



# Item 6. Amendments to the 2023-2026 TIP and 2045 RTP



Transportation Advisory Committee  
December 6, 2023

# Previewed TIP and RTP Amendments

- Add \$3.9M of Statewide ROW funds to TxDOT Houston District's FY 2026 SH 36 reconstruction & widening (MPO ID 263) for relocation, title and court costs of parcels (\$15.1M federal; \$3.8M state). (+\$3.9M; Total: \$63.9M)
- Delay TxDOT Houston District's Brazoria County SH 332 widening (MPO ID 525) from FY 2025 to FY 2028 to allow for design and ROW acquisition. (+/- \$0; \$0)
- Delay TxDOT Houston District's Montgomery County SH 105 widening (MPO ID 965) from FY 2025 to FY 2026 due to ROW & utility relocation issues. (+/- \$0; Total: \$112.8M)
- Add \$115.6M of Statewide Connectivity Corridors funding, \$91.6M of Statewide ROW, and remove \$174.8M of Preventative Maintenance & Design Build funds to TxDOT Houston District's IH 69 S reconstruction, widening and reconstruction of interchange at SH 288 (MPOID 7428 - NHHIP Seg-3). (+\$62.4M; Total: \$518.5M)

# Previewed TIP and RTP Amendments

- Program TxDOT Houston District's US 90 grade separation (MPO ID 10268) at Purple Sage Rd in FY 2024 with \$35.1M of Statewide Connectivity Corridors funds. (+\$35.1M; Total: \$35.1M)
- Delay Lake Houston Redevelopment Authority's North Park Drive STBG funded widening (MPO ID 18033) from FY 2026 to FY 2028 to allow for ROW acquisition and utility relocations. (+/- \$0; Total: \$23.6M)
- Delay TxDOT Houston District's SH 6 grade separation construction at Clay Road (MPO ID 18509) from FY 2025 to FY 2029 due to ROW acquisition and utility relocation issues and to coordinate with other corridor construction. (+/- \$0; \$0)
- Clarify limits on TxDOT Houston District's FY 2027 IH 10 E reconstruction and widening (MPO ID 18707). (+/- \$0; \$0)

# Previewed TIP and RTP Amendments

- Program TxDOT Houston District's \$10M of Statewide ROW funds in FY 2024 (MPO ID 19009) for IH 45 South Parkway Connectors into Downtown Houston (MPO ID 16336 - NHHIP SEG-3D). (+\$10.0M; Total: \$10.0M)
- Program TxDOT Houston District's \$800M Statewide ROW funds in FY 2024 (MPO ID 19010) for IH 45 South reconstruction IH45/IH69 interchange & widening project (MPO ID 16329 - NHHIP SEG-3D). (+\$800.0M; Total: \$800.0M)

# Added TIP and RTP Amendments

- Program TxDOT Houston District's US 90 6-lane construction project in Harris County (MPO ID 18504) in FY 2024 of TIP with state Statewide Connectivity funding. (+ \$26.6M; Total: \$26.6M)
- Program TxDOT Houston District's IH 45 North HOV lane extension project in Montgomery County (MPO ID 18886) in FY 2024 of TIP with state District Discretionary funding. (+ \$2.6M; Total: \$2.6M)
- Program TxDOT Houston District's multi-county IH 45 North Ramps Reconfiguration Analysis/Feasibility Study (MPO ID 18975) in FY 2024 of TIP with state Supplemental Transportation Projects funding to include in Interstate Access Justification Report (IAJR). (+ \$1.0M; Total: \$1.0M)
- Program TxDOT Houston District's IH-10 West reconstruction and shared-use path construction along White Oak Bayou, IH-45 to Heights Boulevard, (MPO ID 19011) in FY 2024 of TIP with state Statewide Connectivity and Strategic Priority funding and state-allocated ROW funding. (+ \$313.3M; Total: \$313.3M)

# Added TIP and RTP Amendments

- Program TxDOT Houston District's SH 288 managed lanes exit ramp reconstruction in Houston (MPO ID 19008) in FY 2025 of TIP with federal & state District Discretionary funding. (+\$4.9M; Total: \$4.9M).
- Program TxDOT Houston District's IH 69 pump station & detention pond construction (MPO ID 19007) in FY 2025 of TIP with federal & state Statewide Connectivity and Statewide ROW funding. (+\$226.7M; Total: \$226.7M)
- Modify funding (Statewide Connectivity, Strategic Priority and Statewide ROW) of TxDOT Houston District's FY 2026 SH 69 reconstruction & widening (MPO ID 155) to reflect approved funding in FY 2024 TxDOT Unified Transportation Program (UTP). (+\$310.4M; Total: \$771.0M)
- Modify the funding (Statewide Connectivity, Strategic Priority & Statewide ROW) of TxDOT Houston District's FY 2026 SH 35 8-lane construction in Harris County (MPO ID 209) to reflect approved funding in the FY 2024 UTP. (+\$53.2M; Total: \$113.8M)

# Added TIP and RTP Amendments

- Modify funding (Preventative Maintenance & Strategic Priority) of TxDOT Houston District's FY 2026 SH 35 frontage road construction in Harris County (MPO ID 210) to reflect the approved funding in the FY 2024 UTP. (+\$12.8M; Total: \$33.0M)
- Modify funding (Statewide Connectivity, Strategic Priority & Statewide ROW) of TxDOT Houston District's FY 2025 IH 10 W reconstruction & widening in Waller County (MPO ID 6056) to reflect the approved funding in the FY 2024 UTP. (+\$141.0M; Total: \$389.0M)
- Modify funding (Statewide Connectivity, Strategic Priority & Statewide ROW) of TxDOT Houston District's FY 2025 IH 10 W reconstruction & widening project in Fort Bend County (MPO ID 18402) to reflect the approved funding in FY 2024 UTP. (+\$14.7M; Total: \$94.8M)
- Modify funding (STBG & Statewide ROW) of TxDOT Houston District's SL 336 widening (MPO ID 16343) to cover new estimates for material costs. Advance FY 2026 to FY 2025. (+\$16.9M; Total: \$37.1M)

# Added TIP and RTP Amendments

- Delay the Metropolitan Transit Authority of Harris County's Congestion Mitigation/Air Quality (CMAQ) funded Regional Transit Fare Collection System project (MPO ID 18260) from FY 2023 to FY 2024 after receiving federal approval in Statewide Transportation Improvement Program (STIP). (+/- \$0; \$40.3M)



# Budget Impact of Proposed Amendments

Fund Category	Fiscal Year
<b>CMAQ</b>	<b>FY 2024</b>
Total Allocation (FED + MATCH)	\$96,151,021
Total Carry Over (FED + MATCH)	\$273,139,871
Total Programmed Amount (as of 12/15/2023)	\$186,057,323
Remaining Unprogrammed Balance	\$183,233,569
<b>STBG</b>	<b>FY 2024</b>
Total Allocation (FED + MATCH)	\$179,342,736
Total Carry Over (FED + MATCH)	\$419,560,000
Total Programmed Amount (as of 11/07/2023)	\$226,499,521
Remaining Unprogrammed Balance	\$372,403,215
<b>TASA</b>	<b>FY 2024</b>
Total Allocation (FED + MATCH)	\$20,795,380
Total Carry Over (FED + MATCH)	\$18,449,311
Total Programmed Amount (as of 11/07/2023)	\$12,428,388
Remaining Unprogrammed Balance	\$26,816,303

**No effects on:**

**Category 7:** Surface Transportation Block Grant

**Category 9:** Transportation Alternatives Set-Aside

# Action

- Transportation Advisory Committee recommendation for Transportation Policy Council approval of Resolution 2023-38



# Item 7 - 2020 Adjusted Urbanized Area



Transportation Advisory Committee  
November 8, 2023

# Adjusted Urbanized Area Status

- November TAC:
  - Staff presented proposed adjustments
  - TAC recommended following TxDOT proposed adjustments
- November TPC: tabled making a recommendation
- Because TxDOT leads process, net effect of tabling recommendation is that TxDOT makes final adjustments
- TxDOT has completed its adjustments and will submit to FHWA
- *TxDOT's Adjusted UZA stays within current boundary of MPO*
- No further action needed

# 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 and reporting requirements
  - Affects Urban/Rural designation of Critical Freight Corridors



# Item-08 H-GAC MPO 2045 Forecasted Urbanized Area



**Pramod Sambidi, PhD**  
Assistant Director Data Analytics and Research, H-GAC  
Transportation Advisory Committee  
December 6, 2023



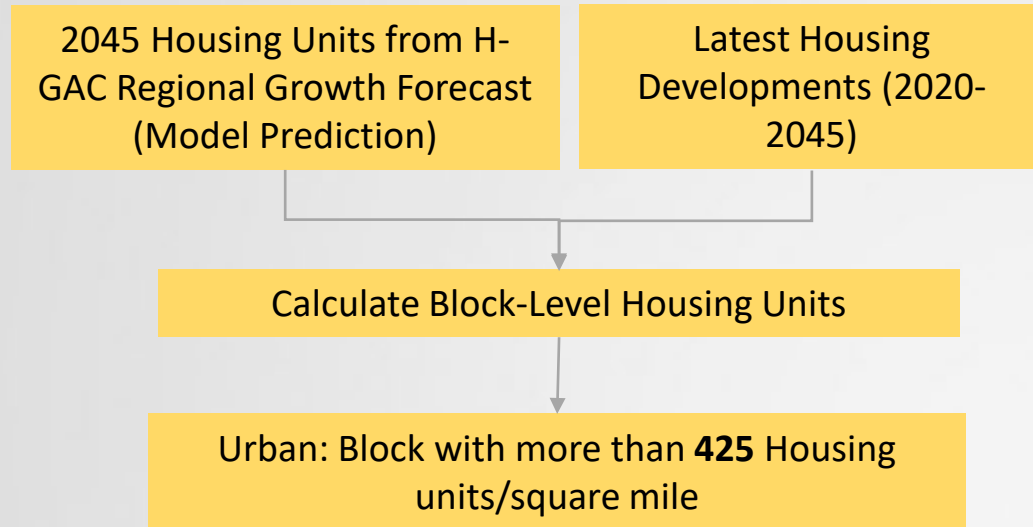
# MPO 2045 Urbanized Area Criteria



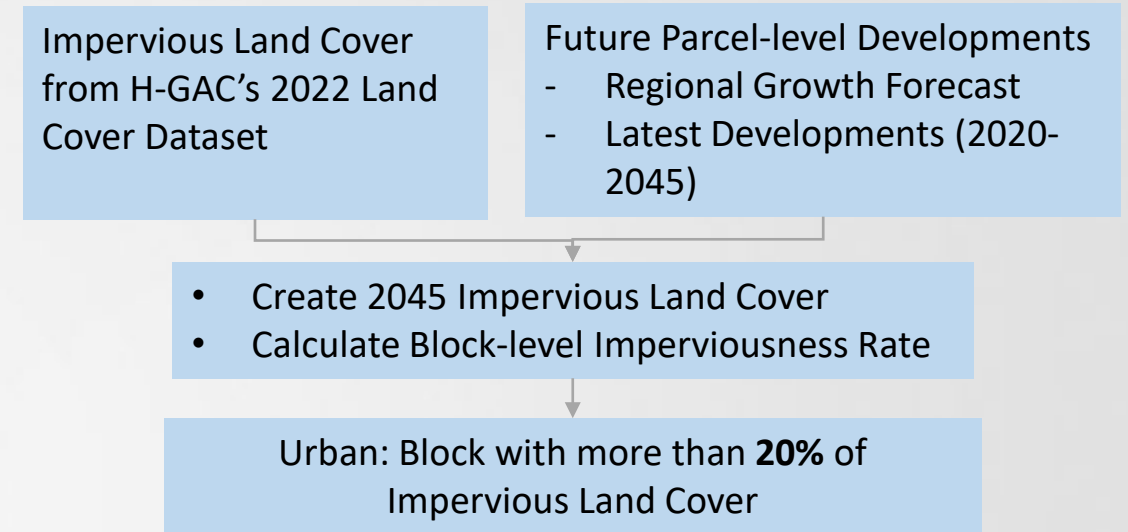
- 2020 Adjusted Urbanized Area
- Announced/Planned Real Estate Developments (2020-2045)
- H-GAC 2045 Regional Growth Forecast
- Texas Demographic Center Forecast (Counties Outside MPO Boundary)

# Methodology of Forecasting 2045 Urbanized Area (8-County)

## Housing Unit Density



## Impervious Land Cover



### Refining Boundaries

- Merge Selected Urban Blocks: Combine chosen blocks
- Eliminate Isolated Small Blocks: Remove singular, small blocks that stand alone.
- Integrate Neighboring Blocks: Fuse adjacent blocks into a unified area.
- Fill Gaps or Horseshoe-Shaped Areas: Close off any open spaces or narrow openings in areas where blocks have been merged.



