Target Adjustments
- No penalties if targets aren't met

Percentage of Reliable Person-Miles (Annual)

Level of Travel
Time Reliability
(LOTTR) =
Ratio of the
80th percentile
(bad traffic) / 50th
percentile (normal
traffic)

Example: For a 30-minute
trip:

- Reliable = 30 to 45 mins.
- Unreliable = More than 45 mins.



2024 Target met

An increased value indicates improvement

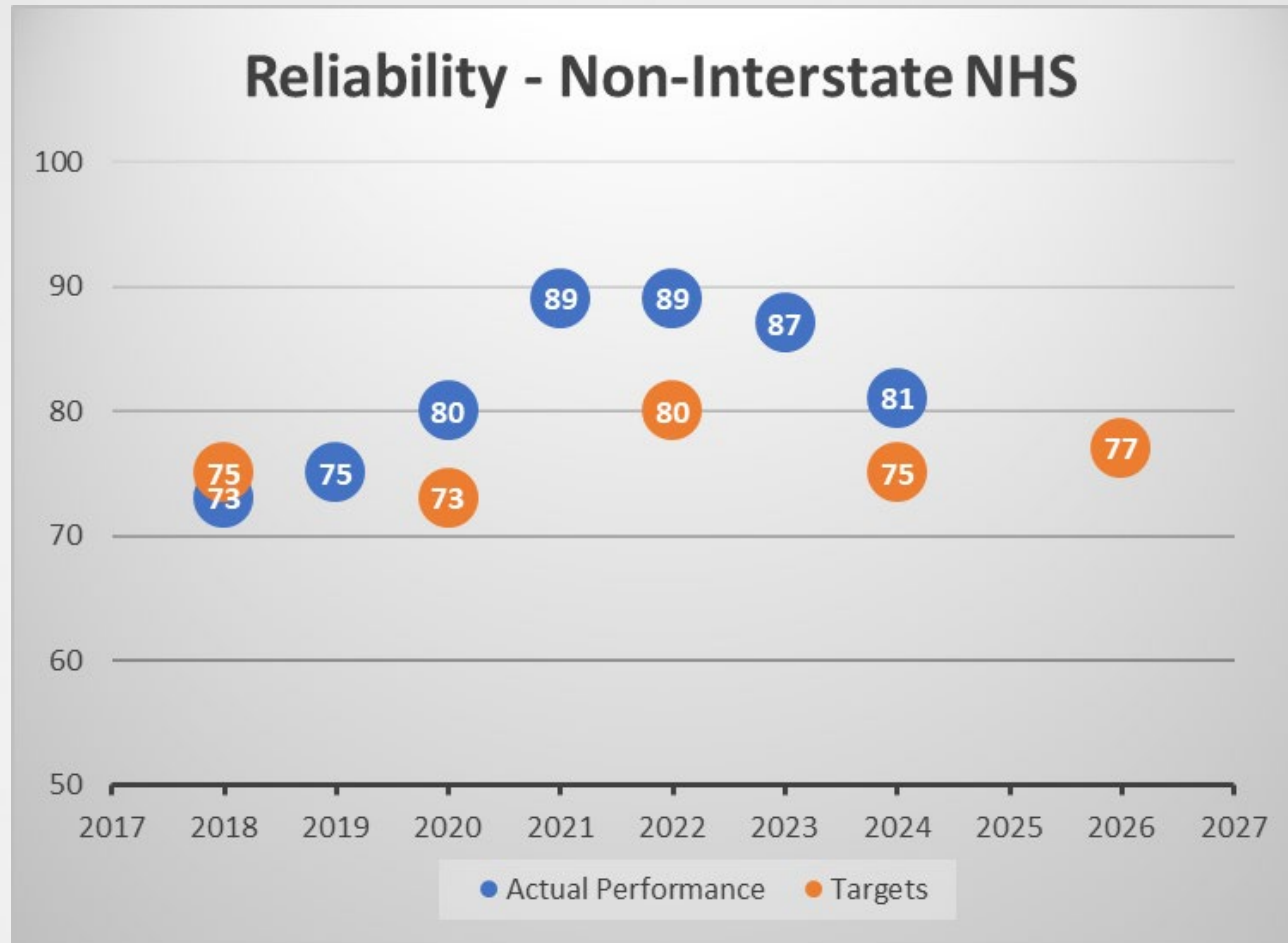


Percentage of Reliable Person-Miles (Annual)

Level of Travel
Time Reliability
(LOTTR) =
Ratio of the
80th percentile
(bad traffic) / 50th
percentile (normal
traffic)

Example: For a 30-minute
trip:

- Reliable = 30 to 45 mins.
- Unreliable = 45 mins. or longer



2024 Target met

An increased value indicates improvement



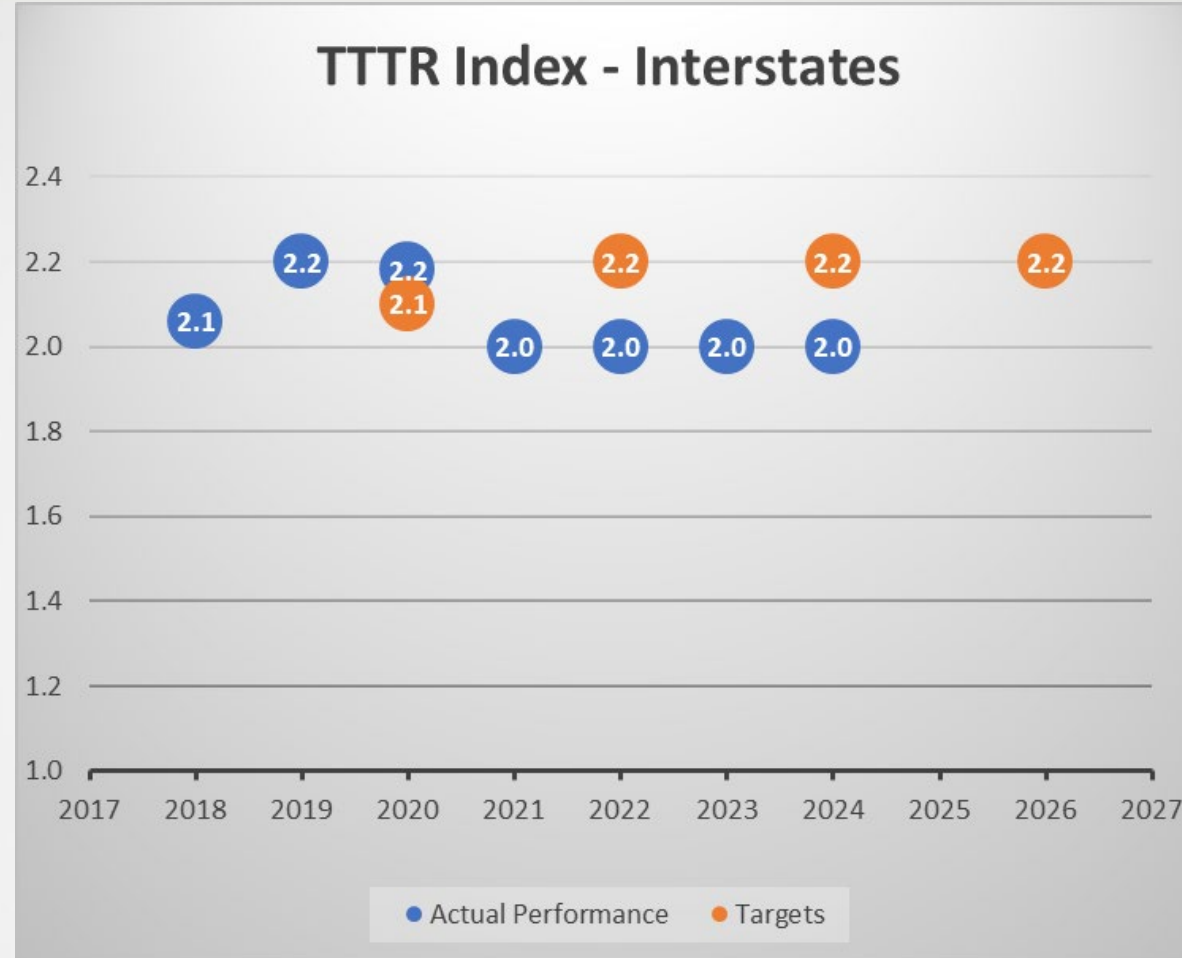
Truck Travel Time Reliability Index

Truck Travel Time Reliability (TTTR) Index is the time a truck driver adds to a median trip length to arrive on-time, 95% of the time.

Ratio of 95th percentile (very bad traffic) / 50th percentile (normal traffic)

Example:

What is normally a trip of 30 minutes X 2.1 (truck index) = 63 minutes.



