

2008-2009 UPWP

Unified Planning Work Program



Adopted July 27, 2007

Amended:

November 16, 2007

April 25, 2008

June 27, 2008

August 22, 2008

January 23, 2009

February 27, 2009

May 29, 2009

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Houston-Galveston
Area Council

DISCLAIMER

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**2008-09 Unified Planning Work Program
for the
Houston-Galveston
Transportation Management Area**

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TABLE OF CONTENTS

| SECTION / TASK | PAGE |
|---------------------------------------------------------------------------------------|------------|
| TABLE OF CONTENTS | i-3 |
| Introduction | i-5 |
| TASK ONE: PROGRAM ADMINISTRATION & MANAGEMENT | 1-1 |
| Subtask 1.1 Program Support / Projects Review / UPWP | 1-3 |
| Subtask 1.2 Transportation Public Involvement and Outreach Program | 1-4 |
| Subtask 1.3 Land Use / Transportation Coordination | 1-6 |
| TASK TWO: DATA DEVELOPMENT AND MAINTENANCE | 2-1 |
| Subtask 2.1 Demographic Data and GIS Services | 2-3 |
| Subtask 2.2 Physical Features and Transportation Data Support | 2-4 |
| Subtask 2.3 Travel Behavior Analysis and Modeling Support | 2-6 |
| TASK THREE: SHORT-RANGE PLANNING | 3-1 |
| Subtask 3.1 Transportation Improvement Program (TIP) | 3-3 |
| Subtask 3.2 Transit Operations and Mobility Plans | 3-4 |
| Subtask 3.3 Congestion Management Process Planning | 3-6 |
| Subtask 3.4 Regional Intelligent Transportation Systems (ITS) Planning | 3-7 |
| TASK FOUR: LONG-RANGE PLANNING | 4-1 |
| Subtask 4.1 Development & Maintenance of Regional Transportation Plan (RTP) | 4-4 |
| Subtask 4.2 Air Quality Planning / Area Emission Reduction Credit Organization | 4-5 |
| Subtask 4.3 Bicycles / Pedestrian System Planning | 4-6 |
| TASK FIVE: SPECIAL PLANNING STUDIES | 5-1 |
| Subtask 5.1 Safety Planning | 5-3 |
| Subtask 5.2 Major Corridor Studies | 5-4 |
| Subtask 5.3 Evacuation Planning | 5-6 |
| Subtask 5.4 Intermodal Initiatives | 5-7 |
| Subtask 5.5 Houston Area Mobility Studies [Congressional Earmarks] | 5-8 |
| Subtask 5.6 Regional Airport/ Airspace System Planning | 5-8 |
| STATE AND LOCALLY FUNDED ACTIVITIES SUPPLEMENT | L-1 |

APPENDICES

| | |
|----------------------------------------------------------------------------------------------------------|--------|
| APPENDIX A: Transportation Policy Council (TPC) and Technical Advisory Committee (TAC) Membership | |
| • TPC Membership | A-6 |
| • TAC Membership | A-9 |
| APPENDIX B: Map of the Houston-Galveston TMA | B-3 |
| APPENDIX C: Debarment Certification | C-3 |
| APPENDIX D: Lobbying Certification | D-3 |
| APPENDIX E: Certification of Procurement Compliance | E-3 |
| APPENDIX F: Self Certification for Non-attainment Areas | |
| • MPO Self Certification Resolution | F-3 |
| • MPO Self Certification Compliance | F-5 |
| APPENDIX G: Capital Equipment Expenditures | G-3, 4 |
| APPENDIX H: Major Corridor Studies | |
| • Table 7 - Corridor and Feasibility Study Status | H-3 |
| APPENDIX I: 2008-09 UPWP Adoption Resolution | I-3 |
| APPENDIX J: Public Outreach Efforts for the 2008-09 UPWP | J-3 |
| APPENDIX K: Transportation and Air Quality Planning Acronyms & Phrases | K-3 |

TABLES and CHARTS

| | | |
|----------------|----------------------------------------------|------|
| TABLE 1 | PROGRAM MANAGEMENT FUNDING SUMMARY | 1-7 |
| TABLE 2 | DATA DEVELOPMENT & MAINT. FUNDING SUMMARY | 2-7 |
| TABLE 3 | SHORT-RANGE PLANNING FUNDING SUMMARY | 3-9 |
| TABLE 4 | REGIONAL TRANSPORTATION PLAN FUNDING SUMMARY | 4-8 |
| TABLE 5 | SPECIAL PLANNING STUDIES FUNDING SUMMARY | 5-9 |
| TABLE 6 | BUDGET SUMMARY | 5-10 |
| CHART1 | FUNDING SUMMARY | 5-11 |

INTRODUCTION

2008-2009

UNIFIED PLANNING WORK PROGRAM

PURPOSE

The *2008-2009 Unified Planning Work Program* (UPWP) describes the transportation plans and programs and the transportation-related air quality planning activities that will be conducted during Fiscal Years 2008 (10/01/07 - 09/30/08) and 2009 (10/01/08 - 09/30/09) regardless of funding sources or agencies conducting these activities. Through the development of the UPWP, changes in regional transportation planning priorities are identified. In addition, the role of the Houston-Galveston Metropolitan Planning Organization for the Houston-Galveston Transportation Management Area (TMA) is documented.

The process of operating, maintaining, and improving the region's surface transportation system is complex and demands ongoing regional planning efforts. Many of the activities described in this document support the collaborative and coordinated decision-making process between state and local government agencies, transportation providers, shippers, and carriers of goods, and the residents of the region. Through the cooperation of these stakeholders, the products of these planning efforts will provide the region with greater mobility benefits. The following five tasks identify the transportation planning activities in the Houston-Galveston TMA in 2008-2009:

- **Task I** of the UPWP describes the administrative support and policy development activities provided by the Houston-Galveston Area Council staff, which supports the transportation planning process and facilitates interagency cooperation and coordination throughout the TMA. This section also documents the public outreach efforts as applied to all of the Tasks and stakeholders.
- **Task II** of the UPWP describes the planning activities that generate or collect critical transportation data. Transportation planning requires the development of detailed databases that describe the primary aspects of the transportation system. These include the condition and use of system facilities or services, the purposes for which the system is used, the system's relationship to existing and future land uses, and the system's impact on the social, environmental, and economic well being of our region.
- **Task III** addresses short range planning activities. A number of sub-area studies and transit feasibility analyses will be undertaken to advance the development of sub-area profiles and to test the viability of the expansion of public transportation beyond the service area of the Metropolitan Transit Authority of Harris County (METRO). This Task also includes the update and implementation activities of adopted planning documents such as the Congestion Management Process (CMP) Plan, the Regional Intelligent Transportation System (ITS) Plan, and the Transportation Improvement Program (TIP).
- **Task IV** of the UPWP describes the planning activities that are being undertaken to develop a updated long-range *2035 Regional Transportation Plan* (RTP), including a regional visioning exercise and continuation of Bicycle and Pedestrian planning activities. By the year 2035, the region's population and employment are expected to increase to over 7 million people and 3 million jobs. The demand for travel has historically grown at a faster rate than the area's

population or employment. With over 270 million daily vehicle miles of travel (VMT) projected for the year 2035, the region's transportation needs will grow beyond our ability to expand the region's roadway system. Such growth may also further impact the region's air quality. The development of new transportation technologies and strategies, in conjunction with expansion of the region's roadway system, are necessary to maintain the Houston-Galveston region's economic competitiveness and to improve the local quality of life.

Task V of the UPWP includes special one-time planning studies looking at safety, security, intermodal, and aviation issues in the region. This task also includes Major Corridor Studies (MCS), formerly called Major Investment Studies (MIS). These long-range corridor plans are the means for examining the role of alternative transportation modes and strategies in specific corridors. The MCS results in a specific design concept and scope for transportation improvements within a corridor. The Transportation Policy Council (TPC) reviews the recommendations from each MCS, as these must be incorporated into the Regional Transportation Plan (RTP).

DEFINITION OF SERVICE AREA

The Houston-Galveston Area Council has been designated by the State of Texas to serve as the Metropolitan Planning Organization (MPO) for transportation planning in the urbanized region that consists of Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller counties. This eight-county Transportation Management Area (TMA) includes five U.S. Census-designated urbanized areas with populations greater than 50,000 (the Houston Urbanized Area, the Texas City Urbanized Area, the Galveston Urbanized Area, The Woodlands Urbanized Area, and the Angleton/Lake Jackson Urbanized Area), with a total of 4.7 million people. Please see Appendix B for a map of the Houston-Galveston TMA.

ORGANIZATION and STAKEHOLDERS

The Transportation Policy Council (TPC) is the policy-making board for the MPO. Its 26 voting members are responsible for the development and approval of transportation plans and programs within the eight-county region. Membership on the TPC consists of chief elected officials and their designated alternates from the seven major cities (over 50,000 in population) and each of the eight counties within the TMA. In addition, Harris, Brazoria, and Montgomery counties each have an at-large city representative appointed by the H-GAC Board of Directors. The H-GAC Board of Directors also appoints one member to the TPC to represent regional concerns. The TPC appoints one representative for "Other Transportation Interests" that would otherwise not be formally represented on the TPC. The Texas Department of Transportation (TxDOT) has two representatives, one from each of their two districts and the Metropolitan Transit Authority of Harris County (METRO) has one representative on the TPC. Current TPC membership is listed in *Appendix A*.

The TPC created a standing Technical Advisory Committee (TAC) to assist with the technical aspects related to the development of the Regional Transportation Plan (RTP), (formerly the Metropolitan Transportation Plan); the Transportation Improvement Program (TIP); the Regional Bicycle and Pedestrian Plan; the Major Corridor Study Guidelines, (formerly Major Investment Study (MIS) Guidelines); and other transportation programs and plans. Its membership

is made up of 34 transportation planning and air quality experts from agencies throughout the region, as well as representatives from environmental and citizens' groups with an interest in transportation decisions. The Committee exists to assure that transportation-planning decisions are considered in their broadest context. Current TAC membership can be found in *Appendix A*.

In 1991, the Regional Air Quality Planning Committee (RAQPC) was specifically created to work with H-GAC staff and other governmental agencies on coordination of regional air quality programs to meet federal clean air standards and to advise the H-GAC Board of Directors and the TPC on air quality policy. This 26-member committee is composed of members representing a variety of public agencies, private industry, business, local health organizations, and citizen and environmental groups.

In 2005, the Regional Safety Council (RSC) was set up to provide recommendations for improving transportation safety in our region. Its members were professionals who had worked in safety for much of their professional careers and reflected a wide diversity of backgrounds – transportation, law enforcement, emergency medical service, injury prevention, public health, trucking, railroads, insurance, shipping, safety advocacy, and safety research. The RSC created five sub-committees to focus on specific safety issues: 1) Reducing DWI/DUI Crashes; 2) Reducing Aggressive Driving; 3) Improving Freight Safety; 4) Improving Safety Information Systems; and 5) Improving Bicycle, Pedestrian, and Child Safety. The Council developed a set of recommendations that were submitted to H-GAC's Transportation Policy Council and were published in its first annual report on the State of Safety in the Region, which was released in February 2007.

PUBLIC INVOLVEMENT PROCESS

The development of the UPWP is consistent with this region's Public Participation Plan (PIP) as adopted in 2007. The intent of the plan is to create a transportation planning process that is accessible, inclusive, and proactive. The plan is designed to educate and inform the public about transportation and related air quality issues, and to provide the public with opportunities to contribute their ideas and opinions early and often throughout the planning process.

PRIVATE SECTOR INVOLVEMENT

The private sector is actively involved in planning efforts outlined in the 2008-09 UPWP. H-GAC utilizes private sector contractors and consultants extensively to execute many of its planning responsibilities. In addition, the private sector participates in H-GAC's transportation planning policy structure. Industry interests and business groups have representatives serving on the Technical Advisory Committee (TAC) and its subcommittees, the Regional Air Quality Planning Committee (RAQPC), and the Regional Safety Council.

Private businesses also serve on steering committees, which provide guidance for the development of transit feasibility plans, county thoroughfare plans, and mobility studies. Newly created Transportation Management Organizations (TMOs) provide much opportunity for private sector involvement in the provision of ridesharing, vanpooling and other trip reduction activities. H-GAC provided start-up funds for area TMOs, which assist employers in implementing transportation demand management (TDM) strategies such as carpooling and vanpooling.

H-GAC staff continues to provide technical assistance to private transit and paratransit operators in the planning and delivery of potential transit services in coordination with METRO, the City of Galveston's Island Transit, the Gulf Coast Center's Connect Transit, the Brazos Transit System [The District], the Colorado Valley Transit, the Fort Bend County Transit, Harris County RIDES, Section 5310 providers and others, described in Subtask 3.2.

PLANNING ISSUES AND EMPHASIS AREAS

2035 Regional Transportation Plan (RTP) Update

A significant planning effort of the 2008-09 UPWP will involve preliminary development of the 2040 Regional Transportation Plan (RTP) and its financial plan. This major update will play a critical role in defining transportation investment priorities envisioned for the next three decades and will begin to identify specific financial resources needed to implement these programs. The goal is to enhance mobility by providing an efficient, affordable, safe, and environmentally responsible transportation system for both people and goods.

Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) of 2005 – Eight Planning Factors

SAFETEA-LU recognized that transportation investments impact the economy, environment, public safety/security, efficient movement of people/goods, and community quality of life. SAFETEA-LU included eight factors that replaced the 7 TEA-21, 16 metropolitan, and 23 statewide planning factors for consideration in the metropolitan and statewide planning processes. Specifically, SAFETEA-LU requires consideration of eight broad areas:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency, including services provided by public and private operators;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight, including services provided by public and private operators;
5. Protect and enhance the environment, promote energy conservation, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight, including services provided by public and private operators;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system, including services provided by public and private operators.

The Executive Committee of the Transportation Research Board (TRB) of the National Academies has outlined the most critical transportation issues facing the nation as:

- **Congestion**, increasingly congested facilities across all modes;
- **Emergencies**, vulnerability to terrorist strikes and natural disasters;
- **Energy and Environment**, extraordinary challenges;
- **Equity**, burdens on the disadvantaged;
- **Finance**, inadequate revenues;
- **Human and Intellectual Capital**, inadequate investment in innovation;
- **Infrastructure**, enormous, aging capital stock to maintain;
- **Institutions**, 20th century institutions mismatched to 21st century missions; and
- **Safety**, lost leadership in road safety.

The Envision Houston Region meetings, programmed and completed in the 2006-2007 Unified Planning Work Program, provided substantive insight into the mindset of the Houston region residents and culminated into these broad statements of regional values and goals:

1. Better mobility, less congestion and cost,
2. Easier access to jobs, homes and services,
3. More transit,
4. More green space and preservation of floodplain areas for aesthetic and recreational activities, and
5. A healthier environment.

These three elements from SAFETEA-LU, TRB critical issues, and Envision Houston Region, form the foundation of a new emphasis area process and direction of the 2008-2009 Unified Planning Work Program summarized in the table below. This table provides a quick reference by subtask and area of interest to the programs that move the Houston Transportation Management Area toward a broader consideration of tailored multimodal solutions within the context of transportation performance expectations or indicators. This emphasis is intended to result in transportation plans, programs, and decisions driven by: a general statement of community values, the desired ends of the planning process, and an assessment of programs, projects, and services with respect to overall transportation plan goals and objectives.

2008-2009 Planning Objectives Addressed

| Goals | Objectives | Criteria | Subtasks |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| 4 | Support the economic vitality of the 13-county metropolitan area via land use and other planning strategies that support state and local managed growth and economic development. | Economic Development and Quality of Life | Subtasks 1.3 Land Use / Transportation Coordination; Subtask 4.1 Regional Transportation Planning; Subtask 5.6 Aviation Planning; |
| 1 | Reduce congestion. | Congestion and delay | Subtask 2.2 Physical features; Subtask 3.2 Transit Operation and Mobility Plans; Subtask 3.3 Congestion Management Process |

| | | | |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| 1,3 | Increase accessibility and mobility options for motorists, pedestrians, bicyclists, freight carriers, and special need segments of the population. | Mobility and Equity | Subtask 2.1 Demographic forecasting; Subtask 3.2 Transit Operations and Mobility; Subtask 4.3 Bicycle / Pedestrian Planning; |
| 3 | Enhance the integration, connectivity, and coordination of the transportation system and services for people and freight across all modes. | Coordination of Transportation Services | Subtask 1.1 Program Support; Subtask 1.2 Public Outreach; Subtask 2.3 Travel Modeling; Subtask 3.4 ITS Planning; |
| 5 | Provide protections to the human and natural environment and promote resource and energy conservation. | Environmental Protection and Air Quality | Subtask 2.3 Travel Demand Modeling; Subtask 4.2 Air Quality Planning |
| 1,2 | Improve the safety of the transportation system for all motorized and non-motorized users. | Safety | Subtask 4.3 Bicycle/Pedestrian System Planning; Subtask 5.1 Safety Planning |
| 1,2 | Increase the ability of the transportation system to support homeland security and safeguard the personal security of all motorized and non-motorized users. | Security | Subtask 2.3 Evacuation Modeling; Subtask 5.3 Evacuation Planning; Subtask 5.4 Intermodal Planning; |
| 1 | Emphasize the preservation of the existing system. | Preservation | Subtask 2.2 Physical features; Subtask 3.1 Transportation Improvement Program; Subtask 5.2 Major Corridor Analyses including Access Management |

Air Quality Planning and Implementation

Air quality planning efforts are aimed at finding control strategies and policies to ensure that on-road mobile sources in the eight-county Houston-Galveston-Brazoria nonattainment area comply with federal pollution standards and SIP requirements. As identified in Subtask 4.2, these efforts include 1) initiating technical and policy analyses of control strategies for the region's ozone State Implementation Plan (SIP); 2) participating with regional leaders, business and industry, environmentalists, and federal, state and local governments to develop/review clean air strategies, modeling, processes, and technologies; 3) conducting conformity analyses, as needed by the TIP, RTP and/or SIP timelines; 4) defining the potential regional impacts of implementation, as well as the potential sanction ramifications of the current one-hour nonattainment designation and the eight-hour nonattainment designation (although we are not designated for fine particulate 2.5 nonattainment designation, we continue to monitor developments); 5) participating in the establishment of emission budgets for transportation conformity; 6) aiding in the implementation of SIP strategies through demonstration projects and contractual programs; and 7) working on flexible and alternative attainment plans.

Safety & Security in the Transportation Planning Process

H-GAC continues to be involved in safety and security planning (Subtask 5.1). These issues cut across the various other planning issues. They involve 1) the continuing development of a GIS-based crash information system; 2) the identification of high crash locations or areas (hot spots); 3) the conducting of preliminary engineering studies in order to understand the

factors underlying the crashes; 4) the proposal of mitigation measures to reduce the number of crashes; and 5) the prioritization of the proposed mitigation measures on the basis of a benefit-cost ratio. The program focuses on all vehicles crashes, but pays particular attention to crashes involving pedestrians, bicycles, and commercial motor vehicles. The issue of emergency evacuation became a more critical issue with the hurricane evacuation difficulties in the summer of 2005. Special modeling efforts in Subtask 2.3 and programs in Subtask 5.3 are providing valuable coordination among the agency stakeholders.

Land Use and Transportation

H-GAC continues its outreach to local governments and private developers to help achieve an improved connection between development patterns and the transportation system (Subtask 1.3). H-GAC also analyzes alternative land use arrangements and their impacts on transportation, (Subtask 2.1). Historically, land use planning has not been a focus in the region. However, changes in development approach for residential and employment areas, both in terms of design and location will potentially cause people to reassess how they move about the region. A regional visioning project is planned for the region to provide an opportunity for stakeholders and citizens to participate in visioning the region's ability to accommodate the projected growth over the next 20 years and provide alternative land use arrangements (Subtask 4.1). At a small-area level, Access Management studies look at land use/transportation facility interactions (Subtask 5.2).

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TASK I

PROGRAM MANAGEMENT

The purposes of the activities listed under Task 1.0 are to provide administrative support to the transportation planning process for the eight-county Houston-Galveston Transportation Management Area (TMA) and to facilitate interagency cooperation and coordination.

OBJECTIVES:

- To develop a Comprehensive, Continuing and Coordinated, or "3-C," regional transportation planning process.
- To develop a public information exchange and education program which increases public interest and participation in ongoing transportation and air quality planning activities.
- To promote public involvement and communication in "best practices" for land use/transportation interactions.
- To prepare the Regional Transportation Plan (RTP) for the 2040 planning horizon with more proactive public outreach efforts including: follow-up and feedback to concerned citizens regarding comments made on the 2035 RTP;
- To obtain and maintain computer hardware, software, technical support, and training necessary to maintain transportation and related air quality planning activities.

EXPECTED PRODUCTS:

- New 2-year Unified Planning Work Program (UPWP).
- Technical assistance and support for committees and public meetings.
- Public information materials and interaction in a variety of formats, including emails, letters, brochures, websites, surveys, etc.
- Build consensus on "best practices" in interfacing development patterns and the transportation system.
- Successful completion of FHWA/FTA Certification Review conducted every fourth year.

PREVIOUS WORK

- Staff continued to provide technical assistance to the H-GAC Board of Directors, the MPO Transportation Policy Council (TPC), the Technical Advisory Committee (TAC), and various other subcommittees;
- Staff continued to maintain contracts and agreements throughout the year; including executing the Planning Contract with TxDOT in June 2006, effective through FY 2012.
- Staff continued the development, monitoring, and maintenance of the 2006-07 Unified Planning Work Program (UPWP) and initiated the preparation of the 2008-09 UPWP. Adoption of the 2008-09 UPWP is scheduled for July of 2007.

- The 2005 and 2006 Annual Progress reports and boxes of publications were delivered to TxDOT for distribution to FHWA and FTA.
- An **Orientation Workshop** for Transportation Policy Council and Technical Advisory Committee new members and alternates was held on March 24, 2006 at the Houston-Galveston Area Council offices. The workshop was presented by Transportation staff and consisted of a review of the transportation planning process and an on-line demonstration and tutorial was provided to help members access the H-GAC website for review and downloading of meeting materials.
- A **Houston Region Freight Rail Workshop** was held on August 25, 2006 at the Renaissance Houston Hotel Greenway Plaza. The workshop was hosted by the Transportation Policy Council and TxDOT. The purpose of the workshop was to present a draft of TxDOT's Houston Region Freight Rail Study.
- On November 9, 2006, Commute Solutions and Air Quality held a coordination meeting with NCTCOG. The coordination included all Commute Solutions programs (vanpool, NuRide, BWC, telework, TMO's). The meeting also included the Clean Vehicles/Clean Cities program and Air Quality in general.
- MPO staff monitored expenditures monthly for all programs and consultant expenditures, making corrections as needed. Copies of all contracts and change orders were transmitted to TxDOT once they were executed. All contract folders maintained onsite for up to 2 years after the completion of the contract, and maintained off-site for three additional years.
- On September 15, 2006, H-GAC hosted a workshop called *Yes You Can: Cities and Counties Planning for Growth*. Subject matter focused on the regulatory powers available to both cities and counties to regulate growth and 'incentivize' high quality developments, including emphasis on street connectivity and the development of town centers.
- Staff printed three newsletters, the 2005 and 2006 Transportation Progress reports, and two 'Envision Houston Region' brochures.
- The MPO hosted a legislative committee of TPC legislative affairs staff who developed a regional legislative agenda and formulated position papers for the state congressional delegation, staff did not participate.
- The MPO completed publication of "3C's" brochure, providing an overview of concepts for increasing walking and transit trips; distributed brochure to various groups, including local city planning commissions.
- The MPO conducted a region-wide workshop on the available tools for planning growth and coordinating land use and transportation in cities and counties. The workshop was attended by nearly 72 local decision-makers, including 15 elected officials and members of the TPC.

RTP and Environmental Justice Activities

- The MPO held 18 public meetings throughout the 13-county Gulf Coast Planning region to solicit input regarding the Regional Public Transportation Coordination Plan.
 - All meeting notices and special events were publicized in non-English speaking publications; Envision Houston Region and Regional Coordination of Services ads translated into Spanish and Vietnamese.
 - Hurricane evacuation planning meetings, bicycle special district studies public meetings, and regional coordination of services public meetings focused on special needs populations – elderly, disabled, transit-dependent and non-English speaking persons.
 - Three surveys (consumer, economic development (employer) and health and human service agency) were developed and distributed as part of the Regional Public Transportation Coordination effort.
 - Staff completed the first draft of the Public Participation Plan based on “best practices” from other regions.
-

SUBTASK 1.1 Program Support /Projects Review / Unified Planning Work Program

The activities that take place under Subtask 1.1 include the development and maintenance of the planning program reports and grants, and TxDOT/H-GAC contract administration. This subtask includes all administrative support for the MPO planning program in general, including assistance to Federal, State and local agency staff as needed. This subtask includes the development and maintenance of the Unified Planning Work Program (UPWP), which describes the transportation plans and programs and the transportation-related air quality planning activities conducted during the fiscal year(s) regardless of funding sources or agencies conducting these activities.

H-GAC also serves as the Regional Reviewing Agency under the Texas Review and Comment System (TRACS). TRACS is the official state review process, and it offers both state and local officials the opportunity to review applications for state and federal assistance that may affect the Houston-Galveston region (Council of Governments 13-county area).

PRODUCTS:

- 1.1.1** Complete contracts and agreements between the MPO and participating agencies, including subcontracts with outside consultants as needed [Ongoing].
- 1.1.2** Maintain the federal certification of the Houston-Galveston Transportation Management Area's transportation planning process and the related requirements associated with federal funding and planning process, including the Annual Report, the Disadvantaged Business Enterprise reports, and the annual self-certification assurances [On-going].
- 1.1.3** Prepare and complete the 2008 MPO Federal Certification Review process [Spring 2008].

- 1.1.4 Technical assistance to local governments, public agencies, other qualified grant sponsors, and staff regarding federal grant applications, transportation planning activities, and management issues [As needed].
- 1.1.5 Staff support to the Transportation Policy Council (TPC) and the Technical Advisory Committee (TAC) [Monthly]. Technical assistance may include preparing meeting materials, meeting notices, maintaining permanent meeting records, and an annual training workshop for TPC and TAC members [Ongoing].
- 1.1.6 Participation in Association of Metropolitan Planning Organizations (AMPO), Texas Metropolitan Planning Organizations (TEMPO), National Association of Regional Councils (NARC), Transportation Research Board (TRB), American Association of State Highway and Transportation Officials (AASHTO), and Texas Association of Regional Councils (TARC) [Ongoing].
- 1.1.7 Support TxDOT administration in tracking and review of Federal Highway Administration (FHWA) PL program funds and Federal Transit Administration (FTA) 5303, 5307, & 5309 funds [Ongoing].
- 1.1.8 Provide analysis of State and federal laws, regulations, and legislation for TPC and TAC members, and local government officials to aid them in the application of regional transportation policy strategies [Ongoing].
- 1.1.9 Organize and/or participate in one or more Planning Capacity Building (PCB) peer reviews on technical challenges as needed in the TMA, such as air quality, safety, security, intermodal activities, travel behavior, interagency cooperation, or emergency planning. Provide updated training to staff in grant, contract, and staff management as needed (Consultant \$12K TPF) [2008-2009]¹
- 1.1.10 Update/revise 2008-2009 Unified Planning Work Program [2008].
- 1.1.11 Develop 2010-11 Unified Planning Work Program [2009].
- 1.1.12 Acquire legal defense/advice in accordance with 2 CFR Part 225, Cost Principles for State, Local, and Indian Tribal Governments (OMB Circular A-87) for conformity determinations and other issues as determined to be necessary and reasonable for carrying out the metropolitan planning process. [2008-2009]²
- 1.1.13 Continue to provide routine acquisition/maintenance and upgrades for PC equipment, workstations, and related hardware/software, including audio/visual aids, as needed for MPO growth and/or changing program needs. **Appendix G** contains the FY 2008-2009 Capital Equipment Expenditures Table. [Ongoing] {Amend #1 11/16/2007}



SUBTASK 1.2 Transportation Public Involvement and Outreach Program

¹ Amend #10 04/25/08

² Amend #1 11/16/07

H-GAC has an ongoing, inclusive, and active public involvement process for transportation planning. The goals and objectives of the public involvement process are described in the Public Participation Plan. The primary objective is to provide timely, accurate, and complete information to the public on important transportation issues. Fulfilling this objective requires the continuous development of visualization techniques, educational materials, transportation websites, newsletters, and public outreach activities.

In order to facilitate the transportation planning process in the region, H-GAC is working to develop information for elected officials as well as the general public. Information will be provided to elected officials and policy-makers at all levels of government. This information differs from that provided to the general public in that it generally focuses on policy issues.

PRODUCTS:*Public Involvement*

- 1.2.1** Publication and distribution of H-GAC Transportation Department newsletters, executive summaries, planning documents, and others as needed. [Ongoing]
- 1.2.2** Staff support for public meetings for the RTP, TIP, UPWP, and other significant plans. This includes legal notices, press releases, advertisements, slide presentation production, and development of educational materials for distribution at these meetings. (Consultant: \$500,000 TPF) [2008-2009]³
- 1.2.3** Ongoing effort to solicit public comment on transportation programs, projects, and policies and to respond to public comment in a timely fashion. [Ongoing]
- 1.2.4** Ongoing effort to reach target audiences consistent with SAFETEA-LU mandates, including special needs groups such as the elderly, disabled and transit-dependent persons. [Ongoing]
- 1.2.5** On-going effort to employ visualization techniques to deliver information, including websites, video, and audio technologies to interested parties. [Ongoing]
- 1.2.6** Development and maintenance of mailing and community contact lists to ensure adequate distribution/notice of public meetings and materials. [Ongoing]
- 1.2.7** Work with local governments to develop plans and policies to respond to forecasted future growth. Provide information packets, assist with public outreach activities, provide presentations to local policymakers and stakeholders, etc. as part of an ongoing sub-regional planning effort. (Consultant: \$75,000 TPF) [2008-2009]

Policy and Government Affairs

- 1.2.8** Development of MPO comments to FHWA/FTA/EPA as part of the federal rule-making process. [Ongoing]

³ Amend #28 05/29/09

- 1.2.9 Seminars, peer exchange, and peer review activities as necessary to facilitate communication between MPOs and federal agencies. [Ongoing]
- 1.2.10 Development of briefings and printed materials for policy-makers on federal and state issues relevant to the regional transportation planning process. [Ongoing]

Staff Development and Training

- 1.2.11 Presentation, public speaking, and public outreach training for key staff. (Consultant: \$25,000 TPF) [2008-2009]
- 1.2.12 Participation in best practices and other public involvement training workshops [Ongoing]

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SUBTASK 1.3 Land Use/Transportation Coordination (H-GAC C&E Planning Dept.)

This subtask provides outreach and technical assistance to local governments and private developers in achieving a more effective interface between development patterns and the transportation system; and to develop policies that will help achieve this objective within the H-GAC Transportation Management Area (TMA).

PRODUCTS

- 1.3.1 Manage Livable Center studies funded through TIP project CSJ#0912-00-354, and prepare summary of results. Consultants will develop plans and identify transportation improvements that will enhance walking and transit, leverage private investment, and improve the quality of life in Cities of Houston, Tomball, Waller, & East End Mgmt. District. (Consultant - \$1,500,674 [\$1,194,400 STP, \$306,274 local]) [2009]⁴
- 1.3.2 Refine criteria and conduct livable center next TIP project evaluation [2009].
- 1.3.3 Assist Public Outreach staff in conducting meetings with local governments in preparation for 2040 RTP. [2008]
- 1.3.4 Convene local Planning Directors roundtable on land use-transportation issues [2008].
- 1.3.5 Contribute to land use/transportation related RTP elements. [2009]
- 1.3.6 Conduct training workshops for local government staff and officials on implementing land use-transportation coordination principles such as context sensitive solutions for Planning Commissioner training, and city/county planning workshop(s). [2008]
- 1.3.7 Conduct workshops for financing centers development, centers for urban design, and additional Planning Commissioner training. [2009]

⁴ Amend #17 8/23/08

- 1.3.8** Maintain updated database and map of significant centers, mixed use and transit oriented development projects and local government planning and implementation projects pertaining to land use-transportation program. [2008-09]
- 1.3.9** Acquire consultant assistance to conduct research on peer MPO programs, journals, and other publications on estimation of land use-transportation program benefits and best practices, develop best practices publication. (Consultant: \$15,000 TPF) [2008]
- 1.3.10** Utilize data and information in presentations to local governments, reports to TAC and TPC. [2008-09]
- 1.3.11** Provide technical assistance to local governments on livable centers planning and implementation, site plans, and plat review. [2008-09]
- 1.3.12** Coordinate with ongoing land use-transportation planning efforts of local governments and transportation agencies. [2008-09]



| TASK 1: Program Mgmt. 2008-2009 Funding Table | | | | | |
|------------------------------------------------------|---------------------------|--------------------|------------------|--------------------|--------------------------|
| Subtask | Responsible Agency | TPF | LOCAL | STP | TOTAL¹ |
| 1.1 | H-GAC-MPO | \$2,425,000 | \$0 | \$0 | \$2,425,000 |
| 1.2 | H-GAC-MPO | \$1,995,000 | \$0 | \$0 | \$1,995,000 |
| 1.3 | H-GAC-C&E | \$445,000 | \$306,274 | \$1,194,400 | \$1,945,674 |
| TOTAL | | \$4,865,000 | \$306,274 | \$1,194,400 | \$6,365,674 |
| TxDOT Toll Credits (state-wide match): | | | | | \$595,402 |
| FY 2007 Task 1 TPF Carryover Estimate: | | | | | \$705,000 |

¹ One-half of funds may not represent one year's funding. amended 11/16/07, 04/25/08, 08/23/08, 05/29/09

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TASK II

DATA DEVELOPMENT AND MAINTENANCE

The Subtasks contained in Task II, collect, update, and maintain the basic data and tools required for executing the planning activities described in this UPWP.

OBJECTIVES:

- To collect, process and analyze demographic and geographic data necessary to develop and implement regional transportation plans and systems.
- To develop and maintain advanced state-of-the-practice travel demand modeling tools and explore *advanced practice* modeling methods that enhances the region's capabilities for regional, sub regional, and corridor planning and analysis.
- To obtain and maintain computer hardware, software, technical support, and training necessary to maintain transportation and related air quality planning activities.
- To participate in the ongoing data collection efforts of other transportation agencies in the region and expedite the sharing of roadway inventory data and candidate roadway project information between transportation agencies.
- To maintain a regional database clearinghouse on the H-GAC Transportation web pages to provide easier access to the large quantities of data generated by the various transportation agencies.
- To develop the technical expertise to support for emergency evacuation planning for the region.

EXPECTED PRODUCTS:

- Maintenance of roadway networks necessary to support transportation mapping and planning activities.
- Historical, demographic and other databases necessary for transportation planning and modeling activities.
- Development of biennial population and employment forecasts and base year estimates.
- Update of regional travel-demand models using available 2000 Census data.
- Continued development of an “advanced-practice” set of regional travel models that incorporate updated modeling practices and theories as well as new travel survey data.
- Demographic maps in support of the public outreach and environmental justice programs.
- Web-based roadway project information sharing between Transportation agencies.
- Establish a central location for transportation-related data, generated by local governments in the course of performing planning activities.
- Emergency Evacuation Model for scenario testing.