# Methodology of Forecasting 2045 Urbanized Area (7-County)

## Housing Unit Density

2020 Census Block-level Housing Units

- County-specific growth rate adapted from Texas Demographic Center's County Population Projections (2020-2045)
- Calculate 2045 Block-level Housing Units

**Urban:** Block with more than **425** Housing units/square mile

## Impervious Land Cover

Impervious Land Cover from H-GAC 2022 Land Cover Dataset

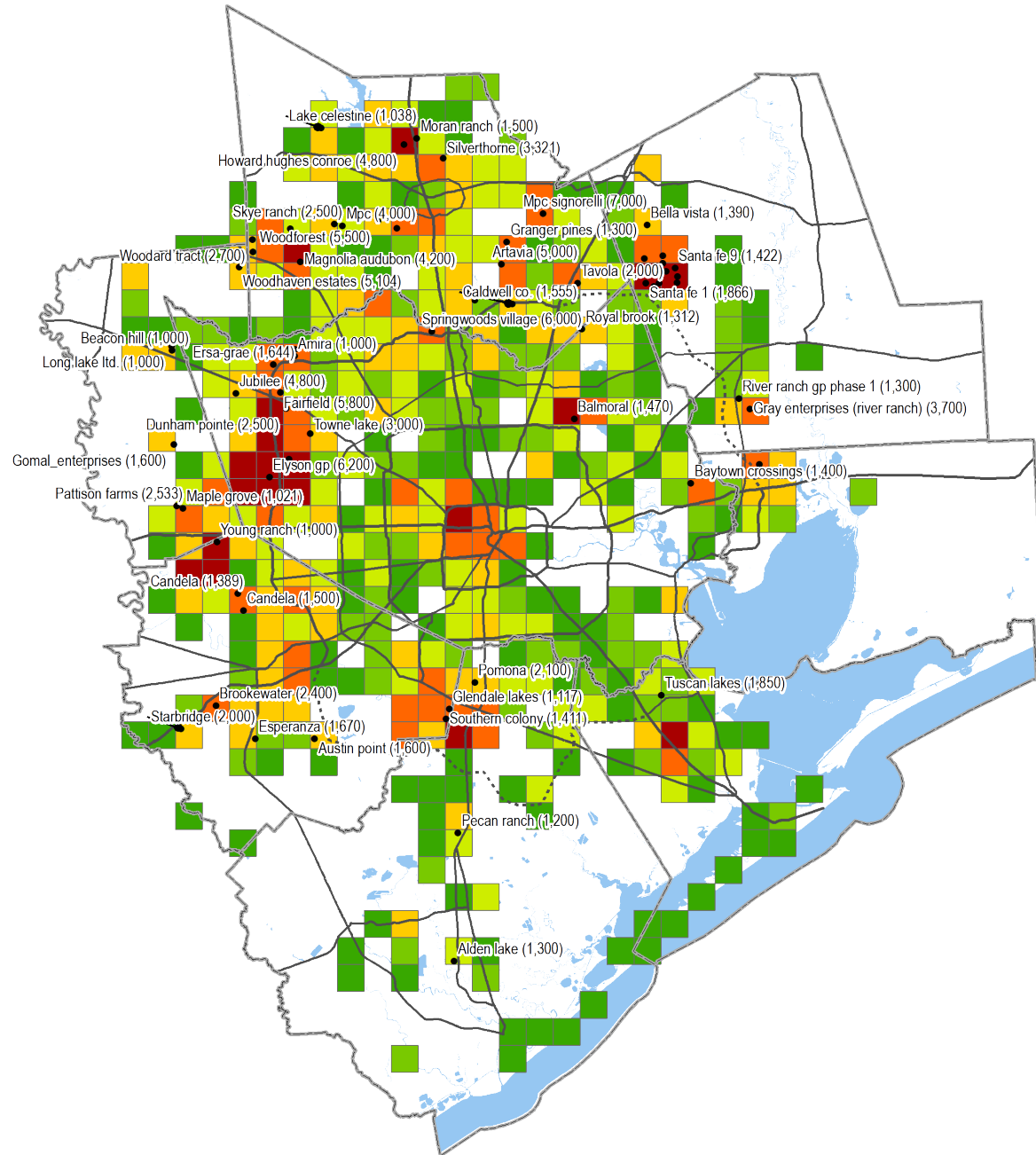
- If a block has more housing units than in 2020, add 8,000 sq ft per unit to impervious land cover
- Calculate Block-level Imperviousness Rate

**Urban:** Block with more than **20%** of Imperviousness Land

## Refining Boundaries

- Merge Selected Urban Blocks: Combine chosen blocks
- Eliminate Isolated Small Blocks: Remove singular, small blocks that stand alone.
- Integrate Neighboring Blocks: Fuse adjacent blocks into a unified area.
- Fill Gaps or Horseshoe-Shaped Areas: Close off any open spaces or narrow openings in areas where blocks have been merged.

# Announced Residential Developments (2020- 2045)

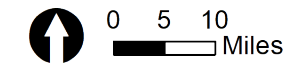
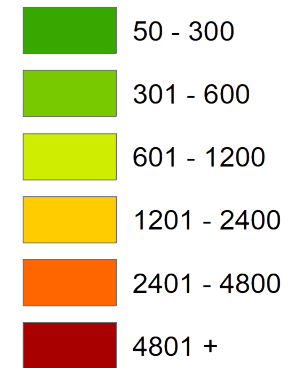


County	No. of Residential Units	%
Total	556,051	100.0%
Brazoria	31,655	5.7%
Chambers	12,610	2.3%
Fort Bend	93,679	16.8%
Galveston	21,595	3.9%
Harris	210,038	37.8%
Liberty	43,483	7.8%
Montgomery	121,285	21.8%
Waller	21,706	3.9%