2024 Target met

A decreased value indicates improvement



Project Types & Strategies



- Transportation Improvement Program (TIP)
- Regional Transportation Plan (RTP)
- Project Selection Process
 - Operational Improvements & Congestion Management
- Tow and Go Program
- TranStar
- Commute Solutions
- Connect Smart app

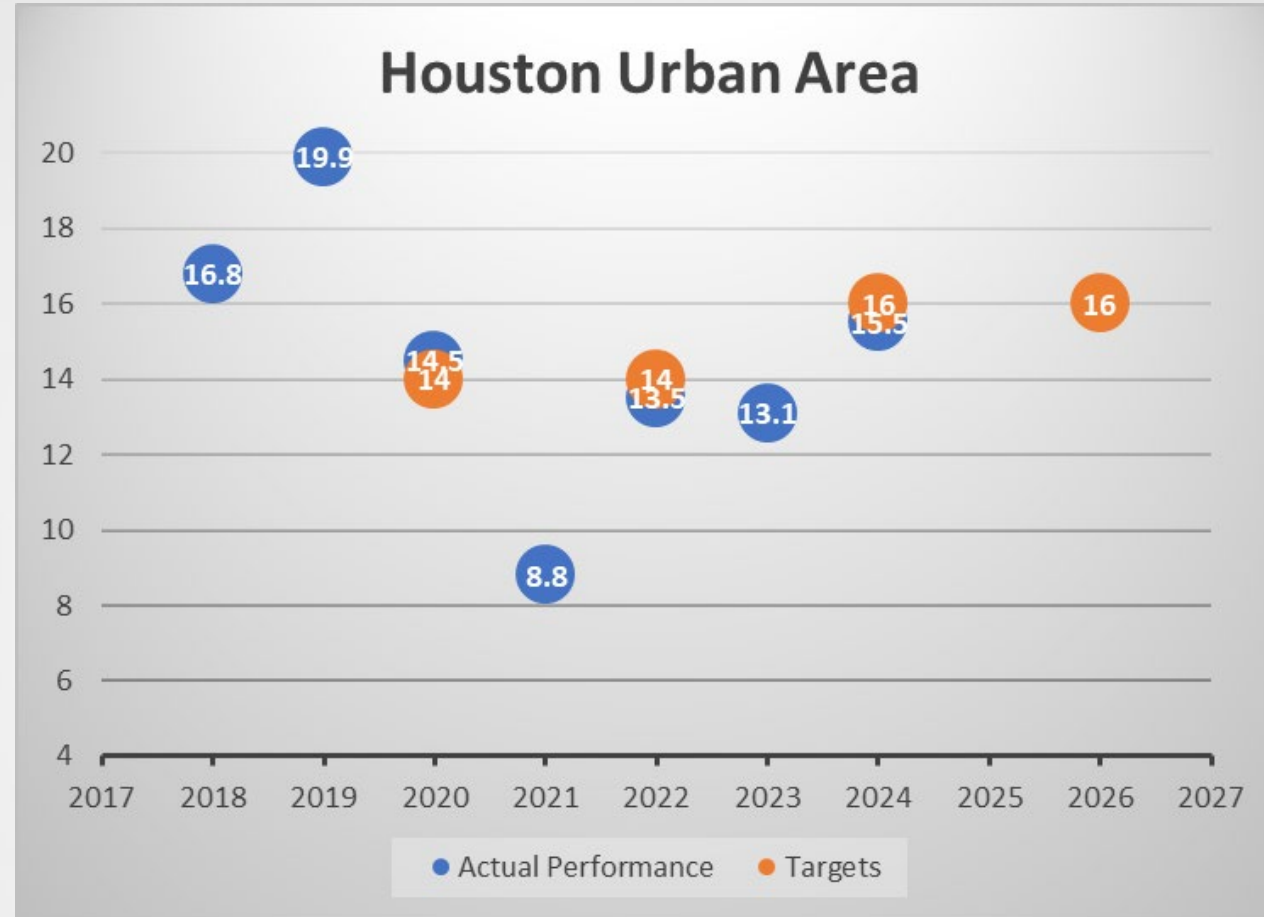


Peak Hour Excessive Delay

The annual average hours of extra travel time on the National Highway System in excessive conditions per capita.

Peak Periods (Mon-Fri)
AM Peak (6-10 am)
PM Peak (3-7 pm)

For a speed limit of 60 mph (60% of 60 mph), the excessive delay occurs below 36 mph.



2024 Target met

Adjust 2026 Target from 16 to 17 hours

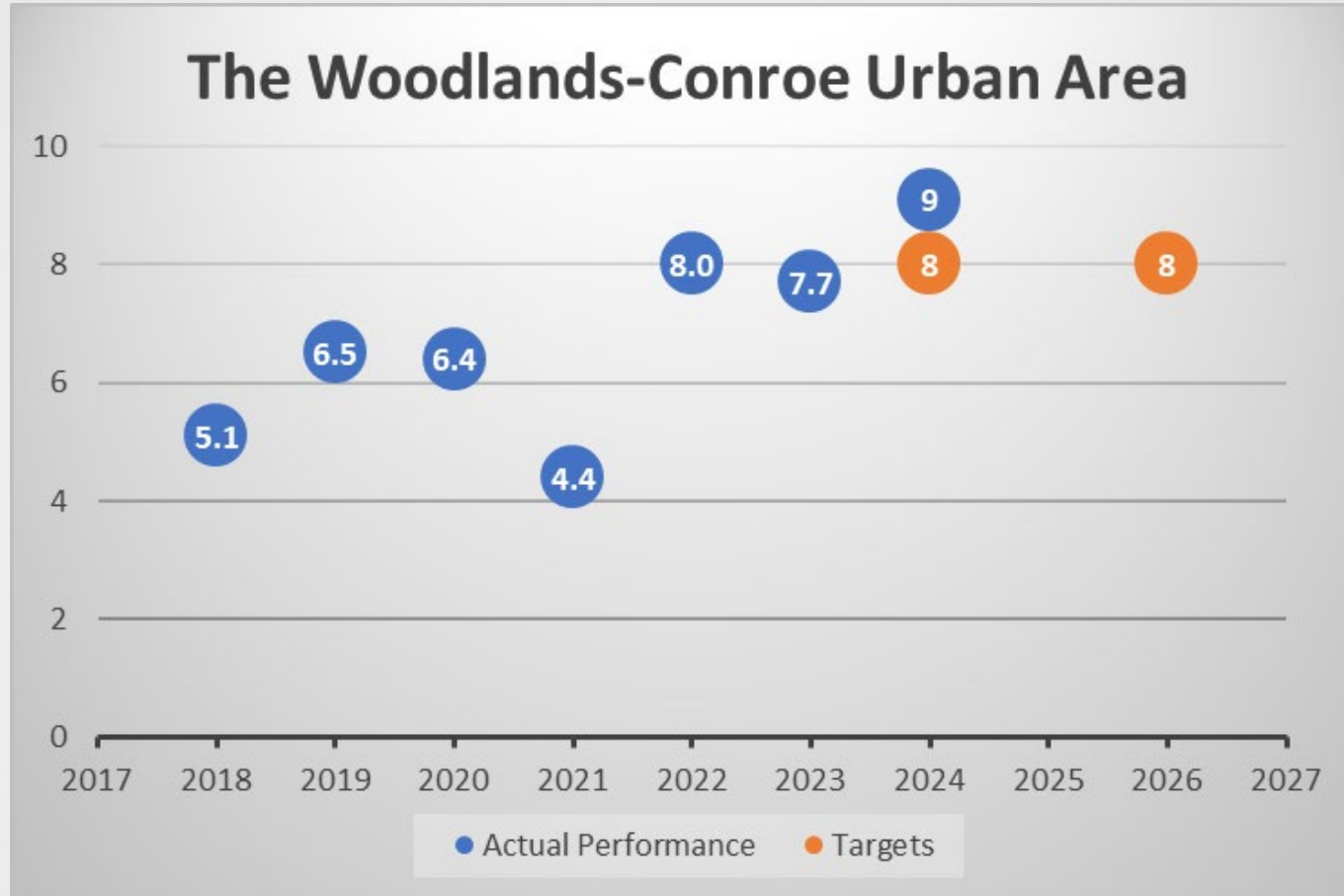
A decreased value indicates improvement ↓

Peak Hour Excessive Delay

The annual average hours of extra travel time on the National Highway System in excessive conditions per capita.

Peak Periods (Mon-Fri)
AM Peak (6-10 am)
PM Peak (3-7 pm)

For a speed limit of 60 mph (60% of 60 mph), the excessive delay occurs below 36 mph.