PREVIOUS WORK

- Completed sub regional review and comment on the draft forecast.
- Forecast adopted by H-GAC Board of Directors, February 2006.
- Staff has reviewed and tested the beta version of UrbanSim 4 (OPUS) in preparation for next full forecast update, to be completed by the end of FY 07.
- Staff has provided data and analytical support to local governments and their consultants. Among the many data recipients were City of Houston, City of Sugar Land, Harris County, Montgomery County, North Fort Bend Water Authority, North Harris County Regional Water Authority, and METRO
- Acquired over 7,500 square miles of 1 foot pixel resolution Digital Orthophotography for the entire Houston Metro area worth over \$400,000). These digital aerials are used to revise and enhance H-GAC's base map (STAR*Map) and to assist staff in a variety of visualizations and public outreach forums.
- Updated and maintained an 8 county street centerline base map (STAR*Map).
- HGAC, in cooperation with the Metropolitan Transit Authority of Harris County (METRO), initiated plans for the 2007 fixed route weekday On-board transit survey.
- Initial display of TxDOT saturation count data [2 years] was geo-referenced on a regional base map and designed for spot location of available traffic counts.
- Initiated and completed development and validation of Track I and II transit and roadway networks.
- Providing data and assistance upon request and funding for HGAC's internal use.
- Providing travel-modeling assistances to HGAC's member agencies in regard to various corridor studies, RTP and the METRO's 2035 plans.
- Provided technical assistance support for several planning studies including SH 146, SH 35, SH 288, I-45 North Hardy Corridor, SH 225 , SH 99 , the I-69/Trans Texas Corridor major investment, major corridor feasibility studies ,US 290 rail initiatives, and the rail connectivity project.
- Migrated the Track 1 regional travel demand model set from EMME/2 platform to Cube Voyager.
- Developed and reviewed a new 2002 base year network and associated modeling input data for the model's validation to a 2002 base year. Migrated corrections, adjustments and recommendations made by Consultants during the 2002 base year validation to the future year network.
- Acquired Cube Avenue, a software to simulate dynamic traffic for Hurricane evacuation scenarios.
- Worked with Consultants in developing special networks, demographic and trip tables for the Evacuation models.

SUBTASK 2.1 Demographic Data and GIS Services (H-GAC C&E Dept.)

Subtask 2.1 addresses the ongoing inventory of socioeconomic data, including current estimates and long range, small area forecasts of employment, population, household, and land use information.

PRODUCTS:**Development of Socioeconomic Data**

- 2.1.1** Staff will continue maintaining and updating a database with aggregate and disaggregate county and sub-county level socioeconomic information from the decennial censuses, American Community Survey, and the Census Population Estimates program, Bureau of Economic Analysis, Bureau of Labor Statistics, Texas Workforce Commission, Texas State Data Center and other public and private sources. [2008-09]
- 2.1.2** Staff will continue developing and updating a database with information on the location, timing, and details of planned development projects in the region. Staff will also continue monitoring, researching, analyzing, and documenting economic, demographic, and development trends germane to regional growth and to transportation planning and policy. [2008-09]
- 2.1.3** Staff will develop in 2008, and update in 2009:
- A parcel-level database with disaggregate information on current and historic land use and land values;
 - A building-level database with disaggregate information on current and historic valuations and other characteristics for residential and non-residential structures;
 - A company-level database with disaggregate information on type, size, and location of businesses in the region; and
 - A household-level database with disaggregate synthesized socioeconomic information on the households in the region.

Development of Socioeconomic Forecasting Models

- 2.1.4** Staff will develop a new statistical modeling framework for generating scenario-based long-range integrated demographic and economic forecasts for the region and the counties. [2008]
- 2.1.5** Staff will update & enhance the existing operational version of the land-use forecasting model. [2008-2009]
- 2.1.6** Staff will use analytical tools to evaluate the sensitivity of the land-use forecasting model to changes in development policies, transportation options, and other relevant exogenous factors. [2009]

Development of Socioeconomic Forecasts

- 2.1.7** Staff, with oversight by the Forecast Advisory Committee and in cooperation with the

Travel Demand Modeling group, will produce an integrated “land use-transportation” base-case regional socioeconomic forecast. Staff will lead an effort to provide review and comment on the forecast by local governments, agencies and organizations, the private sector and the public before adoption by the H-GAC Board of Directors. [2009]

Dissemination of Socioeconomic Information

2.1.8 Staff will develop [2008] and maintain [2009] web-based interfaces to mapping and database query applications to allow easy access to forecast and other socioeconomic data by local governments, organizations, the private sector and the general public.

2.1.9 Staff will publicize the data, forecasts, and socioeconomic modeling via printed publications, media outlets, and presentations to various audiences. [2008-2009]

Analytical Support

2.1.10 Staff will use analytical tools to evaluate the economic, land use, environmental, and transportation impacts of different growth scenarios in support of the preparation of various planning documents and special studies. [2008-09]

2.1.11 Staff will provide informational and analytical assistance to H-GAC Transportation staff, transportation agencies, local governments and their consultants in support of regional transportation planning studies. [As needed]

2.1.12 Staff may provide in-depth analytical services in socioeconomic modeling and forecasting to agencies and organizations, upon request and subject to schedule availability and funding assistance. [Local \$10,000, as needed].

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SUBTASK 2.2 General Physical Features / Data Support

Subtask 2.2 describes the ongoing development, maintenance, and training activities associated with the MPO’s Windows XP-based personal computers, a Microsoft Windows 2000-based local area network, T1 Internet connections, and the ArcGIS/ArcView Geographic Information System (GIS) used by MPO staff.

This subtask also involves the physical collection, entry, preliminary tabulation, and analysis of transportation-related data. Data collected for management systems, once the system has been implemented, would become a subtask of that management system. This subtask also programs staff support of various transportation-related committees not associated with specific programs or contracts. This subtask also includes staff support for the geographical representation of the region's physical features; associated publications, maps, and data archives.

PRODUCTS:

GIS Applications for Data Support

2.2.1 Staff will use GIS application tools of Arc/Info, ArcView, Avenue, Map Objects, and other new ESRI products to develop menus, macros, programs, and user manuals needed

to display and evaluate transportation tasks defined in the UPWP. [Ongoing]

- 2.2.2** Data Services staff will provide GIS technical support for the development, maintenance, and indexing of map coverages and databases on MPO servers and is GIS license dependent. [Ongoing]
- 2.2.3** Staff will revise all networks such that each are rectified with the county base maps and fully incorporated into TxDOT's reference marker system, mile points, block numbers, and control section numbering scheme. [Ongoing]
- 2.2.4** Staff will develop and implement WORK SMART tools, which are stand-alone ArcView projects that allow quick retrieval, display, and plotting of data most often requested by staff and member governments. [Ongoing]
- 2.2.5** Staff will acquire and compile existing databases from other agencies for use in updating and maintaining H-GAC's Traffic Monitoring System for Highways. Types of data to be acquired are pavement information, roadway inventory, weight-limited roadways, emergency routes, traffic counts, and other databases. [Ongoing]

MPO Support and Training

- 2.2.6** Staff will maintain historical data, publications, and map warehousing/archive libraries developed previously. [Ongoing]
- 2.2.7** Staff will develop and initiate online-query access to each of the libraries developed in Subtask 2.2.6 for use by all transportation partners. [2007-2008]
- 2.2.8** MPO will seek suitable staff development opportunities to insure optimal use of new hardware/software applications. This staff development activity will include both in-house training in H-GAC facilities and limited in-service training for MPO-partner transportation agency staff, and vendor-specific training/networking offsite for software licensed to H-GAC. [Ongoing]
- 2.2.9** Staff will attend meetings and participate on committees of Texas Metropolitan Planning Organizations (TEMPO), GIS Users Groups, Network Users Groups, and other technical support groups as needed. [Ongoing]
- 2.2.10** Staff will continue to expand program development for web-based roadway data exchange and review between Transportation agencies. [Ongoing]

2007-2008 Travel Surveys

- 2.2.11** TxDOT, in cooperation with H-GAC, will conduct Travel Surveys for the Houston-Galveston TMA during FY 2007-08. These surveys are as follows:
- **External Station Survey** – 33 sites in H-GAC MPO [14 shared with SETRPC MPO.] (Total \$210K {TxDOT-\$105K DDF, H-GAC-\$105K TPF}) [FY 2008]
 - **Household Survey** – 5700 households in H-GAC region. (Total \$364.8K {TxDOT-\$135K SPR, H-GAC-\$229.8K TPF}) [FY2008]
 - **Work Place / Special Generators Survey** - 500 businesses in TMA, including six special generator supplemental surveys (Total \$940K, {TxDOT-\$590K SPR, H-

- GAC-\$350K TPF)) [FY2008]
- **Commercial Vehicle Survey** – (Total \$100K {TxDOT-\$50K SPR, H-GAC-\$50K TPF}) [FY 2008]
 - **Toll Road Travel Behavior & Customer Satisfaction Surveys** (Total \$220K [H-GAC -\$100K STP, HCTRA \$120K local cash]) [FY2008]¹

[NOTE: \$1,124,500 in PL112 (TPF) funds passed back to TxDOT in 2007 for completion of the above surveys. (Status of surveys: On-Board Transit completed 2007; Household 60% complete in 2007.)]

Data Viewers

- 2.2.12** Continue to research available transportation data, providing updates to existing datasets upon availability of new information [ongoing].
- 2.2.13** Acquire consultant assistance, as needed, to enhance the public viewing capabilities of the traffic count data (Consultant- \$25K TPF) [2008-09]
- 2.2.14** Expand the viewing capabilities of the project viewer as needed (Consultant- \$25K TPF) [2008].
- 2.2.15** Monitor the popularity, ease of use, and public feedback of the project and traffic count viewers. [2008-09]

SUBTASK 2.3 Travel Behavior and Patterns

This subtask describes efforts directed toward the continued development, enhancement, and maintenance of the Houston-Galveston Regional Travel Demand Models. As a part of a previous work program, two new H-GAC model sets have been developed: Track 1 Models – A traditional 4-step Model Set; and Track 2 - An Advanced Practice 4-step Model Set. The implementation of these two model systems has been initiated and will continue under this subtask. The primary objective of this subtask is to provide continued maintenance and enhancement of the travel demand analysis software and the continued development and training of the travel demand analysis staff.

PRODUCTS:

- 2.3.1** Continue technical support and assistance in the implementation of both the Track 1 and Track 2 model sets. [Ongoing] (Consultant (TTI) \$325K TPF) [2008-2009]²
- 2.3.2** Participate and support the efforts of the nationwide mobility measurement research project (Consultant (TTI) \$25K) [2008]¹.
- 2.3.3** Support with special studies and unusual model applications and technical support and review of major model applications. [As Needed]
- 2.3.4** Continue staff training on Cube Suite of software. [Ongoing]

¹ Amend #15 06/27/08

² Amend #11 04/25/08

- 2.3.5** Develop new 2005 directionally-coded base year network and associated micro TAZ layer. [Ongoing]
- 2.3.6** Review and assessment of traffic count data used in base year networks. This activity will include working with TranStar to access video and ATR data to develop time-of-day and classification counts. [Ongoing]
- 2.3.7** Review and assessment of demographic data and other model inputs. [Ongoing]
- 2.3.8** Develop a direct link between Cube Voyager and Urban Sims that will allow seamless exchange of data between the two models. [Ongoing]
- 2.3.9** Continue the development of the Cube Avenue based emergency-evacuation model. (Consultant- \$100K TPF) [2008]
- 2.3.10** Collect time-of-day arterial volume and speed data. (Consultant- \$250K TPF) [2009]

| TASK 2: Data Develop. & Maint. 2008-09 Funding Table | | | | |
|-------------------------------------------------------------------------------------------------|--------------------|----------------------------------|--------------------|--------------------|
| Subtask | 2.1 | 2.2 | 2.3 | |
| Responsible Agency | H-GAC-C&E | MPO / TxDOT / METRO ³ | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$1,080,000 | \$1,080,000 | \$1,720,000 | \$3,880,000 |
| STP | \$0 | \$100,000 | \$0 | \$100,000 |
| TxDOT SPR² | \$0 | \$775,000 | \$0 | \$775,000 |
| TxDOT DDF² | \$0 | \$105,000 | \$0 | \$105,000 |
| Other Local | \$10,000 | \$120,000 | \$10,000 | \$140,000 |
| TOTAL¹ | \$1,090,000 | \$2,180,000 | \$1,730,000 | \$5,000,000 |
| TxDOT Toll Credits (state-wide match) | | | | \$481,257 |
| 2007 Task 2 TPF Carryover Estimate | | | | \$170,000 |
| ^[1] One-half of these funds may not represent one year's funding. | | | | |
| ^[2] TxDOT contribution to Travel Surveys. | | | | |
| ^[3] Does not include PL112 funds [TPF] retained by TxDOT in 2007 for Travel Surveys. | | | | |
| <small>amended 11/16/07, 04/25/08, 6/27/08, & 8/22/08</small> | | | | |

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TASK III

SHORT-RANGE PLANNING

The work elements contained in Task III include the development of the Transportation Improvement Program (TIP), as well as sub-regional or county-level mobility studies, transit feasibility studies, and operations planning. Short-range planning efforts will also be focused on the continued coordination and development of transit and Transportation Demand Management (TDM) projects. An important aspect of that effort includes the facilitation of ongoing planning and coordination of public transportation services within the 13 county Gulf Coast Planning Region for the elderly, physically challenged, low income and those who cannot or choose not to drive. Task III also includes ongoing maintenance of the MPO's Congestion Management Process (CMP) and Regional Intelligent Transportation System (ITS) Plans.

OBJECTIVES:

- Support the development of short-range transportation planning consistent with federal air quality requirements.
- Facilitate implementation of transportation projects and programs in the TIP through coordination and consultation with local implementing agencies.
- Involve the private sector in the planning of transit services and the joint development of transit facilities.
- Maintain and enhance the transportation project database.
- Revise and maintain the Congestion Management Process adopted as a plan in 1997.
- Revise and maintain the Regional ITS Architecture and Strategic Plan completed in 2003.
- Continue support for TDM activities that are consistent with recommendations from earlier planning studies.
- Continue to seek improved mobility options for people who have limited mobility choices today. That group includes people transitioning from Welfare-to-Work, youth, senior citizens, the physically-challenged, and others. This objective will be accomplished by improving access to jobs, training opportunities, educational, social, medical, and recreational activities.

EXPECTED PRODUCTS:

- Develop the 2010-2013 Transportation Improvement Program (TIP). The 2010-2013 TIP will be approved by the Transportation Policy Council (TPC) in FY 2009, and will be amended as necessary. The TIP will include roadway, transit, air quality, bicycle, and pedestrian, and all other federally funded transportation improvements scheduled for implementation between September 1, 2009 and August 31, 2013.
- Enhance Private-sector participation in the planning of transit services and the joint development of transit facilities.
- The continuation of planning for public transit pilot projects including, but not limited to, paratransit/demand response services, local circulators, commuter shuttles, and other services in areas without adequate public transportation.

- Continuation of regional transit service planning, the development of operating and financial plans and the development of action plans for the priority pilot projects that are identified in the regional transit service planning and coordination project.
- Periodic report of regional CMP activity and impacts.
- Maintenance of the Regional ITS Strategic Plan, Architecture and User Manuals.

PREVIOUS WORK

- The 2008-2011 TIP was adopted by both the TAC and TPC in August of 2007.
- As of May 2007 there have been approximately 186 amendments to the 2006-08 TIP. Staff works with the Texas Department of Transportation (TxDOT) and the local government project sponsors to make the most effective changes to the authorized projects.
- Staff developed a reporting document in conjunction with the project development materials that provided an organized template for monitoring projects. These documents clearly identify for staff where a project is in the advanced development process. This monitoring process allows staff to report on which projects are progressing and which are facing obstacles.
- Staff, under the guidance of the TIP subcommittee, reviewed and scored 260 projects submitted for federal funding consideration. This work involves meeting with the local government agencies to review project information, conducting sponsor interviews with the subcommittee, working with TxDOT and the subcommittee to evaluate regional project benefits, and participating in road tours to see the local need for the projects under consideration.
- The TELUS software system, which allows for the submission and sharing of project information over the Internet, has been implemented and used for the 2008-2011 Call for Projects.
- Staff coordinated, developed, and facilitated four project showcase events throughout the region. Staff conducted an additional workshop in conjunction with the formal public meeting. We had over 100 citizens in attendance.
- The Regional Transit Coordination Subcommittee to the Technical Advisory Committee was formed in 2008 to lead the development of the pilot projects from the regional transit coordination plan. Work Groups were formed for Public Information, Resource Sharing and Seamless Fares.
- Database of TCMs was continuously monitored and post-implementation performance data was gathered on eight TCMs.
- Twenty congestion mitigation analyses (CMA) were completed and submitted as individual reports to TxDOT over a period of six months. In addition, forty-three projects received waiver letters for CMAs.
- Staff began the conversion of the Congestion Management Plan to a Process consistent with SAFETEA-LU.

- Staff completed a thorough review of the Regional ITS Architecture in December. Proposed amendments to the regional Architecture based on National Architecture modifications were approved by the TAC and TPC in February 2006.
- Staff worked with the Federal Highway Administration (FHWA) and TxDOT to arrange IDAS training for ITS champions in the region in August, 2006.
- A series of transit planning studies including transit feasibility assessments, operations, service and financial plans and coordination projects were initiated in FY 2008. The Montgomery County Transit Plan was completed in April 2008 and the key recommendations from that plan have been implemented. Transit plans are being developed for Liberty and Chambers counties and will continue into FY 2009.



SUBTASK 3.1 Transportation Improvement Program

The Transportation Improvement Program (TIP) is a cooperatively-developed, four-year program outlining transit, highway, and traffic improvements, as well as other transportation- and air quality-related activities within the Houston-Galveston TMA. The purpose of the TIP is to identify the transportation improvement projects selected by the TPC through the continuing, coordinated, and comprehensive ("3-C") regional transportation planning process. The TIP must conform to federally mandated emission reductions for air pollutants, and must be financially consistent with estimated federal, state, and local revenues for the four-year time frame.

The transportation project database is used to provide information on projects for numerous planning activities. The database includes design concept and scope descriptions of all existing and proposed transportation facilities. Its level of detail is sufficient to permit conformity determinations and to develop cost estimates. The database is used to:

- Identify projects and project priorities for inclusion in the RTP;
- Develop appropriate travel demand networks;
- Track the development and implementation of projects programmed in the TIP; and
- Develop any reports on project characteristics that may be required by decision-makers.

PRODUCTS:

- 3.1.1** Implement mechanisms to share project information with other transportation agencies via the Internet. This will include import/export mechanisms for project tracking systems at other agencies. Continuation of local enhancements to the TELUS software system to ensure that it is more user-friendly and that query and reporting functions are streamlined. (TELUS Consultant \$80K TPF) [2008-09]^{1,2}
- 3.1.2** Provide information regarding project programming and implementation to Federal, State and local transportation stakeholders as required. [2008-2009]

¹ Amend #12 04/25/08
² Amend #19 08/22/08 [corrected #12]

- 3.1.3** Track the implementation status of projects [project monitoring] and update the project list for interim periods, maintaining a historical record of projects submitted by various sponsors for inclusion in the RTP and TIP project databases. [2008-2009]
- 3.1.4** Analyze proposed amendments to the current TIP for conformity implications, financial impact, and administrative changes. [2008-2009]
- 3.1.5** Staff, in conjunction with the subcommittees of the Technical Advisory Committee (TAC), will gather input for various planning and project development activities. Guidance from Subcommittees is used to develop recommendations to the TAC and Transportation Policy Council when needed. [2008-2009]
- 3.1.6** Conduct educational TIP presentations and Workshops for H-GAC committee members, local transportation and government agencies, as well as other project sponsors and the public. These presentations and educational workshops include review of such activities as project submittal, selection, evaluation, amendment procedures, and policies, and Title VI investigations as necessary. [2008-2009]
- 3.1.7** Conduct project development workshops for project sponsors and transportation engineering consultants. The project development workshop(s) will be used to educate project sponsors on advanced project implementation with Texas Department of Transportation. [2008- 2009]

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SUBTASK 3.2 Transit Planning and Coordination

The objective of this subtask is to undertake planning and coordination projects for public transportation services in underserved areas of the region primarily outside of METRO's service area. These projects may take the form of transit feasibility assessments or coordination plans that will include the development of a five year financial plan for new or expanded services (at a minimum). The primary beneficiaries of this coordinated planning effort are the elderly, physically and mentally challenged persons and low-income individuals, particularly those without access to an automobile or those who live in areas with inadequate public transit services.

Continuing activities include the development of a Phase 2 Transit Plan for Fort Bend County and the development of Transit Plans in the Colorado Valley Transit Authority's Service Area, the city of Pearland and northern Brazoria County and Phase 2 Transit Plans for Liberty and Chambers counties.

PRODUCTS:

- 3.2.1** Staff will continue to support the Regional Transit Coordination and Service Planning (RSP) initiatives. Activities include the development of Service Operating Plans for demand response (paratransit) pilot projects in Montgomery, Liberty, and Chambers Counties; and consultant assistance for updating the transit plans for Colorado Valley

Transit Authority and the City of Pearland. (Consultants - \$220K {\$100K-TPF, \$120K-FTA 5304} [2008-2009]^{1,2}

- 3.2.2** Continuation of project implementation activities in support of the Job Access and Reverse Commute (JARC-FTA 5316) and New Freedom (NF-FTA 5317) Calls for Projects in the Houston Urbanized Area (UZA). Ongoing planning and coordination with the TxDOT’s call for JARC and NF projects in the rural areas. [2008-2009]³
- 3.2.3** Continuation of planning and coordination activities with METRO, TxDOT, and local RSP steering committee participants in the implementation of regional Pilot Projects as recommended from the RSP Coordinated Planning project; such as the 211 transportation specialist, regional training coordinator, etc. [2008-2009]
- 3.2.4** Continuation of sub regional and county level planning analyses in support of Environmental Justice-Title VI requirements to ensure compliance with FTA requirements. Planning level socio-economic and equity analyses will be used to support the data needs in the semi-annual Title VI compliance reports. The data will be updated to include equipment and assets inventories. [2008-2009]
- 3.2.5** ~~Planning support will continue for public transportation enhancements in the H-GAC region, following up from subtask 3.2.1. (Consultant \$50K TPF) [2008-2009]²~~
- 3.2.6** **Programming FTA 5307 General Transit Planning Funds** : This table represents programmed planning activities by the other regional transit agencies [2008-2009].^{4,3}

| FTA 5307 Transit Planning* Funds 2008 | Federal | State | Local | Total |
|---------------------------------------------------|--------------------|------------------|------------------|--------------------|
| METRO (Houston UZA) | \$0 | \$0 | \$0 | \$0 |
| The Woodlands UZA {The District [Brazos Transit]} | \$0 | \$78,653 | \$0 | \$78,653 |
| Fort Bend County (Houston UZA) | \$327,906 | \$0 | \$81,976 | \$409,882 |
| Harris County (Houston UZA) | \$492,000 | \$0 | \$123,000 | \$615,000 |
| Texas City/LaMarque UZA {Gulf Coast Center} | \$281,120 | \$37,625 | \$32,655 | \$351,400 |
| Lake Jackson/Angleton UZA {Gulf Coast Center} | \$175,147 | \$30,250 | \$13,763 | \$219,160 |
| Galveston UZA {Island Transit 5307} | \$302,000 | \$0 | \$75,500 | \$377,500 |
| TOTAL 2008 | \$1,578,173 | \$146,528 | \$326,894 | \$2,051,595 |

¹ Amend #19 08/22/08
² Amend #12 04/25/08
³ Amend #16 06/27/08
⁴ Amend #31 8/28/09

| FTA 5307 Transit Planning* Funds 2009 | Federal | State | Local | Total |
|---------------------------------------------------|--------------------|------------------|------------------|--------------------|
| METRO (Houston UZA) | \$0 | \$0 | \$0 | \$0 |
| The Woodlands UZA {The District [Brazos Transit]} | \$0 | \$65,000 | \$0 | \$65,000 |
| Fort Bend County (Houston UZA) | \$712,167 | \$0 | \$178,042 | \$890,209 |
| Harris County (Houston UZA) | \$376,000 | \$0 | \$94,000 | \$470,000 |
| Texas City/LaMarque UZA {Gulf Coast Center} | \$100,000 | \$20,600 | \$4,400 | \$125,000 |
| Lake Jackson/Angleton UZA {Gulf Coast Center} | \$150,000 | \$31,300 | \$8,700 | \$190,000 |
| Galveston UZA {Island Transit 5307} | \$352,000 | \$0 | \$88,000 | \$440,000 |
| TOTAL 2009 | \$1,690,167 | \$116,900 | \$373,142 | \$2,180,209 |

| FTA 5307 Transit Planning* Funds [2 years] | Federal | State | Local | Total |
|---------------------------------------------------|--------------------|------------------|------------------|--------------------|
| METRO (Houston UZA) | \$0 | \$0 | \$0 | \$0 |
| The Woodlands UZA {The District [Brazos Transit]} | \$0 | \$143,653 | \$0 | \$143,653 |
| Fort Bend County (Houston UZA) | \$1,040,073 | \$0 | \$260,018 | \$1,300,091 |
| Harris County (Houston UZA) | \$868,000 | \$0 | \$217,000 | \$1,085,000 |
| Texas City/LaMarque UZA {Gulf Coast Center} | \$381,120 | \$58,225 | \$37,055 | \$476,400 |
| Lake Jackson/Angleton UZA {Gulf Coast Center} | \$325,147 | \$61,550 | \$22,463 | \$409,160 |
| Galveston UZA {Island Transit 5307} | \$654,000 | \$0 | \$163,500 | \$817,500 |
| TOTAL 2008 and 2009 Combined | \$3,268,340 | \$263,428 | \$700,036 | \$4,231,804 |

~~3.2.7 Develop recommendations for the integration and funding of transit services in the region. Expertise will be sought in the areas of regional transit planning, coordination, and financing a regional transit framework, including phase II of the Fort Bend County Transit Plan implementation. (Consultant \$475K TPF) [2009] (Moved to 4.1.6)^{1, 2}~~



SUBTASK 3.3 Congestion Management Process Planning

The purpose of this subtask is to support Congestion Management Process (CMP) planning in a manner consistent with regional needs identified in the RTP. A congestion management system plan was adopted in 1997. It was amended to establish the Significant Roadway Network in December 1997, and again in May 1998, December 2004, and September 2007.

The Significant Roadway Network is defined as roadways classified as principal (or major) arterials and above in urban areas, selected major collectors and above in rural areas, as defined in the TxDOT Roadway Inventory Log (RI-2) and other roadways designated by the TPC.

In late 2007, development of a Congestion Management Process (CMP) began out of the 1997 CMS plan. A new part of the CMP Plan will be “The State of the Congestion Report” in every TIP cycle. [Note: More to be added with adoption of revised CMP document in 2008.]

¹ Amend #24 01/23/09

² Amend #3 11/16/07

The Transportation Control Measure Implementation / Compliance Report (TCMICR), which documents the tracking of committed TCMs identified in the congestion mitigation analysis (CMA) process, will be a biennial report.

PRODUCTS:

- 3.3.1** Monitor completion of different TCMs in H-GAC’s TMA, so as to schedule data collection for TDM/TSM-Effectiveness. [Ongoing]
- 3.3.2** Continue consultant assistance (\$50K TPF) to gather Before-&-After TDM/TSM Evaluation Data for implementing the TSM/TDM biennial report. [2009]
- 3.3.3** Continue with the evergreen contract to perform congestion mitigation analyses associated with TxDOT candidate added-capacity projects for the 2008-10 and 2010-2012 TIPs. (Consultant: \$160K [\$120K STP, \$40K TxDOT DDF]) [2008]
- 3.3.4** Prepare and submit the Annual TCMICRs to FHWA (4th quarter 2008). This includes a regional State of Congestion comparison with Plan implementation year.
- 3.3.5** Participate in steering committees associated with above TSM/TDM evaluation data collection contract, related seminars, and Major Corridor Analysis (MCA) public meetings sponsored by other Transportation agencies. [Ongoing]
- 3.3.6** Review all the Congestion Mitigation Analyses (CMAs) done and submitted by different agencies on regionally significant added-capacity projects on the CMP Network. [Ongoing]
- 3.3.7** Work with the Transportation Operations Task Force to establish guidelines for TCM project readiness. This includes measurement of systems operations and management benefits to achieve regional goals for congestion mitigation, system management (RCTSS-type) and ITS projects. [Ongoing in 2008, Periodic in 2009]
- 3.3.8** Implement the revised CMP by collecting speed data [see Product 2.3.10] for the “The State of Congestion Report – TIP Cycle 2008-2011” to measure the congestion levels on different facilities within the region. Consultant (\$150K TPF) [2009]
- 3.3.9** Complete the conversion/rewrite of the Congestion Management System (CMS) Plan to the Congestion Management Process (CMP) as established by SAFETEA-LU; include a periodic measure of congestion mitigation impacts on the region; public outreach efforts prior to adoption of the document; and integration with the TIP and RTP project development processes. Consultant (TTI) (\$30K TPF) [2008]¹

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SUBTASK 3.4 Regional Intelligent Transportation Systems Planning

The aim of Intelligent Transportation Systems (ITS) is to improve efficiency and safety of the transportation system in the area through deployment of advanced technologies and

¹ Amend #4 11/16/07

systems management techniques. ITS technologies offer benefits ranging from improved safety on the existing transportation infrastructure to enhanced travel information to users of the transportation facilities. ITS technologies also provide managers of the transportation systems to better utilize existing infrastructure by using information from ITS solutions.

A foundation element for deploying and integrating Intelligent Transportation Systems (ITS) is the development of an ITS Architecture and Strategic Plan. The ITS Architecture defines how major elements of a comprehensive system are interrelated while the strategic plan defines how to successfully deploy and operate the ITS infrastructure.

PRODUCTS:

- 3.4.1** Re-evaluate RTP and TIP project selection processes and criteria to ensure consistency with the adopted ITS Plan, Architecture and User’s Guide. [Ongoing]
- 3.4.2** Continue to participate in Houston TranStar/ITS related functions, such as attending ITS meetings to provide the MPO’s perspective and fulfilling TranStar Leadership Team requests. [Ongoing]
- 3.4.3** Conduct an update of the ITS Architecture and Strategic Plan [includes importing of existing Architecture into Turbo Architecture; using a systems engineering approach, and evaluating technology process. (Consultant \$90K TPF) [2008]
- 3.4.4** Facilitate on-going ITS training for public sector entities in the TMA involved in the implementation of ITS. [Ongoing – one per year]
- 3.4.5** Facilitate “best practices” approach of incorporating compliance measures into existing plans and programs, including preliminary engineering, traffic simulation modeling, and project prioritization. [Ongoing]
- 3.4.6** Integrate the ITS Deployment Analysis System (IDAS) into the process of modeling and analyzing the benefits of ITS projects on the regional network. [2008-09]
- 3.4.7** Create a traveler information system on behalf of the City of Houston for its arterial road system, providing information on traffic signal outages, traffic incidents, street/lane closures, parking, and other traveler information on detailed, interactive traffic maps (Consultant (TTI) \$52K TPF) [2009].¹



¹ Amend #27 2/27/09

| TASK 3: Short-Range Planning 2008-2009 Funding Table | | | | | |
|-------------------------------------------------------------|--------------------|-----------------------|-------------------------------------------|------------------|--------------------|
| Subtask | 3.1 | 3.2 | 3.3 | 3.4 | |
| Responsible Agency | H-GAC - MPO | Multi - Agency | MPO/TxDOT | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$1,245,000 | \$445,000 | \$490,000 | \$337,000 | \$2,517,000 |
| FTA 5307¹ Planning | \$0 | \$4,231,804 | \$0 | \$0 | \$4,231,804 |
| <i>METRO</i> | \$0 | \$0 | \$0 | \$0 | \$0 |
| <i>The Woodlands</i> | \$0 | \$143,653 | \$0 | \$0 | \$143,653 |
| <i>Fort Bend Co.</i> | \$0 | \$1,300,091 | \$0 | \$0 | \$1,300,091 |
| <i>Harris County</i> | \$0 | \$1,085,000 | \$0 | \$0 | \$1,085,000 |
| <i>Texas City</i> | \$0 | \$476,400 | \$0 | \$0 | \$476,400 |
| <i>Lake Jackson</i> | \$0 | \$409,160 | \$0 | \$0 | \$409,160 |
| <i>City of Galveston</i> | \$0 | \$817,500 | \$0 | \$0 | \$817,500 |
| FTA 5316/5317 Planning | \$0 | \$0 | \$0 | \$0 | \$0 |
| FTA 5304 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| STP | \$0 | \$0 | \$120,000 | \$0 | \$120,000 |
| TxDOT DDF² | \$0 | \$0 | \$40,000 | \$0 | \$40,000 |
| LOCAL | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$1,245,000 | \$4,796,804 | \$650,000 | \$337,000 | \$7,028,804 |
| TxDOT Toll Credits (state-wide match) | | | | | \$240,629 |
| 2007 Task 3 TPF Carryover Estimate | | | | | \$950,000 |
| ¹ Includes State & Local Match | | | ² District Discretionary Funds | | |

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TASK IV LONG-RANGE PLANNING

The 2035 Regional Transportation Plan (RTP) was scheduled for approval in August 2007. Subsequent to that approval efforts began to develop the 2040 RTP with a series of sub-regional planning and visioning workshops. Key focus areas for the 2040 RTP include exploring transportation and land use scenarios to provide a better understanding of the tradeoffs between various land use arrangements and the transportation system. In addition, more consideration of the growth in regional freight activity, goods movements, and the related infrastructure needed to improve multi-modal mobility in the region will be prioritized.

Federal and state mandates require that: 1) the RTP conform to air quality mandates; 2) the RTP be financially constrained; 3) the eight Planning Factors identified in the SAFETEA-LU be considered in the RTP's development; and 4) public participation be actively sought in designing the RTP for the region's future transportation system.

This task also includes ongoing initiatives regarding transportation-related air quality planning and emissions inventories and the Area Emission Reduction Credit Organization (AERCO). A secondary objective of the program is to improve the region's air quality by complying with state and federal requirements contained in the State Implementation Plan (SIP) and Clean Air Act (CAA).

The subtask for regional bicycle and pedestrian planning was added during FY 2003. Its purpose is to focus resources on developing and implementing a full range of plans, processes, promotion, education, and outreach for the region's bicycle and pedestrian traffic safety.

OBJECTIVES:

- Develop sub-regional plans and visioning processes; continued emphasis on analyses of alternative land use and transportation system development scenarios, safety and security related projects, goods movement, and regional public transportation needs.
- To incorporate projects and/or strategies resulting from Major Corridor Studies and Alternative Analyses (See Subtask 5.2).
- To comply with the Clean Air Act as outlined in the State Implementation Plan (SIP), its development and revisions, and to provide implementation assistance for local governments.
- To prepare the planning, tracking, documentation and reporting of implementation projects as related to Transportation Control Measures (TCMs) and Voluntary Mobile Emission Reduction Program (VMEP).
- To provide local governments with information regarding the strategies, alternatives, implications, and consequences of SIP measures.
- To develop and/or update Mobile Emission Inventories and participate in the establishment of emissions budgets for ozone precursors emitted by the region's transportation system.

EXPECTED PRODUCTS:

- Draft 2040 Regional Transportation Plan (RTP), with a proactive public involvement process, an enhanced public information campaign, performance-based evaluation criteria, and safety and security related projects.
- Draft conformity determination documentation.
- Ongoing Metropolitan Planning Organization (MPO) support in State Implementation Plan (SIP) development, coordination, and implementation efforts.
- Draft documents reporting the progress and fulfillment of VMEPs and TCMs.
- Support of clean air compliance for local governments.
- Facilitate the Area Emission Reduction Credit Organization initiatives and reporting.
- Draft documentation of efforts to meet the mobile vehicle emission budget.
- Support for the implementation of Pedestrian and Bicycle planning initiatives.
- Analyses of project implementation and prioritization, capacity enhancements, environmental status, environmental justice, performance measures, scenario planning, costs, description of work, etc.
- Update of the Transportation Metropolitan Mobility Plan [TMMP].

PREVIOUS WORK

- The Envision Houston Region process for the 2035 RTP began through collaborative efforts with regional non-profits, municipal jurisdictions, and economic development groups. In addition to this group, H-GAC hired Calthorpe/Fregonese to lead the group in the visioning process. The public outreach/input portion of the project included three phases of public involvement. It started with five interactive public workshops throughout the region in the fall/winter of 2005. Data was collected from these interactive workshops and analyzed using a variety of criteria.
- In the spring of 2006 public discussion continued with four additional regional forums presenting the preliminary results of the visioning outreach. The workshops and forums secured a short list of community values that are being transformed into goals and objectives for the long range transportation plan.
- In the summer of 2006, a planning charette was coordinated involving representatives of stakeholder agencies and local development organizations, who assisted with additional refinements of the transportation and land-use development scenario that will be used for analyses in the subsequent 2040 RTP.
- Staff provided technical support to several major corridor feasibility studies, including participation on project steering committees and review and comment in the TRACS review system for transit grant applications (elderly and disabled) and for DEIS and FEIS documents for TxDOT and METRO.
- An update to the Texas Metropolitan Mobility Plan (TMMP) for 2006 was completed that included new calculations of the Texas Congestion Index and related measurements.