• Master Planned Community

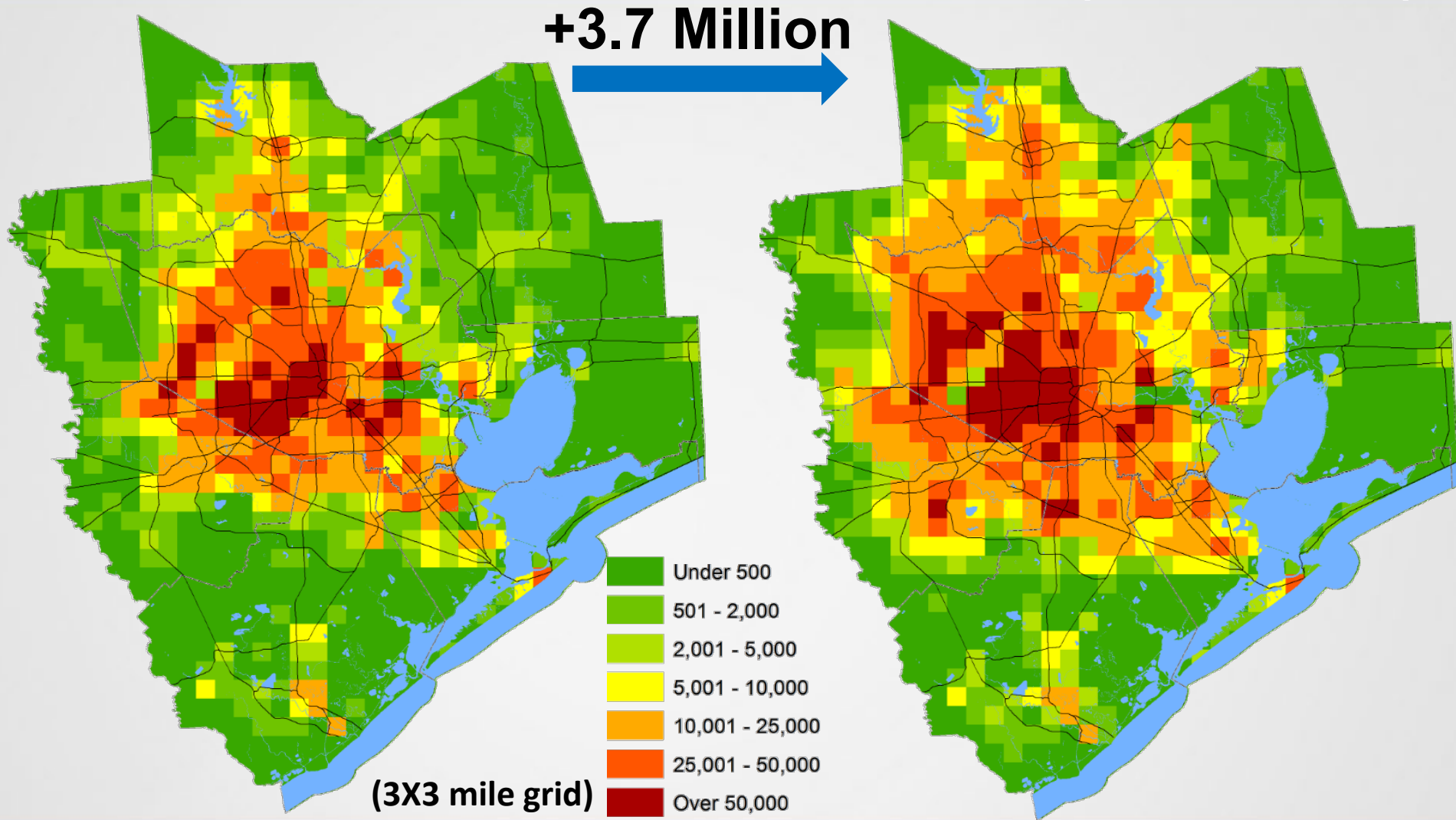
## 9-Square Mile Grids

### Residential Units

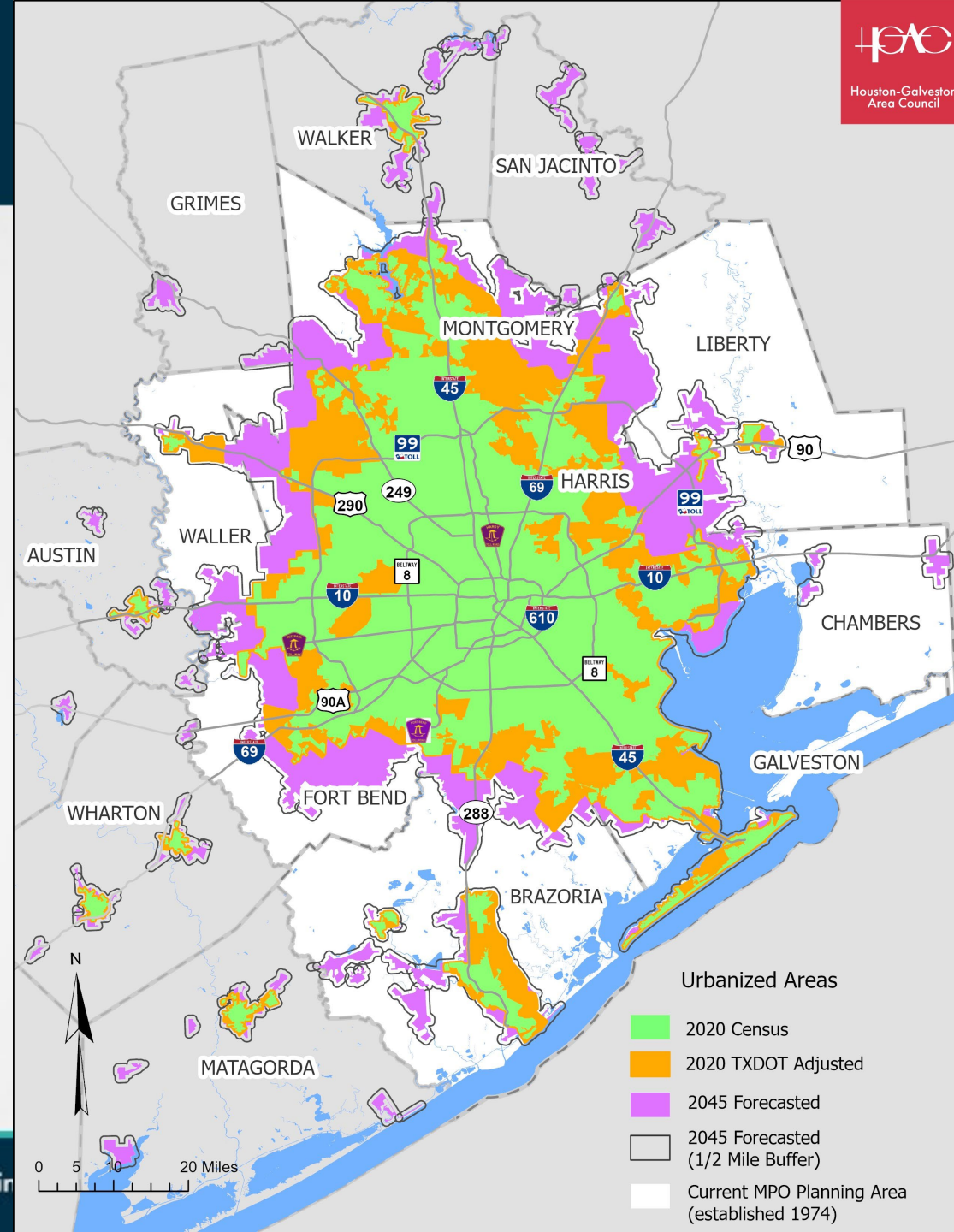


# Household Population

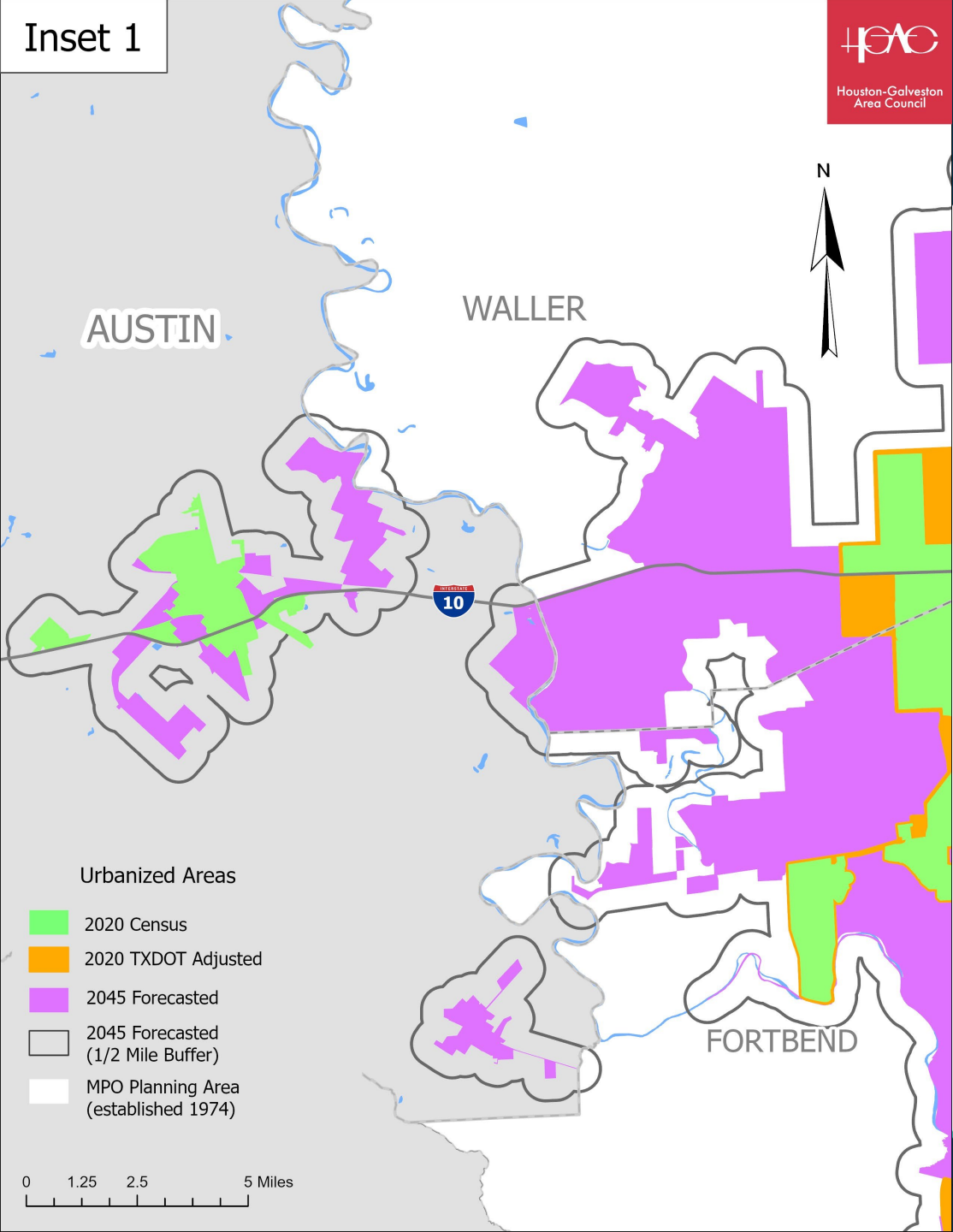
2018 (6.9 Million) 2045 (10.6 Million)



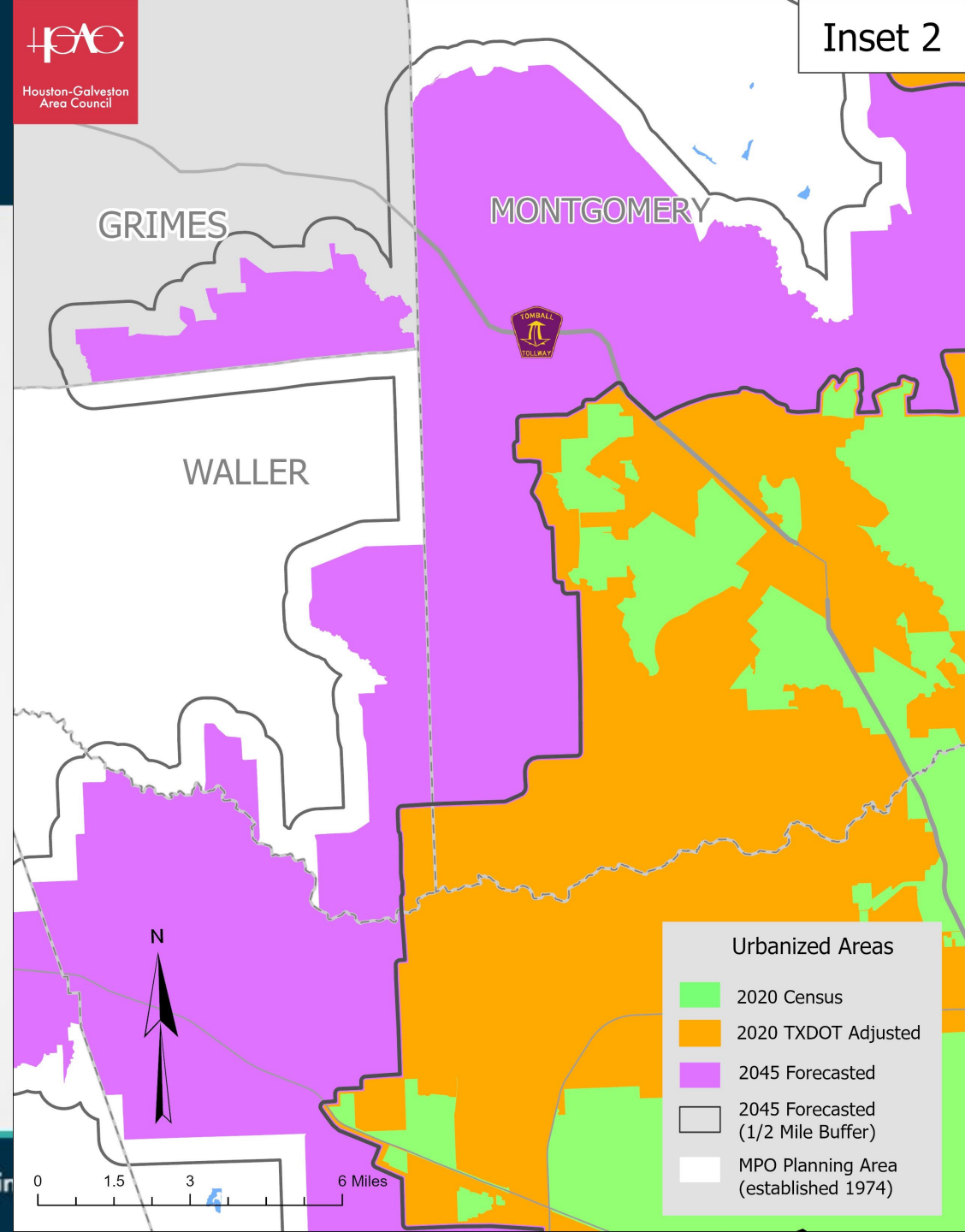
# H-GAC MPO 2045 Forecasted Urbanized Area



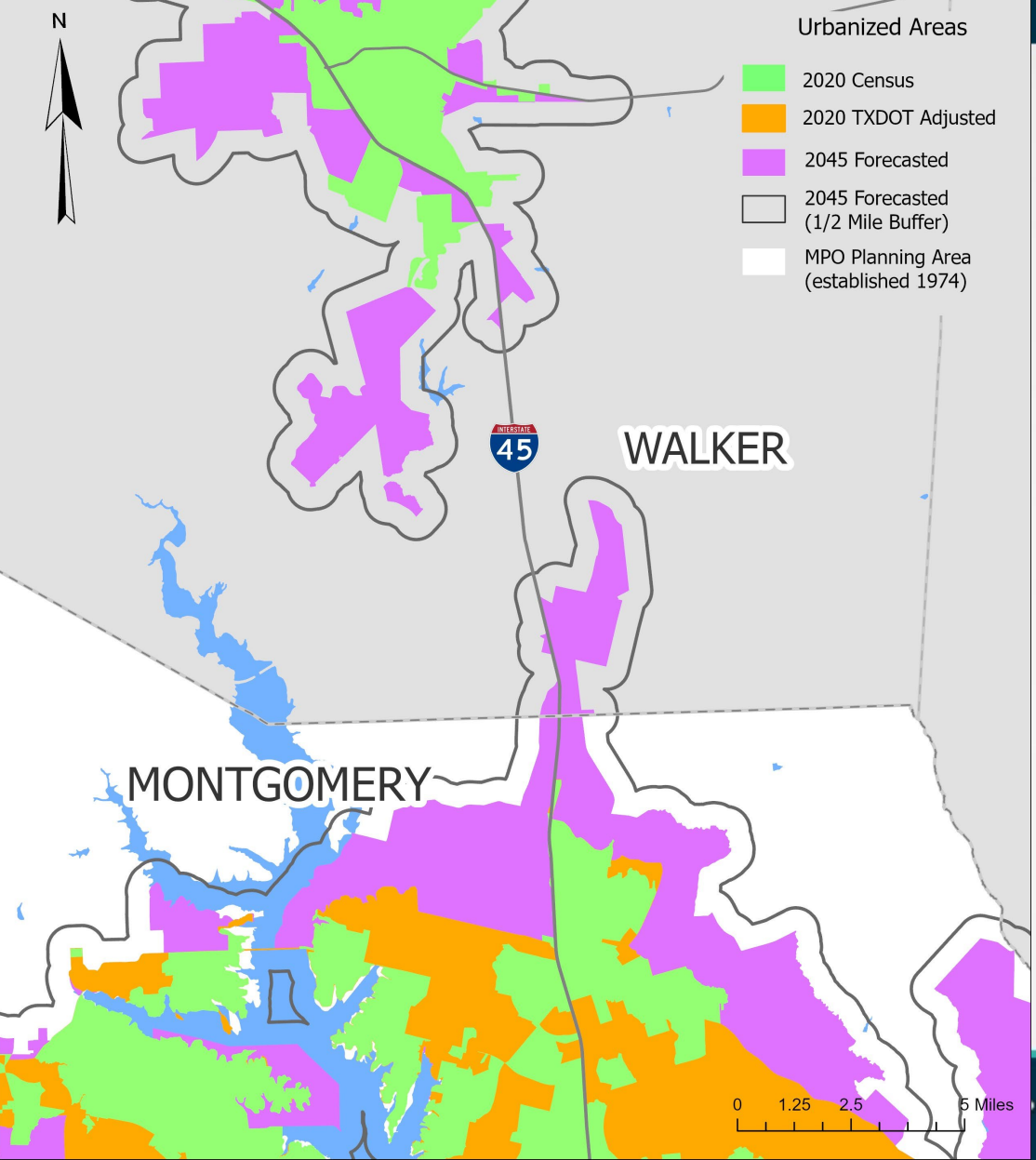
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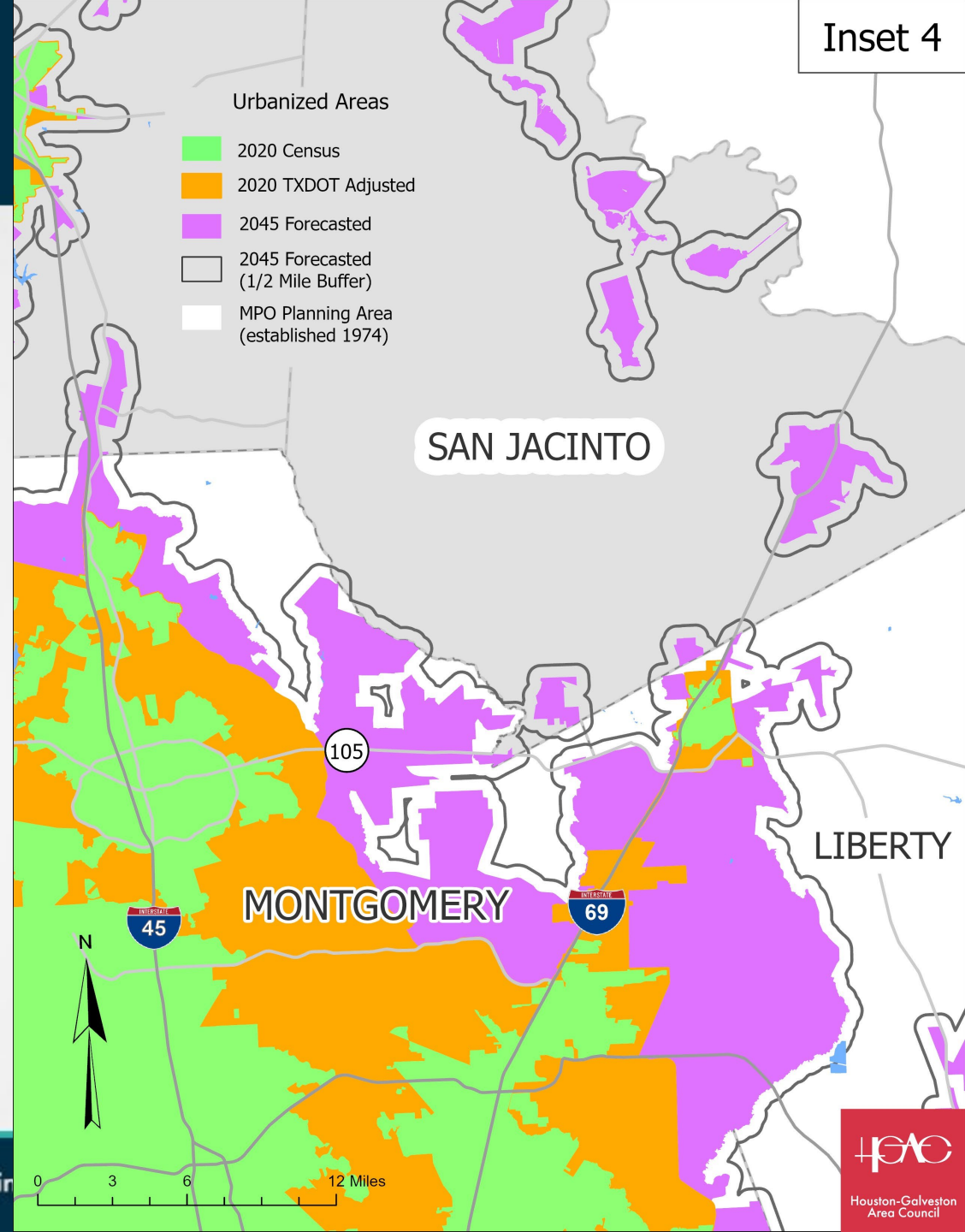
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### Inset 3