2024 Target **not met**

A decreased value indicates improvement

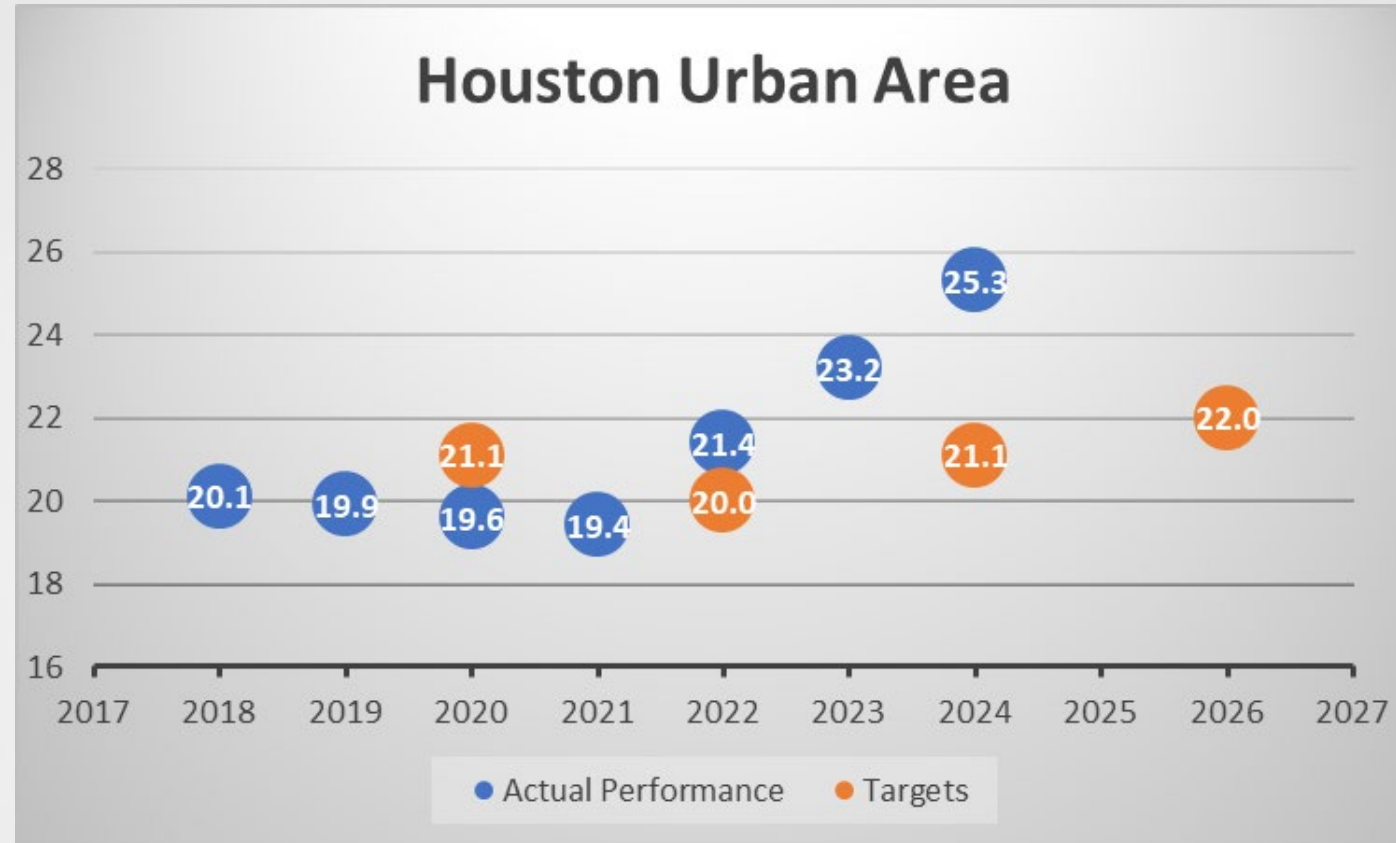


Percent of Non-Single Occupant Vehicles

Percent of Work Trips made in Non-Single Occupant Vehicles

- Carpooling
- Riding public transportation
- Walking
- Bicycling
- Taxicab or other means
- Travel avoided by working from home

American Community Survey (ACS) 5-year averages



2024 Target met

2024 Actual is based on the 5-year average for **2018-2022**.

Adjust 2026 Target from 22 to 27%

An increased value indicates improvement

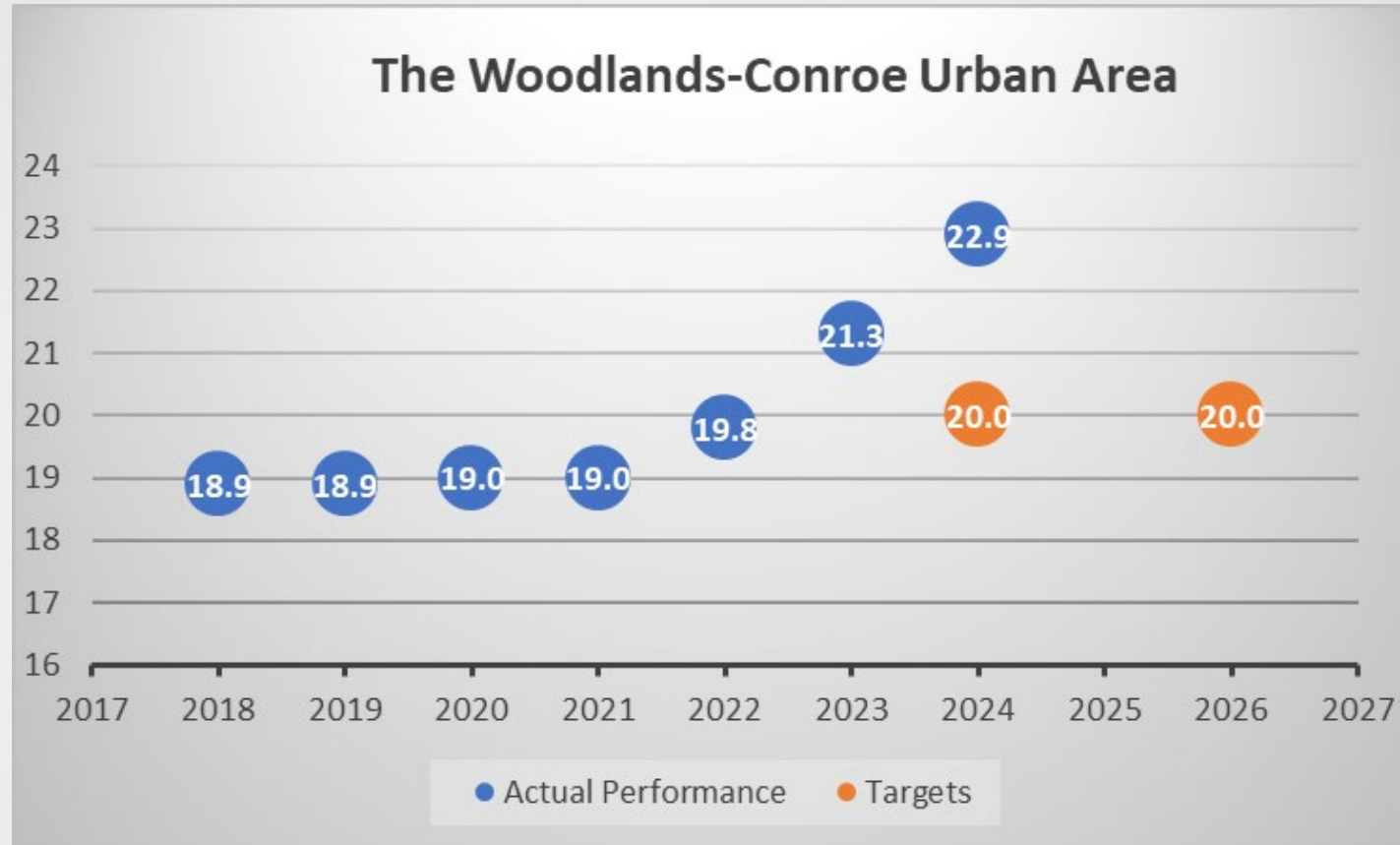


Percent of Non-Single Occupant Vehicles

Percent of Work Trips made in Non-Single Occupant Vehicles

- Carpooling
- Riding public transportation
- Walking
- Bicycling
- Taxicab or other means
- Travel avoided by working from home

American Community Survey (ACS) 5-year averages



2024 Target met

2024 Actual is based on the 5-year average for **2018-2022**.

Adjust 2026 Target From 20 to 24%

An increased value indicates improvement



On-Road Mobile Source Emission Reductions (kg/day)

Congestion Mitigation Air Quality (CMAQ) Measures

Target Years	NOx	VOC
2-Year Targets (FY 22 & 23)	221.251	69.939
2-Year Actuals	19.964	4.325
2-Year Shortage	(201.287)	(65.614)
4-Year Targets (FY 22, 23, 24 & 25)	601.465	172.864

2-Year Targets were not met due to:

- 13 project delays to FY 24 & 25
 - 6 STIP Approvals
 - 7 STIP Exceptions

- 7 project delays by sponsors to FY 26 & later

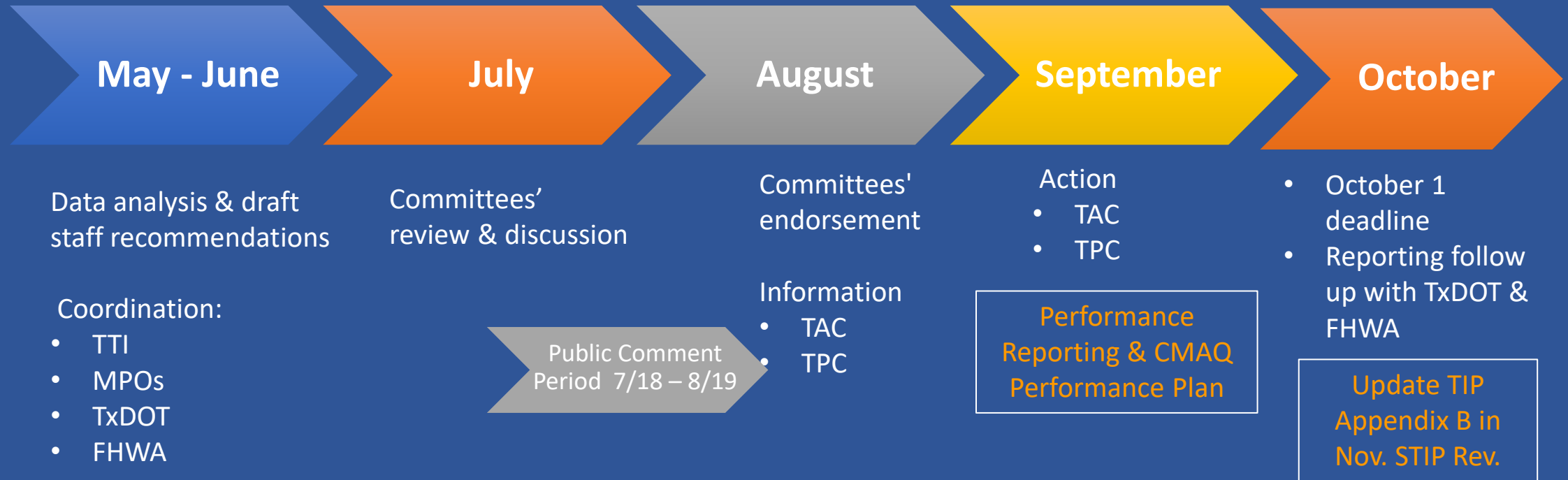
Nitrogen Oxides (NOx)
Volatile Organic Compounds (VOC)

Project Types & Strategies



- **Projects & Programs**
 - Clean Vehicles
 - Commute Solutions/Outreach
 - Regional Vanpool
 - Commuter and Transit Pilot Projects
- **Construction Projects**
 - Bicycle/Pedestrian
 - Intelligent Transportation Systems (ITS)
- **Seek opportunities for CMAQ-eligible Projects**
 - Carryover Spend Down projects

Reliability, Congestion & Air Quality Performance Measures



H-GAC Subcommittees – (4)

TIP, RTP, Transportation Air Quality, and Transportation Systems Management & Operations Subcommittees

Transportation Advisory Committee (TAC)

Transportation Policy Council (TPC)

Performance Measures



Public comments can be made online through August 18 at:
<https://www.h-gac.com/transportation-performance-measures/scorecard>

Karen Owen
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832-681-2614



Item 12: Commute Solutions Month



Transportation Advisory Committee
August 14, 2024

Let's "Breathe Easy" in September!



