

# TRANSPORTATION AIR QUALITY SUBCOMMITTEE

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## MEETING SUMMARY

Wednesday, June 01, 2022 – 10:00 A. M.

Houston-Galveston Area Council of Government Offices  
Virtual Teams Meeting

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### MEMBER PRESENT

Fort Bend Transit – Perri D’ Armond  
Baytran – Amy Skicki  
Bike Houston – Kristina Ronneberg  
TCEQ – Jamie Zech  
TXDOT – Brenda Bustillos  
University of Houston – Bruce Race  
HARC – Meredith Jennings  
City of Houston – Brandon Mosley  
H-GAC – Andrew DeCandis  
TXDOT – Lisa Collins

### OTHERS PRESENT

METRO – David McMaster  
Sugarland – Georgia Tate  
Houston – Peter Eccles  
METRO – Bryan Carroll  
City of Houston Planning – Peter Eccles

### ALTERNATE PRESENT

Harris County Transit – Vernon Chambers  
METRO – Vincent Sanders  
TXDOT – Charles Airiohuodion  
Port of Houston – Kelli Gallagher

### STAFF PRESENT

Houston-Galveston Area Council – Carrie Evans  
Houston-Galveston Area Council – Ben Finley  
Houston-Galveston Area Council – Carlos Lugo  
Houston-Galveston Area Council – Fizza Hassan  
Houston-Galveston Area Council – Karen Owen  
Houston-Galveston Area Council – Cassandra Marshall  
Houston-Galveston Area Council – Larry Meyer  
Houston-Galveston Area Council – Craig Raborn  
Houston-Galveston Area Council – Stephen Keen  
Houston-Galveston Area Council – Mike Burns  
Houston-Galveston Area Council – Ayo Jibowu  
Houston-Galveston Area Council – James Garland  
Houston-Galveston Area Council – Veronica Green  
Houston-Galveston Area Council – Carlene Mullins  
Houston-Galveston Area Council – Shixin Gao  
Houston-Galveston Area Council – Daniel Brassil  
Houston-Galveston Area Council – Vishu Lingala  
Houston-Galveston Area Council – Shirley Li  
Houston-Galveston Area Council – Chris Van Slyke

### BRIEFING

#### Overview

- a. The TAQ Subcommittee Members and Alternates were presented with no action’s items; discussion items were presented; and the meeting concluded with agency reports and no member announcements.
- b. Visit <http://www.h-gac.com/taq/transportation-committees/TAC/transportation-air-quality-subcommittee/agendas.aspx> to view the meeting materials for this meeting.

### CALL TO ORDER

#### ITEM 1A. Introductions

Amy Skicki, Acting Chair, called the meeting to order members and alternates introduced themselves.

## **ITEM 1B. Approval of Meeting Summary (03-02-2022)**

Meeting minutes approved.

### **ACTION ITEMS**

#### **ITEM 2A.**

None

### **DISCUSSION ITEMS**

#### **ITEM 3A. Metro's Climate Action Plan (Bryan Carroll, Houston METRO)**

Bryan gave an overview for the CAP plan that will be for the next two years. It was discussed that the plan will be updated on a biennial basis. So, we see where we are going and what we are associated with and go into the biennial cycle. It was pointed out an important feature about Metro's plan is that it is developed based on a template that the FTA provides, so it aligns with FTA guidelines. In addition, it aligns with the City of Houston climate action, and Resilient Houston Plans. One of the things it does, it inventories our existing efforts and many of those are documented on our going green website. Also, it provides many of the environmentally focused initiatives and consolidated and consistent format. Discussion continued that the primary focus is delivering improved transportation to those approximately 900,000 people, who live in those areas that need it most.

It was further discussed to shift to zero emission buses by 2030. To ensure the proper steps, a plan was mapped out to make sure we implement for battery electric buses, begin testing fuel cell electric buses, and work on AV electric buses. Phase one is completed. Now phase two has begun to ensure performing capabilities on our bus routes and to make sure we are equipped at our facilities.

Finally, it was mentioned to continue support for conversion to our zero-emission fleet. As well as continue to deliver the initiatives in the climate action plan. Additionally, continue to communicate externally with clean cities, TAQ, and update external marketing material, promotional items, and the website.