### Inset 4



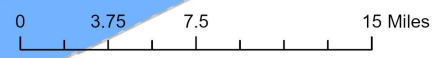
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Inset 5

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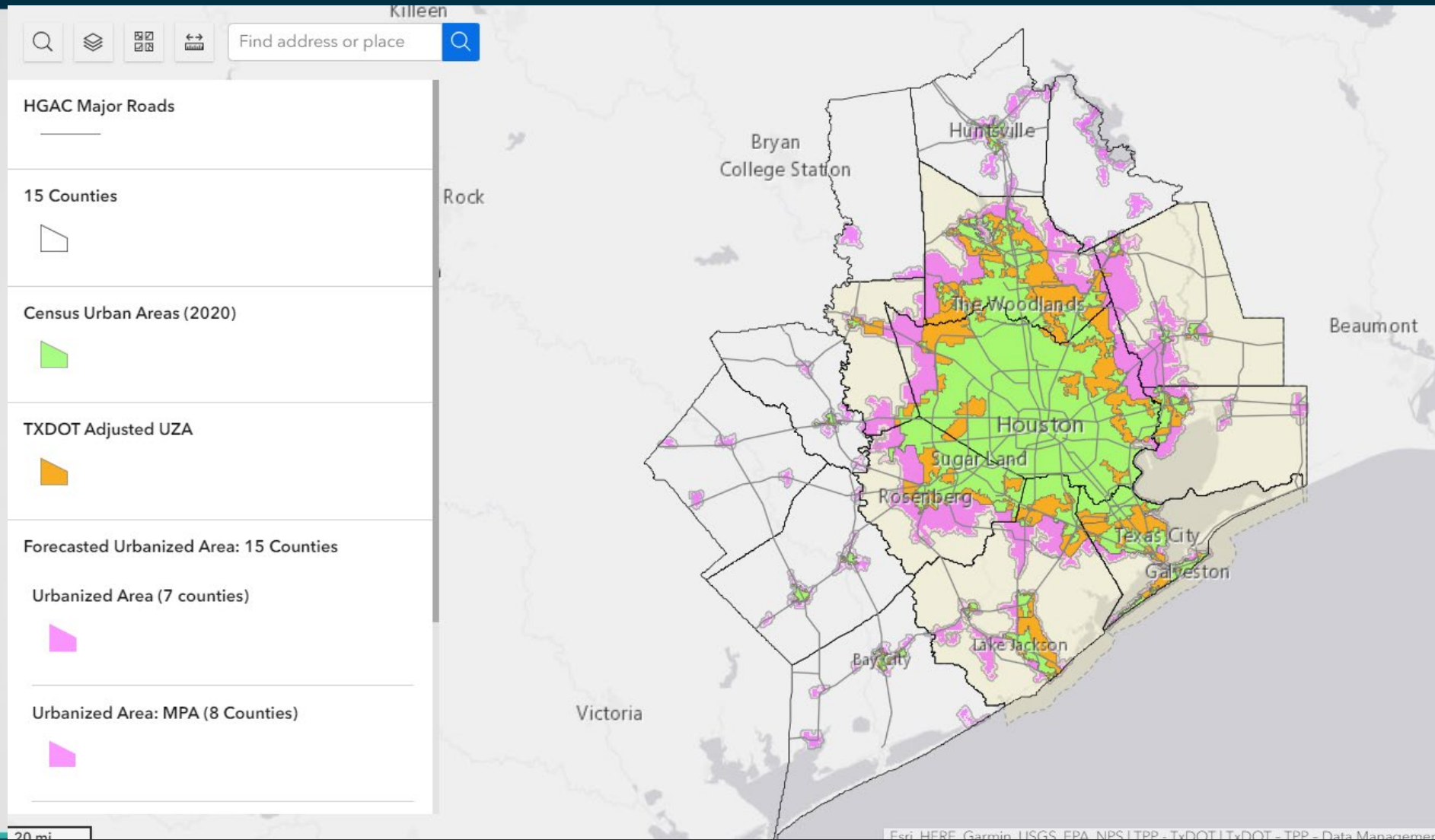
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MATAGORDA



- Urbanized Areas
- 2020 Census
  - 2020 TXDOT Adjusted
  - 2045 Forecasted
  - 2045 Forecasted (1/2 Mile Buffer)
  - MPO Planning Area (established 1974)

# Interactive Web Mapping Application





# Additional Slides

# H-GAC MPO County Growth Forecast

County	Household Population		
	2020	2045	Growth
<b>Brazoria County</b>	361,717	699292	93%
<b>Chambers County</b>	46,343	84377	82%
<b>Fort Bend County</b>	818,097	1362042	66%
<b>Galveston County</b>	345,781	504136	46%
<b>Harris County</b>	4,683,148	6434397	37%
<b>Liberty County</b>	86,722	164390	90%
<b>Montgomery County</b>	616,277	1219648	98%
<b>Waller County</b>	50,516	124568	147%
Source- H-GAC 2019 Regional Growth Forecast			

# Non-MPO Counties Growth Forecast

Year	FIPS	Area_Name	Total_Population	Growth Rate (2020-2045)
2020	48015	Austin	30167	
2045	48015	Austin	30808	2.10%
2020	48089	Colorado	20557	
2045	48089	Colorado	19066	-7.30%
2020	48185	Grimes	29268	
2045	48185	Grimes	34442	17.70%
2020	48321	Matagorda	36255	
2045	48321	Matagorda	33432	-7.80%
2020	48407	San Jacinto	27402	
2045	48407	San Jacinto	27463	0.20%
2020	48471	Walker	76400	
2045	48471	Walker	101956	33.50%
2020	48481	Wharton	41570	
2045	48481	Wharton	40981	-1.40%

Source- Texas Demographic Center, 2022

# Urbanized Area in Square Miles

Urbanized Area (Square Mile)			
Area	2020 Census Urban	2020 TxDOT Adjusted UZA	2045 Forecasted UZA
8co	2,229.5	3,369.3	4,162.4
7co	46.0		210.5



# H-GAC Metropolitan Planning Area Adjustment Workshop



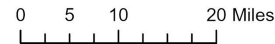
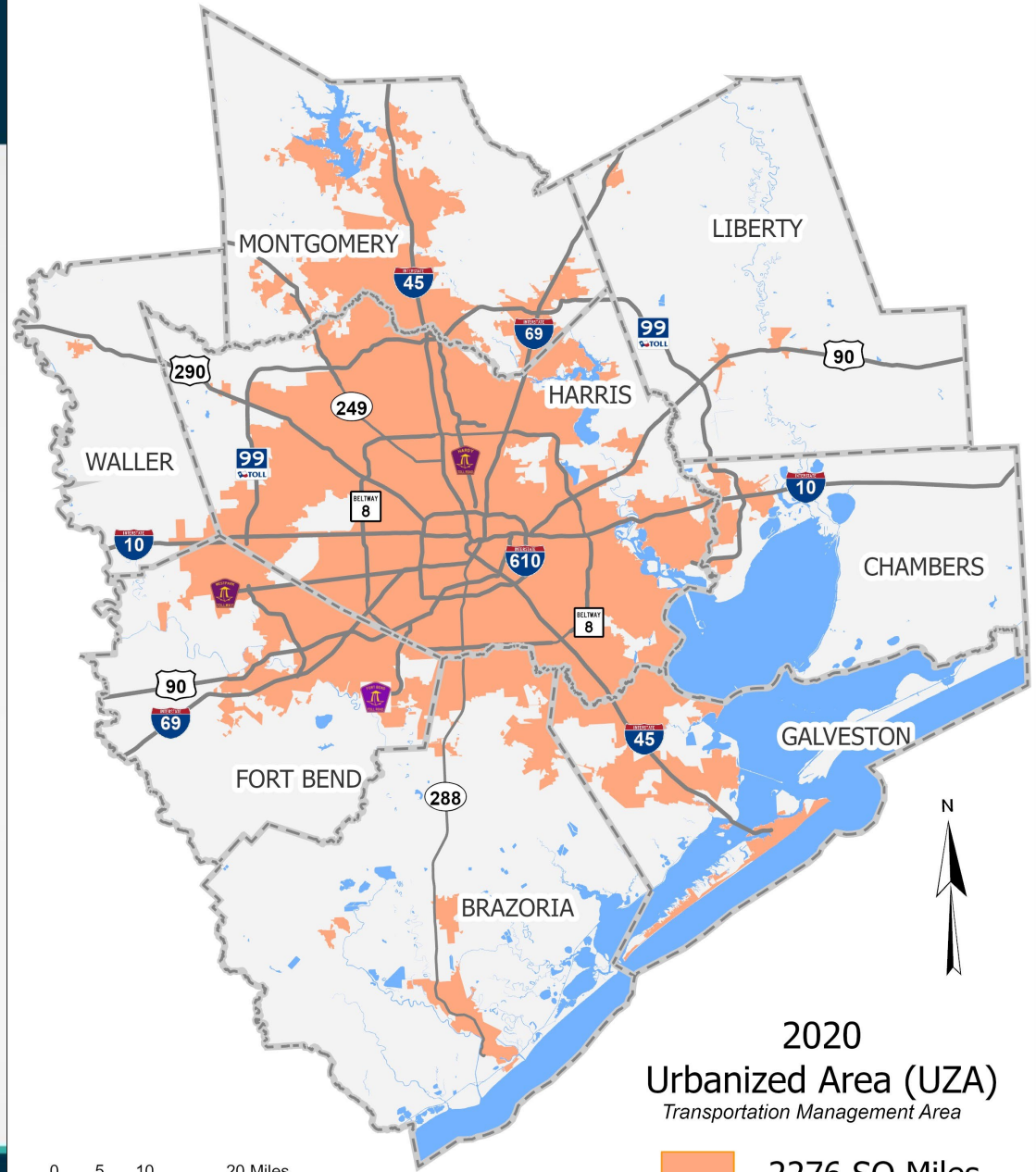
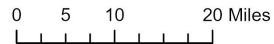
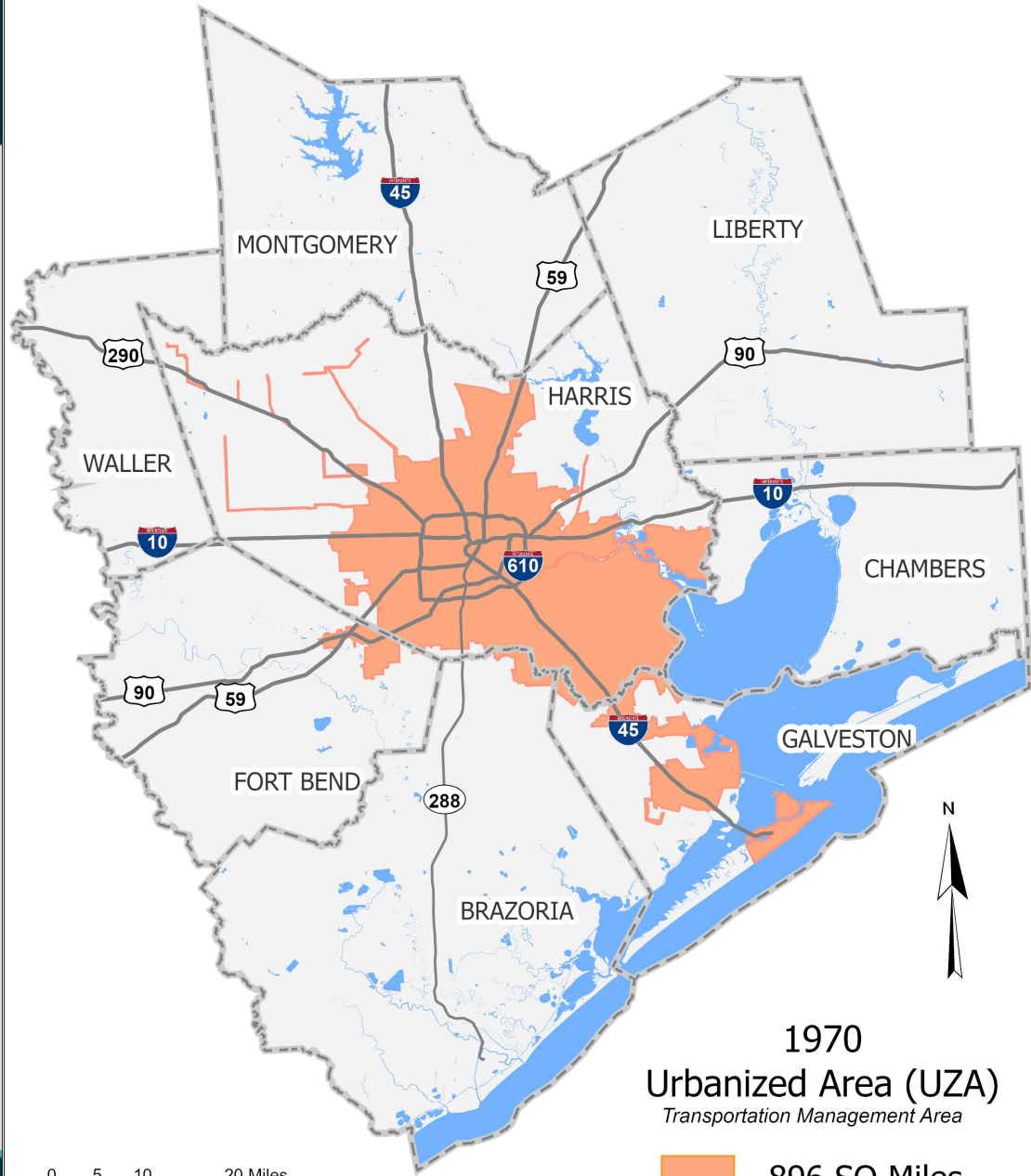
Virtual Workshop  
December 7, 2023