- Commute Solutions celebrates its' 30th anniversary this September
- Historically, September is one of the **worst months** for ozone levels in the **Gulf Coast** region.
- Piloting Ozone Action Campaign – Breathe Easy September
- Goal of this campaign to **bring awareness** to the region on how residents can lower their ozone emissions during the month of September; including marketing campaign incentivizing transit use on the worst days.

How Can WE Lower Ground Ozone Emissions?



- Grab a friend and try a new way to commute
 - Take transit
 - Ride a bike
 - Go for a walk
- Quit idling!
- Have you checked your tire pressure?
- Fill up later in the day
- Combine errands

Marketing Partnership Pilot



- Commute Solutions has partnered with 4 transit agencies
 - The Woodlands Express
 - Conroe Connection
 - Harris County Transit
 - Fort Bend Transit
- Each Friday in September, riders can ride for free on pre-selected routes



Action Requested

Transportation Advisory Committee recommend TPC approval of Resolution 2024-22 declaring September 2024 Commute Solutions Month.





Congestion Mitigation and Air Quality (CMAQ) Commuter and Transit Pilot Services



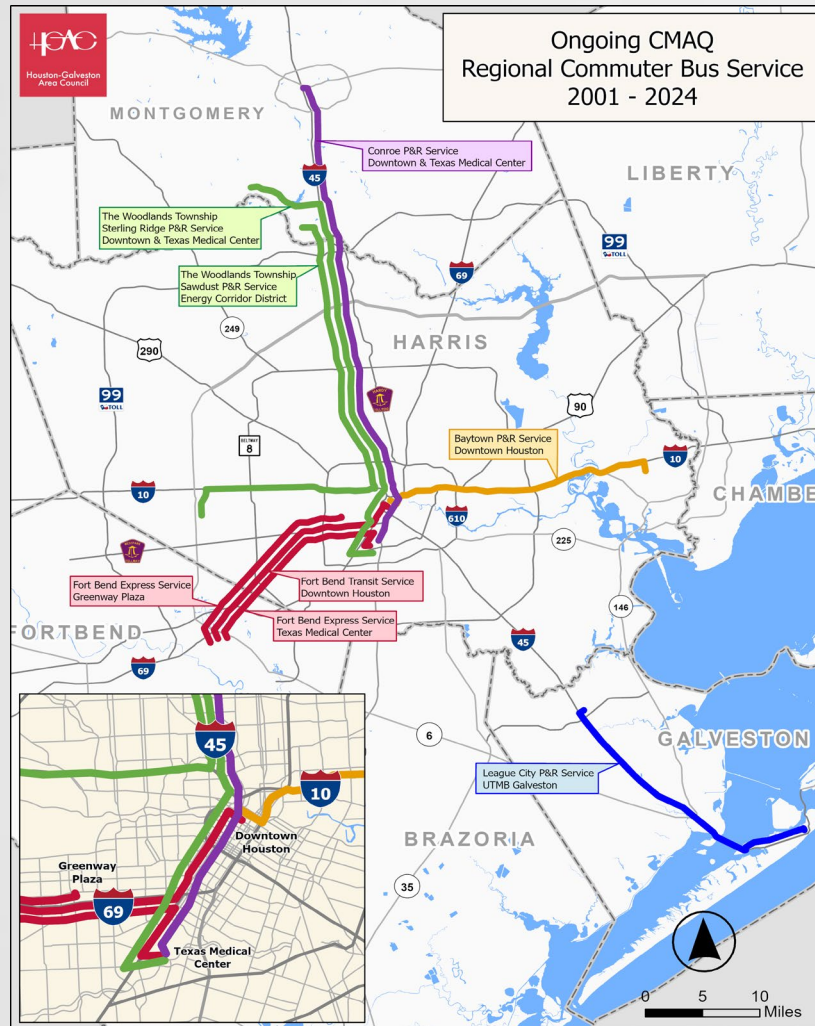
Transportation Advisory Committee
August 14, 2024

Commuter Transit and Pilot Project

- Offers 3-5 year pilot projects.
- Projects up to \$2.5 million
- Provides 80% of net operating cost.

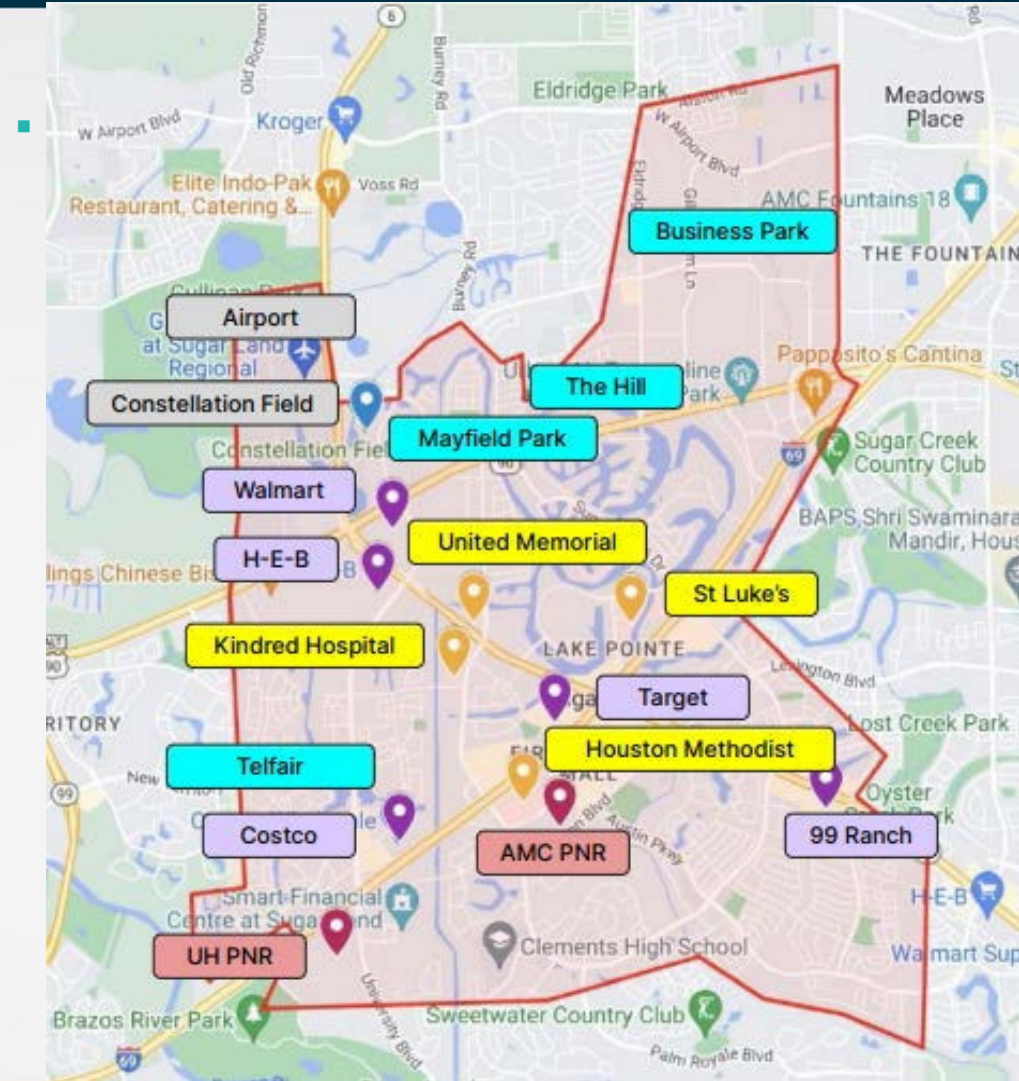


Past and Present Regional Express Bus Pilot Projects



Next Steps

- Continue to work with existing and new partners on additional regional commuter services.
- Additional funding to meet increased demand for a wider range of transit programs.
- Develop innovative transit programs that meet CMAQ guidelines and could benefit the region and often use advanced technologies.
- Sugar Land Microtransit service to start later this year with CMAQ funding
- Flexible new guidelines for next Call for Partners in 2025