#### **ITEM 3B. H-GAC RTP Update Survey (Stephen Keen, H-GAC)**

Stephen gave an overview to the stakeholders regarding establishing the transportation future for our region. Discussion continued with an outline for how our region will spend over 100 billion dollars over the next 20 years to improve safety and conditions of assessments. As well as improve congestion and all modes of travel and do all this in a method of financially constrained action plan. It was pointed out that they are working to improve the region economy and natural environment. Discussion continued that the RTP is required to receive federal transportation funds. Staff has conducted in person meetings within each of the regions eight counties. They requested and received feedback on the county profile slides and vision statement. It was further discussed that the public participation website [h-gac.com/rtp](http://h-gac.com/rtp), this site includes the vision survey, which is designed to get your opinions. Also, the comment map allows you to leave comments and drop hints regarding transportation. In closing, transportation 101 includes variety of interactive maps, demographics, and asset conditions to help educate and inform the public

#### **ITEM 3C. Reliability, Freight, & Congestion, and Air Quality Performance Measure, & Timeline (Karen Owen, H-GAC)**

Karen gave an overview on travel reliability, which is essential when the travel time on the roadway remains relatively consistent. That is really what we would like. Discussion continued with how travel measures are looked at on the interstate and it is broken down to travel on non -interstate travel national highway systems. It was pointed out that these are important interstates in our system such as beltway 8, U S 290, and state highway 46. We have what is called a level of travel time reliability. This is where we measure the differences of hours and days over the course of a year. Essentially, we are calculating using a ratio of the 80<sup>th</sup> percentile to the 50<sup>th</sup> percentile. Basically, this calculates a bad day of traffic to a normal day of traffic. In further discussion, a reliable trip is 60 minutes to 90 minutes and unreliable takes 90 minutes or longer.

Discussion continued with freight measure, how we access our freight by the index. This measure accesses our freight movement with a very high standard of making one time deliveries 95 percent of the time. It was pointed out that the Transportation Air Quality Subcommittee

truck index travel into the amount of time that a truck driver needs to add to a median trip to arrive on time 95 percent of the time. The 95<sup>th</sup> percentile indicates bad traffic and the 50<sup>th</sup> percentile indicates normal traffic. A driver would need to plan. The total drive time would be 63 minutes for the truck to arrive on time.

Discussion continued with congestion annual hours of peak hour excessive delay. The annual average amount of extra level travel time experienced by the traveling public on the national highway system in excessive conditions. It was further discussed that excessive delay is related to an established special threshold of 60 percent or lower, which would be the delay speed of 36mph, which is measured in the morning and evening peak periods of traffic.

Next, another congestion focus measure is what is called the presence of Non-SOV work trips. They are defined as people commuting to work made by travel modes other than traveling alone. Also, it includes the trips that are avoided when you work from home. The efficiencies are to improve the alternate mode of travel that will ultimately reduce the number of cars that are used for commuting and they are for reduced congestion.

Discussion continued that the federal highway administration established congestion mitigation air quality to basically access and to reduce on road mobile source vehicle emission reduction with a goal of better air quality. It was pointed out these goals look at emission funded projects from CMAQ. These two measures we calculate with NOx and VOC emission that are reduced by the projects we have programmed in the TIP. It was mentioned that the CMAQ funding is used for a 2 year and 4-year period. So, nitrogen oxides and volatile organic compound reductions are expressed in kilograms per day.

In closing, the MPO's that have a population over a million are required to use these measure targets for their emission and document in CMAQ performance plan. Staff is working on the data analysis as soon as we have our recommendations to present to the subcommittees, we will be doing that and will bring the analysis for your input at the next meeting.

## **OTHER BUSINESS**

### **ITEM 4A. Agency Announcements**

- PM 2.5 performance measures will be presented at TAC and TPC in August. Therefore, the TAQ subcommittee will receive this in late June or early August. There has been no set date for the next TAQ meeting, I anticipate it will be late July or the beginning of August.
- Baytran state of the counties annual event on June 22, 2022. Registration is opened.

### **ITEM 4B. Member Announcements**

None

**Next meeting:** August 02, 2022

## **ADJOURNMENT**

Meeting adjourned at 11:21 A.M.