- Efforts are underway to complete a 2035 financial plan, including a refined forecasting model and updated database of historical and expected revenues and expenditures by local entities. This work provides the foundation for conducting the 2035 RTP financially constrained analysis.
- Established the Air Quality Leadership Task Force Committee to inform local state officials about the SIP development.
- Supported and conducted outreach for development of Air Quality State Implementation Plan Mobile Control Measures provided throughout this past year by staff and Environ staff during numerous stakeholder meetings, meetings with elected officials and community leaders and posted public meetings and workshops. Final short list of mobile control measures with comments was submitted to TCEQ for consideration in SIP development.
- AERCO has been re-certified for the next 12 years.
- Distributed \$200,000.00 to school districts for clean school bus projects.
- Assisted many local governments with the development and review of TxDOT STEP projects, RTP and TIP projects
- Completed bicycle/pedestrian study of City of Galveston, obtain commitment to project development.
- Selected the City of Sugar Land for a bicycle/pedestrian study.
- Acquired project and plan updates from counties and cities for updates to the Regional Bikeway Plan
- Baseline mapping is largely complete in the Regional Bike Plan. Interface development has been postponed to allow for an additional Special Districts study to be completed in this program year.
- Staff attended FHWA course Title VI/Non-Discrimination in Federal Aid Programs, May 2006, Houston, Texas.
- An Environmental Advisory Group was formed in 2006 with representatives from local offices of federal, state and nonprofit environmental resource agencies. Collectively, those representatives provided guidance for further consideration in the 2035 RTP in reference to regionally significant environmentally sensitive areas. The GIS-ST software tool has been implemented and is being used to identify other areas with potentially adverse environmental impacts associated with the footprint of the transportation system in the 2035 RTP.
- The 2025 RTP Project Evaluation process has been reviewed and recommendations for improvements are being implemented in the 2035 RTP. The improvements address Environmental Justice related measures for transit accessibility and a geographical equity analysis. The next phases of public outreach for the 2035 RTP, during the spring and summer of 2007, will include more strategies to reach traditionally under-represented groups through bi-lingual communications and targeted outreach in the EJ communities that were identified in the 2025 RTP. Representatives from those EJ communities also participated in recent transit planning and coordination meetings, surveys, and focus groups as part of the regional transit coordination project described in sub-task 3.2.

- Completed study of City of Galveston Special District Study for bicycle and pedestrian facilities - obtaining commitment for project development.

SUBTASK 4.1 Regional Transp. Plan (RTP) Development/Maintenance

Development of the 2040 RTP will begin in late FY 2007 and may continue through 2010. Current metropolitan planning guidelines under SAFETEA-LU would require an updated plan in 2011. The development of the 2040 RTP will include a series of sub-regional planning and visioning workshops, similar to the regional scenario planning workshops that were the basis for the 2035 RTP. It is anticipated that those sub-regional workshops will provide clearer long range transportation planning guidelines to address local transportation related needs. Some of the key components of the 2035 RTP will be refined and expanded in the 2040 RTP including but not limited to the following:

- Freight rail and goods movement,
- Regional commuter rail connectivity, and the development of a seamless, coordinated public transportation system,
- The implementation of Smart Streets, and other strategic corridor and capacity improvements,
- Toll roads and congestion pricing mechanisms to finance transportation system improvements, and
- Financial planning methods and tools.

PRODUCTS:

- 4.1.1** Development work for the 2040 RTP, in FY 2008-09, will include sub-regional workshops that are anticipated to provide localized envisioning for alternate growth scenarios.
- 4.1.2** Regional and sub-regional environmental and socioeconomic analyses, including **Title VI & Environmental Justice** accessibility analyses of the 2035 RTP, will continue through FY 2008. These efforts will include development of a public outreach process designed to encourage two-way dialogue with EJ communities. The performance measures will be refined relative to **Title VI** and transit considerations as they are applied to the enhanced RTP Project Evaluation process.
- 4.1.3** Financial Plan revisions and enhancements to the financial plan model will occur in parallel with changes to the Forecasting Model and database. These efforts include review, verification, and revision of the project-level cost estimates, inclusion of new data as it becomes available, enhanced financial goals and objectives, and a re-evaluation of the project prioritization methodology that was used for the 2035 RTP project evaluation. [Postponed to 2010]¹
- 4.1.4** Continuation of technical assistance and TRACS reviews, for various corridor planning

¹ Amend #24-01/23/09

studies that are led by other transportation stakeholder agencies.

- 4.1.5** Provide consultant assistance to H-GAC on various analyses and/or implementation strategies linking Plan goals and objectives with expected outcomes. The analyses would include, but are not limited to: the prioritization process, project data base, capacity enhancement, performance measures, environmental justice, and scenario planning (Consultant(s) 200K TPF). [2008 – 2009]¹
- 4.1.6** Develop recommendations for the integration and funding of transit services in the region. Expertise will be sought in the areas of regional transit planning, coordination, and financing a regional transit framework, including phase II of the Fort Bend County Transit Plan implementation. (Consultant - \$400K TPF-2009, \$475K TPF-2010)¹
- 4.1.7** Conduct a public outreach audit to identify and develop improved communications strategies for the general public, stakeholders and public officials. [2009]²



SUBTASK 4.2 Air Quality Planning / A. E. R. C. O.

Air Quality Planning supports all regional efforts to comply with federal air quality standards, while seeking to preserve the region’s transportation needs and economic vitality. H-GAC works closely with federal, state, and local officials, planning and regulatory agencies, and area stakeholders to develop mobile emission budgets and reduction strategies to demonstrate attainment, model transportation conformity, and monitor and track TCMs and VMEPs. H-GAC provides support and guidance for regional congestion mitigation and air quality implementation programs, as well as technical assistance and coordination to regional stakeholders for compliance with SIP and federal Clean Air requirements.

The Area Emission Reduction Credit Organization (AERCO) is a 501(c) (3) that provides a legal framework to promote air quality improvement and economic growth in the nonattainment area. AERCO provides local options for meeting required demonstrations of reasonable progress in reducing precursor emissions. AERCO initiatives also provide a mechanism for pooling emission credits to meet federal offset requirements and making credits available for economic development.

PRODUCTS:

- 4.2.1** Develop, coordinate, and participate in response to state and federal air quality plans and new regulations affecting the region. Examine legal and sanction ramifications regarding different standards for the region. Analyze SIP development, changes to conformity requirements, and air quality implications of the federal transportation funding bill reauthorization. [2008-09]
- 4.2.2** Provide coordination, participation, and expertise to local and statewide air quality planning committees. Participate in state and local efforts to evaluate and improve data

¹ Amend #24 01/23/09

² Amend #29 05/29/09

- in inventories to support rulemaking. Calculate on-road emission inventories for Reasonable-Further-Progress SIPs for multiple milestone years. [2008-09]³
- 4.2.3** Support the Regional Air Quality Planning Committee (RAQPC), researching air quality issues and making recommendations to the H-GAC Board of Directors. [2008-09]
- 4.2.4** Analyze emissions benefits for VMEPs and TCMs and seek additional commitments from implementing agencies. [2008-09]
- 4.2.5** Coordinate with TCEQ to analyze precursor emissions and their effects on TCMs, VMEP and mobile emission reduction strategies. Provide input and assistance to TCEQ in analyzing and modeling control strategies for attainment demonstration SIP development. [2008-09]
- 4.2.6** Revise, print, and distribute the *Air Quality Initiatives Reference Guide for the Houston-Galveston Area Council*. Provide public relations and/or sponsorship support for air quality technical workshops. [2008-2009]³
- 4.2.7** Provide consultant assistance to H-GAC for analysis and implementation strategies to meet the 8-hour ozone standards for the region, mobile vehicle emission budget and enhance off-road mobile inventory and control strategies. (TCEQ \$120K [Consultant 25K], SPAG09 \$75K [Consultant 10K]) [2008-2009]^{4,3,5}
- 4.2.8** {Left blank intentionally}³
- 4.2.9** Provide assistance to document data and methodologies used in SIP emissions inventory work and additional estimates. Collect and analyze truck drayage data for inclusion in MOBILE6 next generation model, MOVES, in collaboration with TCEQ, TxDOT, Port of Houston, and EPA. (TCEQ pass-thru to EPA \$360,000) [2008-09]³
- 4.2.10** Develop documentation acceptable to TCEQ/EPA, quantifying mobile emissions reductions for VMEP requirement of Attainment SIP. (Consultant - \$100K TPF) [2008]
- 4.2.12** Provide support for the AERCO Board of Directors and the corporation. Support AERCO's mission to purchase and sell emission reduction credits, while facilitating regional economic development and improving air quality. Provide support for the Clean School Bus Program [2008-09]
- 4.2.13** Develop, print, and distribute AERCO's Annual Report, promotional materials, and report quarterly updates of activities and initiatives, as needed. [2008-09]
- 4.2.14** Study the impact of GTL fuel greater Houston area emissions in collaboration with the University of Houston. (Shell Global Solutions \$50K [UH Consultant \$25K]) [2009]^{5,4,3}
- 4.2.15** Develop on-road air toxics emissions inventories for consultants/TxDOT for analysis of road construction following the NEPA process. [2008-09]

³ Amend #25 01/23/09

⁴ Amend #13 04/25/08

⁵ Amend #20 04/25/08

- 4.2.16** Produce conformity calculations to the current SIP for the RTP and TIP in accordance to SAFETEA-LU regulations, as needed. [2008-09]

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SUBTASK 4.3 Bicycle/Pedestrian System Planning (H-GAC C&E Dept.)

The Transportation Policy Council (TPC) adopted pedestrian and bicycle policy goals, and recommended action steps in FY 2002. This subtask seeks to provide support for the continued implementation of the Transportation Policy Council's adopted pedestrian and bicycle policy goals, and recommended actions.

PRODUCTS:

- 4.3.1** H-GAC staff will provide technical assistance to local governments and other transportation agencies to identify bicycle and pedestrian issues, opportunities, needs and barriers, and provide assistance in project planning and design. [As requested]
- 4.3.2** H-GAC staff will review documentation of pedestrian and bicycle accommodations submitted by project sponsors. Staff will provide assistance or comments, as appropriate, and work with the sponsors and TxDOT to try to move TIP and RTP bikeways and special district studies forward. [2008-09]
- 4.3.3** H-GAC staff will continue to solicit additional "districts" projects from communities within the TMA. H-GAC staff will provide project management for consultants to prepare the special district projects for bicycle and pedestrian facilities to be targeted for comprehensive bicycle and/or pedestrian system enhancements. The projects identified will be suitable for consideration as future TIP projects. Projects will be solicited depending on level of sponsor interest and support. H-GAC staff will work with consultants to incorporate updated pedestrian-bicyclist crash data and the GIS bikeways database (Consultant: \$136K TPF, \$100K Local) [2008-2009]⁶
- 4.3.4** H-GAC staff will maintain an up to date regional bicycle system plan that identifies existing and planned bicyclist facilities, system gaps, and future facility needs. The plan will include GIS mapping of local bicycle plans within the TMA, using standardized nomenclature and line coding. H-GAC staff will develop a process to standardize GIS and other input from local governments that will produce easy to read maps and lead to regular updates of the plan. [2008]
- 4.3.5** H-GAC staff will conduct topical training workshops for local government public works' directors, traffic engineers and others responsible for pedestrian and bicyclist activities in several topical areas: "best practices" for local pedestrian and bicycle planning; design and maintenance for pedestrian and bicyclist facilities; developing off-road trails and paths, and how to provide safe access to these facilities via the roadway system; project management and cost estimation; and pedestrian bicyclist safety. [2009]

⁶ Amend #13 04/25/08

- 4.3.6** H-GAC staff will develop a program to identify spot improvements and strategic linkages for accessing hike and bike trails (e.g. how to get to a trail) [2008]
- 4.3.7** H-GAC staff will develop and conduct a pedestrian-bicyclist public outreach program and coordinate efforts with Commute Solutions program. [2009]
- 4.3.8** H-GAC staff will work to develop a bicycle commuter program, with a GIS-based mapping program to identify appropriate bike routes within the TMA. [2008-2009]
- 4.3.9** H-GAC staff will work with communities in the TMA to assess use of completed pedestrian/bicyclist facilities as input to modeling efforts to attain improved air quality benefits of the facilities. (Consultant \$20,000 TPF) [2008]



| TASK 4: Long-Range Planning 2008-2009 Funding Table | | | | | | |
|-------------------------------------------------------------------------------------|---------------------------|--------------------|-------------------------|-------------------------|------------------|--------------------------|
| Subtask | Responsible Agency | TPF | TCEQ³ | SPAG² | LOCAL | TOTAL¹ |
| 4.1 | H-GAC-MPO | \$2,935,000 | \$0 | \$0 | \$0 | \$2,935,000 |
| 4.2 | H-GAC-MPO | \$1,240,000 | \$480,000 | \$75,000 | \$50,000 | \$1,845,000 |
| 4.3 | H-GAC-MPO | \$500,000 | \$0 | \$0 | \$100,000 | \$600,000 |
| TOTAL | | \$4,675,000 | \$480,000 | \$75,000 | \$150,000 | \$5,380,000 |
| TxDOT Toll Credits (state-wide match) | | | | | | \$586,147 |
| 2007 Task 4 Carryover Estimate: | | | | | | \$205,000 |
| [1] One-half of these funds may not represent one year's funding | | | | | | |
| [2] SPAG=State of Texas Planning Assistance Grant | | | | | | |
| [3] \$360,000 received from TCEQ, passed through to EPA, via 3-way CRADA with H-GAC | | | | | | |
| amended 04/25/08, 01/23/09 | | | | | | |

TASK V

SPECIAL PLANNING STUDIES

The special studies of Task V include special one-time planning activities, major corridor studies / analyses, and an update to the Regional Airport Airspace System Plan (RAASP).

Subtask 5.1 documents the MPO's efforts in addressing Safety issues in the region, including studies on the region's high-crash locations.

Subtask 5.2 provides for MPO support of Major Corridor Studies (MCS) and analyses. Specifically, participation in Study Steering Committees, assistance in public information and outreach activities, and travel model forecasting are programmed. This subtask also includes the continuing studies focused on low-cost access management solutions to some of the region's more congested corridors.

Subtask 5.3 programs funds to support state and local government hurricane evacuation planning, coordination and implementation efforts.

Subtask 5.4 updates and maintains inventories of multimodal transportation facilities and services, including public transit, and to measure their use, develops and maintains an inventory of goods movement statistics to and from the region, and examines the issues of Commuter Rail in the region.

Subtask 5.5 documents three Houston area mobility studies requested by TxDOT and funded through FHWA discretionary funds earmarked by Congress.

Subtask 5.6 documents the anticipated receipt of Federal Aviation Administration (FAA) funding to update the Regional Airport Airspace System Plan for the Houston-Galveston TMA and to evaluate aviation capacity and roadway access issues.

OBJECTIVES:

- To expand our knowledge of the quantity, severity, and causes of traffic accidents in the region and look for cost effective solutions.
- To enable a more effective dialogue between the Freight stakeholder community and the public sector and to enhance the public sectors ability to respond to Intermodal issues.
- Coordinate the region's Major Corridor Studies and analyses.
- To continue to identify low-cost TSMs along the region's most congested corridors through ongoing access management studies.
- To coordinate and support state and local evacuation planning efforts.
- To examine the issue of commuter rail connectivity along selected corridors as a follow-up to ongoing regional freight study.
- Develop minimum design standards and access management standards for all roadway projects that may be candidates for federal funding assistance.
- To update the 1992 regional airport airspace system plan and examine the potential need

for an additional commercial aviation airport in the region.

EXPECTED PRODUCTS:

- Additional safety planning studies of areas with a high incidence of multiple crashes.
- Additional congested corridors will be studied to find low-cost access management strategies to reduce travel-time delay and crashes without adding capacity.
- Completion of Commuter Rail Connectivity Study
- A study to examine the economic impacts associated with improved travel times and system reliability with a focus on the increasing economic importance of just-in-time inventory practices.
- A study refining methodologies and estimates of the cost of delay and benefits of improved system reliability for personal/individual travel.
- Develop implementation strategies for the Regional Safety Council recommendations on a number of regional safety-related issues.
- Development of minimum design standards and access management standards for roadway projects that are candidates for federal funding assistance.
- Develop a new 2008-2040 Regional Airport Airspace System Plan

PREVIOUS WORK

- The City of Sugar Land safety study was successfully completed in Spring 2006. Many of the study recommendations were implemented in response to the study findings.
- A Regional Safety Council (RSC) was established in February 2006 to run for a period of four years. The RSC is a multi-disciplinary advisory group made up of specialists in safety from transportation, law enforcement, emergency medical service, trucking, insurance, shipping, legal, safety advocacy, and safety research organizations. It reports directly to the Transportation Policy Council. It will meet three times a year and is vested with making recommendations to improve safety in our region.
- The RSC created four sub-committees to focus on specific safety issues: 1) Reducing DUI/DWI Crashes; 2) Reducing Aggressive Driving; 3) Improving Freight Safety; and 4) Improving Safety Information Systems. The first-year recommendations of the four committees will be presented to the RSC on October 13th. A “State of Safety in the Region” report was approved by the RSC in February 2007.
- H-GAC sponsored the first annual Regional Safety Conference in November 2006. Approximately 200 people attended. Topics covered included Safety Planning, DWI Issues, Aggressive Driving, Safety Information Systems, and Bicyclist/Pedestrian Safety. Staff is preparing for the 2nd annual conference to be held in October 2007.
- Interlocal agreements with Cities of Houston, Missouri City and Sugar Land, and Harris and Fort Bend Counties have been put in place to support the SW segment of SH6 Access Management Study. Kimley-Horn and Associates was hired to perform the study. To date, two Steering Committee meetings, made up of funding partners and TxDOT, have been held to discuss the final scope of work and the public participation plan.

- The first scoping meeting with potential funding partners for FM 2920 was held in December 2006. The project will be performed in 2007.
- Houston-Galveston Area Evacuation and Response Task Force report was completed in April 2006. The report includes recommendations for public outreach, traffic management, and evacuation of special needs populations.
- Developed a geographic representation of the TxDOT and Texas Department of Public Safety evacuation plans, including the revised evacuation contraflow plan.
- Worked with TxDOT and Houston TranStar to develop a Hurricane Evacuation Deployment System to track the deployment of law enforcement and TxDOT road workers for management of an evacuation.
- Developed a report for the Governor describing the recommendations of the regional task force in the areas of command and control, traffic management, special needs populations and public outreach.
- Staff developed a preliminary scope, performed procurement, selected the consultant, and established task force membership for the Regional Commuter Rail Connectivity Study. The selected consultant, Kimley-Horn and Associates, established a long term vision of a regional Commuter Rail system, and have begun assessing the near term Commuter Rail prospects. Staff actively participated in the development of the “Regional Commuter Rail Connectivity Study” Newsletter and the Public Involvement Plan. This project will be completed during 2008.
- Staff worked with the Texas Transportation Institute (TTI) and the Texas Medical Center (TMC) to develop a plan for a traffic surveillance center to monitor traffic in the Medical Center area. TTI has developed a Concept of Operations and is finalizing a demonstration project for the Center. TTI, the TMC, and Houston TranStar staff have been working on data and fiber-sharing arrangements to insure connectivity with Houston TranStar.
- TTI, along with Alan Pisarski and Wendell Cox, have developed an economic assessment model to determine the benefits of transportation projects. TTI also published an update report for the Governor’s Business Council.



SUBTASK 5.1 Safety Planning & Support

This subtask promotes the continued pursuit and analysis of safety issues as they relate to our long range planning efforts. These efforts range from the collection of crash data to the sponsoring of planning studies and initiatives to address high crash locations. A multi-disciplinary Regional Safety Council has been developed to bring interested and involved parties to the table to address regional safety in a holistic manner.

PRODUCTS:

- 5.1.1** Develop engineering design solutions for jurisdictions with multiple high crash locations involving vehicles, pedestrians, or bicycles in the eight county TMA. This will include

documentation of the causes for the crashes, scoping a preliminary set of countermeasures, and setting up a prioritization methodology and evaluation framework, including a safety benefit-cost analysis. These studies may include sections of roadway along selected 'safety' corridors in any jurisdiction within the eight counties. (Consultant \$230K, (\$184K STP, \$46K Local)) [2008-09]^{1, 2}

- 5.1.2** Continue to support the Regional Safety Council involving transportation, law enforcement, emergency services, medical, safety advocates, non-profit, business, and other interested organizations. Activities will also include an annual regional safety conference, which will occur in 2008 and 2009. [Ongoing]
- 5.1.3** Support the Regional Safety Council recommendations for education with public outreach programs, including marketing assistance in educating the general public about traffic safety issues such as aggressive driving, drunk driving, commercial vehicle safety, and bicycle/pedestrian safety. (Consultant \$205K- (\$55K TPF, \$120K STP, \$30K Local) [2008-2009]¹
- 5.1.4** Development of a regional crash database clearinghouse. This database will serve as a means to access records from TxDOT's Crash Record Information System (CRIS) and provide web-based analysis tools for users. Such a system could potentially be delivered to other MPOs around the state for similar use. (Consultant – \$120K (\$96K STP, \$24K Local)) [2009]¹
- 5.1.5** Conduct a study for the development of long-term truck parking to address issues such as the expansion or improvement of public rest areas, commercial truck stops, and travel plazas for safety; evaluate delivery time restrictions applications; and assess the need for peripheral holding stations for large trucks subject to delivery time restrictions or provide opportunities for drivers to obtain rest needed to comply with the Federal Motor Carrier Safety Regulations (Consultant – \$75K TPF) [2008]
- 5.1.6** Implement the safety course developed for elected and other public officials. The purpose is to teach safety planning methodology, financing, and legal issues to elected and public officials. This will consist of a pilot course, modification of the course, and an official offering of the course. Consultant (TTI) (\$15K TPF) [2008]³

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SUBTASK 5.2 Major Corridor Studies

The requirements for Major Corridor Studies (MCS), formerly called major investment studies (MIS), have changed with the implementation in 2005 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The guidelines have been streamlined to reduce the level of effort and costs associated with the MCS for

¹ Amend #14 04/25/08

² Amend #21 08/22/08

³ Amend #5 11/16/07

regionally significant projects. Also, efforts were made to coordinate development of environmental assessments as part of early phases of the corridor analyses. Corridor Analyses were initiated in FY 1999 and continue into FY 2009 and beyond for several corridors that have been prioritized for improvements. A MCS may consist of many of the following activities or tasks consistent with the level of alternative analyses and environmental assessments needed:

- Identify corridor and sub area boundaries, denoting any subdivided areas of analysis within the study area.
- Determination of current and future travel demand along the corridor through travel forecasting support for Major Corridor Studies: Development of input data; Development of travel forecasts; Review of travel forecasts; and Documentation and summary of forecasting methodology and forecasting results.
- Selection of reasonable transportation alternatives, identifying the demand associated with each of those alternatives.
- Perform estimation of the cost effectiveness of each transportation alternative, using financial analysis.
- Documentation of public comments for each alternative. Comments are received via the public involvement process.
- Identification based on technical analysis and public comments, of the preferred transportation alternative or combination of alternatives.

A combination of funding sources including CMAQ and STP funds will be used for these studies depending on whether or not a transit alternative is viable for each project. A new product, Access Management issues, has been added to this subtask

PRODUCTS:

- 5.2.1** Consultant assistance to perform modeling support and micro simulations associated with various major corridor analyses as listed in **Appendix H**. [Consultant: \$579,589; \$463,671 STP, \$115,918 TxDOT SPR] [2008-09]⁴
- 5.2.2** Complete consultant assistance in performing strategic corridor analysis along the SH 6 corridor in Fort Bend County between IH 10 W and FM 521, specifically addressing access management issues and completing preliminary engineering for low cost Transportation System Management (TSM) strategies as listed in **Appendix H**. [Consultant \$152K; \$121.6K STP, \$10.4 TxDOT SPR, \$20K local] {Contract was \$400K in 2007} [2007-2008]³
- 5.2.3** Continue consultant assistance in performing strategic corridor analysis along the FM 2920 corridor in Harris County between US 290 and Lexington Road, specifically addressing access management issues and completing preliminary engineering for low cost TSM strategies in each corridor as listed in **Appendix H**. (Consultant \$400K [\$320K STP, \$20K TxDOT SPR, \$60K local] {Contract was \$500K in 2007} [2007-2009]
- 5.2.4** Consultant assistance in scoping and implementing [Phase 2] Alternatives Analysis /

⁴ Amend #14 04/25/08

Environmental Assessment for priority corridors selected in the Regional Commuter Rail Connectivity study [*Reference Subtask 5.4.4*] for the Houston-Galveston TMA. [See Appendix H] (Consultant: \$1M, Funding TBD in TIP) [2009 or later]

- 5.2.5** **Appendix H** documents the major corridor studies funded in part by TxDOT Project Planning funds and/or FTA 5309 funds [not including capital or operating funds].
- 5.2.6** Seek consultant assistance supporting the TPC’s review and approval of the terms and conditions used in the valuation studies for selected toll corridors. This study will examine the terms and conditions of constructing, operating, and maintaining the corridors over time. The consultant will specifically examine the scope of the project, the sequencing of construction segments, or as a whole, operations, maintenance, toll rate changes over time, and other terms and conditions as deemed appropriate. (Consultant - \$150,000 TPF) [2008]⁵
- 5.2.7** H-GAC staff will conduct technical work supporting the analysis of economic, demographic, and travel growth to assist consultants selected by TxDOT and Harris County to execute the valuation studies. [2008]²
- 5.2.8** Consultant assistance in performing strategic corridor analysis along the SH 6 / FM 1960 corridor segments, not previously completed by H-GAC or TxDOT, specifically addressing access management issues and completing preliminary engineering for low cost TSM strategies in each corridor as listed in Appendix H (Consultants \$2,500K: \$2,000K STP, \$500K Local) [2009]⁶
- 5.2.9** The City of Galveston will conduct an alternative analysis/environmental assessment of the SH 3 commuter rail corridor from UTMB in Galveston to CBD area in the City of Houston, following FTA, FHWA, and NEPA guidelines and requirements. [\$796K - \$636.8K FTA 5309, \$159.2K Local]⁶

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SUBTASK 5.3 Evacuation Planning

During the 2008-2009 fiscal years, H-GAC will continue to work with the state and local governments to coordinate and facilitate the development of hurricane evacuation planning processes and procedures. As part of this effort, H-GAC will assist in the development of a regional traffic management plan to minimize bottlenecks during an evacuation event.

PRODUCTS:

- 5.3.1** Assistance to state and local governments as necessary to support hurricane evacuation planning efforts. [Ongoing]

⁵ Amend #6 11/16/07

⁶ Amend #21 08/22/08

- 5.3.2** Coordination and distribution of information regarding hurricane evacuation planning, e.g., new initiatives, best practices, mandates, etc. [Ongoing]
- 5.3.3** Acquire consultant assistance to evaluate traffic management problems identified by the **emergency-evacuation model** (see subtask 2.3.10) and develop short and long-term recommendations. (Consultant \$95,050 - \$76,040 STP, \$19,010 TxDOT SPR) [2008].
- 5.3.4** Acquire consultant assistance to develop a public outreach and education toolkit for use by local governments. The purpose of the activity is to provide local governments with templates to use for distributing key messages regarding hurricane evacuation. (Consultant \$290,300 - \$232,240 STP, \$14,515 TxDOT SPR, \$33,545 City of Houston, \$10,000 Harris County). [2008-2009]⁷
- 5.3.5** Acquire consultant assistance to complete a flood prediction demonstration project on SH 288. (Consultant \$100,000 - \$80,000 STP, \$20,000 TxDOT SPR) [2008]

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SUBTASK 5.4 Intermodal Initiatives

This subtask funds activities identified as intermodal needs during the Strategic Freight Initiative efforts of 2000-2004. One objective of this subtask is to update and maintain inventories of multimodal transportation facilities and services, including public transit, and to measure their use, update and maintain base and future year transportation networks, and to develop and maintain an inventory of goods movement statistics to and from the region.

PRODUCTS:

- 5.4.1** Staff participation in committees that may include but not limited to the Model Deployment, Southwest Passage, Southwest Border Transportation Alliance, Western States Corridor Alliance, and other intermodal activities and organizations. [Ongoing]
- 5.4.2** Staff support and training in the assessment, acquisition, and implementation of regional goods movement modeling software such as Cube Cargo. [2008-09].
- 5.4.3** Complete the Regional Commuter Rail Connectivity Study that began in 2007 in conjunction with the completion of the regional freight rail study. (Consultant \$475K: [\$380K STP, \$75K TxDOT in-kind, \$10K TxDOT SPR, and Local \$10K) [2008]⁸
- 5.4.4** Conduct a survey of intermodal facilities, truck owners, and drivers to assess the need for safety improvements in the trucking distribution system. The study/survey will identify issues such as access, utility constraints, and known environmental hazards/risks; develop educational materials to improve truck owners/drivers knowledge of safely management and safe truck driving procedures; and examine improved access at intermodal distribution centers. (Consultant – \$175K TPF) [2009]⁶

⁷ Amend #7 11/16/07

⁸ Amend #14 04/25/08

- 5.4.5** Provide planning support to the Gulf Coast Freight Rail District (GCFRD) to assist in freight rail scenario modeling. [\$100,000 TPF pass-thru per year for 2008 and 2009]⁵
- 5.4.6** Facilitate GCRD in obtaining grant-writing consultant assistance to take advantage of significant recent funding opportunities in the region regarding rail development. (Consultant: \$25K TPF pass-thru to GCRD) [2009]⁹

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SUBTASK 5.5 Houston Area Mobility Studies (Congressional Earmarks)

In 2004, H-GAC was requested by the Texas Department of Transportation (TxDOT) to conduct several Houston area mobility studies. These studies, funded with federal highway discretionary funds, addressed the following issues:

- Development of a traffic management center for the Texas Medical Center;
- Measurement of economic benefits from transportation improvements in major corridors;
- Development of a Transportation Transparency report and a publicly accessible clearinghouse for transportation data.

It was congressional intent for this research to be principally conducted by the Texas Transportation Institute based upon a mutually agreed scope of services with the assistance of two outside consulting entities. In the event that funding remained available after the completion of these studies, that funding would be used to conduct additional research in the area of mobility.

PRODUCTS

- 5.5.1.** The research will focus on two primary areas: the movement of freight and individual travel (commutes/general passenger travel). As it relates to freight, the research will examine the economic impacts associated with improved travel times and system reliability with a focus on the increasing economic importance of just-in-time inventory practices. Regarding personal/individual travel, the research will focus on further refining the methodologies and estimates of the cost of delay and benefits of improved system reliability. In both areas of research the utilization of new data sets, such as the American Community Survey, the CTPP (Census Transportation Planning Package) and other national data sources to the monitoring of demand will be evaluated. (Consultant {TTI}: \$150K FHWA Discretionary) [2008-09]¹⁰

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SUBTASK 5.6 Regional Aviation Plan (RASP) Update

The purpose of this grant application is to update the 1991 H-GAC Regional Airport Airspace System Plan (RAASP). H-GAC's first RAASP was completed in 1973, with updates in 1981, 1986, and 1991. Many changes have occurred to the airport system in the Houston-

⁹ Amend #30 5/29/09
¹⁰ Amend #14 04/25/08

Galveston region in the 16 years since the last update. The RAASP includes commercial, reliever, and regionally significant general aviation airports in the 13-county H-GAC planning region. An inventory of current airport facilities, airspace issues, and forecasts of future airport activity will be conducted with consultant assistance. An analysis of intermodal access issues for the Houston Airport System is also included in this subtask.