Aerial Gondola System For Sugar Land



.swyft cities



Mobility Challenges: State Highway 6 @ US 59/I-69 Intersection

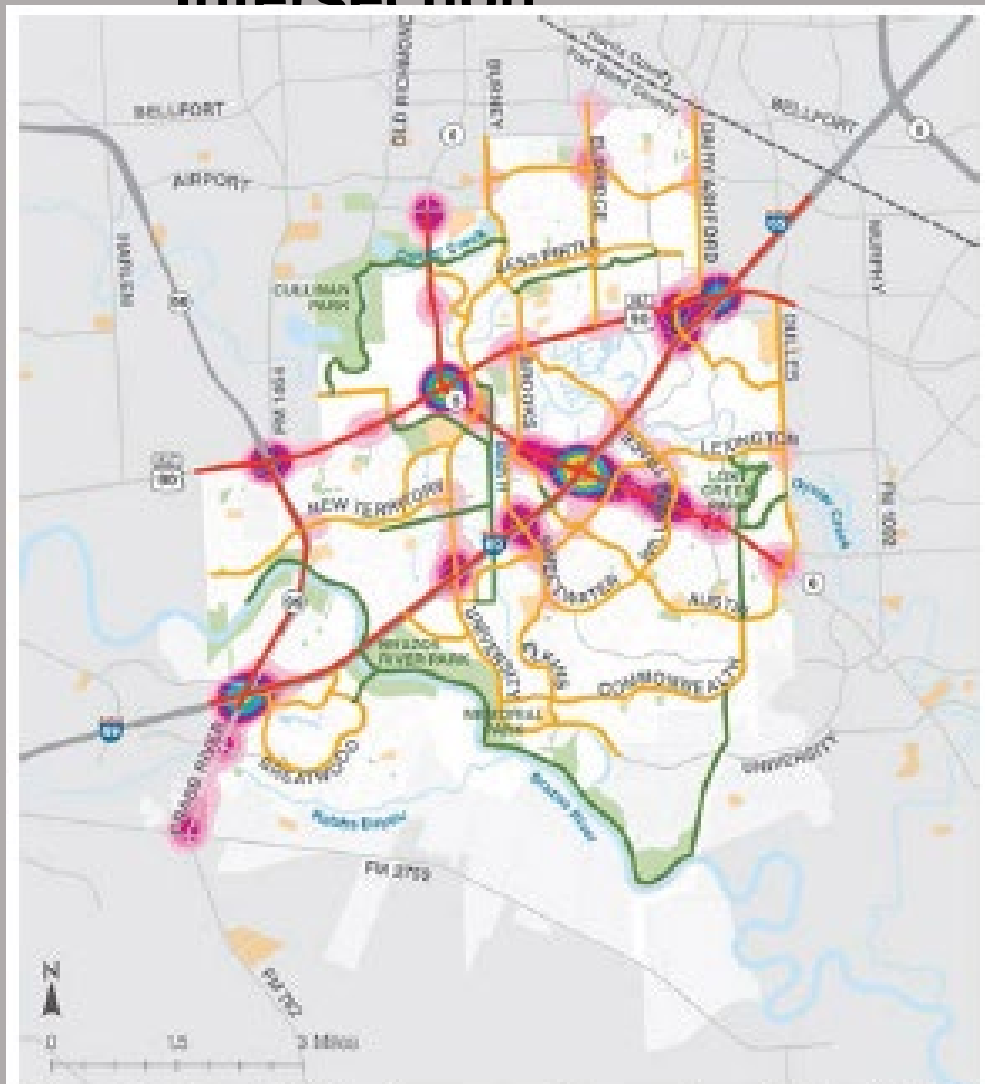
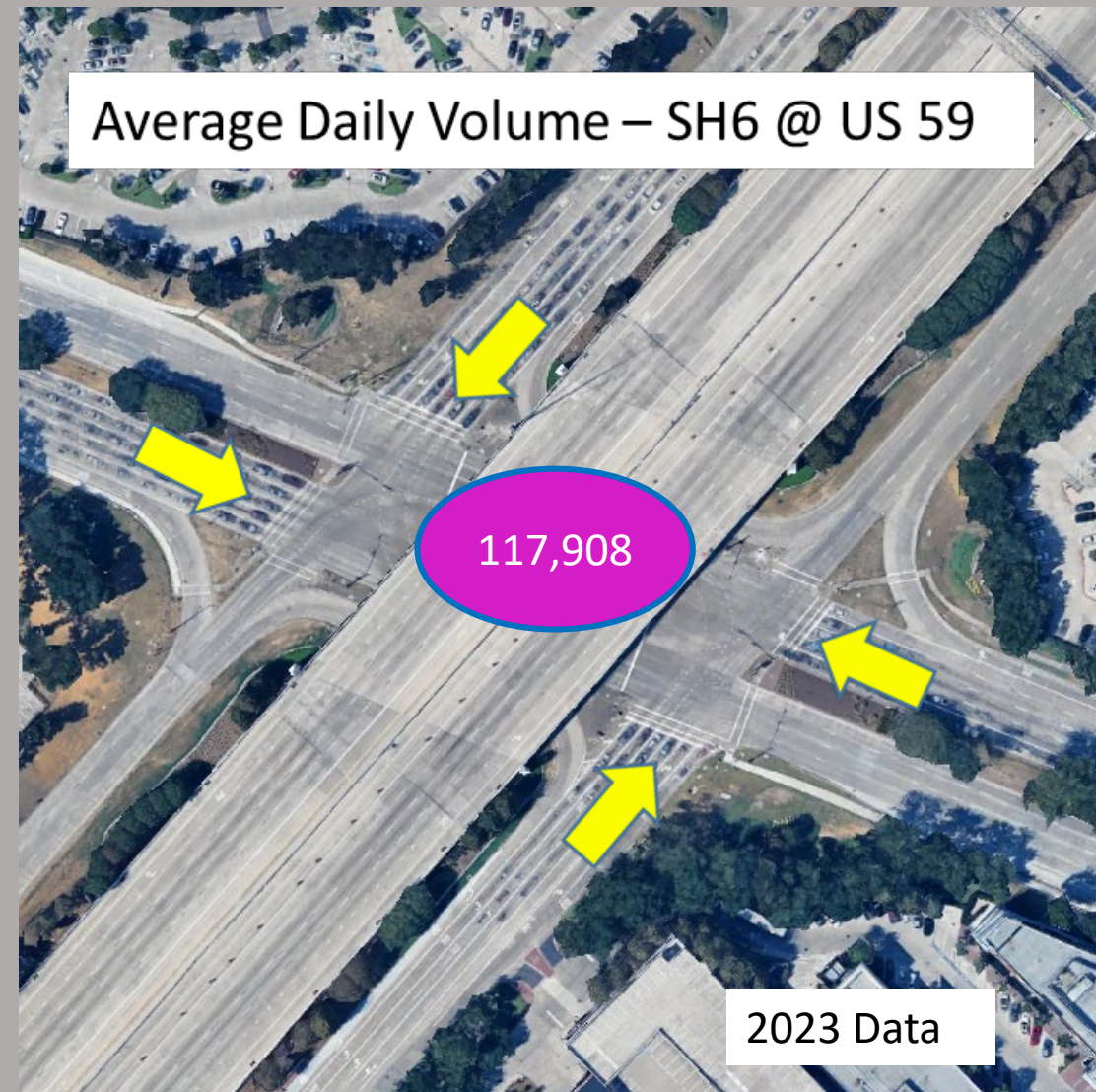


Figure 3.4 Crash Hot Spots

Source: Team Analysis, 2020



Average Daily Volume – SH6 @ US 59

117,908

2023 Data

Mobility Challenges: State Highway 6 @ US 59/I-69 Intersection



Solution: Traditional Grade Separation



What if there was something better?

- Cost effective grade separation
- Alleviates traffic congestion
- Reduces emissions
- Inclusive of all ages and abilities
- Improved connectivity to multiple locations
- No roadway displacement & less ROW
- Attraction & economic asset



Aerial Gondola System Concept



Systems in Use Around the Globe

Rio de Janeiro, Brazil



Caracas, Venezuela



London, England



Mexico City, Mexico



Taipei, Taiwan



La Paz, Bolivia



Systems in Use in the USA

Portland, Oregon



New York City



Gatlinburg, Tennessee



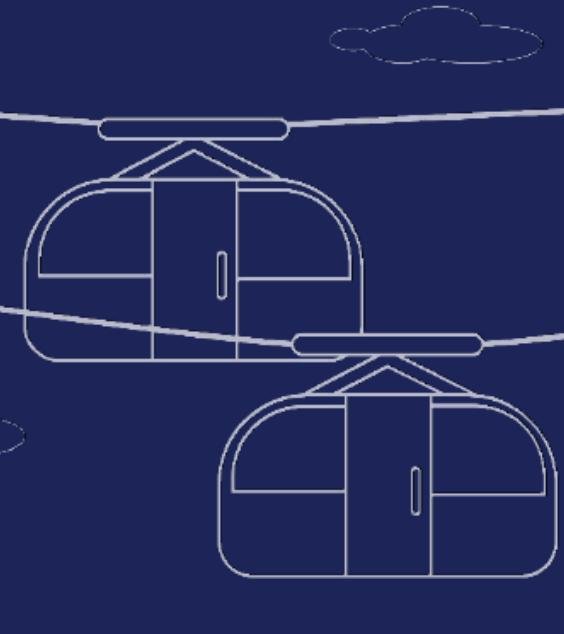
Phenomenal Safety record – globally over 100 years

Used to cross barriers

- roadways, water, terrain

Sugar Land Feasibility Study

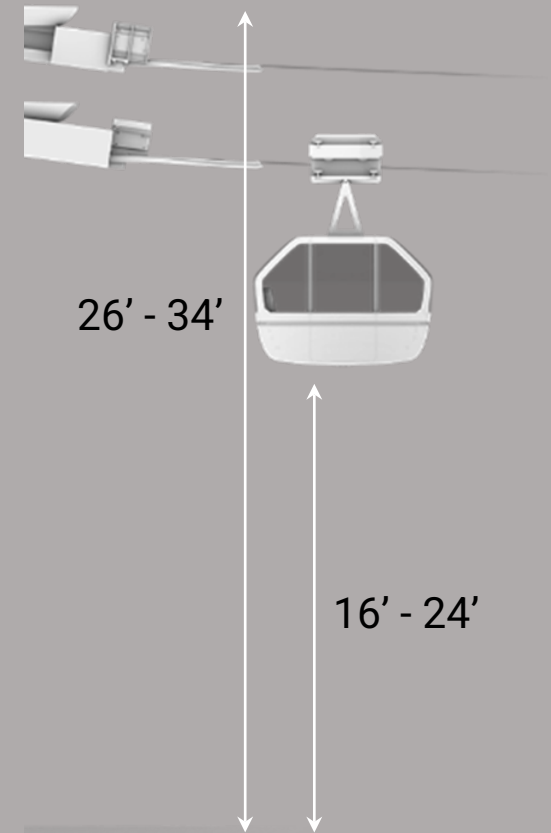
swyft cities



What is a Swyft Smart Gondola?