# Brief Summary of MPA Status

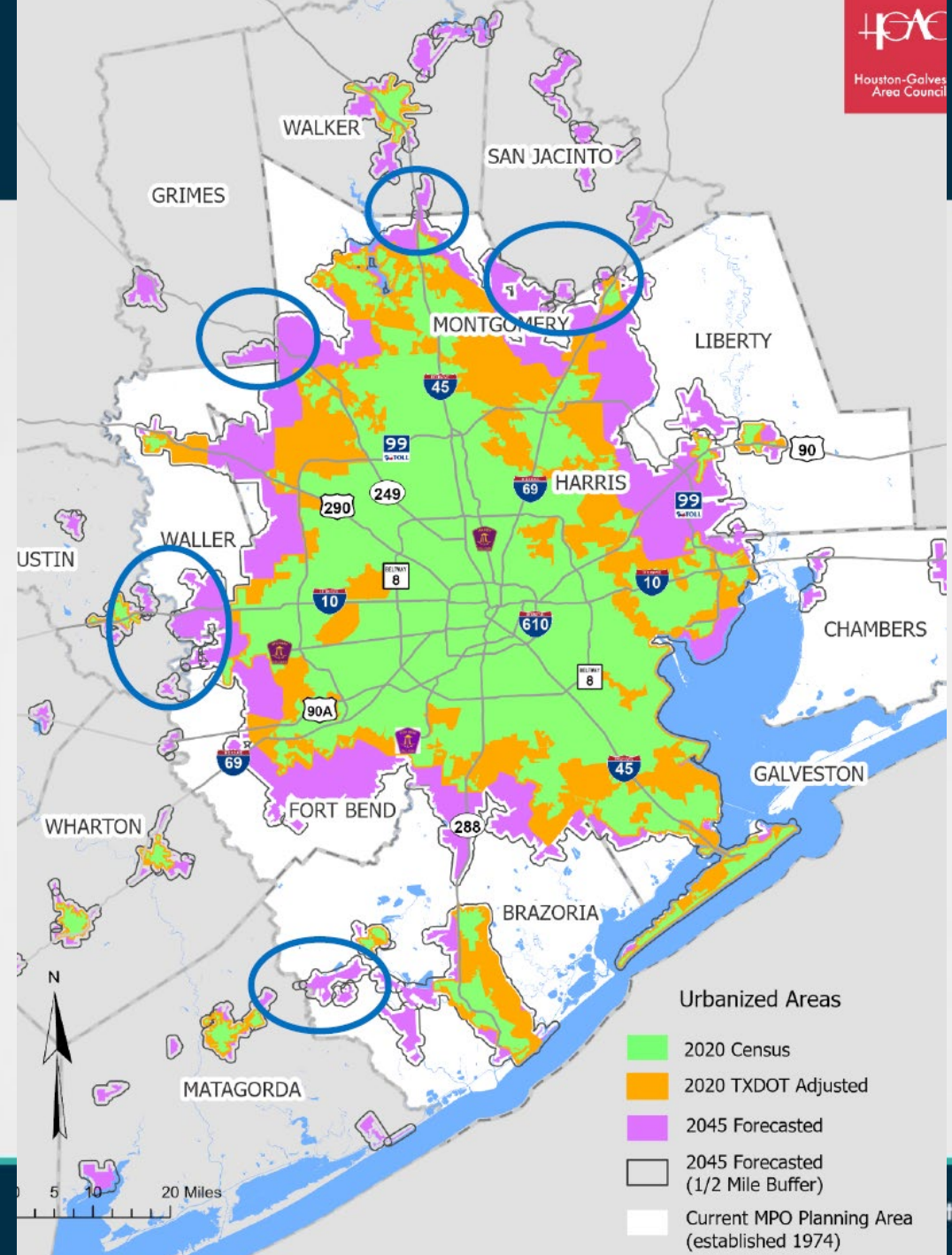
- Metropolitan Planning Area (MPA) is the MPO's boundary
- H-GAC's MPA has not changed since 1974, yet the region has grown substantially
- The MPA needs to encompass the Census Urbanized Area AND the MPO's 20-year urban growth forecast
- The MPA needs to be reviewed – and adjusted if necessary – after the Decennial Census
- Our 20-year growth forecast shows the region's urbanized area will extend beyond the current MPA
- Conclusion: The H-GAC Metropolitan Planning Area needs to be adjusted to add the future growth areas
- Certain Impact: MPO area would be larger and all MPO activities would be eligible; new area would need some form of representation
- Consequences of not acting: Severe. (no MPO re-certification = 20% federal withholding; could prevent AQ conformity decisions; next TIP and/or RTP approval could be delayed, triggering conformity lapse)

# Metropolitan Planning Areas 101

- Metropolitan Planning Area = MPO Boundary
- "At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period..."
- MPA must be reviewed for compliance with requirements at least every 10 years, following Decennial Census
- MPO takes lead in identifying and recommending MPA boundary changes, but "the boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor."
- The MPO may program transportation infrastructure funds anywhere in the MPA (subject to specific funding eligibility)
- The MPO may conduct metropolitan transportation planning activities (i.e., UPWP activities) anywhere within the expanded MPA







# Questions and Answers (1)

- **Our Metropolitan Planning Area hasn't changed since 1974. Why change it now?**
  - The MPA needs to include:
    - (1) the entire Census Urbanized Area and
    - (2) the area expected to become urbanized in the next 20 years.
  - After nearly 50 years of outward growth, our region's current urbanized area is approaching the edges of the existing Metropolitan Planning Area, and
  - For the first time, the MPO's 20-year projection for the urbanized area extends beyond the current MPA established in 1974.
  - Therefore, after 50 years, the region has reached the time when it is necessary to adjust the Metropolitan Planning Area.

# Questions and Answers (2)

## ■ **Can we just not act upon the growth forecast?**

- No, the MPO is required to review the MPA to determine whether it meets statutory adequacy after each Census, and statutory adequacy requires including the 20-year growth forecast in the MPA.
- Reviewing and updating the MPA is a federal requirement: “The MPO (in cooperation with the State and public transportation operator(s)) shall review the the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements..., and shall adjust them as necessary.” (CFR 450.312(i))

# Questions and Answers (3)

## ■ **Is there some alternative to adjusting the MPA?**

- Adjusting the MPA is the only option provided in federal planning regulations: “The MPO (in cooperation with the State and public transportation operator(s)) shall review the the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements..., **and shall adjust them as necessary.**” (CFR 450.312(i))
- In previous reviews, the process could have been informal. A staff-level verification that the MPA encompasses the Census Urbanized Area and the 20-year growth forecast, so there would be no need to discuss MPA adjustment with the TPC.
- In this Census cycle, however, our region’s future growth is now projected to extend beyond the current MPA, it becomes necessary for the TPC to provide guidance on how to adjust the MPA.

# Questions and Answers (4)

- **What happens if we do not act upon the growth forecast?**
  - If the MPO does not adjust the MPA to include the growth area, the MPO would not be in compliance with the requirements of the federally-required transportation planning process. The following outcomes are likely to occur:
    - Failure to recertify the MPO, leading to **withholding of 20 percent of federal funds** from all projects in the MPA until certification is completed. This is not a reduction of programming authority, but an actual reduction in the funds made available to programmed projects. (i.e., a project in the region expecting to receive \$50 million of any federal funding source, would only be able to utilize \$40 million until the MPO is able to complete recertification.) Funds would be restored upon completion of the MPO's certification.
    - Our next **RTP cannot be approved** until the MPA is adjusted to include the forecast growth area, triggering a conformity lapse that would not be resolved until the MPA is adjusted. The same restrictions we just lifted would apply: no TIP amendments could be approved, no new projects could be added to the TIP or RTP, etc.
    - Any federal approval that requires confirmation that the MPO is currently following the federal planning process could be disrupted. These could include Air Quality Conformity determinations, 2-year TIP approval, etc.

# Questions and Answers (5)

## ■ **What, then, are the MPO's options?**

- Once the growth area is understood, there are only two real actions:
- Determining exactly where to draw the MPA boundaries to encompass the growth area:
  - Include the entire county where the future growth will reach? This follows H-GAC's precedent from 1974, and is how many larger MPOs in Texas have drawn their MPAs.
  - Include just the growth area portion (or perhaps a logical boundary, such as Census geographies)? There are many MPOs in Texas that only cover portions of counties.
- Determining how the new areas will be represented on the MPO's Policy Board:
  - There are a variety of options for representation and voting structures.
  - Discussions now about this are probably premature until formal dialogue has been initiated with the representatives from the new areas.
  - This question will be the focus of a future meeting of the Select Committee.

# Questions and Answers (8)

- **As we expand the Metropolitan Planning Area, what exactly are the implications?**
  - Expanded areas would be entitled to participate in the MPO
  - Decisions to join the MPO are collaborative between existing members and potential new members
  - An area in the MPA could decide not to participate in the MPO
  - Existing members (the current TPC) would determine how to formally extend membership offers, and what any voting representation would be
  - MPA expansion increases area where MPO can spend federal funds, but will not change how much federal funding is allocated (Most funding is based on the Census-defined urbanized area)
  - No automatic requirement to program projects in new areas; funding decisions would still follow the TPC's project selection process
  - New areas would be eligible to request transportation planning support from the MPO

# Options for Next Steps

- Identify initial preferences for adjustments (entire county or just encompass growth area)
- Consider all options for MPA boundary extensions
  - Other Planning Areas?
  - Promote “efficient overall transportation investment strategies”?
- Initiate dialogue with potential expansion area counties
  - Invite to participate in upcoming Select Committee meetings
  - Explain what being in the MPO means
  - Gauge interest and any preferences
- Initiate discussions with Governor (TxDOT HQ represents Governor)
- Develop recommendation for TPC on any changes
- Seek redesignation action between MPO and Governor





# Item 9: Carryover Balance Policy



Transportation Advisory Committee  
December 6, 2023

# Updates



- Approved for recommendation to the TPC in November
- TPC voted to table the item for action in December
- Replaced references to “MPO Director” with “MPO Staff”
- “All projects recommended for programming **TPC funding** or amendment as part of this policy must advance the goals and objectives of the Regional Transportation Plan and/or meet requirements of the Transportation Improvement Program Project Selection Process.”
- All strategies are with federal parameters for MPO planning and programming

# Action

Transportation Policy Council approval of the Carryover Balance Policy

## Draft Final Recommendation List - Carry Over Spend Down Projects

Sponsor Name	Project Name	Highway	Street/Facility	Project Limits From	Project Limits To	Proposed TIP Description	MPO ID (if Exist. Project)	Existing Federal Funds Programmed	Existing Funding Category	Local Match for Other Federal Funds	Federal Amount from Carry Over Balance	TDCs	Local/State Match - Note: For RSTF* Projects - Assumes 10% Match of Listed Project and 10% Towards Another Transportation Project)	Total Project Funding	Phase (E/C/T)**	TIP Fiscal Year (FY)	Proposed Carry Over Spend Down Funding Category***
<b>FTA Transfer Projects (Non-METRO)</b>																	
Fort Bend County Public Transportation	Rolling Stock - Replacement	VA	Fort Bend County Transit Service Area	VA	VA	Replace transit vehicles FY2025	18347	\$550,353	5307		\$1,710,842	342,168		\$2,261,195	T	2025	STBG
Fort Bend County Public Transportation	Rolling Stock - Replacement	VA	Fort Bend County Transit Service Area	VA	VA	Replace transit vehicles FY2024	18337	\$489,811	5307		\$1,911,766	382,353		\$2,401,577	T	2024	STBG
Fort Bend County Public Transportation	ITS - Scheduling & Dispatch System	VA	Fort Bend County Transit Service Area	VA	VA	Install new ITS equipment for scheduling and dispatch					\$1,750,000	350,000		\$1,750,000	T	2024	STBG
Fort Bend County Public Transportation	Rolling Stock - Expansion	VA	Fort Bend County Transit Service Area	VA	VA	Acquire 9 transit vehicles for Phase II of new downtown service					\$3,423,388	684,678		\$3,423,388	T	2025	CMAQ
Fort Bend County Public Transportation	Rolling Stock - Expansion	VA	Fort Bend County Transit Service Area	VA	VA	Acquire transit vehicles for expansion service from Westpark Park & Ride	11533		3-Local		\$2,059,316	411,863		\$2,059,316	T	2024	CMAQ
Gulf Coast Transit District	Texas City Maintenance Facility	-	33 <sup>rd</sup> St N	At Magnolia Street	-	Operations and maintenance facility for transit buses			5 and 5339		\$7,556,640	1,511,328	RSTF Program	\$7,556,640	T	2024	STBG
Westchase Management District	Meadowglen West Complete Streets	VA	Meadowglen Ln	Woodland Park Dr	Rogerdale Rd	Reconfiguration to include pedestrian-transit and bicycle accommodations enhancing access to transit	18098				\$14,660,224	2,932,045	RSTF Program	\$14,660,224	T	2024	CMAQ
City of Sugar Land	Sugar Land Trail Phase 1	VA	Sugar Land Trail Phase 1	Matlage Way	Lexington Avenue	Construct concrete trail enhancing access to transit					\$9,090,240	1,818,048	RSTF Program	\$9,090,240	T	2024	STBG
City of Sugar Land	Sugar Land Trail Phase 2	VA	Sugar Land Trail Phase 2	Sugar Land Trail Phase 1	Austin Pkwy	Construct concrete trail enhancing access to transit					\$6,450,000	1,290,000	RSTF Program	\$6,450,000	T	2024	STBG

