

**Transportation Improvement Program (TIP)
Subcommittee Meeting**
Houston-Galveston Area Council
Virtual Meeting (Zoom)
Wednesday August 3, 2022
1:30 PM – 3:00 P.M.

AGENDA

1. Subcommittee Roll Call

2. Previous Meeting Summary

A summary of the June 29, 2022 meeting is available online at the following link:
<https://www.h-gac.com/transportation-advisory-committee/transportation-improvement-program-subcommittee/agendas-and-summary>

**3. Federal Reliability, Freight, Congestion, and Air Quality Performance Measures
(Karen Owen)**

Staff will seek the Subcommittee's recommendation on the next slate of targets

4. 2023-2026 TIP Update (Adam Beckom)

5. Quarterly TIP Status Report (Callie Barnes)

6. Project Selection Process Update (Vishu Lingala)

7. Announcements

- TAC Meeting – August 17, 2022, 9:30 a.m., Hybrid (Zoom).
- TPC Meeting – August 26, 2022, 9:30 a.m., Hybrid (Zoom)
- TIP Subcommittee Meeting – September 7, 2022, 1:30 p.m., Virtual (Zoom)

6. Adjourn

TRANSPORTATION IMPROVEMENT PROGRAM SUBCOMMITTEE

MEETING SUMMARY

Wednesday, August 3, 2022

1:30 – 3:00 p.m.

Houston-Galveston Area Council

Virtual Meeting (Zoom)

MEMBERS PRESENT

Veronica Chapa-Gorczyński – East End District

Jildardo Arias – City of Friendswood

Cory Taylor – Chambers County

Loyd Smith – Harris County

Stacy Slawinski – Fort Bend County

Monique Johnson – City of Sugarland

Michael Medwedeff – City of Alvin

Veronica Davis – City of Houston-PW

Yancy Scott – Waller County

Michael Shannon – Galveston County

Sherry Weesner – TIRZ 5/Memorial Heights

Bruce Mann – Port Houston

Mike Wilson – Port Freeport

Adam Jack – TXDOT-BMT

Perri D'Armond– Fort Bend Transit

ALTERNATES PRESENT

Bowen – City of League City

Amy Skicki – Baytran

Catherine McCreight – TxDOT-HOU

Alan Clark – METRO

Pamela LeBrane – Fort Bend Transit

Item 1 – Subcommittee Roll Call

The meeting started with a roll call to determine the members and/or alternatives present.

Item 2 – Previous Meeting Summary

The summary of the August 3, 2022 meeting is posted on the H-GAC website.

<https://www.h-gac.com/transportation-advisory-committee/transportation-improvement-program-subcommittee/agendas-and-summary>

Item 3 – Federal Reliability, Freight, Congestion and Air Quality Performance Measures

(Karen Owen)

This item was brought before the TIP Subcommittee for action.

The Federal performance measures apply to the National Highway System (NHS), and focus on the performance measures – Reliability, Congestion, and Air Quality. Performance measures are quantitative assessments of the performance or effectiveness of a region’s transportation system.

Working in collaboration with several partners, H-GAC sets performance measures targets for the future 2 years and 4 years, and periodically reports on how well past targets are met.

Karen Owen explained the application of the following Federal performance measures:

- (1) **Personal Travel Time Reliability:** The consistency or dependability in travel times, measured by the difference between travel times from day-to-day, across different times of the day, and over the course of a year. The Level of Travel Time Reliability (LOTTR) performance measure compares a bad day of traffic to a normal day. H-GAC sets performance targets for both the Interstate NHS network, as well as for the Non-Interstate NHS network.
- (2) **Freight Movement:** The Truck Travel Time Reliability (TTTR) Index assesses the reliability of freight movement on the Interstates by the high standard of making on-time deliveries 95% of the time. A downward trend in the TTTR index indicates improvement.
- (3) **Congestion:** The Peak Hour Excessive Delay is the annual average extra hours spent in excessive congestion conditions. The Non-Single Occupant Vehicle Work Trips measure the percentage of commuting trips that are made by travel modes other than driving alone.
- (4) **Air Quality:** measured by tailpipe emission reductions as a result of obligated CMAQ projects.