Stations

These are typical tower heights based on 325' cable-spans. Tower heights can be higher or lower depending on conditions and span length.



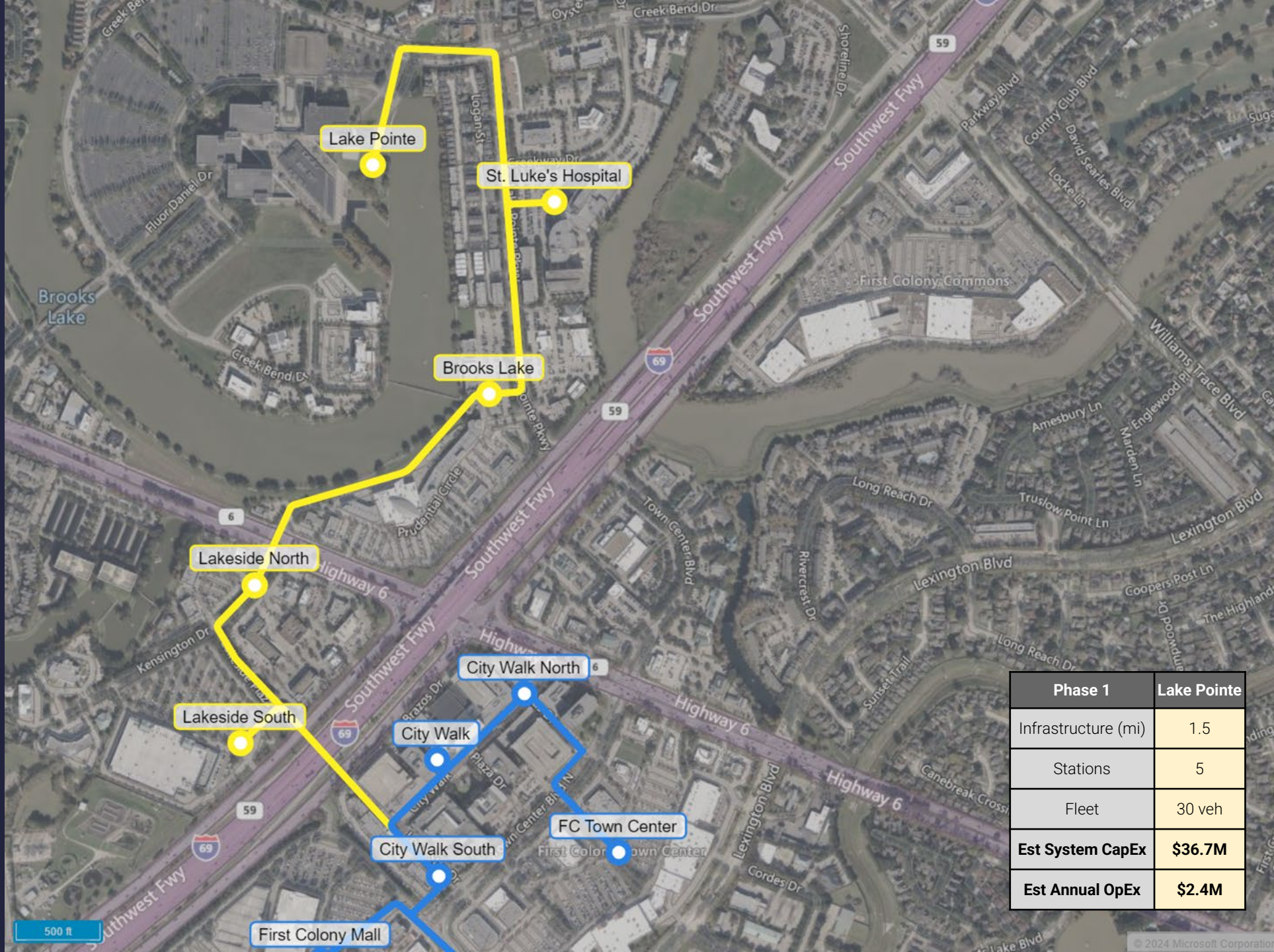
Electric vehicles move freely across a guideway of static cable and rail

Sugar Land

Phase 1

Lake Pointe Connection

- Highlights:**
- Crosses TxDOT roadways at two points: Hwy 6 and 59 Frwy
 - Connections North to shopping centers, St. Luke's Hospital, and future Lake Pointe redevelopment
 - Lake Pointe connection to increase land value for future redevelopment



Phase 1	Lake Pointe
Infrastructure (mi)	1.5
Stations	5
Fleet	30 veh
Est System CapEx	\$36.7M
Est Annual OpEx	\$2.4M



Sugar Land

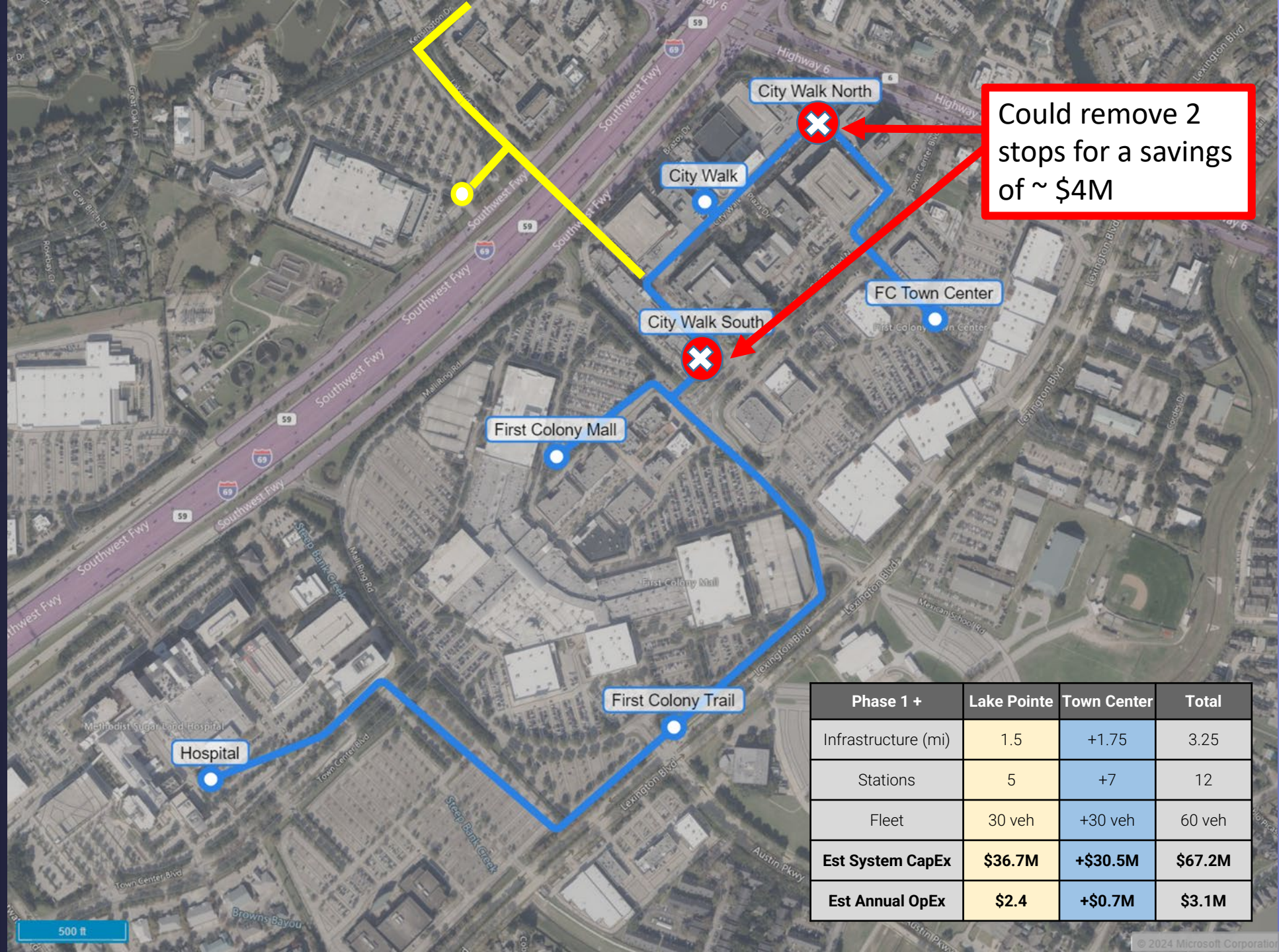
Phase 2

Town Center

Highlights:

-Provides accessibility to Town Center, Mall, Hospital

-Hospital connection does not encroach into TxDOT ROW and remains far away from the highway, providing a great user experience to view Sugar Land from above



Could remove 2 stops for a savings of ~ \$4M

	Phase 1 +	Lake Pointe	Town Center	Total
Infrastructure (mi)		1.5	+1.75	3.25
Stations		5	+7	12
Fleet		30 veh	+30 veh	60 veh
Est System CapEx		\$36.7M	+\$30.5M	\$67.2M
Est Annual OpEx		\$2.4	+\$0.7M	\$3.1M



Sugar Land

Phase 3

University Expansion

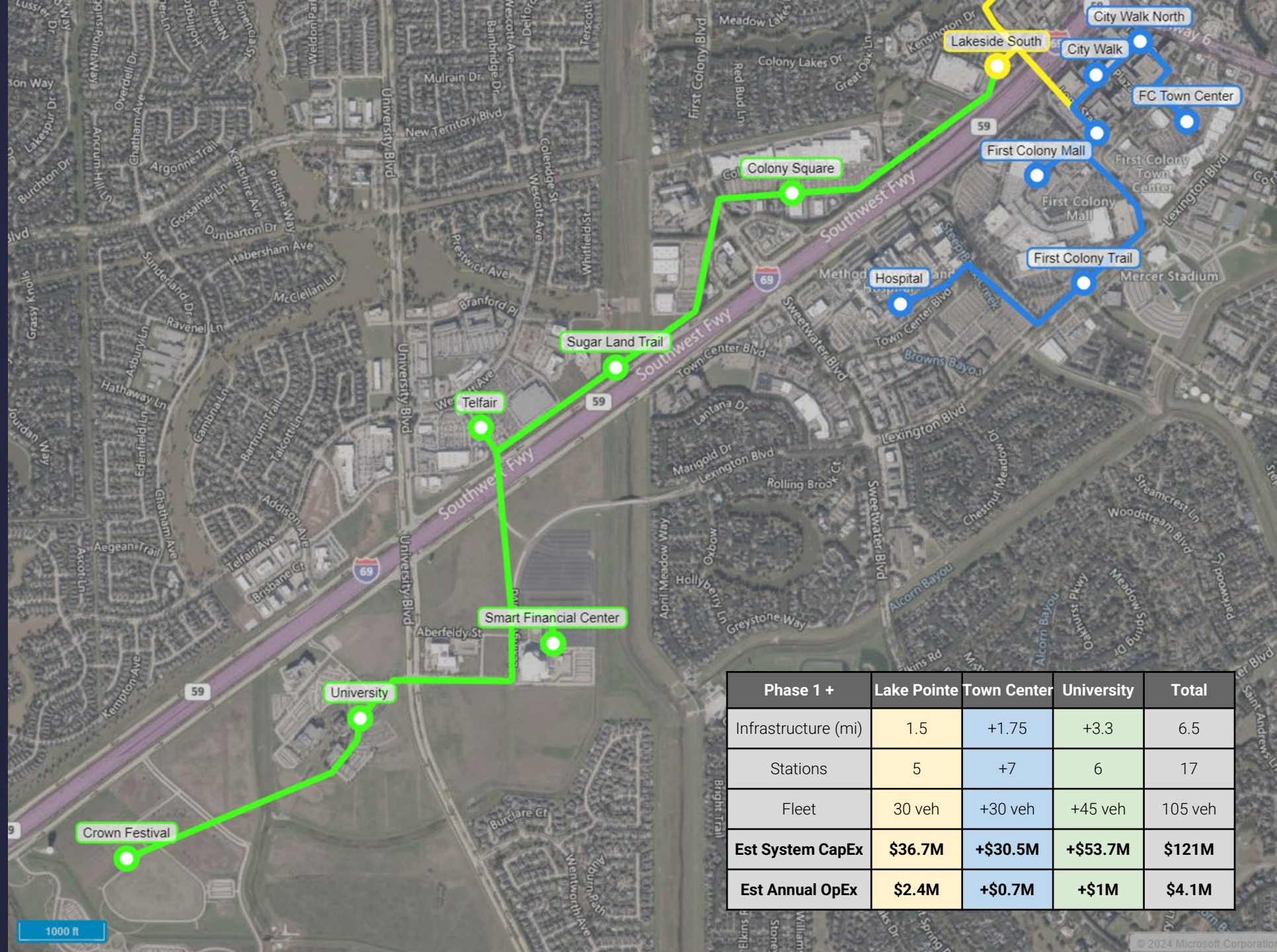
Highlights:

-Activity center connections south to UH, Crown Festival Park, and Smart Financial Center. Second TxDOT crossing cover 59 Frwy

-System can replace shuttle buses needed for large events and festivals

-Longer trip from the University to the Hospital and Lake Pointe (expected to take 8 to 10 mins)

-Route minimizes any residential impacts of system



	Phase 1 +	Lake Pointe	Town Center	University	Total
Infrastructure (mi)	1.5	+1.75	+3.3	6.5	
Stations	5	+7	6	17	
Fleet	30 veh	+30 veh	+45 veh	105 veh	
Est System CapEx	\$36.7M	+\$30.5M	+\$53.7M	\$121M	
Est Annual OpEx	\$2.4M	+\$0.7M	+\$1M	\$4.1M	



Sugar Land

Full Network with
3-Phase Delivery

System Specifications

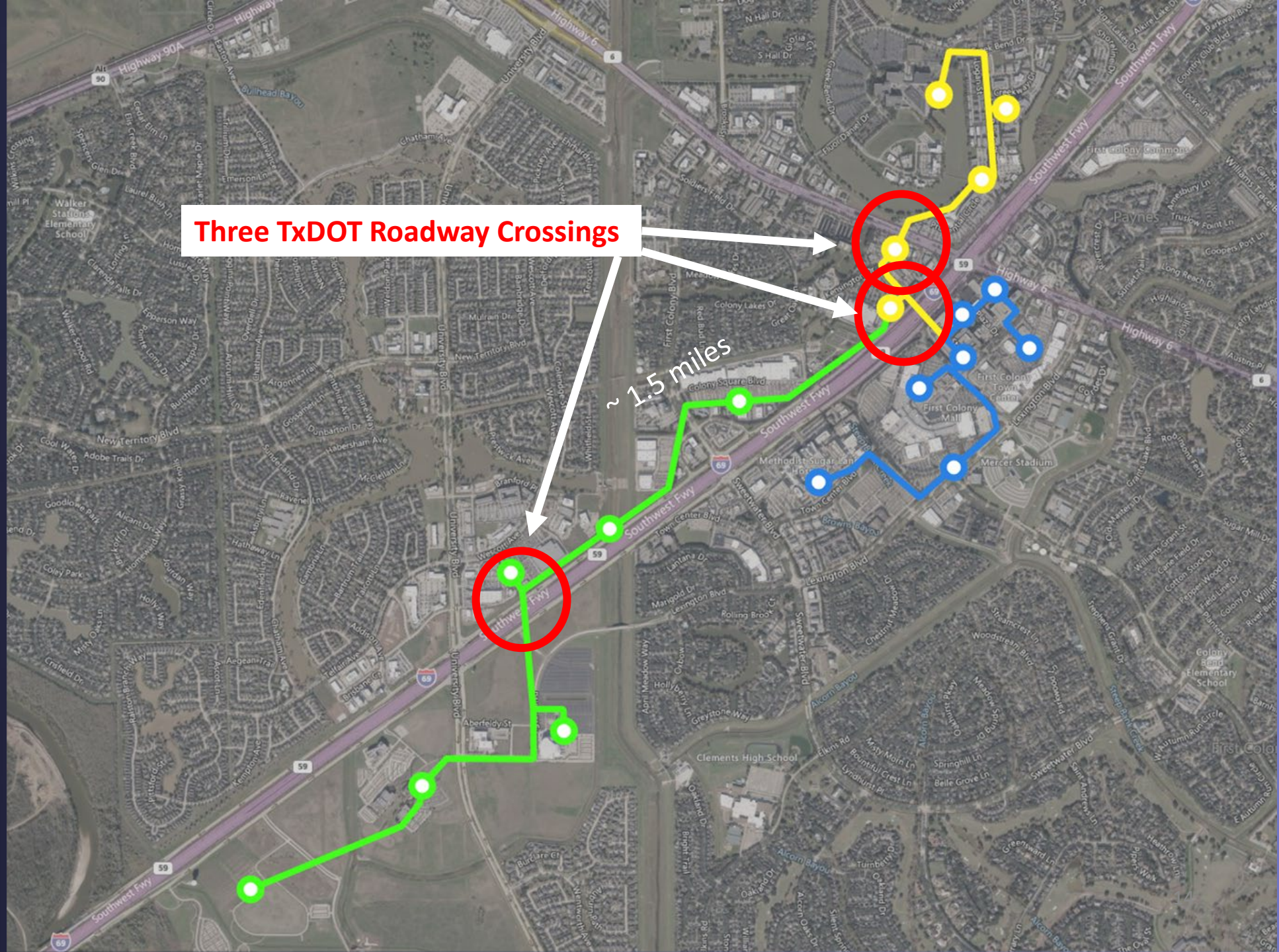
Infrastructure: 6.5 mi

Stations: 17

Fleet: 105 vehicles

Est. System Cost: \$121M

Est. Annual OpEx: ~\$4.1M



How Does Project Align with RTP Vision and Goals?