PRODUCTS:

- 5.6.1** Staff participation in development of the RAASP Update. Includes project management, system analysis and airport site visits. [2008-09]
- 5.6.2** Staff participation in the Aviation Task Force and GHP Airport Facilities Committee; FAA Forecast Conference, and annual TxDOT Aviation Conference. [2008-09].
- 5.6.3** Acquire consultant assistance in performing a RAASP update in two phases; phase one includes study design, data collection, and evaluation and phase two includes airport and system analysis. This project will take approximately 24 months, [2009-2010]. (Consultant: \$400K [\$380K FAA, \$20K H-GAC Local) [2009]¹¹

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| TASK 5: Special Studies - 2008-2009 UPWP | | | | | | | | |
|------------------------------------------------------------------|------------------|---------------------|------------------|--------------------|-----------------------------------------------|------------------|--------------------------|------------------|
| Subtask | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | | |
| Responsible Agency | MPO / local | Multi-Agency | Multi-Agency | Multi-Agency | MPO / FHWA | MPO / FAA | TOTAL¹ | |
| TPF: 2008-09 | \$430,000 | \$840,000 | \$275,000 | \$695,000 | \$0 | \$0 | \$2,240,000 | |
| FTA 5309 | \$0 | \$1,136,200 | \$0 | \$0 | \$0 | \$0 | \$1,136,200 | |
| STP | \$400,000 | \$2,905,271 | \$388,280 | \$380,000 | \$0 | \$0 | \$4,073,551 | |
| FHWA Discr. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$150,000 | |
| FAA | \$0 | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$480,000 | |
| TxDOT PPF | \$0 | \$8,943,600 | \$0 | \$0 | \$0 | \$0 | \$8,943,600 | |
| TxDOT SPR | \$0 | \$146,318 | \$53,525 | \$10,000 | \$0 | \$0 | \$209,843 | |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$0 | \$75,000 | |
| LOCAL | \$100,000 | \$739,200 | \$43,545 | \$10,000 | \$0 | \$20,000 | \$912,745 | |
| TOTAL | \$930,000 | \$14,710,589 | \$760,350 | \$1,170,000 | \$150,000 | \$500,000 | \$18,220,939 | |
| TxDOT Toll Credits (state-wide match) | | | | | | | | \$216,565 |
| 2007 Task 5 TPF Carryover Estimate | | | | | | | | \$815,000 |
| [1] One-half of these funds may not represent one year's funding | | | | | Amended 11/16/07, 04/25/08, 01/23/09, 5/29/09 | | | |

¹¹ {Amend #26 01/23/09}

Table 6 Funding Summary

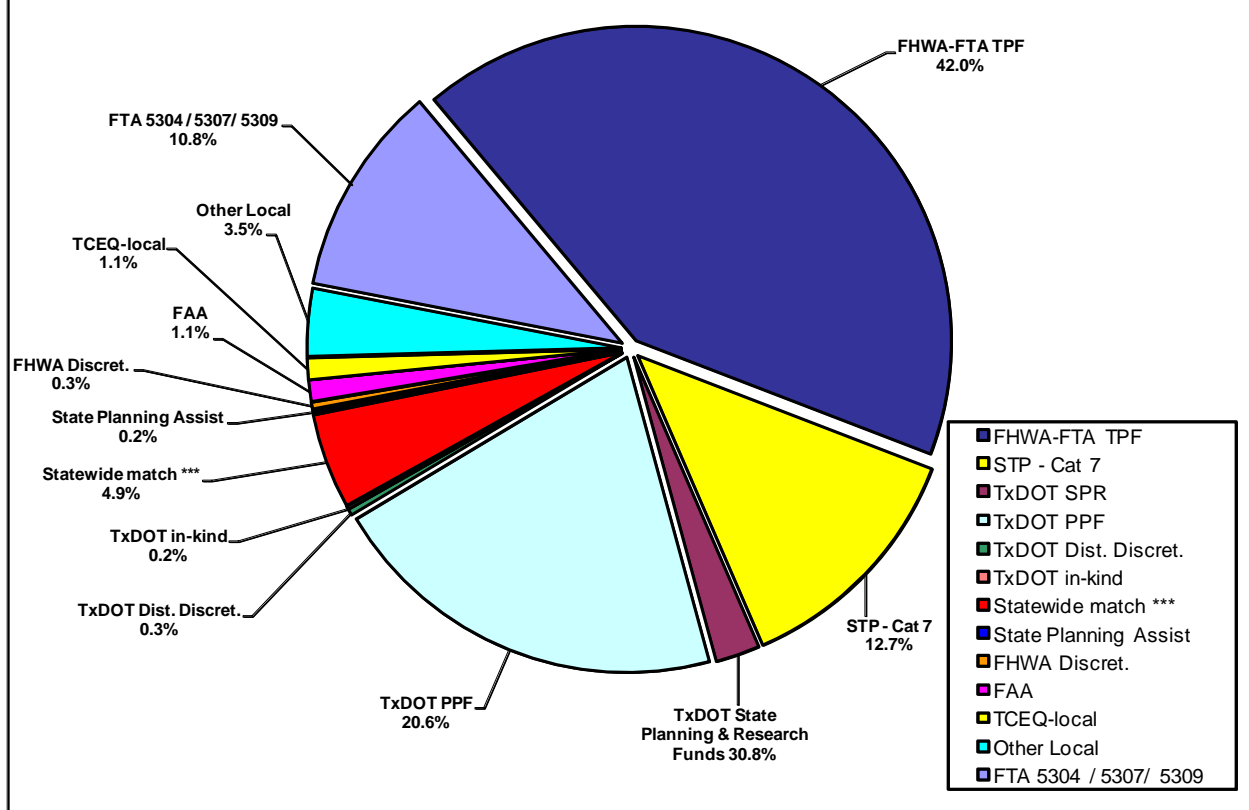
| Funding Source | Task 1 Admin. / Mgmt. | Task 2 Data Development & Maintenance | Task 3 Short Range Planning | Task 4 Long-Range Planning | Task 5 Special Studies | TOTAL |
|-----------------------|--------------------------|---------------------------------------------|-----------------------------------|----------------------------------|---------------------------|---------------------|
| | FTA 44.21 | FTA 44.22 | FTA 44.24, 44.25 | FTA 44.23 | FTA 44.26, 44.27 | |
| FHWA-FTA TPF | \$4,865,000 | \$3,880,000 | \$2,517,000 | \$4,675,000 | \$2,240,000 | \$18,177,000 |
| STP - Cat 7 | \$1,194,400 | \$100,000 | \$120,000 | \$0 | \$4,073,551 | \$5,487,951 |
| TxDOT SPR | \$0 | \$775,000 | \$0 | \$0 | \$209,843 | \$984,843 |
| TxDOT PPF | \$0 | \$0 | \$0 | \$0 | \$8,943,600 | \$8,943,600 |
| TxDOT Dist. Discret. | \$0 | \$105,000 | \$40,000 | \$0 | \$0 | \$145,000 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| Statewide match *** | \$595,402 | \$481,257 | \$240,629 | \$586,147 | \$216,565 | \$2,120,000 |
| State Planning Assist | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$75,000 |
| FHWA Discret. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$480,000 |
| TCEQ-local | \$0 | \$0 | \$0 | \$480,000 | \$0 | \$480,000 |
| Other Local | \$306,274 | \$140,000 | \$0 | \$150,000 | \$912,745 | \$1,509,019 |
| FTA 5304 / 5307/ 5309 | \$0 | \$0 | \$3,561,206 | \$0 | \$1,136,200 | \$4,697,406 |
| TOTAL | \$6,961,076 | \$5,481,257 | \$6,478,835 | \$5,966,147 | \$18,437,504 | \$43,324,819 |

TRANSPORTATION PLANNING FUNDS (TPF) ONLY

| | | |
|--------------------------------------------------------|-------------|---------------------|
| Federal Highway Admin. (FHWA PL-112) funding estimate: | | \$15,015,316 * |
| <i>*includes pre-FY2008 FHWA carryover of:</i> | \$3,254,534 | |
| Federal Transit Admin. (FTA Section 5303 [Sec. 8]) | | \$3,911,312 ** |
| <i>**Includes 2008 FTA 5303 cash match of:</i> | \$421,085 | |
| TOTAL TPF AVAILABLE | | \$18,926,628 |
| TOTAL TPF PROGRAMED | | \$18,177,000 |
| UNDER (OVER) PROGRAMMED | | \$749,628 |

***Identifies TxDOT's state-wide match estimate for the H-GAC MPO using toll credits to provide 20% match for FHWA (PL-112) funds. Applied statewide, the two funding categories may not be 80/20 for any single MPO.

CHART 1 - FUNDING SUMMARY



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STATE & LOCALLY FUNDED PLANNING ACTIVITIES SUPPLEMENT

TRANSIT AGENCIES

BRAZOS TRANSIT (THE DISTRICT)

- **Grant Planning** - This task supports The District planning activities related to grant development and management. (\$100,000 total, \$80,000 Sec. 5307)

COLORADO VALLEY TRANSIT

- Develop JARC projects for service area [2008]
- Develop New Freedom project for service area [2008]

THE GULF COAST CENTER / CONNECT TRANSIT

The Gulf Coast Center/Connect Transit has embarked on a multifaceted regional program to address several significant transit gaps in the areas and broaden its services to provide a wider range of transit services for the residents of Galveston and Brazoria County. Among the key aspects of this effort are:

- Use more effectively federal and state formula funding under the Section 5307 program for the two small urbanized areas it currently provides demand response service only. Planning efforts are underway to develop fixed route/flexible route service in Lake Jackson/Angleton and Texas City/La Marque.
- Address significant needs for express bus service in Pearland and League City by working to develop Park and Ride Services.

The Gulf Coast Center entered into a contract for Professional General Planning Contract services with A&R Consulting Solutions in September 2006. Among the planning initiatives anticipated in FY 2008 -2009 are the following:

Lake Jackson Urbanized Area

- Completion of the Southern Brazoria Transit Service Plan. Prior year's funding allocations will be used. The transit feasibility study was completed in FY 2007.
- Implementation of fixed route transit service within and between Freeport, Clute, Angleton, and Lake Jackson (estimated cost \$800,000 operating per year).

Texas City Urbanized Area

- Completion of the Texas City/La Marque Transit Plan. Prior year's funding allocations will be used. A feasibility study and transit service plan will be conducted concurrently.
- Implementation of fixed route transit service within and between Texas City and La Marque (estimated cost \$1,000,000 operating per year).

Park and Ride Services

- Implementation of a pilot park & ride project between League City and UTMB in Galveston.
- Development of a Park and Ride facility in Pearland.

ISLAND TRANSIT

- **Continuation of General Transit Planning** - This task supports City of Galveston/ Island Transit planning activities related to grant development and management, financial management, and transit operations. (\$220,000 total, \$176,000 Sec. 5307)

FORT BEND COUNTY TRANSIT

While the Fort Bend County Transportation Department does not anticipate any fully 'locally-funded' transportation planning activities during 2008-2009 the following activities represent planning activities for 2008-2009 that may involve some 'local' funds.

- Carrying out Phase II of the Fort Bend County Transportation Feasibility Study. [2008]
- FBC is proposing to complete a Fixed Guideway Feasibility Analysis to determine the fixed Guideway needs for freight and the public transportation system both within Fort Bend County and between the County and the Houston Metropolitan area.
- General planning activities related to programming projects in H-GAC's TIP and RTP [2008-2009]
- FBC will initiate and complete efforts to include Transit Oriented Development projects and public/private partnerships as viable options and projects within the County as opportunities arise. [2008-2009]

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY

ADMINISTRATION AND MANAGEMENT ACTIVITIES

Houston is fortunate to already have a very high level of interagency cooperation and an effective interagency transportation planning structure in place. METRO is an active participant in this cooperative effort to plan a transportation system that meets everyone's needs. METRO participates on the region's Transportation Policy Council, the Technical Advisory Committee, and the many interagency subcommittees and task forces that spin off from these bodies.

The Transportation Equity Act for the 21st Century (TEA-21), the signing of the Clean Air Act Amendments of 1990 (CAAA) into law, and issuance/revisions of federal regulations related to planning and air quality conformity have placed a much greater emphasis on cooperative planning efforts. METRO works closely with H-GAC, as the local Metropolitan Planning Organization, to implement federally required planning procedures. METRO will also continue to work closely with H-GAC and other area transportation providers to develop and implement policies/programs to respond to air quality conformity mandates.

DATA DEVELOPMENT AND MAINTENANCE ACTIVITIES

METRO routinely collects and monitors a wide range of performance data to ensure that the METRO system is achieving goals set by the Board. Transit facility and route level data are

collected and monitored to provide input for facility and route modifications to better serve the public and operate more efficiently. METRO anticipates that data collection efforts on METROrail and METROBus will continue during FY 2008-2009, and we will continue to collect HOV lane operational data on a quarterly basis.

The work program will include ongoing monitoring of data and model performance and continued coordination with H-GAC modeling staff. To improve data communication, consistency, and data sharing, METRO will continue the data interface tasks between METRO and H-GAC. Update and refinement of the HOV/HOT assignment procedures will be considered.

SHORT-RANGE PLANNING ACTIVITIES

METRO's Operations Planning Division annually updates the Transit Services Program. All existing and proposed routes are evaluated and ranked in terms of cost and projected ridership. Routes are periodically updated to identify potential productivity enhancements and opportunities to better serve METRO customers. Staff will also conduct research on under-performing routes to determine if changes would improve ridership.

METRO will continue to monitor all existing transit facilities to determine their efficiency and to identify warranted modifications. Site selection, environmental analysis, traffic studies, and other planning activities will be done on appropriate METRO facilities.

METRO will also conduct the following short-range planning activities within the FY 2008-2009 years:

1. **“Project Grid”** - METRO's fixed-route bus system was originally designed around trolley tracks that served the central city. Despite Houston's emergence as a polycentric city with multiple activity centers and multiple residential communities, the fixed-route bus system remains focused on and centered on the central business district and the neighborhoods that were prominent decades ago when the fixed-route system was designed. Project Grid has as its goal a complete re-design of the existing fixed-route system starting from the ground up. “Project Grid” team members will begin with a clean slate and no preconceptions regarding where service should go. Relying on outstanding technical skills and unprecedented research and demographic information, the “Project Grid” team will re-create a fixed-route bus system for Houston that will serve the current and future needs rather than continuing to operate to meet past needs.
2. **Signature Service** - Signature Express Bus service is defined in the METRO Solutions Phase 2 Implementation Plan as an unique bus service, identifiable by distinctive branding and as a more attractive transit mode than traditional bus service. Signature Express Bus service is a high speed, limited stop service providing improved travel time for customers in heavily utilized corridors. The corridors under consideration in METROSolutions are:
 - Bellaire/Holcombe;
 - TMC/Palm Center;
 - Acres Homes/Tidwell;
 - Gessner; and
 - South Rice/Chimney Rock

METRO plans to implement the Bellaire signature express service as its demonstration route due to the high concentration of customer boardings at seven (7) bus stops and two (2) transit centers over a relatively short distance. Operating every 15 minutes during the AM and PM peak hour time periods, the service would provide additional ridership capacity within this highly utilized corridor. The Bellaire Signature Bus service is expected to be in place in July 2007. Additionally, METRO plans to implement a proposed Southeast Corridor to TMC Transit Center Signature Bus Service as well as one other Signature Bus Service prior to the end of Fiscal Year 2007.

3. **HOT Lanes** - In the face of growing urban congestion, the range of strategies to maintain and improve highway service is also increasing. The traditional approach has been the addition of general-purpose lanes. However, because of the high cost and impacts of creating new capacity, increasing attention is also being given to strategies that make the maximum use of existing highway capacity. One of the most recent management concepts – High Occupancy Toll (HOT) lanes – combined HOV and pricing strategies by allowing single occupancy vehicles to gain access to HOV lanes by paying a toll. The lanes are “managed” through pricing to maintain free flow conditions even during the height of rush hours. The appeal of this concept is tri-fold.
- It expands mobility options in congested urban areas by providing an opportunity for reliable travel times to users prepared to pay a significant premium for this service;
 - It generates a new source of revenue which can be used to pay for transportation improvements, including enhanced transit service; and
 - It improves the efficiency of HOV facilities. (“A Guide for HOT Lane Development,” U. S. Department of Transportation, Federal Highway Administration, page 2)

STATE & LOCALLY FUNDED PLANNING ACTIVITIES

METRO has been continuously cooperating with other transportation agencies to plan, develop, and implement the Regional Computerized Traffic Signal System (RCTSS), Intelligent Transportation System (ITS) improvements, the Surveillance, Communication, and Control System (SC&C), and other systems. This has allowed METRO to be a contributing partner to Houston’s traffic management efforts. Work on these programs will continue in FY2008-09. METRO's will continue to focus on providing patrons with disabilities with 100% accessibility on all bus and METRORail services. The Authority will also continue to improve the passenger amenity program, which will provide shelters in appropriate locations throughout the METRO service area. Approximately 1,933 of these shelters are currently in place. Benches, information kiosks, and boarding pads are also included in the amenity program planning efforts.

The METRO staff will be devoting the majority of its data collection efforts to the fixed-route system. Staff will continue to update and refine the network and the demographic data. To further the modeling practices, staff will continue to attend workshops and applicable training sessions. METRO staff participated in development of the 2008-2011 Transportation Improvement Program (TIP), in addition to proposing projects such as new METRO facilities.

LONG-RANGE PLANNING ACTIVITIES

METRO is a key partner in the development of the region's Regional Transportation Plan (RTP). Because air quality conformity is a critical issue in the Houston region, careful consideration will be given to the role that transit can play in helping Houston meet its air quality goals. METRO, as the major transit provider in the region, is involved with the long-range transportation planning process and strategies to identify transportation system priorities/deficiencies and address those needs in a fiscally constrained manner.

In FY 2004 METRO adopted a system plan (METRO Solutions Transit System Plan), which identifies the agency's overall transit system program through 2025 and identifies corridors for potential development of light rail transit. METRO will be refining that system plan through FY 2009. Consistent with its long-standing planning strategy, METRO continues to embrace and practice:

- The accessibility and mobility choices our patrons require,
- Sensitivity to the environment and quality of life, and
- Integration/system connectivity.

SPECIAL STUDIES

Feasibility Studies - METRO will be undertaking or participating in feasibility studies for commuter rail in various corridors around the region. METRO will coordinate with regional transportation agencies in examining the feasibility of commuter rail in various corridors in FY 2007-2009. These studies may lead to further planning studies and/or interagency agreements for the design, construction, and operation of commuter rail.

Corridor Planning Studies - During FY2006 METRO conducted several Planning Studies. These studies include project development work in corridors that were identified in METRO Solutions as follows:

- Preliminary Engineering/Environmental Studies
- North (Completed January 2007)
- Southeast (Completed February 2007)
- University Corridor
- East End
- Uptown

A North Intermodal Facility did undergo concept definition and project development. An Environmental Assessment was also done in 2006. Preliminary design continues.

METRO staff will continue providing long-range travel demand support and perform the analyses necessary to assist in determining optimum operation plans and facility locations. Continued emphasis will be placed during FY 2008-2009 on coordination of databases and travel demand modeling efforts with H-GAC to insure consistency of outputs among local agencies. Enhancement of METRO's existing HOV system will be examined, including conversion to managed lanes.

Transit Facility Studies - Staff will continue to monitor the utilization of transit facilities and conduct analyses in corridors where ridership is exceeding the capacity of the facilities. During FY2007-2009, METRO will begin/continue planning/design activities for the following facilities:

- Cypress Park & Ride – Final design complete & will be operational in June 2007
- Clear Lake Park & Ride – Site selection and conceptual design underway
- Katy Park & Ride – Site selection and conceptual design is underway

Air Quality or Emission-Related Studies - METRO will continue with H-GAC and other organizations in the development and monitoring of air quality measures and models to insure that measures and models accurately reflect conditions in the Houston region. In FY2008-2009 METRO and consultants will continue to take an active role in the region's efforts to develop control strategies to reduce NOx.

METRO will also continue with H-GAC and other organizations in the development and monitoring of air quality measures and models accurately reflect conditions in the Houston region. In FY2007-2009, METRO and consultants will continue to take an active role in the region's efforts to develop control strategies to reduce NOx and VOCs, the two major precursors to the formation of ozone in sunlight.

Geographic Information System (GIS) - The current focus of METRO's GIS program is to improve GIS data quality and integrate data layers into other systems that support METRO operations. GIS and schedule data have been imported into the Integrated Vehicle Operations Management System (IVOMS), an on-board the bus system for automated vehicle location, passenger counting, transit signal priority and stop announcements. GIS data layers are also integrated with METRO's RidePro vanpool matching system.

The web-based trip planner and the paratransit scheduling system are operational.

Bus stop data is a major data layer that supports the systems highlighted above. In order to improve the quality of bus stop data collection, hand-held global positioning system (GPS) units is provided to key personnel who locate and maintain METRO bus stops. The GPS units are pre-programmed with the METRO bus stop inventory. The goal of this project is to digitally capture bus stop updates and transfer them to the GIS and scheduling systems on a daily basis.

METRO's GIS data was reformatted from a shapefile/coverage data model used by ESRI's ArcView and ArcInfo to the enterprise geodatabase data model used by ESRI's Spatial Database Engine (SDE). This will insure that the data conforms to current trends and standards.

Communications Tracking Survey - Drawing on a random sample of 800 service-area residents, METRO has periodically conducted this survey to measure the awareness and recall of the Authority's advertising campaigns. The survey also tracks public perceptions of METRO and its various functions. Although METRO has not conducted the survey since 2004, it will resume quarterly administration in mid-2007.

System Ridership Study - Conducted in 2005 by Ipsos-Insight, this study investigated the cause of and remedies for the decline in system ridership. The research consisted of ten focus groups, a telephone survey of 1,000 area residents, and 728 intercept interviews of METRO riders. Recommendations included:

- Improve system efficiency by expanding the number of direct and express routes.
- Target segments of current riders open to riding more frequently.
- Make it easy to find information on how to use the system, routes, and schedules.
- Change the negative stereotype associated with riding the bus.

Personal Security Survey - As part of its mission to provide reliable, safe, clean, efficient, and progressive transit services, METRO periodically gauges customer perception of personal security. The most recent survey, conducted in 2004, remained consistent with previous studies in 1996 and 2000. The study comprised data from interviews with 800 bus riders, 302 METRORail riders, and 302 nonriders (defined as people who had not ridden METRO within six months). This survey is scheduled to be conducted in 2008.

Integrated Marketing Activities - METRO's Marketing division helps support METRO's short- and long-term goals through creative advertising, communication, and collateral materials. Marketing develops and distributes materials, such as schedules and maps, brochures, and destination guides. These materials are also available on the Authority's Web site, and some materials are in the process of being available via iPod as well. Marketing also supports public education efforts, special event transportation services, quarterly planning studies, and service changes by producing comprehensive communication pieces in English, Spanish, Vietnamese, and Chinese.

Regional Vanpool Program - METRO, in partnership with H-GAC, administers two successful vanpool programs to assist companies and individuals with Transportation Demand Management (TDM). METRO is consolidating and restructuring the two programs, METROVan and miniPOOL, into a single regional vanpool program. METRO works with companies and Transportation Management Organizations (TMOs) to identify potential concentrations of commuters who could take a vanpool for their commute to work. METRO facilitates vanpool formation, subsidizes vanpool riders, equipment and services, and provides program administration. The regional vanpool program serves the entire eight-county air quality non-attainment region. The program increased to 646 vanpools as of February 28, 2007. This total represents more than 6,900 commuters participating in the METROVan and miniPOOL vanpool programs.

HOV Interconnects - METRO will continue to study the feasibility of providing direct connections between existing HOV lanes and other freeway corridors.

HOV Safety Enhancements (Fixed Guideway Modernization) - Beginning in FY1994, Congress appropriated Section 5309 Fixed Guideway Modernization funds by formula. Improvements under this program are scheduled to continue through FY2008-09. Included in this project will be high speed and low speed access control systems, signage improvements, CCTV monitoring at Park & Rides and Transit Centers, integration of electronic devices along US-290 HOV lane into TranStar, and gate monitoring systems to enhance safety on METRO's HOV lane system.

Intelligent Transportation Systems - METRO is an active partner in a multi-agency agreement designed to address the specific areas of Intelligent Transportation Systems (ITS). This program specifically calls for more effective use of new technology to improve mobility and safety, while meeting the goals and requirements of the Clean Air Act, as well as other social and environmental concerns. METRO will continue in FY2008-09 to participate in this interagency effort to plan and implement ITS strategies and projects.

Fixed-Route Customer Satisfaction Survey - This biennial survey is designed to measure satisfaction among METROBus and METRORail riders. Data is collected via self-administered surveys and intercept interviews. In addition to measuring satisfaction, results from this survey are used to pin point areas for improvement. The next wave of the survey is scheduled for late 2007 or early 2008.

Bicycle & Pedestrian Committee - METRO participates on an interagency committee that is studying the hike/bike trail program. It is anticipated that this committee's planning work will continue into FY2008-09.

Bicycle Racks - METRO has made its facilities more bicycle-friendly by installing bike racks at all the transit facilities. Bicycle rack usage will be monitored in FY 2008-09 to provide input for future planning.

Small Business Development - METRO will follow all federal guidelines concerning small business development in the FY 2008-09 timeframe. The Small Business Development Program provides consulting, training, web site development and opportunities to network with prime contractors to qualified small and disadvantaged business owners. These opportunities enhance the firms' abilities to succeed. This may be local and grant funded in FY 2008-09.

HOV Lane Operational Data - This project involves collecting operational data, including number and type of vehicles on the HOV Lanes and their occupancies, during peak and off-peak periods every quarter along with real-time information to compare "actual" operating speeds on HOV lanes versus main lanes. This information is used to monitor the usage trend and set the occupancy requirements to keep the number of vehicles on the HOV Lanes below capacity in order to provide substantial travel time savings to the users. Real-time information will be used in marketing promotions to describe the benefit of using transit and to make a case for changing travel demand modeling assumptions to more accurately portray main lane versus HOV travel times.

Transit On-Board Origin/Destination Travel Survey - Since 1978, METRO has conducted a number of Origin-Destination Surveys. The basic purpose of these studies is to provide information about the characteristics and travel patterns of transit users within the METRO service area. In March through May of 2007, METRO is partnering with H-GAC, Galveston Island Transit, and the Brazos Transit District to conduct a regional transit origin/destination survey. The results of this survey will be a resource to several METRO departments as well as to H-GAC and the other participating agencies.

As the largest public transit provider in the region, METRO carries over 260,000 boardings each day. In order to continue to provide service that meets regional transportation needs, current information on transit users' travel patterns and behaviors must be maintained.

METRO is also a key player in the travel demand forecasting efforts for the Houston-Galveston Transportation Management Area (TMA). METRO has remained an integral contributor by incorporating the latest travel demand modeling technology and maintaining current and reliable model inputs to provide the best ridership forecasts possible.

FHWA guidelines require periodic revalidation of regional models used to forecast travel demand for projects seeking Federal funding. In order for travel demand models to appropriately replicate travel behavior, they must be validated for the specific area where candidate projects will be tested. During 2007, H-GAC plans to conduct a regional Household Travel Survey. The administration of the Transit Survey will allow METRO and H-GAC to have transit and auto travel data collected during approximately the same time period, to revalidate the regional travel demand forecasting models.

Public Opinion Survey - This telephone survey of Houston-area residents will measure baseline attitudes and favorability toward METRO, and will test core messages for use in METRO advertising. The survey will be conducted in 2007 and 2008. It will also:

- Allow for more target-specific outreach campaigns;
- Help Marketing better allocate funds to address issues of greatest concern in the community;
- Improve the effectiveness of existing campaigns and programs; and
- Eliminate campaigns and programs not resonating with the public.

UPWP - CUBE Software Implementation - The Houston-Galveston Area Council (H-GAC) has embarked on a major model update process which includes:

- Updating the transit component of the model (Mode Choice Model); and
- Switching the application software from EMME/2 to CUBE.

CUBE was chosen by H-GAC because of its user friendly application environment and versatility. METRO is required to maintain consistency with H-GAC regarding model development and application processes. It makes sharing files between the two agencies much more seamless. For this reason, METRO is installing CUBE software to run the travel models. Networks and coding conventions will be translated for the CUBE environment and tested to ensure compatibility. METRO will engage in short term and long term staff training for CUBE. *Please note that METRO will continue to run EMME/2 models for all the FTA New Starts projects. The reason for this is to maintain internal consistency with previous analysis results.*

OTHER LOCAL AGENCIES (With Planning Programs)

CITY OF BAYTOWN

- Complete a signalization, revitalizing, and operation of North Main Street and Business Highway 146. (2008)
- Complete a study to loop the Goose Creek Stream Trail to Downtown Baytown Area One. (2008)

CITY OF HOUSTON

- The Planning and Development Department is revising its process to amend its Major Thoroughfare & Freeway Plan. The revision will streamline the amendment process for clarity and transparency to the public. The City is continuing its annual amendment update. [2008-09]
- The Planning and Development Department is developing an Urban Corridors ordinance. It will promote high-density developments along important Urban Corridors of the City. City Council will consider adoption of the ordinance in the fall of 2007.
- The Public Works and Engineering Department is developing a Traffic Impact Analysis & Access Management ordinance. The guidelines will assess the traffic impacts of development to determine appropriate traffic mitigation measures on the area street system. The standards will manage access for developments in terms of mobility and safety. City Council will consider adoption of the ordinance by summer of 2007.

CITY OF MISSOURI CITY

- Complete an update of the City's Major Thoroughfare Plan
- Complete a Traffic Management Plan to accommodate recent and projected population, housing, and employment growth in the City.
- Complete an Access Management study of State Highway 6, funding permitted.

CITY OF PASADENA

- Continue development and data collection for GIS based traffic sign and pavement marking maintenance record and inventory (Ongoing).
- Conduct annual update of the City's five-year Capital Improvement Program (Ongoing).

CITY OF SUGAR LAND

- Complete an Infrastructure Management system with inventory of traffic signs, pavement markings, and signals that will be linked to current GIS database system. [Sept 2008]
- Implement City's Traffic Management Center that will partner with TranStar in order to enhance mobility. (Ongoing)

CITY OF TEXAS CITY

No locally funded planning activity reported.

COUNTY OF BRAZORIA

No locally funded planning activity reported.

COUNTY OF CHAMBERS

No locally funded planning activity reported.

COUNTY OF FORT BEND

- In FY 2007, FBC initiated a contract to review all internal practices and documents for Federal and State funding source conformity. The initial assessment will be completed in FY 2007 and follow up activities will be performed in both 2008 and 2009.

COUNTY OF GALVESTON

No locally funded planning activity reported.

COUNTY OF HARRIS**HARRIS COUNTY PUBLIC INFRASTRUCTURE DEPARTMENT (HCPID)****Planning & Operations**

Capital Improvement Plan The HCPID Capital Improvement Plan (CIP) is an integrated capital projects plan for transportation within Harris County over a 5-year period that is reviewed every year. HCPID created this CIP to develop budgets, plans, and studies for a county infrastructure program. This allows HCPID to more effectively communicate its program within the county system and to the public at large, and serves as a guide to Harris County Commissioners Court when facing policy decisions involving financial matters. With the understanding that comprehensive planning is a continuous process, this CIP is flexible enough to respond to the changing conditions and needs of the County.

Water and Wastewater Infrastructure Needs Analyses and Facilitation Pockets of suburban areas without public water and wastewater services exist throughout unincorporated Harris County. This creates barriers to health, quality of life and economic growth and development both in the affected communities and in those communities which surround them. HCPID is working closely with other county departments and with organizations outside the county to identify areas in need, determine the precise nature of their problems, and formulate long term, permanent solutions. To date, two major master studies have been completed, and another is currently underway. HCPID has progressed to infrastructure design and construction facilitation in several areas showing critical need, and is committed to continue to address this issue until it has been resolved

NPDES / TPDES Programs The National Pollutant Discharge Elimination System (NPDES) permit is a federally mandated program to regulate point source discharges into the waters of the United States. The City of Houston, Harris County, the Harris County Flood Control District (HCFCD), and TxDOT, all members of the Storm Water Management Joint Task Force, prepared and submitted a two-part joint permit application as co-permittees. The NPDES permit requires each co-permittee to: (1) Effectively prohibit illegal dumping and disposal of hazardous chemicals; (2) Monitor and analyze storm water; and (3) Promote the proper management of pesticides, herbicides, and fertilizers. Management programs required by the NPDES permit include the implementation and maintenance of structural and non-structural best management practices to reduce pollutants in storm water runoff from residential, commercial, and industrial areas, and construction sites.

To support implementation of these management programs, the Joint Task Force has developed and implemented a comprehensive Public Education Program to communicate the

importance of litter prevention; proper management of pesticides, herbicides, and fertilizers; public reporting of illicit discharges; proper management of used oils and toxics; proper management of household hazardous wastes; and minimizing contaminated runoff from new developments, re-developments, and construction sites.

The Harris County/Houston community has completed its fifth year of the NPDES permit and will be moving to the TPDES (Texas Pollutant Discharge Elimination System) soon. The District only deals with the floatables, which is a big deal for the Galveston Bay, but the real differences come from the public education, construction controls, and permanent water quality features.

More information regarding the NPDES program, Joint Task Force, and Stormwater Quality Public Education Program can be found at www.cleanwaterclearchoice.org.

Storm Water Inlet Marking (SWIM) Program The SWIM program is an environmental public education program sponsored by Harris County and the City of Houston. The program's goal is to raise awareness of storm water locations and issues, and encourage residents to protect water resources. Potentially every storm drain in Harris County will be marked to deter residents from dumping trash and chemicals into the waterways. The program is open to any individual, group, or community that would like to help mark the storm drains and sewer openings. To help, obtain information, and order SWIM program kits, visit www.CleanWaterClearChoice.org.

Architecture & Engineering

County Asset Management System (CAMS) On September 28, 2004, Commissioners Court authorized the negotiation of consultant agreements for development of a condition asset management system (CAMS) for tracking of county infrastructure. PID has successfully defined the high level needs to develop a centralized system for recording all county owned infrastructure and land. PID is completing the work flow analyses, and defining a fixed asset identification methodology to create a centralized recording depository. The CAMS effort is being coordinated with the Permits Automated Workflow System (PAWS) currently being developed. The estimated cost of the CAMS program is \$4 million

Traffic Signal Operation and Maintenance Program Harris County will continue to provide for routine, emergency, and annual preventive maintenance of 933 traffic signals, emergency and school zone flashers that are maintained and operated within Harris County. The annual contract amount for maintenance in FY 08-09 is \$2,000,000.

Traffic Planning & Engineering Studies Harris County will continue to perform warrant studies for regulatory traffic control devices (i.e. stop signs, signals, speed zones, school zones, etc.) in order to comply with the Texas Manual on Uniform Traffic Control Devices.

Traffic System Management Houston TranStar is a consortium partnership formed by the transportation and emergency management agencies in the greater Houston region. The partnership is comprised of four agencies, including Harris County. Each partner agency has brought high-tech systems to the state-of-the-art center to control their individual functions. These resources are in-turn available to assist and advise other partner agencies. The Houston TranStar partnership is responsible for coordinating the planning, design and

operations of transportation systems and emergency management functions and coordinates the development and deployment of Intelligent Transportation Systems (ITS). ITS technologies such as Speed Sensors, Closed Circuit Television Cameras, and Dynamic Message Signs are tremendously helpful to travelers, including transit vehicle operators, when emergency evacuations are conducted or at any other time severe weather threatens the greater Harris County region.

In addition to providing support to the field maintenance and construction activities, the traffic management personnel located at Houston TranStar are aggressively engaged in the development of an advance traffic management program. The primary goals of this group are focused on ensuring that Harris County traffic signal systems are managed in a thorough, cost-effective manner, and enhancing mobility along major traffic corridors throughout the County. In order to meet these goals, various state-of-the-art technologies are being implemented. These goals related to the traffic system management program include the development, implementation, and management of traffic signal system control strategies; the fiber optic traffic signal communication network; the development of traffic signal communication equipment standards; and the implementation of practical, new technology.

Air Quality or Emission Related Studies Harris County will continue to work with TxDOT and other agencies to provide local matching funding in the Congestion Mitigation and Air Quality (CMAQ) Program for projects that will improve air quality by reducing traffic congestion.

Roadway Projects There are several requirements that Harris County must address in the permit and one of the requirements is to operate roadways in ways that reduce pollutants. Harris County is meeting the permit requirements by developing controls to effectively prohibit non-storm water discharges to the drainage system and to reduce the discharge of pollutants from the municipal separate storm sewer system (MS4) to the maximum extent practicable.

Flood Control District

Hike & Bike Trails Harris County Flood Control District (the District) maintains and operates a system of interconnecting waterways that not only provide the County's primary storm water drainage, but also offer unparalleled opportunities for greenbelt recreation and open space areas. The establishment of trails along waterways serves three of the most popular recreational activities in Texas - walking, bicycling, and running. They serve a greater number of people for less cost than just about any other recreational facility. An initial trails system along the Harris County drainage infrastructure has been under development for more than fifteen years. Expanded development of trails along the bayous in our community is an important part of Harris County's future. Through successful partnerships, many miles of recreational trails have already been built on rights of way. Neighborhoods, schools, and parks have been connected by these trails, and an important form of transportation and recreation has been provided. The District supports the further development of this trail system and will continue to facilitate the implementation of this program.

Urban Stormwater Management Study This substantial study is being sponsored by the Harris County Flood Control District, the City of Houston, Harris County, and the Texas Department of Transportation (TXDOT), with the District serving as the managing agency. With advances in technology, additional rainfall and stream gage records, the tools developed during the Tropical Storm Allison Recovery Project (www.tsarp.org), questions raised during the development of the District's updated Policy, Criteria, and Procedure Manual, and public interest in the subject, an opportunity exists to improve the understanding of issues related to rainfall & stormwater runoff, development & mitigation, and flooding & drainage.

The Urban Stormwater Management Study will include two primary components. The first is a technical component, which will help us all gain a better understanding of natural and urban flooding and drainage systems – from when the rainfall hits the ground until it reaches Galveston Bay. Confirming and/or recommending changes to local stormwater management policy, regulations, and criteria, based on science and engineering, is a major portion of the technical component of this study. The technical component of this study will also help support watershed master plan updates, laying out and designing future land developments, and local governments' future capital improvement programs.

Public communications will be the other primary and equally important component of this study. The public's perceptions, concerns, and expectations regarding flooding and flood risks will be identified, which will help develop the technical scope of services, as well as help shape study recommendations. The study will also work toward increasing public awareness and understanding of flood risks and the work being done to lessen such risks.

Harris County Flood Control GIS The Harris County Flood Control District utilizes GIS extensively in many aspects of the District's mission. The mission of the District is to provide flood damage reduction projects that work, with appropriate regard for community and natural values. Once projects are built and become part of Harris County's vast 2,500-mile, multi-billion dollar stormwater drainage system, GIS is used to inventory the system. The inventory is always available and up-to-date, so maintenance and potential problems can be quickly tracked and resolved. Also, increased quality of life is assured through close GIS monitoring of environmental conditions and other aspects that affect the community

The District delivers the data the public needs to be better informed by harnessing GIS's powerful ability to graphically illustrate and organize that data. One way we're doing it is via the Internet. The ground-breaking data generated from the Tropical Storm Allison Recovery Project has produced the most accurate FEMA Flood Insurance Rate Maps ever available for Harris County, and the public has been able to access and view the new data and resulting maps throughout the study on the project's website, www.tsarp.org. The result: a public that has greater awareness and is better prepared for the next flood.

Toll Road Authority

HCTRA Capital Improvement Plan The Harris County Toll Road Authority (HCTRA) is responsible for planning and implementing the County's toll road system. . The current plan of projects will require bond fund, commercial paper, and revenue fund financing. The total estimated cost of the Toll Road Authority's current five-year CIP could amount to \$2 billion, although all of the projects have not yet been adopted by Commissioners Court.

The Sam Houston Tollway lane widening from US 59 South to IH 45 North is nearing completion. Engineering work continues on the Hardy Extension Downtown, Beltway 8 East, and Sam Houston Tollway South lane widening projects.

SB792 signed into law on June 11, 2007, gives HCTRA the authority to develop, construct, and operate the following six projects:

Beltway 8 Tollway East between US 59 North and US 90 East.