\*RSTF - Regional Strategic Transportation Fund

\*\* T - Transfer to Fed Trans Adm; E - Eng/Env; C - Constr

\*\*\* CMAQ - Cong Mit Air Qual; STBG - Surf Transp Block Grant; CRP - Carb Reduction Prog

Date: 12-05-2023

## Draft Final Recommendation List - Carry Over Spend Down Projects

Sponsor Name	Project Name	Highway	Street/Facility	Project Limits From	Project Limits To	Proposed TIP Description	MPO ID (if Exist. Project)	Existing Federal Funds Programmed	Existing Funding Category	Local Match for Other Federal Funds	Federal Amount from Carry Over Balance	TDCs	Local/State Match - <i>Note: For RSTF* Projects - Assumes 10% Match of Listed Project and 10% Towards Another Transportation Project</i>	Total Project Funding	Phase (E/C/T)**	TIP Fiscal Year (FY)	Proposed Carry Over Spend Down Funding Category***
Gulf Coast Transit District	Fleet Replacement	VA	Gulf Coast Transit District Service Area	VA	VA	Replace transit vehicles					\$1,500,000	300,000	RSTF Program	\$1,500,000	T	2024	CRP
Gulf Coast Transit District	GCTD Universal Accessibility Program	VA	Gulf Coast Transit District Service Area	VA	VA	Transit bus stop accessibly improvements					\$4,300,000	860,000	RSTF Program	\$4,300,000	T	2024	STBG
North Houston District	Imperial Valley Walking & Biking Connections	VA	Imperial Valley Drive; Regional Park Drive; Wayforest	VA	VA	Construct sidewalks and trails enhancing access to transit					\$2,470,000	494,000	RSTF Program	\$2,470,000	T	2024	CRP
Memorial Heights Redevelopment Authority	11th Street Shared Use Path	CS	11th Street	Nashua St.	Ella Boulevard	Construct shared-use path enhancing access to transit					\$2,141,287	428,257	RSTF Program	\$2,141,287	T	2024	CRP
Montrose TIRZ 27 Redevelopment Authority	Montrose Safe Routes to School Connections	VA	From W Dallas south to Fairview Steet and From Eberhard Street east to Taft Street	VA	VA	Replace existing sidewalks enhancing access to transit					\$8,039,315	1,607,863	RSTF Program	\$8,039,315	T	2024	STBG
Montrose TIRZ 27 Redevelopment Authority	Waugh Drive Bike Lane	CS	Waugh Drive	Allen Parkway	West Dallas Street	Replace one lane with protected bike lanes					\$1,364,607	272,921	RSTF Program	\$1,364,607	T	2024	CRP
Near Northwest Management District	West Little York Phase 2 Project	CS	W. Little York Rd / Victory Drive	Chateau Forest Drive	TC Jester Blvd	Construct intersection crossing improvements including universal accessibility to transit stops and shelters					\$7,473,607	1,494,721	RSTF Program	\$7,473,607	T	2024	CMAQ

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Upper Kirby Management District (Harris County Improvement District #1)	West Alabama Complete Street	CS	West Alabama Street	Buffalo Speedway	Chenevert	Reconstruct and reconfigure West Alabama Road including bike and pedestrian improvements enhancing access to transit					\$22,676,430	4,535,286	RSTF Program	\$22,676,430	T	2024	STBG
The Woodlands Township	Commuter Bus Purchase	VA	The Woodlands Township Service Area	VA	VA	Replace diesel buses					\$25,000,000	5,000,000		\$25,000,000	T	2024	CMAQ
East End District	Navigation Boulevard Reconfiguration	CS	Navigation Boulevard	Lockwood Drive	Mack Street	Convert 1 existing lane into dedicated bike and pedestrian route enhancing access to transit					\$9,521,060	1,904,212	RSTF Program	\$9,521,060	T	2024	STBG
Harris County Engineering	Mason Creek Trail Extension	I-10	I-10	VA	VA	Extend concrete trail enhancing access to transit					\$5,000,000	1,000,000	RSTF Program	\$5,000,000	T	2024	STBG
City of Missouri City Parks and Recreation	Hunters Glen Trail	CR	Texas Pkwy (FM2234)	At Independence and Missouri City Drive	-	Replace existing gravel trail with concrete enhancing access to transit					\$1,100,000	220,000	RSTF Program	\$1,100,000	T	2024	STBG
											<b>\$139,198,722</b>	<b>27,619,744</b>		<b>\$140,238,886</b>			

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<b>FTA Transfer Projects (METRO)</b>																	
METRO	Clean Diesel Replacement Buses FY '23	VA	METRO Service Area	VA	VA	Replacement of 160 Diesel Hybrid Buses	11268				\$32,959,660	6,591,932	RSTF Program and \$117,830,340 Local Match	\$150,790,000	T	2024	CMAQ
METRO	54 Scott BOOST Corridor	VA	54 Scott BOOST Corridor	Downtown Transit Center	MLK Health Center (Swingle Rd)	Optimizing bus operations using toolbox of improvements	18761			\$8,667,708	\$18,293,670	3,658,734	RSTF Program	\$26,961,378	T	2024	CMAQ
METRO	56 Airline/Montrose BOOST	VA	56 Airline/Montrose BOOST	TMC/Rice Transit Center	Greenspoint Transit Center	Optimizing bus operations using toolbox of improvements	18762				\$22,092,568	4,418,514	RSTF Program	\$22,092,568	T	2024	CMAQ
METRO	Universal Accessibility (UA)	VA	METRO Service Area	VA	VA	Implement Universal Accessibility standards that exceed federal ADA requirements	Proposed as an Amendmt to MPO ID # 15265				\$30,000,000	6,000,000	RSTF Program	\$30,000,000	T	2024	CMAQ
										METRO FTA Transfers - Totals	\$103,345,897	20,669,179		\$229,843,945			

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<b>TxDOT Sponsored Projects (No AFA Needed)</b>																	
TxDOT Beaumont District	SH 105 Widening	SH 105	SH 105	Montgomery County Line	BS 105	WIDEN FROM 2 TO 4 LANE DIVIDED	16338				\$19,880,395	3,976,079	\$4,970,099	\$24,850,494	C	2025	STBG
TxDOT Houston District	US 90 Greens Bayou Bridge	US 90	US 90	From W of Greens Bayou	E of Greens Bayou	Construct bridge (6 Main Lanes) over Greens Bayou in gap of US 90 mainlanes	18504				\$21,244,160	4,248,832	\$5,311,040	\$26,555,200	C	2025	STBG
TxDOT Houston District	CCTV Replacement	VA	VA	VA	VA	Replace CCTV equipment with new upgraded equipment					\$1,600,000	320,000	\$400,000	\$2,000,000	C	2024	STBG
TxDOT Houston District	CCTV Replacement	VA	VA	VA	VA	Replace CCTV equipment with new upgraded equipment					\$800,000	160,000	\$200,000	\$1,000,000	C	2024	STBG
TxDOT Houston District	Communication Upgrades	VA	VA	VA	VA	Upgrade communications system					\$1,600,000	320,000	\$400,000	\$2,000,000	C	2024	STBG
TxDOT Houston District	Connect Smart Phase 2 (FY 23, 24, 25) - Features Expansion	VA	VA	VA	VA	ConnectSmart Phase 2 – Features Expansion					\$9,600,000	1,920,000	\$2,400,000	\$12,000,000	C	2024	STBG
TxDOT Houston District	Connect Smart Phase 2 (FY 23, 24, 25) - Outreach	VA	VA	VA	VA	ConnectSmart Phase 2 – Outreach					\$2,400,000	480,000	\$600,000	\$3,000,000	C	2024	STBG
TxDOT Houston District	Connect Smart Phase 2 (FY 23, 24, 25) - Operations and Maintenance	VA	VA	VA	VA	ConnectSmart Phase 2 – Operations and Maintenance					\$720,000	144,000	\$180,000	\$900,000	C	2024	STBG
TxDOT Houston District	DMS Upgrades	VA	VA	VA	VA	Upgrade dynamic message sign boards					\$800,000	160,000	\$200,000	\$1,000,000	C	2024	CRP
TxDOT Houston District	DMS Upgrades	VA	VA	VA	VA	Upgrade dynamic message sign boards					\$800,000	160,000	\$200,000	\$1,000,000	C	2024	CRP

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Sponsor Name	Project Name	Highway	Street/Facility	Project Limits From	Project Limits To	Proposed TIP Description	MPO ID (if Exist. Project)	Existing Federal Funds Programmed	Existing Funding Category	Local Match for Other Federal Funds	Federal Amount from Carry Over Balance	TDCs	Local/State Match - <i>Note: For RSTF* Projects - Assumes 10% Match of Listed Project and 10% Towards Another Transportation Project)</i>	Total Project Funding	Phase (E/C/T)**	TIP Fiscal Year (FY)	Proposed Carry Over Spend Down Funding Category***
TxDOT Houston District	ITS Equipment Support	VA	VA	VA	VA	Install new ITS equipment at various locations					\$4,000,000	800,000	\$1,000,000	\$5,000,000	C	2024	CRP
TxDOT Houston District	ITS Equipment Support	VA	VA	VA	VA	Install new ITS equipment at various locations					\$4,000,000	800,000	\$1,000,000	\$5,000,000	C	2024	CRP
										TxDOT Projects - Totals	\$67,444,555	\$13,488,911	\$16,861,139	\$84,305,694			

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<b>Local Government Sponsored Projects (AFA Needed With TxDOT)</b>																	
City of Bellaire	Traffic Signal Timing Optimization Program	Multiple (Bellaire Blvd, Bissonnet St, South Rice Ave, Newcastle St, Chimney Rock Rd, Fournace Pl)	VA	VA	VA	New Traffic Signal Timing Optimization Engineering and Software	18045				\$1,098,841	219,768	RSTF Program	\$1,098,841	E	2024 (E)	STBG
City of Galveston	Traffic Signal / Safety Improvements	Citywide	VA	VA	VA	Replace Existing Traffic Signal and Install New Guard Rail					\$400,000	80,000	RSTF Program	\$400,000	E and C	2024 (E)	STBG
City of Galveston (Also Submitted by Galveston Wharves)	Traffic Signal at 33rd St/SH-275	SH-275	SH-275	At 33rd Street	-	Installation of a New Traffic Signal at 33rd Street and Harborside Drive					\$540,000	108,000	RSTF Program	\$540,000	E and C	2024 (E)	STBG
City of Galveston	Traffic Signal at 16th St/SH-275	SH-275	SH-275	At 16th Street	-	Installation of a New Traffic Signal at 16th Street and Harborside Drive					\$525,000	105,000	RSTF Program	\$525,000	E and C	2024 (E)	STBG
Friendswood	FM518 at FM 528 Intersection (Phase I)	CR	FM 518	At FM 528	-	Replace single left turn lane with dual left turn land					\$484,617	96,923	RSTF Program	\$484,617	C	2025	STBG
Friendswood	E. Parkwood Drive/FM 528 at Winding Way Intersection (Phase 1)	CS	E. Parkwood Drive/FM 528	At Winding Way Intersection (Phase 1)	-	Construct new right turn lane					\$678,042	135,608	RSTF Program	\$678,042	C	2025	STBG
Friendswood	FM 528 at Bay Area Blvd Intersection (Phase 1)	CR	FM 528	At Bay Area Blvd Intersection (Phase 1)	-	Construct new left turn lane					\$1,235,700	247,140	RSTF Program	\$1,235,700	C	2025	STBG

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Friendswood	FM 528 at Sunset Intersection (Phase 1)	CR	FM 528	At Sunset Intersection (Phase 1)	-	Striping to add middle lane					\$61,492	12,298	RSTF Program	\$61,492	C	2025	STBG
City of Missouri City	Installation of new Mast Arm Traffic Signal	SH 6	SH 6	At Township Lane	-	Installation of new Mast Arm Traffic Signal					\$680,000	136,000	RSTF Program	\$680,000	E and C	2024 (E)	STBG
City of Sugar Land	Gannoway Lake Trail	-	Gannoway Lake Park	From Voss Rd	Cullinan Park	Construct concrete trail					\$3,827,204	765,441	RSTF Program	\$3,827,204	E and C	2024 (E)	STBG
Chambers County	Hatcherville Rd.	CR	Hatcherville Rd.	Liberty County Line	FM 1942	Roadway Reconstruction					\$2,750,000	550,000	RSTF Program	\$2,750,000	E and C	2024 (E)	STBG
										Local Government Sponsored Project Totals	\$12,280,896	2,456,179	\$0	\$9,530,896			

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<b>Development Phase ONLY Projects</b>																	
Chambers County	Belton Lane Extension Widen	Belton Lane	Belton Lane	M 563	FM 562	Widen roadway to include turn lanes and sidewalks					\$500,000	100,000	RSTF Program	\$500,000	E	2024	STBG
City of Bellaire	Pavement Conditions Analysis	Multiple (Bellaire Blvd, Bissonnet St, South Rice Ave, Newcastle St, Chimney Rock Rd, Fournace Pl)	Multiple (Bellaire Blvd, Bissonnet St, South Rice Ave, Newcastle St, Chimney Rock Rd, Fournace Pl)	VA	VA	Traffic signal improvements					\$75,000	15,000	RSTF Program	\$75,000	E	2024	STBG
City of Galveston	Bicycle Infrastructure Improvements	VA	City Service Area	VA	VA	Provide new multi-modal lanes within the City					\$355,583	71,117	RSTF Program	\$355,583	E	2024	STBG
City of Houston	Waugh Dr. - Package 1	CS	Waugh Dr.	Pedestrian & bicycle connections over Memorial Dr. & Buffalo Bayou	-	Construct Pedestrian and bicycle connections					\$2,500,000	500,000	RSTF Program	\$2,500,000	E	2024	STBG
City of Missouri City	ITS Communications Network	VA	City Service Area	VA	VA	Install new ITS Equipment at Various Locations					\$100,000	20,000	RSTF Program	\$100,000	E	2024	STBG
City of Mont Belvieu	Traffic Management Center	VA	City Service Area	VA	VA	Construction of a Traffic Management Center					\$800,000	160,000	RSTF Program	\$800,000	E	2024	STBG
Galveston Wharves	IH-45 Direct Connect	I-45	I-45	At Harborside Drive	VA	Construction of Direct Connectors					\$2,250,000	450,000	RSTF Program	\$2,250,000	E	2024	STBG
Galveston Wharves	Old Port Industrial Improvements	CS	Old Port Industrial Road	41st Street	51th Street	Improvement to Internal road network					\$750,000	150,000	RSTF Program	\$750,000	E	2024	STBG