A safe, resilient, equitable, and reliable multimodal transportation system that contributes to a livable region.

- Improve Safety
- Achieve and Maintain a State of Good Repair
- Move People and Goods Efficiently
- Strengthen Regional Economic Competitiveness
- Conserve and Protect Natural and Cultural Resources

What's Next?



- Add project to the TIP through the Project Selection process
- Staff is actively pursuing other Federal grant funding options
- Public/Private partnerships with stakeholders - planning a meeting
- CenterPoint and TxDOT are supportive



Thank you!



Item 15: Title VI Program Update



Transportation Advisory Committee
August 14, 2024

What is the Title VI Program?

- A report documenting H-GAC's compliance with the USDOT's Title VI/Nondiscrimination regulations
- Required of recipients of Federal financial assistance every three years
- H-GAC receives federal transportation funds through the FTA and FHWA
- Title VI Program was last updated in 2021

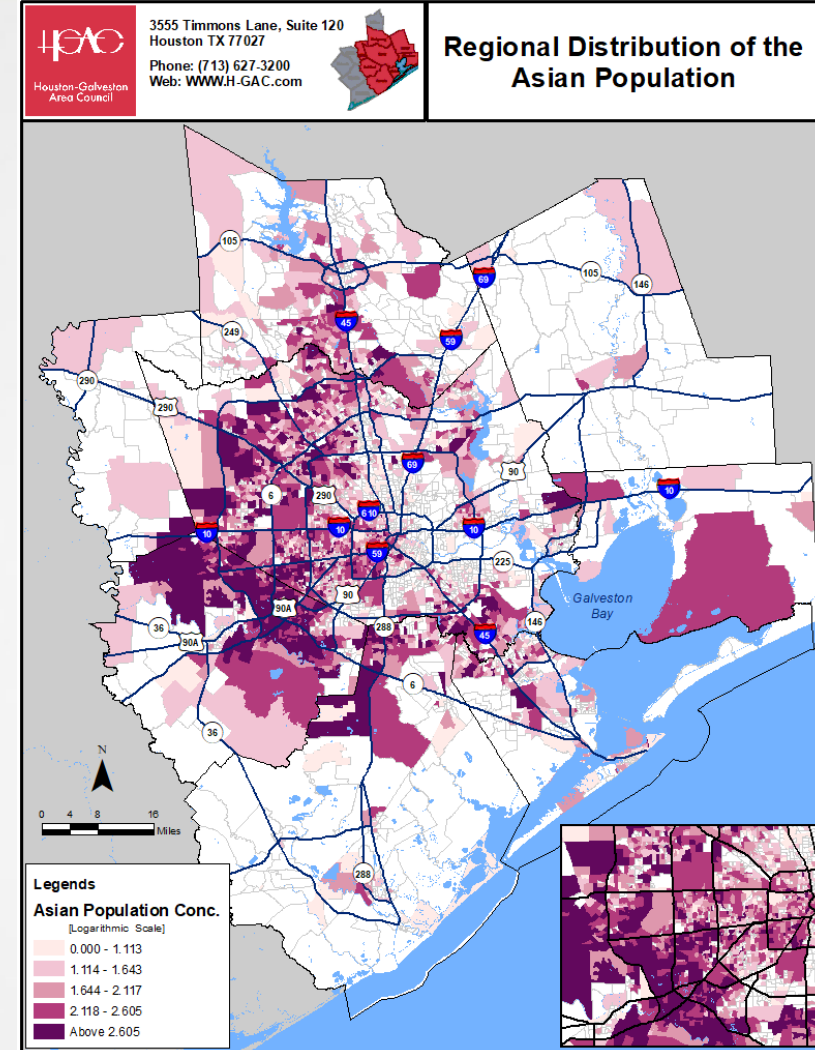
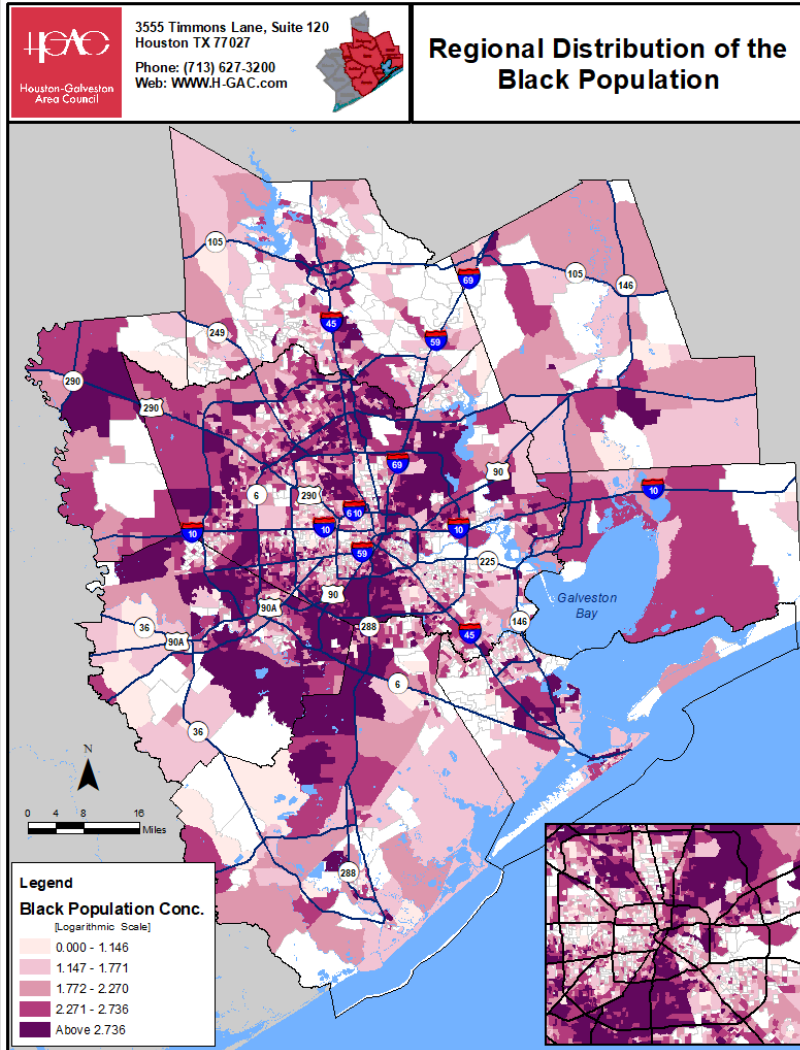


Title VI Program - Contents

- Title VI nondiscrimination policy statement
- Nondiscrimination Certifications and Assurances
- General Title VI notice to the public
- External complaint filing procedure
- Public Participation Plan
- Language Assistance Plan
- Updated demographic profile of the metropolitan planning area
- Nondiscrimination language in contracts and solicitations
- How the agency identifies the mobility needs of the underserved populations



Population Distribution



Next Steps

- Public comment period
 - August 13, 2024 – September 12, 2024
- Virtual public meeting – September 10, 2024
 - 5:30 pm - 6:30 pm
- Action by TAC and TPC
 - September 2024
- Action by H-GAC Board of Directors
 - October 2024
- Draft Title VI Program available at:
<https://www.h-gac.com/title-vi-program>



Questions



Contact Information
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Project Selection Process Update



Transportation Advisory Committee
August 14, 2024

Status Update

- Completed scoring all submitted projects and distributed them to the sponsors
- In the process of validating scores
- Projects that scored at least 50 points in draft scores may submit BCA online by August 23rd.
- Reviewing comments on draft scores.
- Meeting with project sponsors on benefits calculators.

Summary of Draft Scores

Investment Category	# Of Projects Scored	High	Low	Median	Projects Advancing to BCA	Total Cost (\$M)
Major Projects	55	94	38	68	54	\$19,208
High Growth Area Needs	72	84	25	69	67	\$2,120
Operational Improvements & Congestion Management	78	76	17	55	49	\$1,502
Resiliency and State of Good Repair	62	81	21	53	40	\$1.173
Transit	16	79	18	35	4	\$109
Total*	192				125	\$21,527

- Projects submitted in multiple Investment Categories are only counted once in the total.

Contacts



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Available Funding by Invest. Category

Investment Category	Funding Instruction	Available Funding (\$M)
Regional Goods Movement	12%	\$156
High Growth Area Needs	25%	\$324
Major Projects	30%	\$389
Operational Improvements & Congestion Management	13%	\$168
Resiliency & State of Good Repair	5%	\$65
Transit	7.5%	\$97
Active Transportation	7.5%	\$97
Safety	\$30/Year	\$300
Total		\$1,596
* Total funding for the next 6 investment categories		\$1,140



Item 16B. Future Amendments to the TxDOT Statewide Safety Program



Transportation Advisory Committee
August 14, 2024

Future Statewide Program Amendments

- Add \$1.8M of federal STBG funding to H-GAC's FY 2022 Regional Freeway Incident Management (FY 2022-FY 2024) (MPO ID 11917) to continue towing operations thru FY 2025. Add 352K TDCs in lieu of matching funds. (+\$1.8M; Total: \$11.8M)
- Add \$3.1M of federal STBG funding to H-GAC's FY 2023 Regional Freeway Incident Management (FY 2017-FY 2018) (MPO ID 17020) to continue towing operations thru FY 2026. Add 616K TDCs in lieu of matching funds. (+\$3.1M; Total: \$11.1M)

Action

- Discussion and Possible Action