Hardy Downtown Connector consisting of the proposed direct connection from the Hardy Toll Road southern terminus at IH 610 to downtown Houston.

SH 288 between US 59 and SH 99 (Grand Parkway South).

US 290 Toll Lanes between IH 610 West and SH 99 (Grand Parkway Northwest).

Fairmont Parkway East between BW 8 East and SH 99 (Grand Parkway East).

South Post Oak Road Extension between IH 610 South and the vicinity of the Fort Bend Parkway Tollway.

EZ TAG program Dedicated EZ TAG ONLY lanes are for motorists enrolled in the HCTRA EZ TAG program, which enable motorists to *avoid delays* behind traffic using conventional payment methods in all other lanes. Those who have properly mounted EZ TAGS in their registered vehicles are allowed non-stop passage through these lanes, as tolls are automatically (electronically) deducted from prepaid accounts. These lanes are designated EZ TAG ONLY signs (The TXTAG logo denotes interoperable lanes). Dedicated EZ TAG lanes can accommodate all vehicle classifications, from motorcycles to 18-wheelers.

Roadside Assistance The HCTRA Patron Emergency Assistance Team (PEAT) program provides assistance to stranded motorists on the Sam Houston, Hardy, and Westpark Toll Roads Monday through Friday from 5:00 AM - 10:00 PM and Saturday - Sunday from 7:00 AM - 8:00 PM and can be reached by dialing 713-222-PEAT (713-222-7328). A PEAT dispatcher will determine the caller's location and the nature of the problem then send the closest PEAT vehicle to assist. Uniformed PEAT representatives are prepared to assist with minor automotive emergencies such as overheating, flat tires, and dry gas tanks free of charge as a public service to toll road patrons. (If services are required beyond those offered by PEAT, the provider of choice may be contacted at the patron's expense). With PEAT drivers helping motorists get their vehicles moving again, traffic delays and possible accidents can also be avoided thereby improving motorist safety. As the program continues to achieve success, HCTRA plans to expand PEAT services to include additional vehicles and expanded hours of service as required.

Harris County 2010 Task Force The Harris County 2010 Task Force is responsible for overseeing information technology developments on behalf of Commissioners Court, and is comprised of various committees, including the Geographic Information Committee which handles the development of an integrated, coordinated system to use GIS and GPS tools. This Task Force was formed to provide a central point for establishing standards and

procedures to satisfy the requirements of county agencies as they pertain to address, geographic and demographic related applications.

Harris County Emergency Management The Harris County Office of Emergency Management (OEM) is responsible for an emergency management plan that prepares for public recovery and relieves and reduces human suffering following events of natural or manmade disasters, catastrophes, or threat thereof. Flood Alert System, Ozone Alert System, Evacuation Routes.

OEM follows the adopted Basic Plan, called the Harris County Emergency Management Plan, an official instrument approved by Commissioner Court August 4, 1987, upon which all disaster operations of Harris County are formulated, and is represented by Harris County Departments and support agencies, responsible for various Annexes of the Basic Plan.

OEM will work in conjunction with the State, Federal, and Local authorities, including City of Houston and other municipalities in the surrounding Harris County area when required. OEM is prepared to activate an Emergency Operations Center during any major disaster to allow coordination of all support agencies to provide continuity of services to the public. OEM is responsible for advisement, notification, and assembly of services that are in the best interest of the citizens of Harris County. Prepare and distribute information and procedures governing the same.

Hazardous Materials Transport The main responsibilities of The Harris County Hazardous Materials Response Team (HAZMAT) include response, identification, and control of hazardous materials; supporting local fire & law enforcement in hazardous materials spills & releases; and Training local first responders.

HAZMAT offers specialized training courses for first responders, law enforcement, hospital facilities, and industrial HAZMAT teams. The training courses comply with OSHA, NFPA, and JCAHO standards for response to hazardous materials emergencies. Services include consultation on hazards, mitigation, and scene safety; general HAZMAT sector oversight during large scale, complex, or prolonged incidents; and management of transportation.

COUNTY OF LIBERTY

No locally funded planning activity reported.

COUNTY OF MONTGOMERY

No locally funded planning activity reported.

COUNTY OF WALLER

No locally funded planning activity reported.

PORT OF HOUSTON AUTHORITY

No locally-funded planning activities reported

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ)

No locally funded planning activity reported.

TEXAS DEPARTMENT OF TRANSPORTATION – HOUSTON DIST.

Travel Surveys continue as reported in Subtask 2.2. The full complement of surveys should be completed in 2008.

TEXAS DEPARTMENT OF TRANSPORTATION – BEAUMONT DIST.

Travel Surveys continue as reported in Subtask 2.2. The full complement of surveys should be completed in 2008.

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Appendix A

Transportation Policy Council and Technical Advisory Committee Memberships

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Introduction

The Houston-Galveston Area Council (H-GAC) has been designated by the Governor of Texas as the MPO for transportation planning in the metropolitan area of the Houston-Galveston Transportation Management Area. The metropolitan area includes Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller Counties. Under the Intermodal Transportation Efficiency Act (ISTEA), this eight-county area has also been designated as a Transportation Management Area (TMA).

Transportation Policy Council (TPC)

Metropolitan Planning Organizations (MPOs) are responsible, in cooperation with the State, for developing transportation plans and programs for urbanized areas. With the passage of the Intermodal Surface Transportation Efficiency Act by Congress in 1991, the roles and responsibilities of MPOs were greatly changed. To reflect the enhanced role of the Transportation Planning Committee in selecting and programming transportation projects, the Transportation Policy Council (TPC) was formed in 1992. The TPC serves as the Policy Board for the MPO. It is also responsible for approving region-wide transportation plans and programs, assuming that they have been developed in a continuing, cooperative, and comprehensive manner that considers all modes of transportation. The Houston-Galveston Area Council provides staff support to the TPC who in turn provides policy guidance on transportation issues to the Houston-Galveston Area Council Board of Directors.

Membership on the TPC consists of chief elected officials and their designated alternates from the five major cities and each of the eight counties within the TMA. Counties and cities not having voting members are represented by members appointed by the H-GAC Board of Directors. The Texas Department of Transportation (TxDOT) and the Metropolitan Transit Authority of Harris County (METRO) also each have a representative on the TPC. Three additional positions were added in January of 1999. Two of these positions are for Smaller Cities (in Brazoria County and Harris County) and one for Other Transportation Interests.

Technical Advisory Committee (TAC)

Due to increasing policy and technical responsibilities, the TPC created a standing Technical Advisory Committee (TAC) in late 1992 to assist with technical advice and analysis of transportation plans and projects. The TAC also assists with technical aspects related to the development of the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Regional Bicycle and Pedestrian Plan, the Major Investment Study (MIS) Guidelines, and other transportation programs.

Membership on the TAC is comprised of technical staff professionals, or as appropriate, citizens who have technical expertise in developing transportation plans, in implementing transportation projects, or in related fields. TAC representatives from various modes of transportation and from special interests groups affected by transportation planning exist to assure that transportation planning decisions are considered in their broadest context.

Bylaws Subcommittee

This committee is responsible for making recommendations for updates to the established TPC bylaws that relate to the TAC. This committee will make recommendations concerning the TAC bylaws as issues arise. Upon approval of the TAC, the recommendations will then be forwarded to the TPC for approval into the bylaws. Membership of the committee is comprised of members of the TAC as appointed by the Chairman of the TAC.

TIP Subcommittee

The TIP subcommittee is responsible for providing guidance to planning staff in the development of the TIP. This subcommittee will propose guidelines for the ranking of candidate projects for the TIP, as well as provide guidance for major TIP amendments and funding decisions. The subcommittee will review staff recommendations and will approve recommendations for the action of the TAC. Membership of the TIP subcommittee is comprised of a core group of the TAC members as appointed by the TAC. However, all members of the TAC, primary and alternate, may participate in the subcommittee.

Operations Taskforce

The Operations Task Force is responsible for the development of a conceptual regional plan for traffic operations projects. The task force will develop guidelines for determining the project readiness of transportation operations projects. Using these established guidelines, the task force will be involved in TIP project selection to better incorporate a regionally developed traffic operations system. Operations Task Force members are nominated and appointed by the TAC and are representative of the various stakeholders involved with Intelligent Transportation Systems (ITS). This shall include technically qualified professionals; local, county, and state agency engineers and planners; as well as members of the TAC knowledgeable in ITS standards.

Pedestrian and Bicycle Subcommittee

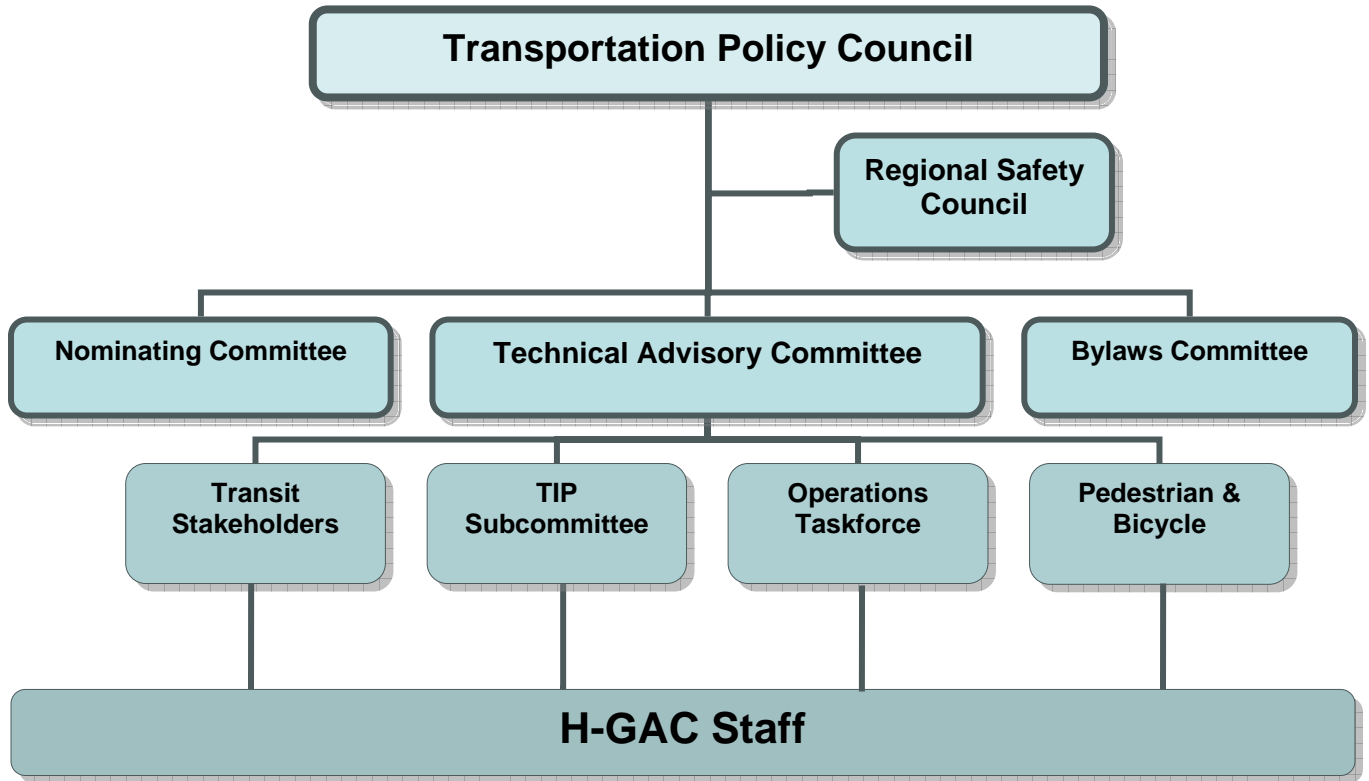
The Pedestrian and Bicycle Subcommittee is responsible for providing guidance and recommendations to MPO staff in the updating and implementation of the Regional Bikeway Plan. Recommendations will be presented to the TAC and TPC for approval. The subcommittee will develop project selection factors and guidelines, and assist in the selection of TIP projects. Committee membership shall include professional engineers and planners from local, county, and state agencies, as well as advocates and users who are involved in the promotion and development of safer pedestrian and bicycle access as part of the transportation system.

Transit Stakeholders Subcommittee

The Transit Stakeholders Subcommittee provides guidance to MPO staff in the development of the transit element of the TIP. The subcommittee will assist in the selection of TIP projects and provide guidance on other transit related issues. Recommendations are made for approval of the TAC. Transit Stakeholders membership includes volunteers from each of the implementing transit agencies in the TMA as well as other transit professionals. Transit

professionals include consultants and other persons with experience in the development or implementation of transit programs. All members of the TAC are welcome to attend and can participate in the development of recommendations to the TAC.

**Figure A-1
Metropolitan Planning Organization Committee Structure**



TRANSPORTATION POLICY COUNCIL (TPC) - 2007

Chairman

James Patterson
County Commissioner, Precinct 4
Fort Bend County
Representing: Fort Bend County

Alternate: D. Jesse Hegemier
County Engineer
Fort Bend County

1st Vice Chair

Pam Holm
Council Member, District G
City of Houston
Representing: City of Houston

Alternate: Adrian Garcia
Council Member, District H
City of Houston

2nd Vice Chair

Norman Brown
Commissioner, Precinct 4
Liberty County
Representing: Liberty County

Alternate: Phil Fitzgerald
County Judge
Liberty County

Secretary

Tom Reid
Mayor
City of Pearland
Representing: Smaller Cities, Brazoria County

Alternate: Modesto Mundo
Assistant City Manager
City of Lake Jackson

Ed Emmett
County Judge
Harris County
Representing: Harris County

Alternate: Rose Hernandez
Director of Infrastructure Initiatives
Harris County

Don Brandon, P.E.
County Engineer
Chambers County
Representing: Chambers County

Alternate: Gary Nelson
Commissioner, Precinct 3
Chambers County

John Barton
District Engineer
TxDOT – Beaumont District
Representing: Texas Department of Transportation – Beaumont District

Alternate: Phillip Lujan, P.E.
Director of Transportation
TxDOT – Beaumont District

Pat McLaughlan, P.E.
Councilman,
City of Bellaire
Representing: Smaller Cities, Harris County

Alternate: *Vacant*

Scott Elmer, P.E.
Director of Public Works
City of Missouri City
Representing: City of Missouri City

Alternate: Valerie Ruda
Project Coordinator
City of Missouri City

Mathew Doyle
Mayor
City of Texas City
Representing City of Texas City

Alternate: James McWhorter, P.E.
City Engineer
City of Texas City

COMMITTEE MEMBERSHIPS

A-7

| | | |
|-----------------------------------------------------------------------------------------------------------------------------------|------------|----------------------------------------------------------------------------------|
| Pat Doyle Commissioner, Precinct 1 Galveston County <i>Representing: Galveston County</i> | Alternate: | G. Michael Fitzgerald, P.E. County Engineer Galveston County |
| Steve Howard Program Operations Director Houston-Galveston Area Council <i>Representing: H-GAC At Large</i> | Alternate: | Jack Steele Executive Director Houston-Galveston Area Council |
| Tom Kornegay Executive Director Port of Houston Authority <i>Representing: Other Transportation Interests</i> | Alternate: | Joseph J. Adams Chairman's Special Representative Union Pacific Railroad |
| Sue Lovell Council Member, At-Large Position 2 City of Houston <i>Representing: City of Houston</i> | Alternate: | Anne Clutterbuck Council Member, District C City of Houston |
| Michael S. Marcotte, P.E., DEE Director, Public Works & Engineering City of Houston <i>Representing: City of Houston</i> | Alternate: | Raymond D. Chong, P.E. Deputy Dir., Traffic & Transp. Div. City of Houston |
| Jay Ross Martin City Council Member City of Conroe <i>Representing: Smaller Cities, Montgomery County</i> | Alternate: | Larry Calhoun Downtown Manager City of Conroe |
| Don Murray City Council Member City of Baytown <i>Representing: City of Baytown</i> | Alternate: | Stephen DonCarlos Mayor City of Baytown |
| Terry Harrison Commissioner Precinct 2 Waller County <i>Representing: Waller County</i> | Alternate: | Jonathan Hopko, P.E. Consulting Engineer for Waller County Road & Bridge |
| Dennis C. Parmer Council Member, District 1 City of Sugar Land <i>Representing: City of Sugar Land</i> | Alternate: | Daniel O. Wong Council Member at Large, District 4 City of Sugar Land |
| Alan B. Sadler County Judge Montgomery County <i>Representing: Montgomery County</i> | Alternate: | Mark Mooney, P.E. County Engineer Montgomery County |
| Matt Sebesta Commissioner, Precinct 2 Brazoria County <i>Representing: Brazoria County</i> | Alternate: | Donald W. Payne Commissioner, Precinct 1 Brazoria County |

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| Art Storey, P.E. Executive Director Harris Co. Public Infrastructure Dept <i>Representing: Harris County</i> | Alternate: | Jackie Freeman, P.E. Director of Engineering Harris Co. Public Infrastructure Dept |
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|----------------------------------------------------------------------------------------|------------|----------------------------------------------------|
| Lyda Ann Thomas Mayor City of Galveston <i>Representing City of Galveston</i> | Alternate: | Steve LeBlanc City Manager City of Galveston |
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| Tim Tietjens, P.E. Director of Planning City of Pasadena <i>Representing: City of Pasadena</i> | Alternate: | Lee Jane Ream, P.E. Director of Traffic City of Pasadena |
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| Gary K. Trietsch, P.E. District Engineer TxDOT – Houston District <i>Representing: TxDOT Houston District</i> | Alternate: | Delvin Dennis, P.E. Deputy District Engineer TxDOT – Houston District |
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| Frank J. Wilson President and CEO METRO <i>Representing: Metropolitan Transit Authority</i> | Alternate: | John Sedlak Executive Vice President METRO |
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TPC EX-OFFICIO MEMBERS - 2007

Ex-Officio
 Jose Campos
 Urban Planning Engineer
 Federal Highway Administration
Representing: FHWA

Ex-Officio
 John Sweek
 Community Planner
 Federal Transit Administration
Representing: FTA

Ex-Officio
 William E. King
 Attorney
 Bracewell & Guiliani
Representing: Policy Interests

Ex-Officio
 Rebecca Rentz
 Air Quality Director
 Legal Counsel to Executive Director
 Texas Commission on Environ. Quality
Representing: TCEQ

Ex-Officio
 Jeff Moseley
 President & CEO
 Greater Houston Partnership
Representing: Business Interests

TECHNICAL ADVISORY COMMITTEE – 2007

Chairman

Dale Rudick, P.E.
 Director, Intergovernmental Relations
 City of Sugar Land
Representing: City of Sugar Land

Alternate: Michael Leech
 Assistant Director Public Works
 City of Sugar Land

Vice Chair

Marlene Gafrick
 Department of Planning & Development
 City of Houston
Representing: Environmental / Planning

Alternate: Mike Kramer
 Senior Staff Analyst
 City of Houston

Mike Bietler, P.E.
 Assistant County Engineer
 Montgomery County
Representing: Montgomery County

Alternate: Ross McCall
 County Engineer II
 Montgomery County

Don Brandon, P.E.
 County Engineer
 Chambers County
Representing: Chambers County

Alternate: Gary Nelson
 Commissioner, Precinct 3
 Chambers County

Don Carroll
 City Planner
 City of Texas City
Representing: City of Texas City

Alternate: James McWhorter, P.E.
 City Engineer
 City of Texas City

Raymond D. Chong, P.E., PTOE
 Deputy Director, Traffic & Transportation
 City of Houston
Representing: Intermodal Interests

Alternate: Jeffrey Weatherford, P.E.
 Asst. Director, Traffic & Transp.
 City of Houston

David Crossley
 Gulf Coast Institute
Representing: Environmental / Planning

Alternate: Patti Joiner
 Knudson & Associates

Perri D'Armond
 Vice Pres., Infrastructure/Special Proj.
 Fort Bend Econ. Development Council
Representing: Citizen and Business Interests

Alternate: Billy Cooke, P.E.
 Executive Vice President
 Klotz Associates, Inc

David Douglas
 Dayton City Manager
 Liberty County
Representing: Liberty County

Alternate: Jimmy Sterling
 Sterling Realty
 Liberty, TX

VACANT
Representing: Citizen and Business Interests

Alternate: Martha Mayes
 Director of Community Services
 American Red Cross

Scott Elmer, P.E.
 Director of Public Works
 City of Missouri City
Representing: City of Missouri City

Alternate: Valerie Ruda
 Project Coordinator
 City of Missouri City

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| G. Michael Fitzgerald, P.E. County Engineer Galveston County <i>Representing: Galveston County</i> | Alternate: | Rod Shaut Engineering Technician Galveston County |
| D. Jesse Hegemier, P.E. County Engineer Fort Bend County <i>Representing: Fort Bend County</i> | Alternate: | Ron Drachenberg, P.E. Assistant County Engineer Fort Bend County |
| Robert Heineman The Woodlands Operating Co. LP South Montgomery County <i>Representing: Smaller Cities</i> | Alternate: | Rami Tuffaha, P.E. City Engineer City of Conroe |
| Mike Hodge, P.E. Assistant City Manager City of Pearland <i>Representing: Smaller Cities</i> | Alternate: | Trent Epperson Projects Director City of Pearland |
| James Jackson Director of Facilities Port of Houston Authority <i>Representing: Intermodal Interests – Ports</i> | Alternate: | Steven DeWolf, P.E. Chief Engineer Port of Houston Authority |
| Gabriel Johnson, P.E. Director, Planning & Development Texas Department of Transportation <i>Representing: TxDOT – Houston District</i> | Alternate: | Carol Nixon, P.E. Director, Advanced Planning Texas Department of Transportation |
| George Jordan Road Superintendent Waller County <i>Representing: Waller County</i> | Alternate: | Terry Harrison Commissioner, Precinct 2 Waller County |
| Carol Lewis Director, Center for Transp. Policy Texas Southern University <i>Representing: Environmental/Planning</i> | Alternate: | Maureen Crocker Special Assistant to the Mayor City of Houston |
| Mark Loethen Public Works and Engineering City of Houston <i>Representing: Intermodal Interests</i> | Alternate: | Regina Garcia Houston Pedestrian & Bicycle Advisory Committee |
| Phillip Lujan, P.E. Director, Planning & Development Texas Department of Transportation <i>Representing: TxDOT – Beaumont District</i> | Alternate: | Steven Stafford, P.E. Advanced Planning Director Texas Department of Transportation |
| George Lyon, P.E. Assistant Director, Engineering Harris County Toll Road Authority <i>Representing: Intermodal Interests</i> | Alternate: | David Gornet Executive Director Grand Parkway Association |

COMMITTEE MEMBERSHIPS**A-11**

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| Andy Mao, P.E. Manager, Traffic & Transportation Harris Co. Public Infrastructure Dept. <i>Representing: Harris County</i> | Alternate: | Charles Dean Planning Manager Harris Co. Public Infrastr. Dept. |
| Vastene Olier Executive Director Colorado Valley Transit <i>Representing: Rural Transit</i> | Alternate: | Paulette Shelton Transportation Director Fort Bend Co. Public Transportation Dept. |
| Fred Pack Director of Public Works City of Baytown <i>Representing: City of Baytown</i> | Alternate: | Kimberly Brooks Planning / Comm. Develop. Mgr. City of Baytown |
| Karl Pepple Director of Environmental City of Houston <i>Representing: Environmental / Planning</i> | Alternate: | None |
| Lee Jane Ream, P.E. Director, Traffic & Transp. City of Pasadena <i>Representing: City of Pasadena</i> | Alternate: | Tim Tietjens Planning Director City of Pasadena |
| A. J. "Pete" Reixach, Jr. Executive Director Port of Freeport <i>Representing: Intermodal Interests</i> | Alternate: | Diane Falcioni Manager of Government Relations Port of Galveston Authority |
| Gerald Roberts County Engineer Brazoria County <i>Representing: Brazoria County</i> | Alternate: | Kevin Sherrod Assistant County Engineer Brazoria County |
| John Sedlak Executive Vice President Metropolitan Transit Authority <i>Representing: METRO</i> | Alternate: | Larry Badon Transit Planner Metropolitan Transit Authority |
| Jeff Taebel Director, Comm. & Environ. Planning Houston-Galveston Area Council <i>Representing: Environmental/Planning</i> | Alternate: | Steve Howard Program Operations Director Houston-Galveston Area Council |
| Jack Whaley, P.E. Director Houston TranStar <i>Representing: Intermodal Interests – Highway/Transit</i> | Alternate: | Dale Hill Union Pacific Railroad |
| Michael Worthy Island Transit Departmental Head City of Galveston <i>Representing: City of Galveston</i> | Alternate: | Rick Beverlin The Goodman Corporation |

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| Bill Zrioka Houston Airport System City of Houston <i>Representing: Intermodal Interests – Airports</i> | Alternate: | Carlos Ortiz Senior Staff Analyst City of Houston |
|------------------------------------------------------------------------------------------------------------------|------------|---------------------------------------------------------|

TAC Ex-Officio Member

Margie McAllister
Office of Environmental Policy, Analysis, and Assessment
Texas Commission on Environmental Quality

End of TAC Member List

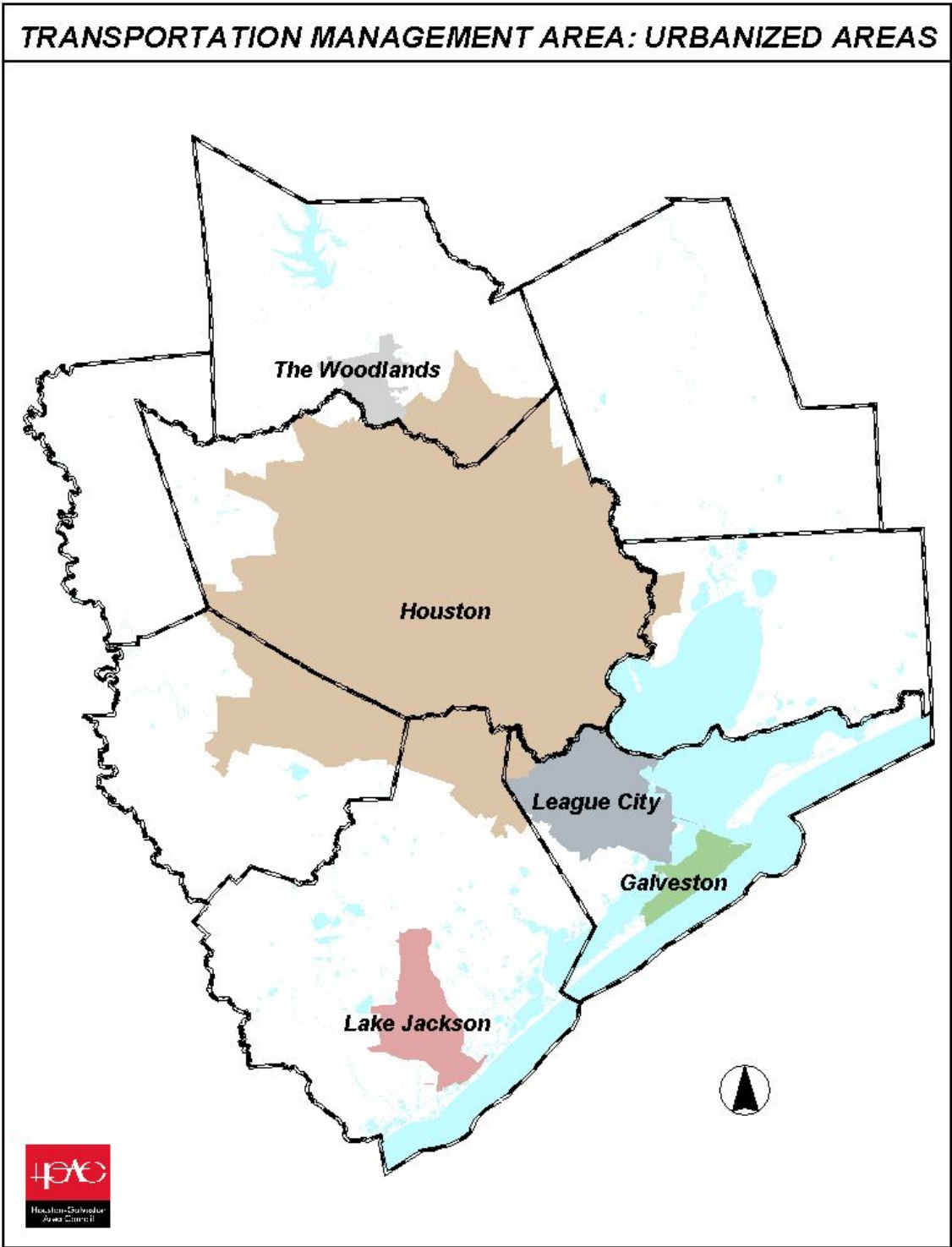
Appendix B

**Maps of the
Houston-Galveston
Transportation Management Area (TMA)
And
Urbanized Areas (UZA)**

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Eight-County Houston-Galveston Transportation Management Area (TMA)





Appendix C

Debarment Certification

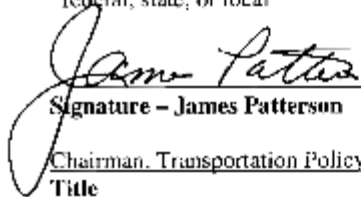
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DEBARMENT CERTIFICATION

(Negotiated contracts)

- (1) The Houston Galveston Area Council as **CONTRACTOR** certifies to the best of its knowledge and belief, that it and its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal debarment or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted or otherwise criminally or civilly charged by a governmental entity* with commission of any of these offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

*federal, state, or local


 Signature – James Patterson
 Chairman, Transportation Policy Council
 Title


 Signature – Jack Steele
 Executive Director
 Title

Houston-Galveston Area Council
MPO

Houston-Galveston Area Council
Fiscal Agent

7-10-07
Date

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Appendix D

Lobbying Certification

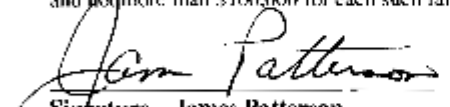
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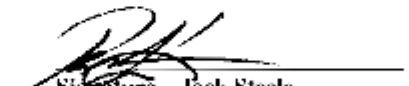
**LOBBYING CERTIFICATION
for
Contracts, Grants, Loans, and Cooperative Agreements**

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - 1111, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.


 Signature - James Patterson
 Chairman, Transportation Policy Council
 Title


 Signature - Jack Steele
 Executive Director
 Title

Houston-Galveston Area Council
MPO

Houston Galveston Area Council
Fiscal Agent

7-10-07
Date

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Appendix E

Certification of Procurement Compliance

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Certification of Procurement Compliance

I, James Patterson, Chairman, a duly authorized representative of the Houston-Galveston Area Council (H GAC), do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 49 CFR 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.



Signature - James Patterson

Chairman, Transportation Policy Council
Title

Houston-Galveston Area Council
MPO

7-10-07
Date

Concurrence:



Signature - Jack Steele

Executive Director
Title

Houston-Galveston Area Council
Fiscal Agent

Attest:



Alan C. Clark
MPO Director

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Appendix F

Self Certification for Non-attainment Areas

- MPO Self Certification Resolution
- MPO Self Certification Compliance Response

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Resolution

NO. 0702 UPWP

MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.334 and 450.220 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the Texas Department of Transportation, and the Houston-Galveston Area Council Metropolitan Planning Organization for the Houston, Galveston, Texas City, La Marque, Lake Jackson, and The Woodlands urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

 Gary K. Trietsch, P.E.
 Houston District
 Texas Department of Transportation

Gary K. Trietsch

 District Engineer
 5-30-07

 Date

 James Patterson
 Transportation Policy Council Chairman
 for the Houston-Galveston
 Transportation Management Area

James Patterson

 Chairman
 5-31-07

 Date

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MPO Self Certification Compliance

Metropolitan Planning Organizations must certify annually their compliance with federal, state, environmental, and civil rights regulations. This document summarizes the H-GAC MPO's compliance with these regulations. The 2025 Metropolitan Transportation Plan Update, the 2008-2011 Transportation Improvement Program, and the 2008-09 Unified Planning Work Program were developed in accordance with DBE, ADA, and CAA requirements. In addition, these plans met all federal requirements prohibiting lobbying, payment or influence of federal employees regarding the award of federal contracts, grants, loans, or cooperative agreements.

Metropolitan Planning:

The State and the MPO shall annually certify to FHWA and FTA that the planning process is addressing major issues facing their area and is being conducted in accordance with all applicable transportation planning requirements. The planning process will undergo joint review and evaluation by FHWA, FTA, and TxDOT to determine if the process meets requirements. The Federal administrators will take the appropriate action for each TMA to either issue certification action, or deny certification if the TMA planning process fails to substantially meet requirements. If FHWA and FTA jointly determine that the transportation planning process in a TMA does not substantially meet the requirements, they may withhold, in whole or in part, the apportionment attributed to the relevant metropolitan planning area or they may withhold approval of all or certain categories of projects. Upon full, joint certification by FHWA and FTA, all funds withheld will be restored to the metropolitan area, unless they have lapsed. For non-TMA areas TxDOT will determine whether a MPOs transportation planning process substantially meets requirements and act accordingly. (23 CFR 450.334; 49 CFR 613; USC Title 23, Sec. 134; and USC Title 49, Ch. 53, Sec's 5303 – 5306)

H-GAC MPO Response: The 2008-2011 TIP and the 2008-09 UPWP includes the MPO Self Certification, which certifies that in accordance with 23 CFR 450.334 & 450.220, TxDOT and the MPO for the Houston-Galveston, Texas City, La Marque, Lake Jackson and Woodlands urbanized areas have been conducted in accordance with 23 CFR 450.334; 49 CFR 613; USC Title 23, Sec. 134; and USC Title 49, Ch. 53, Sec's 5303 – 5306. In 1997, 2001 and most recently in March of 2004, H-GAC hosted a certification review by officials from FHWA, FTA and TxDOT. Final comments from the first two reviews were received and no significant problems were encountered with the MPO planning process during the desktop review or interviews with MPO staff, TxDOT, TPC officers, or transit providers. Each of the five areas of concern was addressed during 2002. Comments on the 2004 review indicated satisfaction with all aspects and encouraged increased due diligence with public participation.

Statewide Planning:

The process for developing the transportation plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and

comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed. The State shall coordinate transportation planning activities for metropolitan areas of the State, and shall carry out its responsibilities for the development of the transportation portion of the State implementation plan (STIP) to the extent required by the Clean Air Act. The State will carry out the long range planning processes and the STIP in cooperation and consultation with designated metropolitan planning organizations, affected local transportation officials and affected tribal governments. Transportation improvement programs should include financial plans that demonstrate how the programs can be implemented, indicates resources from public and private sources reasonably expected to be made available for carrying out the programs, and recommend any additional financing strategies for needed projects. (23 CFR 450.220; USC Title 23, Sec. 135; and USC Title 49, Ch. 53, Sec's 5307 – 5311, 5323(l))

H-GAC MPO Response: The Unified Planning Work Program (UPWP), the Regional Transportation Plan (RTP) [UPWP Subtask 4.1], and the Transportation Improvement Program (TIP) [UPWP Subtask 3.1] have been developed in accordance with the consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate. Further, the RTP and TIP include financial summaries of the projects scheduled for implementation within their respective timeframes.

Title VI, Civil Rights Act of 1964:

Title VI prohibits exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Title VI assurance regulations were also executed by each State, prohibiting discrimination based on sex or disability. (USC Title 23, Sec. 324 and USC Title 29, Sec. 794)

H-GAC MPO Response: Sections 2.05 Equal Employment Opportunity, 2.06 Affirmative Action, and 2.07 Sexual Harassment of the H-GAC Personnel Policies, adopted January 8, 2007, cite the MPO's compliance with the Title IV, Civil Rights Act of 1964.