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Date: 12-05-2023

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Fort Bend County Public Transportation	Bus Facility-Parking Garage	-	Thomas Taylor Parkway & Texas Parkway Missouri City, TX		-	Construct Bus Facility-Parking Garage					\$2,000,000	400,000	RSTF Program	\$2,000,000	E	2024	STBG
Friendswood	Friendswood Parkway / Pearland Parkway	CR	Friendswood Parkway / Pearland Parkway	FM 2351	FM 528	Construct New Location Facility					\$3,625,000	725,000	RSTF Program	\$3,625,000	E	2024	STBG
										Development Phase Only Projects	\$12,955,583	2,591,117		\$12,955,583			
										<b>Total Proposed for All Categories</b>	<b>\$335,225,653</b>	<b>\$66,825,131</b>		<b>\$476,875,004</b>			

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# Regional Goods Movement Project Selection



Transportation Advisory Committee  
December 6, 2023

# Regional Goods Movement Projects Selection

RGM Selection Step	Month 2023	Projects
Statement of projects interest	Feb/March	144
Evaluation criteria questionnaires	May	88
Evaluation criteria scoring & ranking	June/July	55
Criteria score validation	July	55
Benefit-cost analysis (BCA) for criteria score $\geq 50$	July/Aug	40
BCA and total score validation	Aug/Sept	34
Project readiness	Oct/Nov	20
Final draft ranking	Nov	20
Recommended for programming	Dec	9

# Regional Goods Movement Projects Ranking

- Draft Ranking list presented at November TAC & TPC meetings
- Programming years based on readiness information
  - Engineering and construction phases
- Calculated total cost based on budgets provided and programming years
  - Engineering and construction phases
- Based on the funding instructions projects ranked 1-8 and 10 are recommended for programming



# Available Funding

	Total Available \$M (Fed + Match)
Total Available*	\$1,596
Safety Investment Category	\$300
Other Investment Categories	\$1,296
12% for Regional Goods Movement	\$156

\*After considering "0-2" year spend down target amounts and anticipated cost increases on currently programmed projects.

# Regional Goods Movement Project Summary

- Regional Goods Movement Investment Category
- Ranking Summary

	# of Projects
Projects scored $\geq 50$ in evaluation criteria	40
BCA Responses Received	38
BCA Scored	34
Readiness evaluated	20
Recommended for programming	9

# RGM Projects

- Regional Goods Movement Projects recommended for programming.
- Total Programmed amount \$150.5M



# RGM Projects Ranked 1-5

Sponsor	Project Title	Total Score	RGM Rank	Fiscal Year	Project Cost (YOE)
Port of Houston	Bayport Container Terminal Overpass	161	1	2025, 2027	\$30,937,673
City of Sugar Land	ITS Railroad Monitoring, Notification, & Communication (CTR2203)	160	2	2025, 2027	\$1,710,977
TxDOT Houston	SH 3 Intersection Improvements - SH 3 at South Richey St, Edgebrook Dr, El Dorado Blvd, and Bay Area Blvd	159	3	2027	\$6,372,526
TxDOT Beaumont	IH-10 Ramp Relocations	152	4	2024, 2028	\$9,773,963
Harris County Engineering	Rankin Road Access Management Project	147	5	2025, 2028	\$16,613,200

# RGM Projects Ranked 6-11

Sponsor	Project Title	Total Score	Rank	Fiscal Year	Project Cost (YOE)
TxDOT Beaumont	SH 146 TURN LANES	130	6	2026	\$4,762,180
Harris County Engineering	East Richey Rd Improvement Project	125	7	2027	\$7,946,585
TxDOT Houston	IH 10 W Frontage Roads	118	8	2027	\$59,188,540
TxDOT Houston	SH 6 Intersection Improvements at FM 529	100	10	2027	\$13,226,151
				Total	\$150,531,795

\*Construction of remaining DC ramps on SH 225 at SL 8 project rank # 9 is funded in 2024 UTP.



# Action

- Transportation Advisory Committee recommendation for Transportation Policy Council approval of funding and programming of the RGM Projects in the RTP, 10 Year Plan, and the TIP at the earliest opportunity.

# Contacts



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# Project Selection Process Update



Transportation Advisory Committee  
December 6, 2023



# Next Five Investment Categories

- High Growth Area Needs
- Resiliency and State of Good Repair
- Operational Improvements and Congestion Management
- Transit
- Major Projects

# Evaluation Criteria

- Evaluation Criteria Published – November 30<sup>th</sup>
- Online questionnaires live – November 30<sup>th</sup>
- Email sent to all sponsors that submitted SOPI, TAC and TIP Sc members
- Request questionnaires portal account (Vishu.Lingala@h-gac.com)
- Online questionnaires due by February 5, 2024

# Questionnaire Portal

## How to Submit Your Statement of Project Interest Form

Please submit your completed Statement of Project Interest form via email to [sponsorsprioritylist@h-gac.com](mailto:sponsorsprioritylist@h-gac.com).

## How to Submit a Questionnaire for Your Project

Questionnaires for your submitted projects will be completed using our online Transportation Project Questionnaire form. To access this form, please follow these steps:

1. H-GAC staff will contact you once your Transportation Project Questionnaire account has been created.
2. Create a password for your Transportation Project Questionnaire account using our [Password Reset form](#). **This will only need to be completed once.**
3. [Log into the Transportation Project Questionnaire System](#).

Additional instructions on how to submit and view questionnaires are shown once logged into the Transportation Project Questionnaire System.

# Next Steps

Selection Step	Month 2024
Criteria questionnaires	Feb
Evaluation scoring & ranking	Feb/March
Evaluation score validation	Feb/March
Benefit-cost analysis (BCA)	March/April
Project readiness	March/April
BCA scoring & ranking	May/June
BCA validation & final draft ranking	June/July
Anticipated recommendation	August

# 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 available funding for the next 5 investment categories		\$1,043

# Contacts



## Project Scoring/Benefit Cost Analysis

Vishu Lingala

Principal Transportation Planner

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## Project Readiness

Callie Barnes

Principal Transportation Planner

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Manager

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# RTP Project Development Process



Stephen Keen  
Transportation Advisory Committee  
December 6, 2023

# RTP Project Development Process

- **Why:** No formalized, RTP-specific process for project submission to RTP.
- **Purpose:** Establish primary avenue to add projects to RTP.
- **Goals**
  - Project list that adheres to RTP Vision and Goals
  - Increase projects submitted and added to the RTP
  - Maximize planning efforts (planning before programming)
  - “Should this project be implemented?”
  - Undergo further planning activities in coordination with staff





# RTP Subcommittee Meeting Outcomes



- ✓ **May** = RTP Subcommittee charged to guide development of process.
- ✓ **June** = Peer reviews with NP&EDC, NCTCOG, ARC, and SCAG.
- ✓ **July** = RTP Subcommittee recommended development of RTP project intake process.
- ✓ **August** = Discussed how to translate the RTP vision and goals into process
- ✓ **September** = Draft proposal
- ✓ **October** = Proposal feedback and key terms discussion
- ✓ **November** = Final proposal presentation, and recommendation to Transportation Advisory Committee.

# Proposal: Step-by-Step

## Step by Step

1. ACCESS: Online application opens.
2. SUBMISSION: Sponsor completes and submits individual project application.
3. EVALUATION: Projects are evaluated, scored, and verified based on application information.
4. RECOMMENDATION: Staff will recommend projects be selected to the RTP, the Illustrative List, or for further refinement.
5. PRESENTATION: Amended RTP Project List presented to TAC and TPC for approval.



# Step 1: Access

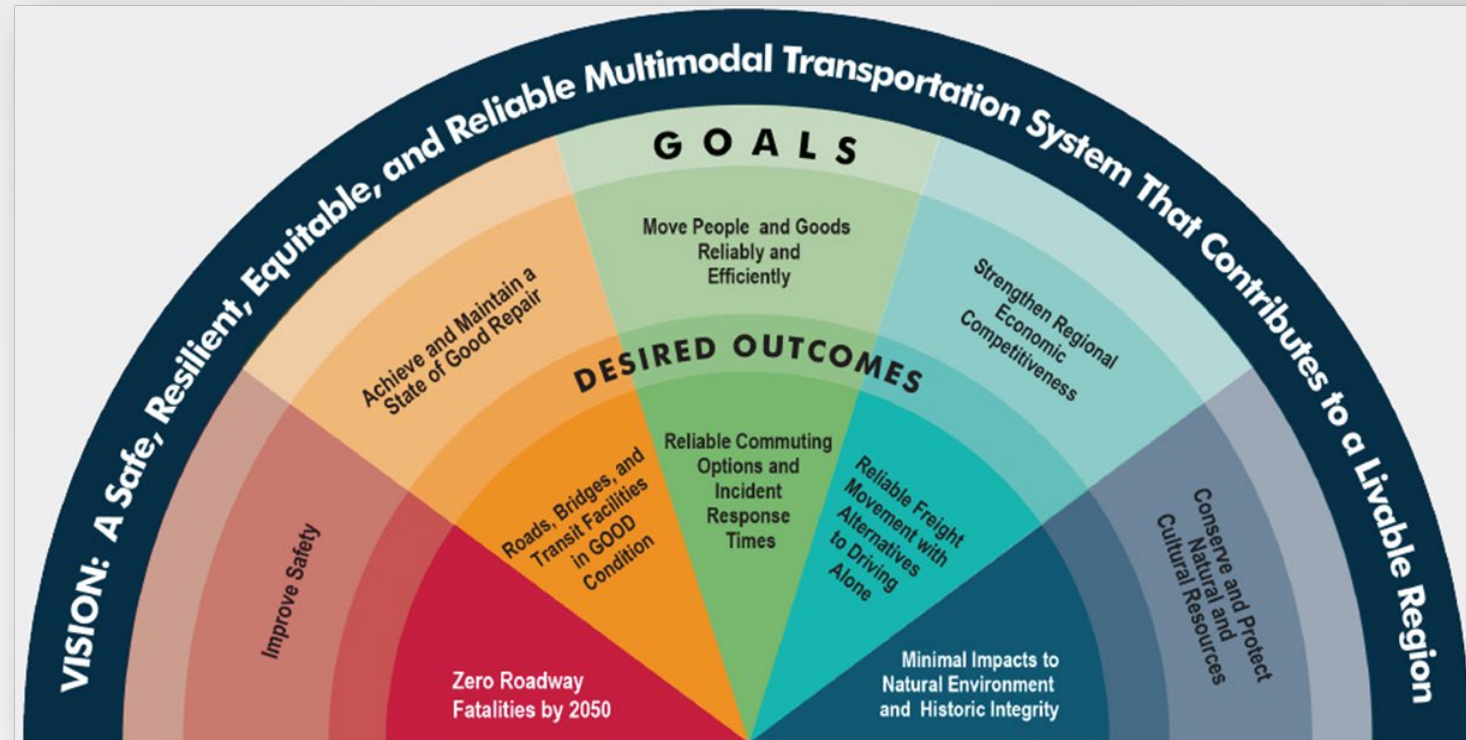
- Open Application Period
  - Online Application only
  - Portal will be open for **60** days
    - **WHY:** Public outreach, administrative approvals, data gathering, and other necessary procedures.
- Application period will open every **2** Years

# Step 2: Submission

- Project sponsor submits application and will answer the following:
  - Applicant Information
    - Name, email/phone number, organization
  - Project Name
  - Project Description/Scope of Work
  - Project Limits (Shapefile if available)
  - Project Planning-Level Cost
  - Project Need
  - Project Desired Outcome
  - Documented public outreach
    - Source of documented public outreach
    - Explanation for no public outreach
  - Present in previous studies/plans
    - If yes, name the study/plan with link
  - Regionally Significant
    - If yes, explain how
  - RTP Goal(s) addressed
    - Five Questions
      - Narrative
      - Supporting documents

# RTP Vision Statement, Goals, and Desired Outcomes

- The **vision statement** defines the desired future transportation system for the region.
- The **goals** are targeted achievable outcomes for the region, aligned with the vision.
- The **desired outcomes**, along with associated **performance measures**, are used to understand the rate of progress toward each goal.



# Step 2, Question 1: Improve Safety

- **Question:** Does your project decrease transportation network fatalities? Does it decrease serious injuries?
- **Scoring**
  - Does it decrease transportation network fatalities?
  - Does it decrease transportation network serious injuries?
- **Verification Examples**
  - **Data:** Provide map that shows fatalities and serious injuries within the project limits.
  - **Narrative:** Explain how this project decreases fatalities and serious injuries.

# Step 2, Question 2: Achieve and Maintain a State of Good Repair

- **Question:** Does your project help achieve and maintain good condition of roads, bridges, and transit facilities and/or equipment?
- **Scoring**
  - Does it help achieve and maintain good condition for roads and/or bridges?
  - Does it help achieve and maintain good condition of transit facilities and/or equipment?
- **Verification Examples**
  - **Data:** Provide current conditions of the road, bridge and/or transit facilities/equipment.
  - **Narrative:** Explain why the road, bridge, or transit facility/equipment needs to be replaced or maintained.