Karen noted that Actual Performance reports for 2022 are based on the traffic conditions in the previous year (2021). Draft performance targets have been set for the future years 2024 and 2026. Staff have the option to adjust the 2026 targets based on observed performance in the preceding years. There are however no penalties if performance targets are not met. Also, due to a recent downward revision of the definition of an urban area from 1,000,000 residents to 200,000 residents, staff will be setting performance targets for the Conroe-Woodlands Urban Area in the next four-year period, in addition to the Houston Urban Area.

The presentation highlighted the trends for each performance measure, based on data reported for the years 2018, 2022, and 2022. The presentation furthermore noted when the past performance targets were met and explained the rationale for the future targets staff have proposed for the region.

The Performance Measures Webpage may be viewed at:
<https://www.h-gac.com/transportation-performance-measures>.

The Performance Report is available at:
<https://www.h-gac.com/getmedia/66c3af3f-83be-4738-b34f-5f4603afe305/Appendix-B-FAST-ACT-Compliance-Performance-Measures-April-2022>.

Timeline Events: September 30, 2022 is the federal target setting and reporting deadline for these performance measures targets for the next 4 years. A public comment period was open from July 2022 through August 14, 2022. The Performance Measures targets were taken before the TAC and TPC for information in August 2022 and will be presented for their approval in September 2022.

Action Results:

The TIP Subcommittee recommended that staff take the item to the Transportation Advisory Committee for approval.

Item 4: 2023-2026 TIP Update (Adam Beckom)

The Transportation Policy Council approved the MPO's 2023-2026 TIP Update in May 2022. Staff is waiting for the opportunity to submit this update to the State for inclusion in the STIP. Public involvement was recently completed for the May 2022 STIP cycle. Given this development, it is anticipated that the door will soon be open to submit the new TIP projects into the STIP.

Staff will be seeking to identify projects that may need urgent action for NEPA purposes, or for the execution of agreements or some other reason. Such projects may be fast-tracked for early STIP approval. Sponsors are urged to speak to staff if they have any questions about their projects or anticipate their projects will need expedited action.

Item 5: Quarterly TIP Status Report (Callie Barnes)

Callie Barnes's quarterly TIP account reported the status as of July 2022. The presentation described the TIP implementation progress by funding category – Category 5 (CMAQ funds), Category 7 (STBG funds), and Category 9 (TASA funds) – highlighting the following fields:

- (1) Federal Funds Allocated in FY 2022
- (2) Number of Projects Let in 2022
- (3) Total Dollar amount for Projects Let in 2022
- (4) Estimated Carryover (2022 – 2023)
- (5) Estimated Cumulative Carryover Funds

Next, for each funding category, Callie compared the number of TIP projects and total project funds programmed as of July 31, 2021 against the numbers for projects that were actually Let as of August 3, 2022, a year later. This gave subcommittee members an idea of how well the programmed projects were being implemented. Lastly, Callie highlighted the rate at which projects were carried over to the next fiscal year for each funding category. Eighty-three percent (83%) of projects programmed for TASA funds were carry-overs from previous years.

The quarterly project status worksheets are anticipated to provide a clearer picture as to which projects would probably meet the current Let dates identified in the TIP, and those that are unlikely to achieve schedule adherence. Staff are also meeting with project sponsors to arrive at some consensus about the readiness of each project. The goal of the process is to advance projects and improve the on-time Lettings, which includes preemptively planning and identifying schedule risks, and working with sponsors to develop potential solutions to sources of project delay.

Item 6: Project Selection Process Update (Vishu Lingala)

In response to the MPO request, partner agencies submitted almost 600 top priority projects planned for implementation within the short, medium, and long term. The goals of the project selection process are to implement the TPC workgroup's priorities, spend down carry-over balances, and to establish a funded project list for the TIP, the Ten-Year Plan, and the Regional Transportation Plan.

Analyses of the submitted projects show a large majority of projects slated for the short term, with highway projects being the most frequent modal type. There was a funding gap for projects identified for implementation within the short and medium term. None of the projects submitted for the long-range term had any identified funding.

Most of the projects submitted had the desired outcome of improving safety/reducing crash numbers, followed by the reduction in traffic delay/congestion relief. Project types were mostly safety improvements, followed by pedestrian and bicycle improvements, and intersection improvements.

Staff are still sorting through the project list and mapping them. Next steps include deciding on the best approach to implementing the project selection process, identifying the projects eligible for federal funding, and developing a strategy for managing project readiness including funding for "high-readiness" projects.

Item 7. Announcements

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Adjourn

The meeting adjourned at 3:09 p.m.