Environmental Justice:

In support of Title VI regulations, each Federal agency must identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations. State Highway agency responsibilities are to develop procedures for the collection of statistical data (race, color, religion, sex, and national origin) of participants in, and beneficiaries of State highway programs, i.e., relocatees, affected citizens and affected communities. Recipients of federally assisted programs shall keep documentation, for federal review, demonstrating extent to which members of target populations are beneficiaries of such programs. (EO 12898, 23 CFR 200.9 (b)(4), and 49 CFR 21.9 (b))

H-GAC MPO Response: In conjunction with the 2025 & 2035 RTP development, regional and sub regional environmental and socioeconomic analyses were conducted, including Title VI & environmental Justice Accessibility. 1.) Summary of average travel

times to jobs and other trip purposes by mode for low-income and minority travelers compared to others; 2.) Assessment of the social impacts of transportation projects in low-income and minority areas; and 3) the development of a Transit Need Index to identify transit need in the region. (See 2008-09 UPWP Subtask 4.1: Development/Maintenance of the RTP). Staff has completed and begun implementing the methodology for the Title VI Environmental Justice elements of the 2025 RTP and 2035 RTP.

Disadvantaged Business Enterprises in Planning Projects

The Disadvantaged Business Enterprise (DBE) program ensures equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in Federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The statute provides that at least 10% of the amounts made available for any Federal-aid highways, mass transit, and transportation research and technology program be expended with certified DBEs. (TEA-21, Pub. L. 105-178, Sec. 1101(b); CFR 49, Subtitle A, Part 26)

H-GAC MPO Response: In accordance with FTA/FHWA annual reporting requirements, H-GAC filed its annual 2005 DBE report with the TxDOT in a letter dated March 26, 2006 for fiscal year 2005. H-GAC exceeded its 2005 DBE goal of 15% with DBE participation of 18%, and will exceed its 2006 and 2007 goals of 15%. The H-GAC also has a DBE program adopted by the H-GAC Board of Directors in November 1990. This document is being updated and the MPO will be incorporating the Texas Unified Certification Program [TUCP] as its source for DBE certification.

Americans with Disabilities Act of 1990:

Programs and activities funded with Federal dollars are prohibited from discrimination based on disability. Compliance with the applicable regulations is a condition of receiving Federal financial assistance from the Department of Transportation. (Pub. L. 101-336, 104 Stat. 327 as amended; 49 CFR Parts 27, 37 and 38)

H-GAC MPO Response: Section 2.08 of the H-GAC Personnel Policies, adopted January 8, 2007, cites the MPO's compliance with the American Disabilities Act of 1990. In addition, the H-GAC was instrumental in assuring its place of business, 3555 Timmons Lane, complies with all ADA requirements. Accessibility Consultants Incorporated performed a building property evaluation in March 1992. As of December 31, 2000, all noted discrepancies were corrected. As of December 31, 2001, ten additional handicapped spaces were added to the level 5 covered area of the parking garage. The most recent inspection was conducted in April 18, 2007. All meetings, funded with Federal dollars or as part of doing business, are held only in ADA compliant facilities.

Restrictions on influencing certain Federal activities:

No appropriated funds may be expended by the recipient of a Federal contract, grant, loan, or cooperative agreement to pay any person for influencing a federal employee

regarding the award of Federal contracts, grants, loans or cooperative agreements. (49 CFR, Part 20)

H-GAC MPO Response: Sections 3.04 Outside Activities, 3.05 Gifts and Gratuities, 3.06 Conflict of Interest, and 3.07 Political Activity of the H-GAC Personnel Policies, adopted January 8, 2007, cites the MPO's compliance with the Restrictions on Influencing certain Federal Activities.

Clean Air Act: Air Pollution Prevention & Control:

All State and local transportation officials will take part in a 3-C planning process in non-attainment areas to determine which planning elements will be developed, adopted and implemented to maintain or improve the air quality for said area. In non-attainment areas that include more than one state, the affected states may jointly undertake and implement air quality planning procedures. Activities not conforming to approved plans will not be financially supported by the Federal government. Priority of funding will be given to those projects or programs that achieve and maintain national primary ambient air quality standards. (42 USC, Ch. 85, Sec's. 7408, 7410, 7504, 7505a 7511, 7512, 7506 (c) and (d) and 7604; 49 USC, Ch. 53, 23 USC, Sec. 134)

H-GAC MPO Response: UPWP Subtasks 1.3, 1.4, 2.1, 3.3, 4.1, 4.2, 4.3, 4.4, 5.1, 5.2, 5.3, & 5.4 address various aspects of the CAA requirements, including public outreach, SIP development, air quality conformity attainment, financial constraints, alternative modes of travel, and contributions to maintaining national primary ambient air quality standards.

Appendix G

Approved
Capital Equipment Expenditures
For
Fiscal Years 2008 & 2009

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APPENDIX G

**FY2008 EQUIPMENT EXPENDITURES TABLE -- Metropolitan Planning Organization
Capital Equipment and Significant Expendable Equipment Expenditures
Fiscal/Calendar Years 2008**

| UPWP WORK TASKS | Estimated EXPENDITURE | FUNDING SOURCE | LIKELY PURCHASE Quarter | DESCRIPTION & PURPOSE |
|-----------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------|----------------------------------------|----------------------------------------------------------------------------------------------------------|
| UPWP 1.1 - The majority of all Transportation Department equipment expenditures are budgeted in this task only. | \$20,000 | FHWA | 2nd & 4th | Hardware upgrades to H-GAC servers for enabling Dynamic Storage and file handling. |
| | \$25,000 | FHWA | 5 qtrs | Repair, replacement or upgrades for 17 of 68 PCs & support components. |
| | \$6,000 | FHWA | 1st qtr | Repair, replacement or upgrades for 2 laptop PCs and support components. |
| | <u>\$35,000</u> | <u>FHWA</u> | <u>2nd qtr</u> | <u>Conference Room presentation screen enhancements</u> |
| | \$6,000 | FHWA | 5 qtrs | Printer and plotter replacement/upgrades. |
| | \$8,000 | FHWA | 2 nd qtr | New servers for webpage support |
| | \$5,000 | FHWA | 5 qtrs | Furniture (not typical cubicle furniture) for revised Transportation space. |
| UPWP 1.2 | \$5,000 | FHWA | 1st Quarter | Photography Equipment for outreach |
| UPWP 1.3, 2.1, 4.3 | \$6,000 | FHWA | 2nd & 3rd qtrs | PC replacement/upgrades for C&E Department staff performing Transportation activities, [prorated share]. |
| Total Capital Expense | \$116,000 | For 5 quarters | | |
| Fed. FY:08-1st qtr. | \$18,200 | <<HGAC CY:07-4th qtr. | \$23,200 | |
| Fed. FY:08-2nd qtr. | \$63,200 | <<HGAC CY:08-1st qtr. | \$63,200 | |
| Fed. FY:08-3rd qtr. | \$10,200 | <<HGAC CY:08-2nd qtr. | \$10,200 | |
| Fed. FY:08-4th qtr. | \$17,200 | <<HGAC CY:08-3rd qtr. | \$17,200 | |
| Fed. FY:09-1st qtr. | \$38,600 | <<HGAC CY:08-4th qtr. | \$38,600 | |
| Fiscal Year 2008 | \$108,800 | Calendar Year 2008>> | \$129,200 | |

**FY2009 EQUIPMENT EXPENDITURES TABLE -- Metropolitan Planning Organization
Capital Equipment and Significant Expendable Equipment Expenditures
Fiscal/Calendar Year 2009**

| UPWP WORK TASKS | Estimated EXPENDITURE | FUNDING SOURCE | LIKELY PURCHASE by Qtr. | DESCRIPTION & PURPOSE |
|-----------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------|----------------------------------------|----------------------------------------------------------------------------------------|
| UPWP 1.1 - The majority of all Transportation Department equipment expenditures are budgeted in this task only. | \$20,000 | FHWA | 5 qtrs | Hardware upgrades to H-GAC servers for enabling Dynamic Storage and file handling. |
| | \$25,000 | FHWA | 5 qtrs | Repair, replacement or upgrades for 16 of 64 PCs & support components. |
| | \$7,000 | FHWA | 1st qtr | Purchase CD Archive Server |
| | \$10,000 | FHWA | 5qtrs | Printer and plotter replacement/upgrades. |
| | \$10,000 | FHWA | 5 qtrs | Furniture (not typical cubicle furniture) for revised Transportation space. |
| UPWP 1.2 | \$5,000 | FHWA | 1st qtr | Hardware upgrades /acquisition for Public outreach multimedia presentations |
| UPWP 1.3, 2.1, 4.3 | \$6,000 | FHWA | 2nd & 3rd qtr | PC replacement/upgrades for C&E Department staff performing Transportation activities. |
| Total Capital Expense | \$83,000 | For 5 quarters | | |
| Fed. FY:09-1st qtr. | \$25,000 | <<HGAC CY:08-4th qtr. | \$25,000 | |
| Fed. FY:09-2nd qtr. | \$16,000 | <<HGAC CY:09-1st qtr. | \$16,000 | |
| Fed. FY:09-3rd qtr. | \$16,000 | <<HGAC CY:09-2nd qtr. | \$16,000 | |
| Fed. FY:09-4th qtr. | \$13,000 | <<HGAC CY:09-3rd qtr. | \$13,000 | |
| Fed. FY:10-1st qtr. | \$13,000 | <<HGAC CY:09-4th qtr. | \$13,000 | |
| Fiscal Year 2009 | \$70,000 | Calendar Year 2009 | \$58,000 | |

Appendix H

Major Corridor Study Status Table 7

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MAJOR CORRIDOR STUDIES

Revision Date: June 27, 2007

TEA-21 directed the U.S. Department of Transportation to eliminate the Major Investment Study (MIS) as a separate requirement and integrate it into the planning and National Environmental Policy Act (NEPA) process. Federal rules and guidelines for carrying out this direction have not been issued. H-GAC, the Texas Department of Transportation (TxDOT), the Grand Parkway Association and the Metropolitan Transit Authority (METRO) continue to utilize these studies to enhance public participation in proposed transportation improvements of significant local and regional impact. In addition, the MIS insures that a full range of transportation needs and solutions have been examined. As a result, the transportation investments recommended have been designed to work in concert to best meet identified transportation goals.

**Table 7
Corridor and Feasibility Study Status
FY 2008-09 Unified Planning Work Program**

| Completed Major Corridor Studies | | |
|-------------------------------------------------------------|-----------------------------------------------------------------------------|-----------------------------------------------------|
| NAME | LIMITS | STATUS |
| Downtown to Astrodome Lt. Rail | North of Houston CBD to South of IH 610 | Completed |
| IH 10W Katy Freeway | Houston CBD to Waller/Austin Co. Line | MIS and Draft EIS complete. Construction 2-7 years. |
| US 59 South | SH 6 to Wharton Co. Line | MIS\EA complete. |
| I-45 South | Beltway 8 to 61 st Street | MIS complete. |
| IH 610 W | IH 10 W to Westpark | MIS and EA complete |
| I-45 North | Loop 336 N. to FM 1375 | Completed |
| SH 249 | FM 149@Pinehurst to FM1774 | Completed 2002 |
| Beltway 8 West | US 290 to US 59 S | No Study |
| NW MKT RR R-O-W Corridor (Tomball, SH 249) | Houston CBD (NW Transit Center) to Tomball | Completed |
| Southeast-University-Hobby Corridor Planning and DEIS Study | East from Downtown to UH/TSU area & South to Hobby Airport | Completed – Pending FTA approval to enter into PE |
| Uptown/West Loop Corridor Planning & DEIS Study | Along West Loop/Post Oak Blvd. From NW Transit Center to S. Rice @ Westpark | Completed |
| Westpark Transit Corridor Planning Study | Main Street @ Wheeler / Blodgett to Grand Parkway | Completed |
| Harrisburg Corridor Planning Study | Downtown along Harrisburg Blvd. to east loop 610 | Completed |
| Varied Freight Corridors | Statewide Freight Rail Study | Completed in 2007 |
| Outer Katy Transit Corridor Planning Study | IH 610 to Katy, TX | Completed |
| Inner Katy (I-10) Corridor Planning Study | Downtown Houston to the West Loop (IH610 West) | Completed |

| NAME | LIMITS | STATUS |
|---------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| US 90A "Commuter Rail Feasibility Study" | Houston CBD (METRO Rail light rail line's Fannin South P&R station along US90A to Rosenberg, TX. | Completed |
| I-45 North/Hardy Corridor Study | Houston CBD to Woodlands includes US 59 from IH 45 to Spur 527 | Completed – Pending FTA approval to enter into PE |
| Westheimer Corridor Access Management Study | Loop 610 to SH 6 | Completed Study 2002, construction completed 2006 |
| FM 518 Corridor Access Management Study | From Loop SH 146 to US 288 | Study completed 2004, construction to begin in 2007 |
| FM 1960 Corridor Access Management Study | From SH 249 to IAH 45 | Study completed 2004, construction pending |
| Active Major Corridor Studies | | |
| SH 288 | US 59 (CBD) to SH 36 (Freeport) | 90% Complete |
| SH 35 | IH 45 to SH 288 (Angleton) | 70% Complete |
| SH 225 | IH 610 to SH 146 | 90% Complete |
| US 290 | I-610 West to FM 2920 [33.45mi] | Completed – 2003, EIS Commuter rail option to be examined in future |
| US 59 | Spur 527 to IH 45 [1.9mi] | 70% Complete; currently under review |
| SH 99 Segments E, F & G | IH 10W (Franz) to US 59N [52mi] | MIS complete, Segments E & F1 EIS 95% complete, RODs in 08 |
| SH 99 Segment B | SH 288 to I-45 South [26.2mi] | 90% Complete; ROD expected 2008, 2 nd quarter |
| SH 146 | I-45 South to Fairmont Parkway [25.44mi] | Completed Option 1 2003, certain segments still in design |
| SH 99 Segment C | US 59 South to SH 288 [26.4mi] | MIS complete. Final EIS 2007 ROD expected 2008. |
| SH 99 Segments A | I-45 South to SH 146 | Begins 2007-08 – TxDOT/Grand Pkwy Assoc. |
| SH 99 Segment H and L-1 | US 59 North to IH 10 East | Begins 2006 TxDOT/GPA |
| SH 6 - Fort Bend County | IH 10 to FM 521 | Began October 2006, ends 2008 |
| FM 2920 | US 290 to Spring-Cypress Rd. | Began July 2007, ends 2008 |
| Future Major Corridor Studies | | |
| IH 10 East | IH 45 to Chambers County Line | No activity yet |
| IH 610 E & S | IH 10 to IH 45 & IH 45 S to South Post Oak | No activity yet |
| SH 6 - South | FM 521 to IH 45S | Begin 2009, end 2009 |
| SH 6 – IH 10W | IH 10 W to US 290 | Begin 2009, end 2009 |
| FM 1960 East | IH 45 N to E. Liberty Co Line | Begin 2009, end 2009 |
| SH 3 Commuter Rail Corridor Alternatives Analyses | Alternatives Analysis / Environmental Assessment | Began 2009 – complete in 2010 |

Appendix I

2008-2009 UPWP Adoption Resolution And Amendments

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Resolution

NO. 0702-UPWP

ADOPTING THE 2008-2009 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA AND CERTIFYING COMPLIANCE WITH FEDERAL PLANNING REQUIREMENTS.

WHEREAS, the U.S. Department of Transportation, prior to the funding of any planning or capital grant project within an urban region, requires the preparation of and adoption of a Unified Planning Work Program (UPWP) describing transportation planning activities to be accomplished during FY 2008-2009; and

WHEREAS, the 2008-2009 Unified Planning Work Program addresses the needs for planning Administration/Management, Data Development and Maintenance, Short Range Planning, the Metropolitan Transportation Plan, and Special Studies; and

WHEREAS, the 2008-2009 Unified Planning Work Program identifies agency responsibilities by work task and anticipated funding requirements; and

WHEREAS, the Transportation Policy Council certifies its compliance with federal planning requirements as outlined in the introduction of the 2008-2009 Unified Planning Work Program;

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA THAT:

- The 2008-2009 Unified Planning Work Program for Transportation Planning is hereby adopted; and
- Cost overruns of up to 25 percent at the activities task level are allowable, provided that the totals as shown in Table 6 (Budget Summary) of the 2008-2009 Unified Planning Work Program are not exceeded.

PASSED AND APPROVED this 27th day of July 2007, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area.

APPROVED:


James Patterson, Chairman
Transportation Policy Council

ATTEST:


Tom Reid, Secretary
Transportation Policy Council

2008-2009 UNIFIED PLANNING WORK PROGRAM (UPWP)**Background**

The 2008-2009 Unified Planning Work Program (UPWP) describes the metropolitan transportation planning activities to be conducted during the 2008-2009 Fiscal Years (October 2007 - September 2009) for the Houston-Galveston Transportation Management Area (TMA). Some of the planning highlights for this new UPWP include:

- An update of the 12 year old Regional Aviation System Plan, funded by an FAA grant;
- Completion of the decennial regional travel surveys started in 2007;
- Livable Centers and Context sensitive design training and outreach for regional partner agencies and their staff;
- Enhance the web-based roadway project and traffic count viewers;
- Develop a public outreach/education toolkit for use by local governments
- Creating a regional crash record clearinghouse to assist local jurisdictions in their planning efforts;
- Conducting a study on long-term truck parking and intermodal facility access issues for safe and efficient delivery of goods;
- Complete the access management studies on SH 6 and FM 2920 identifying low-cost system management strategies to be implemented short-term;
- Enhancing transit service connectivity across the thirteen counties of H-GAC through inter-agency coordination planning;
- Completing the regional commuter rail connectivity study started in 2007;
- Performing a flood prediction demonstration project on SH 288; and
- Completion of many locally funded planning activities that are documented by the region's transportation partners in the 'Locally-Funded Planning Activities' chapter.

Current Situation

The draft 2008-2009 Unified Planning Work Program (UPWP) was posted on H-GAC's website for the TAC on June 6, 2007, beginning the 30-plus day comment period which ended on July 20, 2007. A public meeting was held on June 28, 2007 at the offices of the Houston-Galveston Area Council from 5:30pm to 7:00pm, attended by nine persons. Comments and corrections were received by approximately twenty-five persons, agencies, or organizations and they were addressed and documented in Appendix J of the 'revised draft 2008-2009 UPWP' posted on the TPC web page: www.h-gac.com/transportation/.

Requested Action

Request TPC approval of the attached Resolution to adopt the 2008-2009 UPWP



Resolution

NO. 0801-UPWP

ADOPTING AMENDMENTS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

WHEREAS, the Transportation Policy Council adopted the 2008-2009 Unified Planning Work Program (UPWP) on July 27, 2007; and

WHEREAS, with **Amendment 1: Task 1 Program Management and Appendix G**, the funding for capital equipment is increased by \$25,000 in Transportation Planning Funds to enhance the audio-visual capability of the MPO's Transportation Conference Room and clarifies text for legal expenses in Subtask 1; and

WHEREAS, with **Amendment 2: Subtask 2.2 Physical Features Operations**, the text and funding table are amended to reflect completion of the on-board transit survey and partial completion of household survey in fiscal year 2007; and

WHEREAS, with **Amendment 3: Subtask 3.2 Transit Operations**, the text and funding tables are amended to add \$50,000 of Transportation Planning Funds for the Phase II implementation of the Fort Bend County Transit Plan; and

WHEREAS, with **Amendment 4: Subtask 3.3 Congestion Management System Planning**, the text and funding tables are amended to add \$30,000 in Transportation Planning Funds for completing the conversion of the Congestion Management System Plan into a SAFETEA-LU compliant congestion management process; and

WHEREAS, with **Amendment 5: Subtask 5.1 Safety Planning & Support**, the text and funding tables are amended to add \$15,000 in Transportation Planning Funds for completing the Safety Course for elected and other public officials; and

WHEREAS, with **Amendment 6: Subtask 5.2 Major Corridor Studies**, the text and funding tables are amended to add \$150,000 in Transportation Planning Funds for professional assistance in advising the TPC in its review and approval of the terms and conditions used in evaluating valuation studies in support of major toll road developments; and

WHEREAS, with **Amendment 7: Subtask 5.3 Evacuation Planning**, the text and funding are revised to correctly program \$33,545 as the City of Houston local cash contribution to the public outreach and education toolbox for local governments development project; and

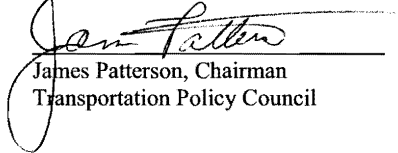
WHEREAS, with **Amendment 8: Subtask 5.4 Intermodal Initiatives**, the text and funding tables are amended to provide the Gulf Coast Freight Rail District [GCFRD] pass \$100,000 per year for two years [\$200,000] for professional assistance in freight rail scenario planning activities; and

WHEREAS, with **Amendment 9: Table 6, Funding Summary** is amended to reflect changes consistent with Amendments 1 through 8 above.

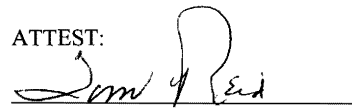
NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL, THAT REVISIONS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM, AS SHOWN IN THE ATTACHMENT, ARE HEREBY APPROVED AND INCORPORATED INTO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM.

PASSED AND APPROVED, this 16th day of November 2007, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area.

APPROVED:


James Patterson, Chairman
Transportation Policy Council

ATTEST:


Tom Reid, Secretary
Transportation Policy Council

2008-2009 UPWP AMENDMENTS

Background

Amendments 1-9 reflect revised funding and text changes in the 2008-2009 UPWP of the Houston-Galveston TMA and other immediate needs of the TMA. Brief summaries of proposed amendments by amendment number and short title are shown below. *Funding table changes are in a separate attachment to make the amendments easier to read.*

AMENDMENT 1 – Task 1 & Appendix G Approved FY08 Equipment Expenditures, as referenced in Product 1.1.13 [page 1-4] of Subtask 1.1 increases the second quarter capital equipment expenditure from \$10,000 to \$35,000 in 2007 TPF carryover funds to enhance the audio-visual capabilities of the MPO’s fifth floor conference room at 3555 Timmons Lane, specifically a high-definition presentation screen and video-conferencing capability. This amendment also clarifies text in product 1.1.12 [page 1-4] to address a comment received from FHWA/FTA on the 2008/2009 UPWP adoption and revises the Task One funding table [page 1-7] {see attachment}.

AS AMENDED

| APPENDIX G | | | | |
|-----------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------|
| FY2008 EQUIPMENT EXPENDITURES TABLE -- Metropolitan Planning Organization | | | | |
| Capital Equipment and Significant Expendable Equipment Expenditures | | | | |
| Fiscal/Calendar Years 2008 | | | | |
| UPWP WORK TASKS | Estimated EXPENDITURE | FUNDING SOURCE | LIKELY PURCHASE Quarter | DESCRIPTION & PURPOSE |
| UPWP 1.1 - The majority of all Transportation Department equipment expenditures are budgeted in this task only. | \$20,000 | FHWA | 2nd & 4th | Hardware upgrades to H-GAC servers for enabling Dynamic Storage and file handling. |
| | \$25,000 | FHWA | 5 qtrs | Repair, replacement or upgrades for 17 of 68 PCs & support components. |
| | \$6,000 | FHWA | 1st qtr | Repair, replacement or upgrades for 2 laptop PCs and support components. |
| | \$35,000 | FHWA | 2nd qtr | Conference Room Presentation enhancement |
| | \$6,000 | FHWA | 5 qtrs | Printer and plotter replacement/upgrades. |
| | \$8,000 | FHWA | 2 nd qtr | New servers for webpage support |
| | \$5,000 | FHWA | 5 qtrs | Furniture (not typical cubicle furniture) for revised Transportation space. |
| UPWP 1.2 | \$5,000 | FHWA | 1st Quarter | Photography Equipment for outreach |
| UPWP 1.3, 2.1, 4.3 | \$6,000 | FHWA | 2nd & 3rd qtrs | PC replacement/upgrades for C&E Department staff performing Transportation activities, [prorated share]. |
| Total Capital Expense | \$116,000 | For 5 quarters | | |
| Fed. FY:08-1st qtr. | \$18,200 | <<HGAC CY:07-4th qtr. | \$23,200 | |
| Fed. FY:08-2nd qtr. | \$63,200 | <<HGAC CY:08-1st qtr. | \$63,200 | |
| Fed. FY:08-3rd qtr. | \$10,200 | <<HGAC CY:08-2nd qtr. | \$10,200 | |
| Fed. FY:08-4th qtr. | \$17,200 | <<HGAC CY:08-3rd qtr. | \$17,200 | |
| Fed. FY:09-1st qtr. | \$38,600 | <<HGAC CY:08-4th qtr. | \$38,600 | |
| Fiscal Year 2008 | \$108,800 | Calendar Year 2008>> | \$129,200 | |

AS AMENDED

1.1.12 Acquire legal defense/advice in accordance with 2 CFR Part 225, Cost Principles for State, Local, and Indian Tribal Governments (OMB Circular A-87) for conformity determinations and other issues as determined to be necessary and reasonable for carrying out the metropolitan planning process. [2008-2009].

AMENDMENT 2 - Subtask 2.2 General Physical Features/Data Support amends Product 2.2.2 [pages 2-5 & 2-6] to reflect actual funding carried over to fiscal year 2008 for the travel surveys not completed in fiscal year 2007. This amendment corrects a funding error in the text for the household survey and revises the Task 2 funding table {page 2-7} {see attachment}.

AS AMENDED

2.2.2 TxDOT, in cooperation with H-GAC, will conduct Travel Surveys for the Houston-Galveston TMA during FY 2007-08. These surveys are as follows:

- **External Station Survey** – 33 sites in H-GAC MPO [14 shared with SETRPC MPO.] (Total \$210K {TxDOT-\$105K DDF, H-GAC-\$105K TPF}) [FY 2008]
- **Household Survey** – 5700 households in H-GAC region. (Total \$364.8K {TxDOT-\$135K SPR, H-GAC-\$229.8K TPF} 60% completed in 2007) [FY 2008]
- **Work Place / Special Generators Survey** - 500 businesses in TMA, including six special generator supplemental surveys (Total \$940K, {TxDOT-\$590K SPR, H-GAC-\$350K TPF}) [FY 2008]
- **Commercial Vehicle Survey** – (Total \$100K {TxDOT-\$50K SPR, H-GAC-\$50K TPF}) [FY 2008]
- **Toll Road Travel Survey** (Total \$125K [H-GAC [\$100K STP, \$25K local [FY2008]

[NOTE: \$1,124,500 in PL112 (TPF) funds were held by TxDOT in 2007 for completion of the above surveys; (Status of surveys: On-Board Transit was completed; Household 60% complete in 2007.)]

AMENDMENT 3 - Subtask 3.2 Transit Operations and Mobility Plans adds the following text and \$50,000 in Transportation Planning Funds for Phase II of the Fort Bend County Transit Plan as Product 3.2.7 [below], which should have been carried over from the 2006-2007 UPWP and revises the Task 3 funding table {page 3-8} {see attachment}.

ADDED

3.2.7 Provide consultant assistance in performing transit service analysis and implementation of Phase II of the Fort Bend County Transit Plan which includes reviewing the existing service levels, (demand response, commuter service, and flex-route service); developing a service implementation/operations plan, and providing a five-year financial plan. (Consultant - \$50K TPF) (2008)

AMENDMENT 4 – Subtask 3.3 Congestion Management System Planning adds the following text and \$30,000 in Transportation Planning Funds carried over from FY 2007 to complete the conversion of the Congestion Management System (CMS) Plan to the Congestion Management Process (CMP) document in accordance with SAFETEA-LU requirements. Public outreach requirements and on-going discussions delayed this activity beyond the end of FY 2007. This amendment revises the Task 3 funding table {page 3-8} {see attachment}.

ADDED

3.3.9 Complete the conversion/rewrite of the Congestion Management System (CMS) plan to the Congestion Management Process (CMP) plan as established by SAFETEA-LU; include a periodic measure of congestion mitigation impacts on the region; public outreach efforts prior to adoption of the document; and integration with the TIP and RTP project development processes. Consultant (TTI) (\$30K TPF) [2008]

AMENDMENT 5 – Subtask 5.1 Safety Planning adds the following text and \$15,000 in Transportation Planning Funds carried over from FY 2007 for TTI to pilot, modify, and conduct a safety course for elected and other public officials. This amendment revises the Task 5 funding table {page 5-8} {see attachment}.

ADDED

5.1.6 Implement the safety course developed for elected and other public officials. The purpose is to teach safety planning methodology, financing, and legal issues to elected and public officials. This will consist of a pilot course, modification of the course, and an official offering of the course. Consultant (TTI) (\$15K TPF) [2008]

AMENDMENT 6 - Subtask 5.2 Major Corridor Studies adds text and \$150,000 in Transportation Planning Funds for consultant assistance to advise the Transportation Policy Council in its review and approval of the terms and conditions used in evaluating the valuation studies conducted in support of major corridor toll road development. The consultant will also assist staff in the review of the actual Valuation Study and report to the TPC on the study's adherence to the terms and conditions set by the Transportation Policy Council. This amendment revises the Task 5 funding table {page 5-8} *{see attachment}*.

ADDED

5.2.6 Seek consultant assistance supporting the TPC's review and approval of the terms and conditions used in the valuation studies for selected toll corridors. This study will examine the terms and conditions of constructing, operating, and maintaining the corridors over time. The consultant will specifically examine the scope of the project, the sequencing of construction segments, or as a whole, operations, maintenance, toll rate changes over time, and other terms and conditions as deemed appropriate. (Consultant - \$150,000 TPF) [2008]

5.2.7 H-GAC staff will conduct technical work supporting the analysis of economic, demographic, and travel growth to assist consultants selected by TxDOT and Harris County to execute the valuation studies. [2008]

AMENDMENT 7 - Subtask 5.3 Evacuation Planning amends the text in product 5.3.4 [page 5-6] to correctly reflect the City of Houston local contribution as \$33,545 instead of \$34,855 as its share of the public outreach/toolkit development project. This amendment also revises the Task 5 funding table {page 5-8} *{see attachment}*.

AMENDMENT 8 - Subtask 5.4 Intermodal Initiatives adds text and \$200,000 in Transportation Planning Funds in support of activities of the Gulf Coast Freight Rail District (GCFRD). These funds will be passed through to the District in an amount not to exceed \$100,000 per year to acquire consultant modeling support for freight rail scenario planning and other activities to be determined by agreement between H-GAC and GCFRD fiscal agent. This amendment revises the Task 5 funding table {page 5-8} *{see attachment}*.

ADDED

5.4.5 Provide planning support to the Gulf Coast Freight Rail District (GCFRD) to assist in freight rail scenario modeling [\$100,000 TPF per year for 2008- 2009.]

AMENDMENT 9 - Table 6, Funding Summary amends Table 6 to reflect the funding changes in amendments 1-7 and an increase in estimated FY 2007 carryover of \$440,000 [page 5-9].

AMENDED FUNDING TABLES ATTACHMENT

These funding tables for each Task show the amended changes in red for your direct comparison to the printed document adopted July 27, 2007.

Amendment #1 [2008-09 UPWP page 1-7]

| TASK 1: Program Mgmt. 2008-2009 Funding Table | | | | | |
|------------------------------------------------|--------------------|--------------------|------------|------------|--------------------|
| Subtask | Responsible Agency | TPF | LOCAL | OTHER | TOTAL ¹ |
| 1.1 | H-GAC-MPO | \$2,385,000 | \$0 | \$0 | \$2,385,000 |
| 1.2 | H-GAC-MPO | \$2,035,000 | \$0 | \$0 | \$2,035,000 |
| 1.3 | H-GAC-C&E | \$430,000 | \$0 | \$0 | \$430,000 |
| 1.4 | H-GAC-MPO (TPF) | \$0 | \$0 | \$0 | \$0 |
| TOTAL | | \$4,850,000 | \$0 | \$0 | \$4,850,000 |
| TxDOT State Planning Funds (state-wide match): | | | | | \$595,402 |
| 2007 Task 1 TPF Carryover Estimate: | | | | | \$570,000 |

¹ One-half of these funds may not represent one year's funding.

Amendment #2 [2008-09 UPWP page 2-7]

| TASK 2: Data Develop. & Maint. 2008-09 Funding Table | | | | |
|------------------------------------------------------|--------------------|---------------------|--------------------|--------------------|
| Subtask | 2.1 | 2.2 | 2.3 | TOTAL |
| Responsible Agency | H-GAC-C&E | MPO / TxDOT / METRO | H-GAC-MPO | |
| TPF: 2008-09 | \$1,050,000 | \$980,000 | \$1,870,000 | \$3,900,000 |
| STP | \$0 | \$100,000 | \$0 | \$100,000 |
| TxDOT SPR ² | \$0 | \$775,000 | \$0 | \$775,000 |
| TxDOT DDF ² | \$0 | \$105,000 | \$0 | \$105,000 |
| Other Local | \$10,000 | \$25,000 | \$10,000 | \$45,000 |
| TOTAL¹ | \$1,060,000 | \$1,985,000 | \$1,880,000 | \$4,925,000 |
| TxDOT State Planning Funds (state-wide match) | | | | \$481,257 |
| 2007 Task 2 TPF Carryover Estimate | | | | \$120,000 |

¹ One-half of these funds may not represent one year's funding.

² TxDOT contribution to Travel Surveys.

Next page, please.