# Step 2, Question 3: Move People and Goods Reliably and Efficiently

- **Question:** Does your project help increase or maintain travel time reliability? Does it decrease annual peak hours of excessive delay?
- **Scoring**
  - Does it increase or maintain travel time reliability?
  - Does it decrease annual peak hours of excessive delay?
- **Verification Examples**
  - **Data:** Calculate level of travel time reliability
  - **Narrative:** Explain how the project could increase travel time reliability? Incident response reliability?



# Step 2, Question 4: Strengthen Regional and Economic Competitiveness

- **Question:** Does your project help achieve reliable freight movement? Does it address traffic congestion by offering alternatives to driving alone?
- **Scoring**
  - Does it increase or maintain truck travel time reliability (TTTR)?
  - Does it offer alternatives to driving alone to combat traffic congestion on the roadway?
- **Verification Examples**
  - **Data:** Calculate truck travel time reliability
  - **Narrative:** How does project outcome provide alternatives to driving alone?

# Step 2, Question 5: Conserve and Protect Natural and Cultural Resources

- **Question:** Does it mitigate impact to the project boundary's cultural integrity? Does your project mitigate impacts to the natural environment?
- **Scoring**
  - Does your project avoid or mitigate impacts to natural or cultural resources such as historical sites, archeological sites, flood plains, wetlands, etc.?
  - Does your project support the reduction of NO<sub>x</sub>, VOC, or GHG emissions?
- **Verification Examples**
  - **Data:** Provide a map that identifies historical sites, archeological sites, flood sites, wetlands, etc. within the project limits.
  - **Data:** Provide data on how this project contributes to emission reduction.
  - **Narrative:** Explain how this project conserves and protects natural and cultural resources.

# Step 3: Evaluation

RTP Goals	Criteria	Y/N
Improve Safety	Decrease transportation facilities	Y
	Decrease transportation serious injuries	
Achieve and Maintain a State of Good Repair	Achieve or maintain good conditons for roads and/or bridges	Y
	Achieve or maintain good condition of transit facilities and/or equipment	
Move People and Goods Reliably and Efficiently	Increase of maintain travel time reliability	Y
	Decrease annual peak hours of excessive delay	
Strengthen Regional Economic Competitiveness	Increase or maintain truck travel time reliability	Y
	Alternatives to driving alone	
Conserve and Protect Natural and Cultural Resources	Mitigates impact to natural and cultural resources	Y
	Contribute to NOx, VOC, or GHG emission reduction	

Criteria	Y/N
Project Name	Y
Project Description or Scope of Work	Y
Project Limits	Y
Project Cost	Y
Project Need	Y
Project Desired Outcome	Y
Regionally Significant	Y
If yes, provide explanation	
Public Outreach Process	Y
If yes, provide supporting documentation	
If no, provide explanation	Y
Present in previous study or plan	
If yes, provide link or attachment	Y

- Staff will evaluate submissions based on the criteria highlighted here
  - Yes/No
  - Submissions **must** address at least three RTP Goals
  - Submissions **must not** diminish the progress of other goals.

# Step 4: Recommendation

Staff Evaluates Project

Selected to RTP Project List

Projects evaluated, scored, and verified by staff, will be placed on the fiscally constrained RTP project list and approved by the Transportation Policy Council are amended to the Regional Transportation Plan and project sponsors may continue their development of the project. Project development activities such as design and right-of-way may be funded and programmed in advance of construction.

Selected to Illustrative List

Projects placed on the Illustrative list will not be placed on the fiscally constrained RTP project list. The Illustrative list is a list of projects that would be included in the RTP if additional resources beyond those identified in the financial plan were to become available. These projects may be used for other funding programs (e.g., federal discretionary grant programs). In coordination with the project sponsor, these projects may be re-submitted by staff in future iterations of the RTP Project Development Process. Additional planning activities may improve probability of future selection into the RTP.

Selected for Further Refinement

Projects that need further refinement have not been selected for inclusion into the Regional Transportation Plan. Project sponsor(s) are encouraged to refine their project based on feedback received from Houston-Galveston Area Council staff. These projects are eligible to be re-submitted in future open application periods to the RTP Project Development Process. Additional planning activities may improve probability of future selection into the RTP or Illustrative List.

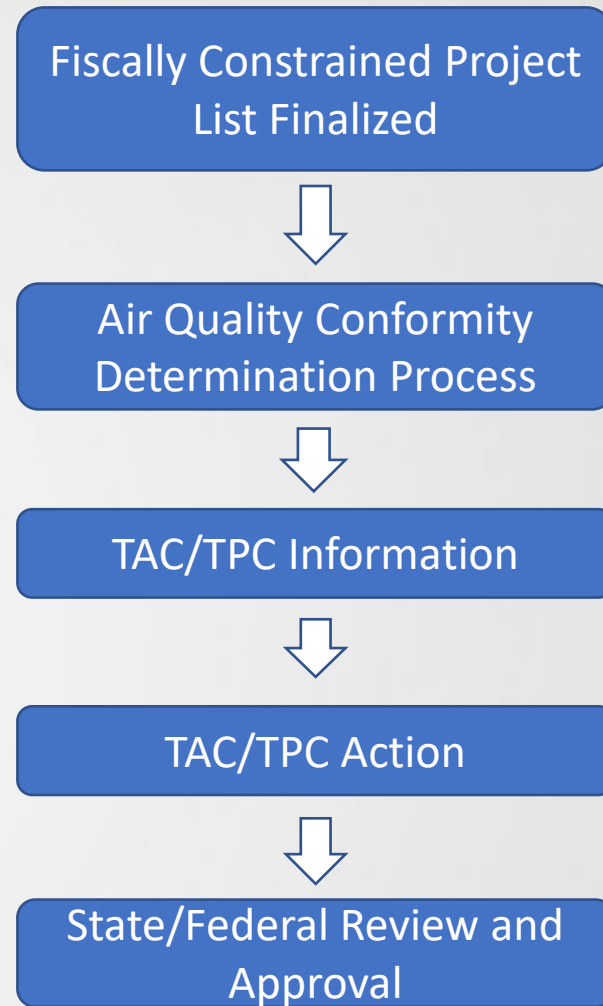
# Illustrative List

- The **Illustrative List** includes projects that would be included in the Regional Transportation Plan if additional resources beyond those identified in the financial plan were to become available (2045 Regional Transportation Plan Update: Appendix F).
  - Code of Federal Regulations 450.324 (f)(xi)(vii)
- The difference between the RTP Project List and the Illustrative List is fiscal constraint.
- Projects on the Illustrative List are:
  - Not fiscally constrained;
  - Not placed on the modeled transportation plan;
  - Not subjected to air quality conformity determination; and
  - Not automatically added to the RTP project list if additional funds are identified.
- The Illustrative List will be presented to TAC and TPC for approval as an official MPO project list.

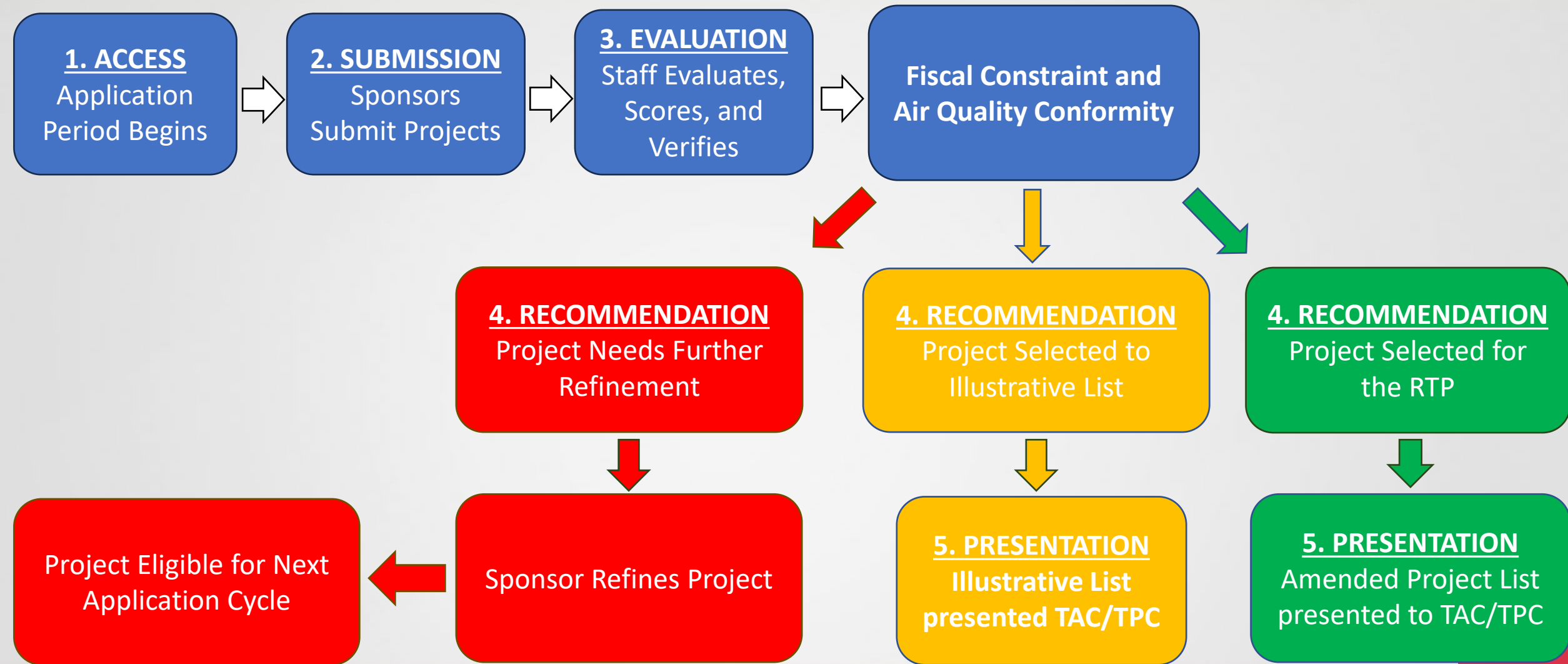


# Step 5: Presentation

- Before presentation to TAC/TPC, the RTP Project list will:
  - Undergo fiscal constraint
  - Undergo an Air Quality Conformity Determination Process
- The RTP Project List will be brought to TAC/TPC as an amendment for presentation and approval.
- Once approved, the air quality determination documents will be sent to our state and federal partners for review.



# RTP Project Development Flowchart: Snapshot



# RTP Project Development Process: Going Forward

Tasks	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.
Online Portal Development	★	★									
Staff Project Evaluation Training		★						★			
Project Sponsor Training			★						★		
Application Initiation			★								
Application Submission Deadline					★						
Staff Project Evaluation Period					★	★					
Project Sponsor Decision Notice						★					
Draft Project List							★				
Fiscal Constraint	*THE FINAL PROJECT LIST MUST UNDERGO AQ CONFORMITY TO DETERMINE FISCAL CONSTRAINT										
Air Quality Conformity											

\*All dates tentative and subject to change



# Questions/Comments



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# Item 14A. Administrative Amendments to the 2023-2026 TIP and 2045 RTP



Transportation Advisory Committee  
December 6, 2023

# Administrative TIP and RTP Amendments

- Program \$10M of federal Community Project Funding (CPF), aka 'Congressionally Directed Spending' (CDS), appropriated by Congress from General Fund, for METRO'S FY 2024 Missouri City/SH 6 Park and Ride (MPO ID 18167; \$5M) and 82 Westheimer BOOST Corridor (MPO ID 18763; \$5M) replacing an equal amount of local funding on each project. Advance the Westheimer BOOST Corridor from FY 2025 to FY 2024. (+/- \$0; Total: \$103.8M)
- Convert local matching funds to state funding for TxDOT state-allocated federal ROW funds for six (6) TxDOT Houston District added-capacity projects (MPO IDs: 514, 981, 10132, 10920, 18048, 18515) per new Texas Administrative Code (TAC), 43 Rule 15.55 (c), which eliminates the local match requirements effective September 1st, 2023. (+/- \$0; Total: \$475.0M)

# Administrative TIP and RTP Amendments

- Update project description of Island Transit's FY 2023 FTA Bus and Bus Facilities Program (Section 5339) vehicle purchase project (MPO ID 11025) to allow for full expenditure of program funding. (+/- \$0; Total: \$1.1M)
- Assign TxDOT Control-Section-Job (CSJ) number 0912-00-692 to METRO FY 2025, CM/AQ funded, Regional Vanpool project (MPO ID 15310). (+/- \$0; Total: \$8.0M)
- Assign TxDOT CSJ number 0912-00-720 to METRO FY 2025, STBG funded, Regional Vanpool project (MPO ID 18852). (+/- \$0; Total: \$4.0M)

# Action

- Approved in November 2023.



# Item 14B. Future Amendments to the 2023-2026 TIP and 2045 RTP



Transportation Advisory Committee  
December 6, 2023

# Future TIP and RTP Amendments

- Add \$4.0M of STBG funds (80% federal/20% local) to City of Pearland's FY 2024 Smith Ranch Road 4-lane widening (MPO ID 11654) due to increased estimates of construction management, inspections and materials testing during construction. (+ \$4.0M; Total: \$8.9M)

# 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 11/07/2023)	\$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 11/07/2023)	\$226,499,521
Remaining Unprogrammed Balance	\$372,003,215
TASA	FY 2024
Total Allocation (FED + MATCH)	\$20,795,380
Total Carry Over (FED + MATCH)	\$18,449,311
Total Programmed Amount (as of 11/07/2023)	\$12,428,388
Remaining Unprogrammed Balance	\$26,816,303

## No effects on:

**Category 5:** Congestion Mitigation/Air Quality

**Category 7:** Surface Transportation Block Grant

**Category 9:** Transportation Alternatives Set-Aside



# Action

- Discussion and Possible Action