Amendments #3 & #4, [2008-09 UPWP page 3-8]

| TASK 3: Short-Range Planning 2008-2009 Funding Table | | | | | |
|-------------------------------------------------------------|------------------|--------------------|------------------|------------------|-----------------------------------------------|
| Subtask | 3.1 | 3.2 | 3.3 | 3.4 | |
| Responsible Agency | H-GAC - MPO | Multi - Agency | MPO/TxDOT | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$850,000 | \$500,000 | \$410,000 | \$270,000 | \$2,030,000 |
| FTA 5307 ¹ Planning | \$0 | \$3,630,191 | \$0 | \$0 | \$3,630,191 |
| METRO | \$0 | \$0 | \$0 | \$0 | \$0 |
| The Woodlands | \$0 | \$139,077 | \$0 | \$0 | \$139,077 |
| Fort Bend Co. | \$0 | \$1,177,253 | \$0 | \$0 | \$1,177,253 |
| Harris County | \$0 | \$1,424,255 | \$0 | \$0 | \$1,424,255 |
| Texas City | \$0 | \$372,021 | \$0 | \$0 | \$372,021 |
| Lake Jackson | \$0 | \$297,585 | \$0 | \$0 | \$297,585 |
| City of Galveston | \$0 | \$220,000 | \$0 | \$0 | \$220,000 |
| FTA 5304 | \$0 | \$60,000 | \$0 | \$0 | \$60,000 |
| STP | \$0 | \$0 | \$120,000 | \$0 | \$120,000 |
| TxDOT DDF ² | \$0 | \$0 | \$40,000 | \$0 | \$40,000 |
| LOCAL | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$850,000 | \$4,190,191 | \$570,000 | \$270,000 | \$5,880,191 |
| | | | | | |
| | | | | | TxDOT State Planning Funds (state-wide match) |
| | | | | | \$240,629 |
| | | | | | 2007 Task 3 TPF Carryover Estimate |
| | | | | | \$320,000 |
| | | | | | |
| | | | | | ¹ Includes State & Local Match |
| | | | | | ² District Discretionary Funds |

Amendments #5, #6, #7, & #8 [2008-09 UPWP page 5-8]

| TASK 5: Special Studies - 2008-2009 UPWP | | | | | | | |
|-------------------------------------------------|------------------|---------------------|------------------|--------------------|------------------|------------------|-------------------------------------------|
| Subtask | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | |
| Responsible Agency | MPO / local | Multi-Agency | Multi-Agency | Multi-Agency | MPO / FHWA | MPO / FAA | TOTAL |
| TPF: 2008-09 | \$390,000 | \$850,000 | \$280,000 | \$675,000 | \$0 | \$0 | \$2,195,000 |
| METRO-FTA 5309 | \$0 | \$497,400 | \$0 | \$0 | \$0 | \$0 | \$497,400 |
| STP | \$400,000 | \$945,271 | \$388,280 | \$340,000 | \$0 | \$0 | \$2,073,551 |
| FHWA Discr. | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$0 | \$120,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$0 | \$675,000 | \$675,000 |
| TxDOT PPF | \$0 | \$8,943,600 | \$0 | \$0 | \$0 | \$0 | \$8,943,600 |
| TxDOT SPR | \$24,000 | \$156,318 | \$53,525 | \$0 | \$0 | \$0 | \$233,843 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$0 | \$75,000 |
| LOCAL | \$76,000 | \$80,000 | \$43,545 | \$10,000 | \$0 | \$75,000 | \$284,545 |
| TOTAL | \$890,000 | \$11,472,589 | \$765,350 | \$1,100,000 | \$120,000 | \$750,000 | \$15,097,939 |
| | | | | | | | |
| | | | | | | | TxDOT State Planning Funds (Match) |
| | | | | | | | \$216,565 |
| | | | | | | | 2007 Task 5 TPF Carryover Estimate |
| | | | | | | | \$750,000 |
| | | | | | | | |
| | | | | | | | ¹ Includes Local Match |
| | | | | | | | ² District Discretionary Funds |

Amendments #9 [2008-09 UPWP page 5-9]

| Table 6 Funding Summary | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------------------------------------------|-----------------------------------|----------------------------------|---------------------------|---------------------|
| Funding Source | Task 1 Admin. / Mgmt. | Task 2 Data Development & Maintenance | Task 3 Short Range Planning | Task 4 Long Range Planning | Task 5 Special Studies | TOTAL |
| | FTA 44.21 | FTA 44.22 | FTA 44.24, 44.25 | FTA 44.23 | FTA 44.26, 44.27 | |
| FHWA-FTA TPF | \$4,850,000 | \$3,900,000 | \$2,030,000 | \$4,750,000 | \$2,195,000 | \$17,725,000 |
| STP - Cat 7 | \$0 | \$100,000 | \$120,000 | \$0 | \$2,073,551 | \$2,293,551 |
| TxDOT SPR | \$0 | \$775,000 | \$0 | \$0 | \$233,843 | \$1,008,843 |
| TxDOT PPF | \$0 | \$0 | \$0 | \$0 | \$8,943,600 | \$8,943,600 |
| TxDOT Dist. Discret. | \$0 | \$105,000 | \$40,000 | \$0 | \$0 | \$145,000 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| TxDOT SPF Match**** | \$595,402 | \$481,257 | \$240,629 | \$586,147 | \$216,565 | \$2,120,000 |
| FHWA Discret. | \$0 | \$0 | \$0 | \$0 | \$120,000 | \$120,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$675,000 | \$675,000 |
| TCEQ-local | \$0 | \$0 | \$0 | \$100,000 | \$0 | \$100,000 |
| Other Local | \$0 | \$45,000 | \$0 | \$30,000 | \$284,545 | \$359,545 |
| FTA 5304 / 5307/ 5309 | \$0 | \$0 | \$3,690,191 | \$0 | \$497,400 | \$4,187,591 |
| TOTAL | \$5,445,402 | \$5,406,257 | \$6,120,820 | \$5,466,147 | \$15,314,504 | \$37,753,130 |
| TRANSPORTATION PLANNING FUNDS ONLY | | | | | | |
| | FHWA (PL-112) | | | \$13,461,865 * | | |
| | *includes FY2007 FHWA carryover of: | | | | \$1,880,000 | |
| | FTA Section 5303 (Sec. 8) | | | \$4,210,850 ** | | |
| | **Includes FTA 5303 cash match | | | | | |
| | TOTAL TPF PROGRAMED | | | \$17,725,000 | | |
| | Less TPF + FTA Funds Available | | | \$15,792,715 | | |
| | Less Estimated Carryover FY2007 | | | \$1,880,000 | | |
| | Under (Over) Programmed | | | (\$52,285) | | |
| ****In-kind Statement: Identifies TxDOT's in-kind match for FHWA (PL-112) funds. The match is applied on a statewide basis. This is why the TxDOT State Planning Funds (SPF) column in the UPWP budget does not equal the required 20% In-kind match. | | | | | | |



Resolution

NO. 0802-UPWP

ADOPTING AMENDMENTS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

WHEREAS, the Transportation Policy Council adopted the 2008-2009 Unified Planning Work Program (UPWP) on July 27, 2007, amended on November 16, 2007; and

WHEREAS, with **Amendment 10: Task 1 Program Management**, the text and funding tables are amended to add \$12K in Transportation Planning Funds for consultant-assisted training for staff in subtask 1.1; program a net reduction of \$165K in transportation planning funds to reflect a shift in staff responsibilities; increase the estimate of non-expended [carryover] FY 2007 funds by \$55K; and correct the TxDOT state-wide match to read 'Toll Credits' per action of the Texas Highway Commission; and

WHEREAS, with **Amendment 11: Task 2 Data Development & Maintenance**, the text and funding tables are amended to clarify the consultant expenditure tasks in subtask 2.3; program a net reduction of \$70K in transportation planning funds to reflect a shift in staff responsibilities; and correct the TxDOT state-wide match to read 'Toll Credits' per action of the Texas Highway Commission; and

WHEREAS, with **Amendment 12: Task 3 Short-Range Planning**, the text and funding tables are amended to reduce the TELUS consultant funding in subtask 3.1 by \$10K due to a reduction in scope; increase FTA 5304 funding by \$60K to extend the regional transit coordination efforts; remove a redundant Product [3.2.5]; program a net increase of \$330K in transportation planning funds to reflect a shift in staff TIP responsibilities; increase the estimate of non-expended [carryover] FY 2007 funds by \$180K; and correct the TxDOT state-wide match to read 'Toll Credits' per action of the Texas Highway Commission; and

WHEREAS, with **Amendment 13: Task 4 Long-Range Planning**, the text and funding tables are amended to program an additional \$90K of TCEQ funding for TERP program monitoring; correct consultant and local funding commitments for special district bike programs; program a net reduction of \$160K in transportation planning funds to reflect a shift in staff responsibilities; and correct the TxDOT state-wide match to read 'Toll Credits' per action of the Texas Highway Commission; and

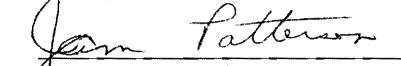
WHEREAS, with **Amendment 14: Task 5, Special Studies**, the text and funding tables are amended to correct the STP safety program funding in subtask 5.1, correcting scope changes and an STP match error; reduce the STP modeling program funding by \$102K to facilitate additional scope changes in two ongoing special studies; correct the FY 2007 FHWA earmark unexpended funds to \$150K; program a net reduction of \$45K in transportation planning funds to reflect a shift in staff

responsibilities; and correct the TxDOT state-wide match to read 'Toll Credits' per action of the Texas Highway Commission; and

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL, THAT REVISIONS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM, AS SHOWN IN THE ATTACHMENT, ARE HEREBY APPROVED AND INCORPORATED INTO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM.

PASSED AND APPROVED, this 25th day of April 2008, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area.

APPROVED:


James Patterson, Chairman
Transportation Policy Council

ATTEST:


Tom Reid, Secretary
Transportation Policy Council

2008-2009 UPWP AMENDMENTS

Background

Amendments 10-14 reflect revised funding and text changes in the UPWP due to changes in resource allocations and priorities. Brief summaries of proposed amendments by amendment number and short title are shown below.

AMENDMENT 10 – Task 1 Program Management – Revises text and funding as shown:

Text Revisions:

- Product 1.1.9 is revised to include updated training for staff at a cost of \$12,000 in Transportation Planning Funds (TPF):

After Amendment 10 [page 1-4]

1.1.9 Organize and/or participate in one or more Planning Capacity Building (PCB) peer reviews on technical challenges as needed in the TMA, such as air quality, safety, security, intermodal activities, travel behavior, interagency cooperation, or emergency planning. **Provide updated training to staff in grant/contract management and staff supervision as needed. (Consultant \$12K TPF) [2008-2009].**

- The reference to TxDOT ‘state-wide’ match as State Planning Funds is corrected to read ‘Toll Credits’ per recent action of the Texas Highway Commission as shown in the Task 1 funding table.

Funding Table Revisions:

- The Transportation Planning Funds are reduced in Task 1 by a net \$165,000 to reflect shifts in staff responsibilities and increases in salaries and overhead costs.
- The FY 2007 Task 1 TPF carryover was increased by \$55,000 which reflects actual 2007 unexpended funds programmed for Task 1 of \$625,000.

After Amendment 10 [page 1-7]

| TASK 1: Program Mgmt. 2008-2009 Funding Table | | | | | |
|------------------------------------------------------|---------------------------|--------------------|--------------|--------------|--------------------------|
| Subtask | Responsible Agency | TPF | LOCAL | OTHER | TOTAL¹ |
| 1.1 | H-GAC-MPO | \$2,375,000 | \$0 | \$0 | \$2,375,000 |
| 1.2 | H-GAC-MPO | \$1,870,000 | \$0 | \$0 | \$1,870,000 |
| 1.3 | H-GAC-C&E | \$440,000 | \$0 | \$0 | \$440,000 |
| TOTAL | | \$4,685,000 | \$0 | \$0 | \$4,685,000 |
| TxDOT Toll Credits (state-wide match): | | | | | \$595,402 |
| FY 2007 Task 1 TPF Carryover Estimate: | | | | | \$625,000 |

¹ One-half of these funds may not represent one year’s funding.

AMENDMENT 11 – Task 2 Data Development and Maintenance – Revises text and funding as shown:

Text Revisions:

1. Products 2.3.1 and 2.3.2 are revised to clarify Consultant funding for modeling efforts.

After Amendment 11 [page 2-6]

- 2.3.1 Continue technical support and assistance in the implementation of both the Track 1 and Track 2 model sets. (Consultant (TTI) **\$325K TPF**) [2008-2009]
- 2.3.2 Participate and support the efforts of the nationwide ~~MPO Modeling Group~~ **mobility measurement research project (Consultant (TTI) \$25K)**. [2008]

Funding Table Revisions:

2. The Transportation Planning Funds are reduced in Task 2 by a net \$70,000 to reflect shifts in staff responsibilities and increases in salaries and overhead costs.
3. The reference to TxDOT ‘state-wide’ match as State Planning Funds is corrected to read ‘Toll Credits’ per recent action of the Texas Highway Commission as shown in the Task 2 funding table.

After Amendment 11 [page 2-7]

| TASK 2: Data Develop. & Maint. 2008-09 Funding Table | | | | |
|-----------------------------------------------------------------|--------------------|----------------------------------|--------------------|--------------------|
| Subtask | 2.1 | 2.2 | 2.3 | |
| Responsible Agency | H-GAC-C&E | MPO / TxDOT / METRO ³ | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$1,065,000 | \$1,065,000 | \$1,700,000 | \$3,830,000 |
| STP | \$0 | \$100,000 | \$0 | \$100,000 |
| TxDOT SPR² | \$0 | \$775,000 | \$0 | \$775,000 |
| TxDOT DDF² | \$0 | \$105,000 | \$0 | \$105,000 |
| Other Local | \$10,000 | \$25,000 | \$10,000 | \$45,000 |
| TOTAL¹ | \$1,075,000 | \$2,070,000 | \$1,710,000 | \$4,855,000 |
| TxDOT Toll Credits (state-wide match) | | | | \$481,257 |
| 2007 Task 2 TPF Carryover Estimate | | | | \$120,000 |

^[1] One-half of these funds may not represent one year’s funding.

^[2] TxDOT contribution to Travel Surveys.

^[3] Does not include PL 112 funds [TPF] retained by TxDOT in 2007 for Travel Surveys.

amended 11/16/07 and 04/25/08

AMENDMENT 12 – Task 3 Short-Range Planning – Revises text and funding as shown:

Text Revisions:

1. Product 3.1.4 is revised to reduce the TELUS consultant activity to \$40,000 as scope is expected to be less over the two years.

After Amendment 12 [page 3-4]

- 3.1.4 Implement mechanisms to share project information with other transportation agencies via the Internet. This will include import/export mechanisms for project

tracking systems at other agencies. Continuation of local enhancements to the TELUS software system to ensure that it is more user-friendly and that query and reporting functions are streamlined. (TELUS Consultant \$40K TPF) [2008-2009]

2. Product 3.2.1 is revised to increase the FTA 5304 transit funding from TxDOT by an additional \$60K to extend the regional transit coordination effort through August 2009.

After Amendment 12 [page 3-4]

3.2.1 Staff will continue to support Regional Transit Coordination and Service Planning (RSP) initiatives. Activities include the development of Service Operating Plans for demand response (paratransit) Pilot Projects in Montgomery, Liberty and Chambers counties. (Consultant - \$220K {\$100K-TPF, \$120K-FTA 5304} [2008-2009]

3. Product 3.2.5 is redundant to Product 3.2.1 and deleted with no change in funding.

After Amendment 12 [page 3-5]

3.2.5 ~~Planning support will continue for public transportation enhancements in the H-GAC region, following up from subtask 3.2.1. (Consultant \$50K TPF) [2008-2009]~~

Funding Table Revisions:

4. The Transportation Planning Funds are increased in Task 3 by a net \$330,000 to reflect shifts in staff responsibilities and increases in salaries and overhead costs; subtask totals are reflected in amended Task 3 funding table below.
5. The reference to TxDOT 'state-wide' match as State Planning Funds is corrected to read 'Toll Credits' per recent action of the Texas Highway Commission as shown in the Task 3 funding table below.
6. The FY 2007 Task 3 TPF carryover was increased by \$180,000 which reflects actual 2007 unexpended funds programmed for Task 3 of \$500,000 and the FTA 5304 funding is increased by \$60,000 per #2 above

After Amendment 12 [page 3-8]

| TASK 3: Short-Range Planning 2008-2009 Funding Table | | | | | |
|------------------------------------------------------|-------------|----------------|-----------|-----------|-------------|
| Subtask | 3.1 | 3.2 | 3.3 | 3.4 | TOTAL |
| Responsible Agency | H-GAC - MPO | Multi - Agency | MPO/TxDOT | H-GAC-MPO | |
| TPF: 2008-09 | \$1,185,000 | \$485,000 | \$410,000 | \$280,000 | \$2,360,000 |
| FTA 5307 ¹ Planning | \$0 | \$3,630,191 | \$0 | \$0 | \$3,630,191 |
| METRO | \$0 | \$0 | \$0 | \$0 | \$0 |
| The Woodlands | \$0 | \$139,077 | \$0 | \$0 | \$139,077 |
| Fort Bend Co. | \$0 | \$1,177,253 | \$0 | \$0 | \$1,177,253 |
| Harris County | \$0 | \$1,424,255 | \$0 | \$0 | \$1,424,255 |
| Texas City | \$0 | \$372,021 | \$0 | \$0 | \$372,021 |
| Lake Jackson | \$0 | \$297,585 | \$0 | \$0 | \$297,585 |
| City of Galveston | \$0 | \$220,000 | \$0 | \$0 | \$220,000 |
| FTA 5304 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| STP | \$0 | \$0 | \$120,000 | \$0 | \$120,000 |
| TxDOT DDF ² | \$0 | \$0 | \$40,000 | \$0 | \$40,000 |
| LOCAL | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$1,185,000 | \$4,235,191 | \$570,000 | \$280,000 | \$6,270,191 |
| TxDOT Toll Credits (state-wide match) | | | | | \$240,629 |
| 2007 Task 3 TPF Carryover Estimate | | | | | \$500,000 |
| ¹ Includes State & Local Match | | | | | |
| ² District Discretionary Funds | | | | | |

amended 11/16/07 and 04/25/08

AMENDMENT 13 – Task 4 Long-Range Planning – Revises text and funding as shown:

Text Revisions:

- Product 4.2.7 is revised to add \$90K of additional TCEQ funding to provide additional monitoring of on-road heavy-duty truck emissions.

After Amendment 13 [page 4-6]

4.2.7 Provide consultant assistance to H-GAC for analysis and implementation strategies to meet the 8-hour ozone standards for the region’s mobile vehicle emission budget and enhance off-road mobile inventory and control strategies. Calculate and monitor on-road emission inventories (TCEQ \$190K) [2008-2009]

- Product 4.3.3 is revised to reduce Transportation Planning Funds available for consultant assistance by \$14K for special bicycle district projects due to a delayed payment of 2007 contract services expenses paid in FY 2008 and increase the amount of local cash programmed for bicycle district projects by \$70K.

After Amendment 13 [page 4-7]

4.3.3 H-GAC staff will continue to solicit additional “districts” projects from communities within the TMA... H-GAC staff will work with consultants to incorporate updated pedestrian-bicyclist crash data and the GIS bikeways database (Consultant: \$136K TPF, \$100K Local) [2008-2009]

Funding Table Revisions:

- The Transportation Planning Funds are reduced in Task 4 by a net \$160,000 to reflect shifts in staff responsibilities and increases in salaries and overhead costs; subtask totals are reflected in amended Task 4 funding table below.

4. The reference to TxDOT ‘state-wide’ match as State Planning Funds is corrected to read ‘Toll Credits’ per recent action of the Texas Highway Commission as shown in the Task 4 funding table below.
5. The TCEQ funding is increased by \$90,000 to \$190,000 per #1 above in Subtask 4.2.
6. The local cash funding is increased by \$70,000 to \$100,000 per #2 above in Subtask 4.3.

After Amendment 13 [page 4-8]

| TASK 4: Long-Range Planning 2008-2009 Funding Table | | | | | |
|------------------------------------------------------------|--------------------|--------------------|------------------|------------------|--------------------|
| Subtask | Responsible Agency | TPF | TCEQ | LOCAL | TOTAL ¹ |
| 4.1 | H-GAC-MPO | \$2,900,000 | \$0 | \$0 | \$2,900,000 |
| 4.2 | H-GAC-MPO | \$1,195,000 | \$190,000 | \$0 | \$1,385,000 |
| 4.3 | H-GAC-MPO | \$495,000 | \$0 | \$100,000 | \$595,000 |
| TOTAL | | \$4,590,000 | \$190,000 | \$100,000 | \$4,880,000 |
| TxDOT Toll Credits (state-wide match) | | | | | \$586,147 |
| 2007 Task 4 Carryover Estimate: | | | | | \$120,000 |

[1] One-half of these funds may not represent one year’s funding

amended 04/25/08

AMENDMENT 14 – Task 5 Special Studies – Revises text and funding as shown:

Text Revisions:

1. Products 5.1.1 & 5.1.3 are revised to expand the concept of ‘safety corridors’ studies and shift some consultant assistance to the expanded public outreach scope of Product 5.1.3, specifically public awareness campaigns on aggressive driving, drunk driving, commercial vehicles, and bicyclist safety. No change in total STP funding.

After Amendment 14 [pages 5-3 & 5-4]

- 5.1.1 Develop engineering design solutions for jurisdictions with multiple high crash locations involving vehicles, pedestrians, or bicycles in the eight county TMA. This will include documentation of the causes for the crashes, scoping a preliminary set of countermeasures, and setting up a prioritization methodology and evaluation framework, including a safety benefit-cost analysis. These studies may include ~~intersections~~ **sections of roadway** along selected ‘safety’ corridors in any jurisdiction within the eight counties. (Consultant \$230K, (\$184K STP, \$46K Local)) [2008-09]
- 5.1.3 Support the Regional Safety Council recommendations for education with **public** outreach programs, including marketing assist. (Consultant \$175K, (\$25K TPF, \$120K STP, \$30K Local) [2008-2009]
2. Product 5.1.4 is revised to correctly designate the \$24K local match as ‘Local’ rather than TxDOT State Planning and Research (SPR) funds and delaying this product until 2009.

After Amendment 14 [page 5-4]

- 5.1.4 Development of a regional crash database clearinghouse. This database will serve as a means to access records from TxDOT’s Crash Record Information System (CRIS) and provide web-based analysis tools for users. Such a system could potentially be

delivered to other MPOs around the state for similar use. (Consultant – \$120K (\$96K STP, \$24K Local)) [2009]

3. Products 5.2.1, 5.2.2, 5.4.3, & 5.4.4 are revised to reflect a transfer of \$52K to fund the additional set of public meetings requested by the TPC for the SH 6 access management study, \$50K to fund additional modeling of the freight and commuter rail interactions in the future a to the request of the railroad industry, and correct a funding text error in Product 5.4.4 to read \$175K.

After Amendment 14 [page 5-5]

- 5.2.1 Consultant assistance to perform modeling support and micro simulations associated with various major corridor analyses as listed in Appendix H. [Consultant: \$579,589 (\$463,671 STP, \$115,918 TxDOT SPR)] [2008-09]
 - 5.2.2 Complete consultant assistance in performing strategic corridor analysis along the SH 6 corridor in Fort Bend County between IH 10 W and FM 521, specifically addressing access management issues and completing preliminary engineering for low cost Transportation System Management (TSM) strategies as listed in Appendix H. (Consultant \$152K: \$121.6K STP, \$10.4K TxDOT SPR, \$20K local) {Contract was \$400K in 2007} [2007-2008]
 - 5.4.3 Complete the Regional Commuter Rail Connectivity Study that began in 2007 in conjunction with the completion of the regional freight rail study. (Consultant: \$475K [\$380K STP, \$75K TxDOT in-kind, \$10K TxDOT SPR, And Local \$10K] [2007-2008]
 - 5.4.4 Conduct a survey of intermodal facilities, truck owners, and drivers to assess the need for safety improvements in the trucking distribution system. The study/survey will identify issues such as access, utility constraints, and known environmental hazards/risks; develop educational materials to improve truck owners/drivers knowledge of safely management and safe truck driving procedures; and examine improved access at intermodal distribution centers. (Consultant – \$175K TPF) [2009]
4. The remaining funding for Subtask 5.5, estimated at \$120K was actually determined to be \$150K after final billings for FY 2007 and the text and funding table have been adjusted accordingly. No change in scope is anticipated.

After Amendment 14 [page 5-7]

- 5.5.1. The research will focus on two primary areas: the movement of freight and individual travel (commutes/general passenger travel)... ..In both areas of research the utilization of new data sets, such as the American Community Survey, the CTPP (Census Transportation Planning Package) and other national data sources to the monitoring of demand will be evaluated. (Consultant {TTI}: \$150K FHWA Discretionary) [2008]

Funding Table Revisions:

5. The Transportation Planning Funds are reduced in Task 5 by a net \$45,000 to reflect shifts in staff responsibilities and increases in salaries and overhead costs; subtask totals are reflected in amended Task 5 funding table below.

6. The reference to TxDOT 'state-wide' match as State Planning Funds is corrected to read 'Toll Credits' per recent action of the Texas Highway Commission as shown in the Task 5 funding table below.
7. \$24K in TxDOT State Planning and Research (SPR) funding is eliminated in Product 5.1.4 and replaced with \$24K in Local Match.
8. TxDOT cash matched funds are redistributed between Products 5.2.1, 5.2.2, and 5.4.3 to facilitate the completion of the SH 6 Access Management and the Regional Commuter Rail Connectivity consultant activities in #3 above.
9. The FHWA discretionary funding of \$120K in Subtask 5.5 is adjusted to \$150K after closing out FY 2007 consultant billings in #4 above.

[Continue on next page]

After Amendment 14 [page 5-8]

| TASK 5: Special Studies - 2008-2009 UPWP | | | | | | | |
|------------------------------------------|------------------|---------------------|------------------|--------------------|------------------|------------------|---------------------|
| Subtask | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | TOTAL ¹ |
| Responsible Agency | MPO / local | Multi-Agency | Multi-Agency | Multi-Agency | MPO / FHWA | MPO / FAA | |
| TPF: 2008-09 | \$390,000 | \$830,000 | \$270,000 | \$660,000 | \$0 | \$0 | \$2,150,000 |
| METRO-FTA 5309 | \$0 | \$497,400 | \$0 | \$0 | \$0 | \$0 | \$497,400 |
| STP | \$400,000 | \$905,271 | \$388,280 | \$380,000 | \$0 | \$0 | \$2,073,551 |
| FHWA Diser. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$0 | \$675,000 | \$675,000 |
| TxDOT PPF | \$0 | \$8,943,600 | \$0 | \$0 | \$0 | \$0 | \$8,943,600 |
| TxDOT SPR | \$0 | \$146,318 | \$53,525 | \$10,000 | \$0 | \$0 | \$209,843 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$0 | \$75,000 |
| LOCAL | \$100,000 | \$80,000 | \$43,545 | \$10,000 | \$0 | \$75,000 | \$308,545 |
| TOTAL | \$890,000 | \$11,402,589 | \$755,350 | \$1,135,000 | \$150,000 | \$750,000 | \$15,082,939 |
| TxDOT Toll Credits (state-wide match) | | | | | | | \$216,565 |
| 2007 Task 5 TPF Carryover Estimate | | | | | | | \$750,000 |

[1] One-half of these funds may not represent one year's funding Amended 11/16/07 and 04/25/08

After Amendments 10 through 14 [page 5-9]

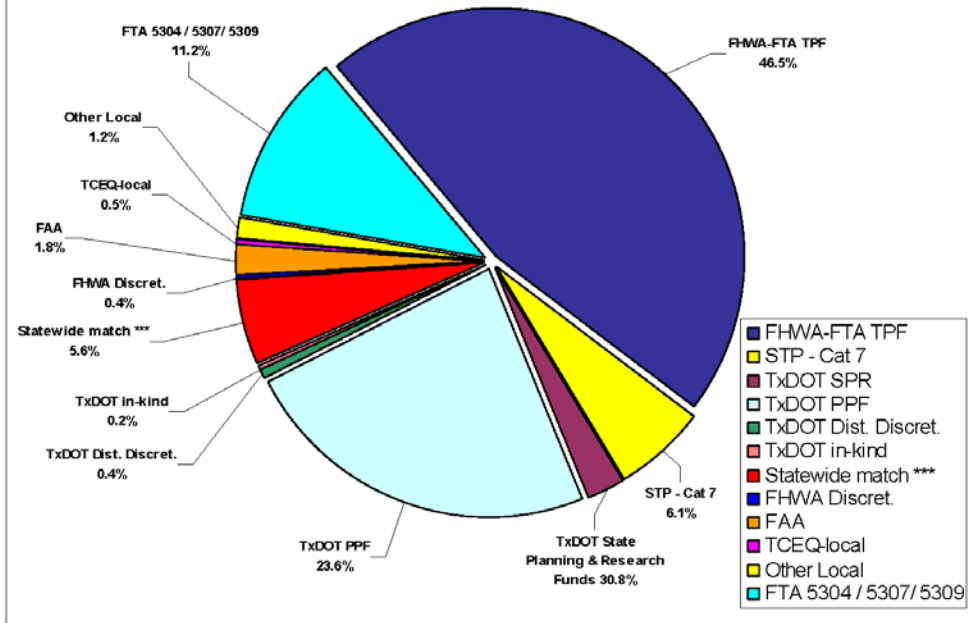
| Table 6 Funding Summary | | | | | | |
|-------------------------|--------------------------|------------------------------------------|--------------------------------|-------------------------------|---------------------------|---------------------|
| Funding Source | Task 1 Admin. / Mgmt. | Task 2 Data Development & Maintenance | Task 3 Short Range Planning | Task 4 Long-Range Planning | Task 5 Special Studies | TOTAL |
| | FTA 44.21 | FTA 44.22 | FTA 44.24, 44.25 | FTA 44.23 | FTA 44.26, 44.27 | |
| FHWA-FTA TPF | \$4,685,000 | \$3,830,000 | \$2,360,000 | \$4,590,000 | \$2,150,000 | \$17,615,000 |
| STP - Cat 7 | \$0 | \$100,000 | \$120,000 | \$0 | \$2,073,551 | \$2,293,551 |
| TxDOT SPR | \$0 | \$775,000 | \$0 | \$0 | \$209,843 | \$984,843 |
| TxDOT PPF | \$0 | \$0 | \$0 | \$0 | \$8,943,600 | \$8,943,600 |
| TxDOT Dist. Discret. | \$0 | \$105,000 | \$40,000 | \$0 | \$0 | \$145,000 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| Statewide match *** | \$595,402 | \$481,257 | \$240,629 | \$586,147 | \$216,565 | \$2,120,000 |
| FHWA Discret. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$675,000 | \$675,000 |
| TCEQ-local | \$0 | \$0 | \$0 | \$190,000 | \$0 | \$190,000 |
| Other Local | \$0 | \$45,000 | \$0 | \$100,000 | \$308,545 | \$453,545 |
| FTA 5304 / 5307 / 5309 | \$0 | \$0 | \$3,750,191 | \$0 | \$497,400 | \$4,247,591 |
| TOTAL | \$5,280,402 | \$5,336,257 | \$6,510,820 | \$5,466,147 | \$15,299,504 | \$37,893,130 |

| | |
|------------------------------------------------------------------|----------------|
| TRANSPORTATION PLANNING FUNDS (TPF) ONLY | |
| Federal Highway Admin. (FHWA PL-112) funds: | \$13,698,598 * |
| <i>*includes FY2007 FHWA carryover of \$2,116,133:</i> | |
| Federal Transit Admin. (FTA Section 5303 [Sec. 8]) | \$3,789,765 ** |
| <i>**Includes FTA 5303 cash match of \$421,085 for 2008 only</i> | |
| TOTAL TPF AVAILABLE | \$17,488,363 |
| | |
| TOTAL TPF PROGRAMMED | \$17,615,000 |
| Less TPF + FTA Funds Available | \$15,371,630 |
| Less Estimated Carryover FY2007 | \$2,116,733 |
| UNDER (OVER) PROGRAMMED | (\$126,637) |

***Identifies TxDOT's state-wide match estimate for the H-GAC MPO using toll credits to provide 20% match for FHWA (PL-112) funds. Applied statewide, the two funding categories may not be 80/20 for any single MPO.

After Amendments 10 through 14 [page 5-10]

CHART 1 - FUNDING SUMMARY





Resolution

NO. 0803-UPWP

ADOPTING AMENDMENTS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

WHEREAS, the Transportation Policy Council adopted the 2008-2009 Unified Planning Work Program (UPWP) on July 27, 2007, amended November 16, 2007, amended April 25, 2008; and

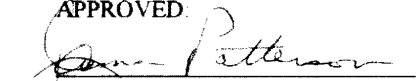
WHEREAS, with **Amendment 15: Task 2 Data Development & Maintenance**, the text and funding tables are amended to program Harris County Toll Road Authority's customer satisfaction survey in combination with H-GAC's origin/destination travel survey for a combined \$220,000; increasing the breadth and scope of both surveys while saving over \$25,000 in total cost; and

WHEREAS, with **Amendment 16: Task 3 Short-Range Planning**, the text and funding tables are amended to revise the Federal Transit Administration 5307, 5316, and 5317 funding for planning activities for the transit agency recipients in the region; and

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL, THAT REVISIONS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM, AS SHOWN IN THE ATTACHMENT, ARE HEREBY APPROVED AND INCORPORATED INTO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM.

PASSED AND APPROVED, this 27th day of June 2008, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area

APPROVED:


James Patterson, Chairman
Transportation Policy Council

ATTEST:


Tom Reid, Secretary
Transportation Policy Council

2008-2009 UPWP AMENDMENTS

Background

Amendments 15 - 16 reflect revised funding and text changes in the UPWP due to changes in resource allocations and priorities. Brief summaries of proposed amendments by amendment number and short title are shown below.

AMENDMENT 15 – Task 2 Data Development and Maintenance – Revises text and funding as shown:

Text and Funding Revisions:

1. Product 2.2.2 is revised to combine a customer satisfaction survey by the Harris County Toll Road Authority (HCTRA) with H-GAC’s origin/destination survey for a combined \$220K, with HCTRA’s \$120K cash serving as local match for H-GAC’s \$100K STP.

After Amendment 11 [page 2-5, 6]

2.2.2 TxDOT, in cooperation with H-GAC, will conduct Travel Surveys for the Houston-Galveston TMA during FY 2007-08. These surveys are as follows:

- **External Station Survey** – 33 sites in H-GAC MPO [14 shared with SETRPC MPO.] (Total \$210K {TxDOT-\$105K DDF, H-GAC-\$105K TPF}) [FY 2008]
- **Household Survey** – 5700 households in H-GAC region. (Total \$364.8K {TxDOT-\$135K SPR, H-GAC-\$229.8K TPF}) [FY2008]
- **Work Place / Special Generators Survey** - 500 businesses in TMA, including six special generator supplemental surveys (Total \$940K, {TxDOT-\$590K SPR, H-GAC-\$350K TPF}) [FY2008]
- **Commercial Vehicle Survey** – (Total \$100K {TxDOT-\$50K SPR, H-GAC-\$50K TPF}) [FY 2008]
- **Toll Road Travel Behavior & Customer Satisfaction Surveys** (Total \$220K [H-GAC-\$100K STP, HCTRA \$120K local cash]) [FY2008]

After Amendment 11 [page 2-7]

| TASK 2: Data Develop. & Maint. 2008-09 Funding Table | | | | |
|-----------------------------------------------------------------|--------------------|----------------------------------|---------------------------------------|--------------------|
| Subtask | 2.1 | 2.2 | 2.3 | |
| Responsible Agency | H-GAC-C&E | MPO / TxDOT / METRO ³ | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$1,065,000 | \$1,065,000 | \$1,700,000 | \$3,830,000 |
| STP | \$0 | \$100,000 | \$0 | \$100,000 |
| TxDOT SPR² | \$0 | \$775,000 | \$0 | \$775,000 |
| TxDOT DDF² | \$0 | \$105,000 | \$0 | \$105,000 |
| Other Local | \$10,000 | \$120,000 | \$10,000 | \$140,000 |
| TOTAL¹ | \$1,075,000 | \$2,165,000 | \$1,710,000 | \$4,950,000 |
| | | | | |
| | | | TxDOT Toll Credits (state-wide match) | \$481,257 |
| | | | 2007 Task 2 TPF Carryover Estimate | \$120,000 |

AMENDMENT 16 – Task 3 Short-Range Planning – Revises text and funding as shown:

Text and Funding Revisions:

1. Product 3.2.6 is revised to correct the FTA 5307 funds for 2008 intended for planning purposes only; [2009 estimates did not change]. The changes were the net result of individual agencies redefining their expenditures for planning [shown here], capital, and operations.

After Amendment 16 [page 3-5]

| FTA 5307 Transit Planning* Funds | Federal | State | Local | Total |
|---------------------------------------------------|--------------------|------------------|------------------|--------------------|
| METRO (Houston UZA) | \$0 | \$0 | \$0 | \$0 |
| The Woodlands UZA {The District [Brazos Transit]} | \$0 | \$134,834 | \$14,045 | \$148,879 |
| Fort Bend County (Houston UZA) | \$627,645 | \$0 | \$156,911 | \$784,556 |
| Harris County (Houston UZA) | \$992,000 | \$0 | \$248,000 | \$1,240,000 |
| Texas City/LaMarque UZA {Gulf Coast Center} | \$369,717 | \$46,485 | \$45,944 | \$462,146 |
| Lake Jackson/Angleton UZA {Gulf Coast Center} | \$254,319 | \$35,250 | \$28,556 | \$318,125 |
| Galveston UZA {Island Transit 5307} | \$390,000 | \$0 | \$97,500 | \$487,500 |
| TOTAL 2008 and 2009 [estimated] Combined | \$2,633,681 | \$216,569 | \$590,956 | \$3,441,206 |

* FTA 5307 Planning Funds only.

2. Product 3.2.2 is revised to clarify that initial FTA 5316/5317 funding for 2008-2009 will be used for project implementation and not planning activities:
 - 3.2.2 Continuation of ~~planning~~ **project implementation** activities in support of the Job Access and Reverse Commute (JARC-FTA 5316) and New Freedom (NF-FTA 5317) Calls for Projects in the Houston Urbanized Area (UZA). Ongoing planning and coordination with the TxDOT's Call for JARC and NF projects in the rural areas. [2008-2009]

After Amendment 16 [page 3-8]

| TASK 3: Short-Range Planning 2008-2009 Funding Table | | | | | |
|------------------------------------------------------|--------------------|-------------------------------------------|------------------|------------------|--------------------|
| Subtask | 3.1 | 3.2 | 3.3 | 3.4 | |
| Responsible Agency | H-GAC - MPO | Multi - Agency | MPO/TxDOT | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$1,185,000 | \$485,000 | \$410,000 | \$280,000 | \$2,360,000 |
| FTA 5307 ¹ Planning | \$0 | \$3,441,206 | \$0 | \$0 | \$3,441,206 |
| <i>METRO</i> | \$0 | \$0 | \$0 | \$0 | \$0 |
| <i>The Woodlands</i> | \$0 | \$148,879 | \$0 | \$0 | \$148,879 |
| <i>Fort Bend Co.</i> | \$0 | \$784,556 | \$0 | \$0 | \$784,556 |
| <i>Harris County</i> | \$0 | \$1,240,000 | \$0 | \$0 | \$1,240,000 |
| <i>Texas City</i> | \$0 | \$462,146 | \$0 | \$0 | \$462,146 |
| <i>Lake Jackson</i> | \$0 | \$318,125 | \$0 | \$0 | \$318,125 |
| <i>City of Galveston</i> | \$0 | \$487,500 | \$0 | \$0 | \$487,500 |
| FTA 5316/5317 Planning | \$0 | \$0 | \$0 | \$0 | \$0 |
| FTA 5304 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| STP | \$0 | \$0 | \$120,000 | \$0 | \$120,000 |
| TxDOT DDF ² | \$0 | \$0 | \$40,000 | \$0 | \$40,000 |
| LOCAL | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$1,185,000 | \$4,046,206 | \$570,000 | \$280,000 | \$6,081,206 |
| TxDOT Toll Credits (state-wide match) | | | | | \$240,629 |
| 2007 Task 3 TPF Carryover Estimate | | | | | \$500,000 |
| ¹ Includes State & Local Match | | ² District Discretionary Funds | | | |

amended 11/16/07 and 04/25/08 and 06/27/08

After Amendments 15-16 [page 5-9]

Table 6 Funding Summary

| Funding Source | Task 1 | Task 2 | Task 3 | Task 4 | Task 5 | TOTAL |
|-----------------------|--------------------|--------------------------------|----------------------|---------------------|---------------------|---------------------|
| | Admin. / Mgmt. | Data Development & Maintenance | Short Range Planning | Long-Range Planning | Special Studies | |
| | FTA 44.21 | FTA 44.22 | FTA 44.24, 44.25 | FTA 44.23 | FTA 44.26, 44.27 | |
| FHWA-FTA TPF | \$4,685,000 | \$3,830,000 | \$2,360,000 | \$4,590,000 | \$2,150,000 | \$17,615,000 |
| STP - Cat 7 | \$0 | \$100,000 | \$120,000 | \$0 | \$2,073,551 | \$2,293,551 |
| TxDOT SPR | \$0 | \$775,000 | \$0 | \$0 | \$209,843 | \$984,843 |
| TxDOT PPF | \$0 | \$0 | \$0 | \$0 | \$8,943,600 | \$8,943,600 |
| TxDOT Dist. Discret. | \$0 | \$105,000 | \$40,000 | \$0 | \$0 | \$145,000 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| Statewide match *** | \$595,402 | \$481,257 | \$240,629 | \$586,147 | \$216,565 | \$2,120,000 |
| FHWA Discret. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$675,000 | \$675,000 |
| TCEQ-local | \$0 | \$0 | \$0 | \$190,000 | \$0 | \$190,000 |
| Other Local | \$0 | \$140,000 | \$0 | \$100,000 | \$308,545 | \$548,545 |
| FTA 5304 / 5307/ 5309 | \$0 | \$0 | \$3,561,206 | \$0 | \$497,400 | \$4,058,606 |
| TOTAL | \$5,280,402 | \$5,431,257 | \$6,321,835 | \$5,466,147 | \$15,299,504 | \$37,799,145 |

TRANSPORTATION PLANNING FUNDS (TPF) ONLY

Federal Highway Admin. (FHWA PL-112) funds:

\$13,698,598 *

*includes FY2007 FHWA carryover of \$2,116,133:

Federal Transit Admin. (FTA Section 5303 [Sec. 8])

\$3,789,765 **

**Includes FTA 5303 cash match of \$421,085 for 2008 only

TOTAL TPF AVAILABLE

\$17,488,363

TOTAL TPF PROGRAMED

\$17,615,000

Less TPF + FTA Funds Available

\$15,371,630

Less Estimated Carryover FY2007

\$2,116,733

UNDER (OVER) PROGRAMMED

(\$126,637)

***Identifies TxDOT's state-wide match estimate for the H-GAC MPO using toll credits to provide 20% match for FHWA (PL-112) funds. Applied statewide, the two funding categories may not be 80/20 for any single MPO.



Resolution

NO. 0804-UPWP

ADOPTING AMENDMENTS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

WHEREAS, the Transportation Policy Council adopted the 2008-2009 Unified Planning Work Program (UPWP) on July 27, 2007, amended November 16, 2007; amended April 25, 2008; amended June 27, 2008; and

WHEREAS, with **Amendment 17: Task 1 Program Management**, the text and funding table are amended to add \$1,500,654 to fund consultant services for livable center studies and an additional \$80,000 in carryover PL-112 funds for increased overhead costs; and

WHEREAS, with **Amendment 18: Task 2 Data Development & Maintenance**, the funding tables are amended to add an additional \$50,000 in carryover PL-112 funds for increased overhead costs; and

WHEREAS, with **Amendment 19: Task 3 Short-Range Planning**, the text and funding tables are amended to add \$580,000 in carryover PL-112 funds for enhancements to TELUS, the Fort Bend County Transit Plan, a regional transit network, the congestion management process data collection, and increased overhead costs; and

WHEREAS, with **Amendment 20: Task 4 Long-Range Planning**, the text and funding tables are amended to add \$85,000 in carryover PL-112 funds for increased overhead costs; and add \$75,000 in State Planning Assistance Grant funds and \$50,000 local cash from Shell Global Solutions for analysis of on- and off-road emissions inventories using the GTL fuel; and

WHEREAS, with **Amendment 21: Task 5 Special Studies**, the text and funding tables are amended to add \$65K in carryover PL-112 funds for increased overhead costs and marketing assistance; add \$2,000,000 in STP for completion of selected access management studies; add \$638,800 FTA 5309 funds for AA/EA on SH 3, and \$659,200 in local match for the STP and FTA 5309 funds; and

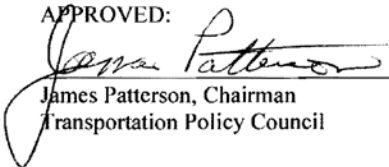
WHEREAS, with **Amendment 22: Task 5 Special Studies**, the Funding Summary Table Six is amended to reflect all changes in amendments 17 through 21, including programming an additional \$860,000 in pre-2008 carryover Transportation Planning funds; and

WHEREAS, with **Amendment 23: Appendix H Major Corridor Studies** is amended to include SH 6, FM 1960, and SH 3 as pending major corridor studies as amended in Task 5 Special Studies.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL, THAT REVISIONS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM, AS SHOWN IN THE ATTACHMENT, ARE HEREBY APPROVED AND INCORPORATED INTO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM.

PASSED AND APPROVED, this 22nd day of August 2008, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area.

APPROVED:


James Patterson, Chairman
Transportation Policy Council

ATTEST:


Tom Reid, Secretary
Transportation Policy Council

2008-2009 UPWP AMENDMENTS

Background

Amendments 17 - 23 reflect revised funding and text changes in the UPWP due to changes in resource allocations and priorities. Brief summaries of proposed amendments by amendment number and short title are shown below.

AMENDMENT 17 – Task 1 Program Management – Revises text and funding as shown:

Text Revisions:

1. *Amendment to Subtask 1.3 – Land Use/Transportation Coordination Products [in red]: Revise Product 1.3.1 to include TIP project funding, programming \$1,500,674 in consultant services for local livable center studies.*

After Amendment 17 text revisions [page 1- 6]

1.3.1 Manage Livable Center studies funded through ~~Transportation Improvement Program—TIP CSJ#0912-00-354~~, and prepare summary of results—~~[2008]~~. *Consultants will develop plans and identify transportation improvements that will enhance walking and transit, leverage private investment, and improve the quality of life in Cities of Houston, Tomball, Waller, & East End Mgmt. District. (Consultant - \$1,500,674 [\$1,194,400 STP, \$306,274 local]) [2009]*

Funding Table Revisions:

2. *Task 1 Funding Table – Add \$50K TPF carryover to Subtask 1.1, \$25K TPF carryover to Subtask 1.2, and \$5K TPF to Subtask 1.3 to cover increased costs in overhead, recruiting, advertising, legal services, travel, training, and certification review preparation for a Task 1 carryover of \$705K.*
3. *Task 1 Funding Table - Add \$1,194,400 STP funding and \$306,274 local cash from TIP project CSJ# 0912-00-354 for Livable Center studies.*

After Amendment 17 funding revisions [page 1-7]

| TASK 1: Program Mgmt. 2008-2009 Funding Table | | | | | |
|------------------------------------------------------|---------------------------|--------------------|------------------|--------------------|--------------------------|
| Subtask | Responsible Agency | TPF | LOCAL | STP | TOTAL¹ |
| 1.1 | H-GAC-MPO | \$2,425,000 | \$0 | \$0 | \$2,425,000 |
| 1.2 | H-GAC-MPO | \$1,895,000 | \$0 | \$0 | \$1,895,000 |
| 1.3 | H-GAC-C&E | \$445,000 | \$306,274 | \$1,194,400 | \$1,945,674 |
| TOTAL | | \$4,765,000 | \$306,274 | \$1,194,400 | \$6,265,674 |
| TxDOT Toll Credits (state-wide match): | | | | | \$595,402 |
| FY 2007 Task 1 TPF Carryover Estimate: | | | | | \$705,000 |

¹ One-half of these funds may not represent one year's funding.

AMENDMENT 18 – Task 2 Data Development and Maintenance – Revises text and funding as shown:

Text Revisions: *None.*

Funding Table Revisions:

1. *Task 2 – Add \$15K TPF carryover to Subtask 2.1, \$15K TPF carryover to Subtask 2.2, and \$20K TPF carryover to Subtask 2.3 to cover increased costs in overhead, travel, and training for a Task 2 carryover of \$170,000.*

After Amendment 18 [page 2-7]

| TASK 2: Data Develop. & Maint. 2008-09 Funding Table | | | | |
|-----------------------------------------------------------------|--------------------|----------------------------------|--------------------|--------------------|
| Subtask | 2.1 | 2.2 | 2.3 | |
| Responsible Agency | H-GAC-C&E | MPO / TxDOT / METRO ³ | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$1,080,000 | \$1,080,000 | \$1,720,000 | \$3,880,000 |
| STP | \$0 | \$100,000 | \$0 | \$100,000 |
| TxDOT SPR² | \$0 | \$775,000 | \$0 | \$775,000 |
| TxDOT DDF² | \$0 | \$105,000 | \$0 | \$105,000 |
| Other Local | \$10,000 | \$120,000 | \$10,000 | \$140,000 |
| TOTAL¹ | \$1,090,000 | \$2,180,000 | \$1,730,000 | \$5,000,000 |
| TxDOT Toll Credits (state-wide match) | | | | \$481,257 |
| 2007 Task 2 TPF Carryover Estimate | | | | \$170,000 |

¹ One-half of these funds may not represent one year's funding.

² TxDOT contribution to Travel Surveys.

³ Does not include PL112 funds [TPF] retained by TxDOT in 2007 for Travel Surveys.

AMENDMENT 19 – Task 3 Short-Range Planning – Revises text and funding as shown:

Text Revisions:

1. *Amendment to Subtask 3.1 – Transportation Improvement Program [in red]: Increase consultant funding to \$80,000 TPF carryover for stakeholder-requested enhancements to the TELUS web-based software for transportation project submittal.*

REVISED:

3.1.1 Implement mechanisms to share project information with other transportation agencies via the Internet. This will include import/export mechanisms for project tracking systems at other agencies. Continuation of local enhancements to the TELUS software system to ensure that it is more user-friendly and that query and reporting functions are streamlined. (TELUS Consultant **\$80K** TPF) [2008-09]

2. *Amendments to Subtask 3.2 – Transit Operations Products [in red]: Replace Product 3.2.7 with the development of a regional transit network of coordination, service planning, and financial planning increasing the funding to \$475K TPF and folding in the Fort Bend County Transit Phase II planning into the regional network; Revise the text in Product 3.2.1 to include consultant assistance for transit plan updates between Colorado Valley Transit and the City of Pearland;*

REVISED:

- 3.2.7 **Develop recommendations for the integration and funding of transit services in the region. Expertise will be sought in the areas of regional transit planning, coordination, and financing a regional transit framework, including phase II of the Fort Bend County Transit Plan implementation. (Consultants - \$475K TPF) [2009]**

- 3.2.1 *Staff will continue to support Regional Transit Coordination and Service Planning (RSP) initiatives. Activities include the development of Service Operating Plans for demand response (paratransit) Pilot Projects in Montgomery, Liberty and Chambers counties; and consultant assistance for **updating the transit plans for the Colorado Valley Transit Authority and the City of Pearland.** (Consultants - \$220K {\$100K TPF, \$120K-FTA 5304} [2008-2009]*

3. *Amendment to Subtask 3.3 – Congestion Management Process [in red]: Program an additional \$75K TPF in Product 3.3.1 for consultant assistance in gathering a sample of roadway speed data for implementing the congestion management process.*

REVISED:

- 3.3.8 **Implement the revised CMP by collecting the ~~“before” data~~ speed data [see Product 2.3.10] for the “The State of Congestion Report – TIP Cycle 2008-2011” to measure the congestion levels on different facilities within the region. Consultant (\$150K TPF) [2009]**

Funding Table Revisions:

4. *Add \$60K TPF to Subtask 3.1 [\$20K to cover increased overhead, legal notices, travel, training, and meeting expenses and \$40K {see #1} for Product 3.1.1].*
5. *Add \$435K TPF to Subtask 3.2 [\$10K to cover increased overhead, legal notices, travel, training, and meeting expenses, \$25K for Fort Bend County Transit Plan [\$50K already programmed] and \$400K development of regional transit framework {Product 3.2.7}].*
6. *Add \$80K TPF to Subtask 3.3 [\$5K to cover increased overhead, legal notices, travel, training, and meeting expenses and \$75K to enhance the speed data collection for the Congestion Management Process {Product 3.3.8}]*

7. Add \$5K TPF to Subtask 3.4 to cover increased overhead, legal notices, travel, training, and meeting expenses. Funding table revisions 4, 5, 6, & 7 increase programmed carryover from \$500,000 to \$950,000.

REVISED:

| TASK 3: Short-Range Planning 2008-2009 Funding Table | | | | | |
|-------------------------------------------------------------|--------------------|-------------------------------------------|------------------|------------------|--------------------|
| Subtask | 3.1 | 3.2 | 3.3 | 3.4 | |
| Responsible Agency | H-GAC - MPO | Multi - Agency | MPO/TxDOT | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$1,245,000 | \$920,000 | \$490,000 | \$285,000 | \$2,940,000 |
| FTA 5307¹ Planning | \$0 | \$3,441,206 | \$0 | \$0 | \$3,441,206 |
| <i>METRO</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| <i>The Woodlands</i> | <i>\$0</i> | <i>\$148,879</i> | <i>\$0</i> | <i>\$0</i> | <i>\$148,879</i> |
| <i>Fort Bend Co.</i> | <i>\$0</i> | <i>\$784,556</i> | <i>\$0</i> | <i>\$0</i> | <i>\$784,556</i> |
| <i>Harris County</i> | <i>\$0</i> | <i>\$1,240,000</i> | <i>\$0</i> | <i>\$0</i> | <i>\$1,240,000</i> |
| <i>Texas City</i> | <i>\$0</i> | <i>\$462,146</i> | <i>\$0</i> | <i>\$0</i> | <i>\$462,146</i> |
| <i>Lake Jackson</i> | <i>\$0</i> | <i>\$318,125</i> | <i>\$0</i> | <i>\$0</i> | <i>\$318,125</i> |
| <i>City of Galveston</i> | <i>\$0</i> | <i>\$487,500</i> | <i>\$0</i> | <i>\$0</i> | <i>\$487,500</i> |
| FTA 5316/5317 Planning | \$0 | \$0 | \$0 | \$0 | \$0 |
| FTA 5304 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| SIP | \$0 | \$0 | \$120,000 | \$0 | \$120,000 |
| TxDOT DDF² | \$0 | \$0 | \$40,000 | \$0 | \$40,000 |
| LOCAL | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$1,245,000 | \$4,481,206 | \$650,000 | \$285,000 | \$6,661,206 |
| TxDOT Toll Credits (state-wide match) | | | | | \$240,629 |
| 2007 Task 3 TPF Carryover Estimate | | | | | \$950,000 |
| ¹ Includes State & Local Match | | ² District Discretionary Funds | | | |

AMENDMENT 20 – Task 4 Long-Range Planning – Revises text and funding as shown:

Text Revisions:

1. Amendments to Subtask 4.2 – Air Quality Planning [in red]: Program more environmental consultant work on control strategies and off-road inventories, adding \$75K in State Planning Assistance Grant (SPAG) monies from the Governor’s office to Product 4.2.7; and Program \$50K local revenue from Shell Global Solutions in Product 4.2.14 to complete a mobile emissions analysis of clean fuel in the TMA for both on-road and off-road sources with consultant assistance [\$25K] from the University of Houston.

REVISED:

- 4.2.7 Provide consultant assistance to H-GAC for analysis and implementation strategies to meet the 8-hour ozone standards for the region, mobile vehicle emission budget and enhance off-road mobile inventory and control strategies. Calculate and monitor on-road emission inventories {2002, 2008, 2009, 2011, 2014, and 2018}. (TCEQ \$190K [Consultant 15K], SPAG09 \$75K [Consultant 10K]) [2008-2009]

4.2.14 Develop on-road/off-road air toxics emissions inventories for collaboration with the University of Houston. (Shell Global Solutions \$50K [UH Consultant \$25K]) [2008-09]

Funding Table Revisions:

2. Add \$35K TPF carryover to Subtask 4.1, \$45K TPF carryover to Subtask 4.2, and \$5K to Subtask 4.3 to cover increased overhead, recruitment, travel, and training for a Task 4 carryover increase of \$85k to \$205K.
3. Add \$75K of State Planning Assistance Grant funds and \$50K local cash from Shell Oil to the Task 4 funding table.

REVISED:

| TASK 4: Long-Range Planning 2008-2009 Funding Table | | | | | | |
|------------------------------------------------------------|---------------------------|--------------------|------------------|-------------------------|------------------|--------------------------|
| Subtask | Responsible Agency | TPF | TCEQ | SPAG² | LOCAL | TOTAL¹ |
| 4.1 | H-GAC-MPO | \$2,935,000 | \$0 | \$0 | \$0 | \$2,935,000 |
| 4.2 | H-GAC-MPO | \$1,240,000 | \$190,000 | \$75,000 | \$50,000 | \$1,555,000 |
| 4.3 | H-GAC-MPO | \$500,000 | \$0 | \$0 | \$100,000 | \$600,000 |
| TOTAL | | \$4,675,000 | \$190,000 | \$75,000 | \$150,000 | \$5,090,000 |
| Tx.DOT Toll Credits (state-wide match) | | | | | | \$586,147 |
| 2007 Task 4 Carryover Estimate: | | | | | | \$205,000 |

[1] One-half of these funds may not represent one year's funding
 [2] SPAG=State of Texas Planning Assistance Grant

AMENDMENT 21 – Task 5 Special Studies – Revises text and funding as shown:

Text Revisions:

1. Amendment to Subtask 5.1 – Safety Planning & Support [in red]: Amend Product 5.1.3 to add \$30K for marketing consultant assistance in developing educational media for public consumption in support of specific Regional Safety Council programs.

REVISED:

- 5.1.1 Support the Regional Safety Council recommendations for education with public outreach programs, including marketing assistance in educating the general public about traffic safety issues such as aggressive driving, drunk driving, commercial vehicle safety, and bicycle/pedestrian safety. (Consultant \$205K- (\$55K TPF, \$120K STP, \$30K Local) [2008-2009]
2. Amendment to Subtask 5.2 – Major Corridor Studies [in red]: Add Product 5.2.8, programming TIP Project CSJ #0912-00-949 to fund \$2,500,000 for additional access management studies as listed in Appendix H; add Product 5.2.9, programming \$796K for an alternatives analysis/environmental assessment of SH 3 corridor.

NEW:

5.2.8 Consultant assistance in performing strategic corridor analysis along the SH 6 / FM 1960 corridor segments, not previously completed by H-GAC or TxDOT, specifically addressing access management issues and completing preliminary engineering for low cost TSM strategies in each corridor as listed in Appendix H (Consultants \$2,500K: \$2,000K STP, \$500K Local) [2009]

5.2.9 The City of Galveston will conduct an alternative analysis/environmental assessment of the SH 3 commuter rail corridor from UTMB in Galveston to CBD area in the City of Houston, following FTA, FHWA, and NEPA guidelines and requirements. [\$796K - \$636.8K FTA 5309, \$159.2K Local]

Funding Table Revisions:

3. Add \$10K TPF carryover to Subtask 5.1, \$10K TPF carryover to Subtask 5.2, \$5K TPF carryover to Subtask 5.3, and \$10K TPF carryover to Subtask 5.4 to cover increased overhead, travel and training for a Task 5 increase of \$35K.
4. Add \$30K TPF carryover to Product 5.1.1 for marketing consultant assist in #1 above.
5. Add \$2.5 Million [\$2,000,000 STP, \$500,000 local] for completing data collection and analyses along the SH 6/FM 2920 corridor segments not previously completed by H-GAC or TxDOT.
6. Add \$796K [\$636,800 FTA 5309, \$159,200 local] for AA/EA study along the SH 3 corridor and revise funding table to read 'FTA 5309' instead of specific agencies.

REVISED:

| TASK 5: Special Studies - 2008-2009 UPWP | | | | | | | |
|------------------------------------------------------------------|------------------|---------------------|------------------|--------------------|------------------|------------------|---------------------|
| Subtask | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | TOTAL ¹ |
| Responsible Agency | MPO / local | Multi-Agency | Multi-Agency | Multi-Agency | MPO / FHWA | MPO / FAA | |
| TPF: 2008-09 | \$430,000 | \$840,000 | \$275,000 | \$670,000 | \$0 | \$0 | \$2,215,000 |
| METRO-FTA 5309 | \$0 | \$1,136,200 | \$0 | \$0 | \$0 | \$0 | \$1,136,200 |
| STP | \$400,000 | \$2,905,271 | \$388,280 | \$380,000 | \$0 | \$0 | \$4,073,551 |
| FHWA Discr. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$0 | \$675,000 | \$675,000 |
| TxDOT PPF | \$0 | \$8,943,600 | \$0 | \$0 | \$0 | \$0 | \$8,943,600 |
| TxDOT SPR | \$0 | \$146,318 | \$53,525 | \$10,000 | \$0 | \$0 | \$209,843 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$0 | \$75,000 |
| LOCAL | \$100,000 | \$739,200 | \$43,545 | \$10,000 | \$0 | \$75,000 | \$967,745 |
| TOTAL | \$930,000 | \$14,710,589 | \$760,350 | \$1,145,000 | \$150,000 | \$750,000 | \$18,445,939 |
| TxDOT Toll Credits (state-wide match) | | | | | | | \$216,565 |
| 2007 Task 5 TPF Carryover Estimate | | | | | | | \$815,000 |
| [1] One-half of these funds may not represent one year's funding | | | | | | | |

AMENDMENT 22 – Table 6 Funding Summary Table – Revises text and funding as shown:

1. Revise FHWA-FTA TPF funding to reflect Task 1-5 funding table amounts with a net increase of \$860,000 in pre-2008 TPF carryover funds for a total of \$18,475,000.
2. Amended STP-Cat 7 funding with \$1,194,400 in Task 1 and \$4,073,551 in Task 5 for a total of \$5,487,951.
3. Added State Planning Assistance Grant funding of \$75,000 in Task 4.
4. Amended Other Local with \$306,274 in Task 1, \$150,000 in Task 4, and \$967,745 in Task 5 for a total of \$1,564,019.
5. Amended FTA 5304/5307/5309 with \$1,136,200 in Task 5 for a total of \$4,697,406.
6. In the summary section, the summary statistics were simplified for clarity, updating the pre-2008 carryover PL-112 funds to \$3,254,534, which includes the previous programmed carryover of \$2,116,733; adjusted the FTA 5303 available funds to include the actual 2009 amount of \$1,805,887 {not cash matched as in 2008}. The summary totals are amended to show an estimate of \$18,727,663 in Transportation Planning Funds Available for programming, an increase of \$1,239,300.

REVISED:

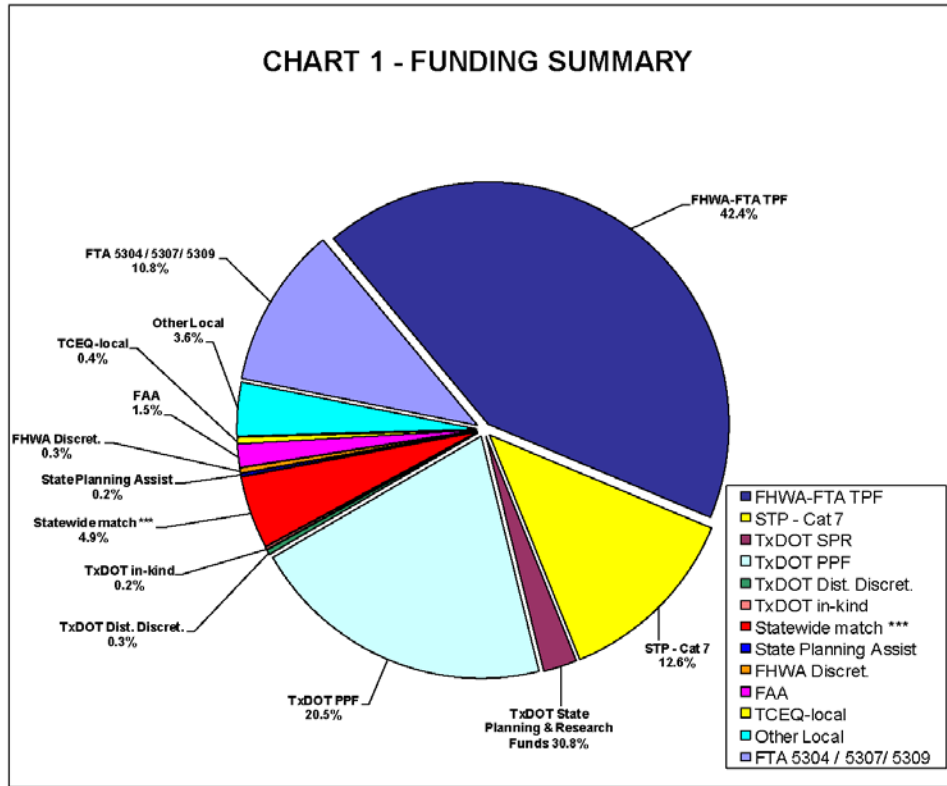
Table 6 Funding Summary

| Funding Source | Task 1 | Task 2 | Task 3 | Task 4 | Task 5 | TOTAL |
|-----------------------|--------------------|--------------------------------|----------------------|---------------------|---------------------|---------------------|
| | Admin. / Mgmt. | Data Development & Maintenance | Short Range Planning | Long Range Planning | Special Studies | |
| | FTA 44.21 | FTA 44.22 | FTA 44.24, 44.25 | FTA 44.23 | FTA 44.26, 44.27 | |
| FHWA-FTA TPF | \$4,765,000 | \$3,880,000 | \$2,940,000 | \$4,675,000 | \$2,215,000 | \$18,475,000 |
| STP - Cat 7 | \$1,194,400 | \$100,000 | \$120,000 | \$0 | \$4,073,551 | \$5,487,951 |
| TxDOT SPR | \$0 | \$775,000 | \$0 | \$0 | \$209,843 | \$984,843 |
| TxDOT PPF | \$0 | \$0 | \$0 | \$0 | \$8,943,600 | \$8,943,600 |
| TxDOT Dist. Discret. | \$0 | \$105,000 | \$40,000 | \$0 | \$0 | \$145,000 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| Statewide match *** | \$595,402 | \$481,257 | \$240,629 | \$586,147 | \$216,565 | \$2,120,000 |
| State Planning Assist | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$75,000 |
| FHWA Discret. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$675,000 | \$675,000 |
| TCEQ-local | \$0 | \$0 | \$0 | \$190,000 | \$0 | \$190,000 |
| Other Local | \$306,274 | \$140,000 | \$0 | \$150,000 | \$967,745 | \$1,564,019 |
| FTA 5304 / 5307/ 5309 | \$0 | \$0 | \$3,561,206 | \$0 | \$1,136,200 | \$4,697,406 |
| TOTAL | \$6,861,076 | \$5,481,257 | \$6,901,835 | \$5,676,147 | \$18,662,504 | \$43,582,819 |

TRANSPORTATION PLANNING FUNDS (TPF) ONLY

| | | |
|---------------------------------------------------------------|--------------------|-----------------------|
| Federal Highway Admin. (FHWA PL-112) funding estimate: | | \$14,816,351 * |
| <i>*Includes pre-FY2008 FHWA carryover of:</i> | \$3,254,534 | |
| Federal Transit Admin. (FTA Section 5303 [Sec. 8]) | | \$3,911,312 ** |
| <i>**Includes 2008 FTA 5303 cash match of:</i> | \$421,085 | |
| TOTAL TPF AVAILABLE | | \$18,727,663 |
| TOTAL TPF PROGRAMMED | | \$18,475,000 |
| UNDER (OVER) PROGRAMMED | | \$252,663 |

***Identifies TxDOT's state-wide match estimate for the H-GAC MPO using toll credits to provide 20% match for FHWA (PL-112) funds. Applied statewide, the two funding categories may not be 80/20 for any single MPO.



AMENDMENT 23 – Appendix H Major Corridor Studies – has been amended to include the SH 3 Alternatives Analysis and the SH 6 and FM 1960 additional access management studies as ‘Future Major Corridor Studies’, no other changes to this appendix are scheduled until the end of FY 2008. [Excerpted from Appendix H Major Corridor Studies Table]

| Future Major Corridor Studies | | |
|---------------------------------------------------|--------------------------------------------------|-------------------------------|
| IH 10 East | IH 45 to Chambers County Line | No activity yet |
| IH 610 E & S | IH 10 to IH 45 & IH 45 S to South Post Oak | No activity yet |
| SH 6 - South | FM 521 to IH 45S | Begin 2009, end 2009 |
| SH 6 – IH 10W | IH 10 W to US 290 | Begin 2009, end 2009 |
| FM 1960 East | IH 45 N to E. Liberty Co Line | Begin 2009, end 2009 |
| SH 3 Commuter Rail Corridor Alternatives Analyses | Alternatives Analysis / Environmental Assessment | Began 2009 – complete in 2010 |



Resolution

NO. 0901-UPWP

ADOPTING AMENDMENTS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

WHEREAS, the Transportation Policy Council adopted the 2008-2009 Unified Planning Work Program (UPWP) on July 27, 2007, amended November 16, 2007; amended April 25, 2008; amended June 27, 2008; amended August 22, 2008; and

WHEREAS, with **Amendment 24: Integration and Funding of Transit Services**, the text and funding tables of Subtasks 3.2 and 4.1 are amended to move the regional transit integration and funding activity from short-range planning to long-range planning, delaying selected 2040 RTP planning activities to 2010 and adjusting funding accordingly; and

WHEREAS, with **Amendment 25: Air Quality Planning Activities**, the text and funding tables of Subtask 4.2 are amended to clarify, correct, or revise current air quality planning activities and program a net increase of \$290,000 in TCEQ funding; and

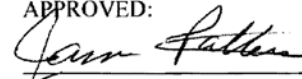
WHEREAS, with **Amendment 26: Regional Aviation System Planning**, the text and funding tables of Subtask 5.6 are revised to reflect the final scopes of work for the FAA grant [\$500K in 2009] and the Regional Airport/Airspace System Plan update contract; and;

WHEREAS, with these amendments, Table Six Funding summary is also amended to include an additional \$198,965 in FHWA PL-112 funding for fiscal year 2009 for a total of \$15,015,316 available for programming.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL, THAT REVISIONS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM, AS SHOWN IN THE ATTACHMENT, ARE HEREBY APPROVED AND INCORPORATED INTO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM.

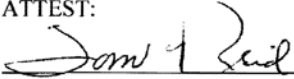
PASSED AND APPROVED, this 23rd day of January 2009, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area.

APPROVED:



James Patterson, Chairman
Transportation Policy Council

ATTEST:



Tom Reid, Secretary
Transportation Policy Council

2008-2009 UPWP AMENDMENTS

Background

Amendments 24 & 25 reflect revised text and funding changes respectively in the UPWP due to changes in resource allocations and priorities. Brief summaries of proposed amendments by amendment number and short title are shown below.

AMENDMENT 24 – Integration and Funding of Transit Services:

This amendment moves Subtask 3.2 Transit Planning Product 3.2.7 to Subtask 4.1 Regional Transportation Planning as Product 4.1.6, expanding the product to a 2-year consultant task costing \$875K, only \$400K of which will be spent in FY 2009. This product becomes a long-range planning product in conjunction with the 2040 RTP development. The additional cost is partially paid for by a reduction in consultant activity for Product 4.1.5, various RTP analyses, and a delay in Product 4.1.3, Financial Planning.

REVISIONS

Before Amendment 24 text revisions [page 3-5]

~~3.2.7~~ Develop recommendations for the integration and funding of transit services in the region. Expertise will be sought in the areas of regional transit planning, coordination, and financing a regional transit framework, including phase II of the Fort Bend County Transit Plan implementation. (Consultant \$475K TPF) [2009]

After Amendment 24 text revisions [page 3-5]

4.1.3 Financial Plan revisions and enhancements to the financial plan model will occur in parallel with changes to the Forecasting Model and database. These efforts include review, verification, and revision of the project-level cost estimates, inclusion of new data as it becomes available, enhanced financial goals and objectives, and a re-evaluation of the project prioritization methodology that was used for the 2035 RTP project evaluation. (Consultant \$200K TPF) [2009 – Postponed to 2010]

4.1.5 Provide consultant assistance to H-GAC on various analyses and/or implementation strategies linking Plan goals and objectives with expected outcomes. The analyses would include, but are not limited to the prioritization process, project database, capacity enhancement, performance measures, environmental justice, and scenario planning (Consultant(s) \$400K 200K TPF). [2008 – 2009]

4.1.6 Develop recommendations for the integration and funding of transit services in the region. Expertise will be sought in the areas of regional transit planning, coordination, and financing a regional transit framework, including phase II of the Fort Bend County Transit Plan implementation. (Consultant - \$400K TPF-2009, \$475K TPF-2010)

Task 3 Funding Table – This amendment moved \$475,000 from Subtask 3.2 [Transit Planning] to Subtask 4.1 [Long-Range Planning] due to the increased scope and long-term

planning of this regional integration and funding of transit activity. However, no funding changes were necessary to the Task 4 funding table as the net result of programmed consultant funding for the remainder of FY 2009 remained the same.

After Amendment 24 funding revisions for Task 3 [page 3-8]

| TASK 3: Short-Range Planning 2008-2009 Funding Table | | | | | |
|-------------------------------------------------------------|--------------------|--------------------|-------------------------------------------|------------------|--------------------|
| Subtask | 3.1 | 3.2 | 3.3 | 3.4 | |
| Responsible Agency | H-GAC - MPO | Multi - Agency | MPO/TxDOT | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$1,245,000 | \$445,000 | \$490,000 | \$285,000 | \$2,465,000 |
| FTA 5307 ¹ Planning | \$0 | \$3,441,206 | \$0 | \$0 | \$3,441,206 |
| METRO | \$0 | \$0 | \$0 | \$0 | \$0 |
| The Woodlands | \$0 | \$148,879 | \$0 | \$0 | \$148,879 |
| Fort Bend Co. | \$0 | \$784,556 | \$0 | \$0 | \$784,556 |
| Harris County | \$0 | \$1,240,000 | \$0 | \$0 | \$1,240,000 |
| Texas City | \$0 | \$462,146 | \$0 | \$0 | \$462,146 |
| Lake Jackson | \$0 | \$318,125 | \$0 | \$0 | \$318,125 |
| City of Galveston | \$0 | \$487,500 | \$0 | \$0 | \$487,500 |
| FTA 5316/5317 Planning | \$0 | \$0 | \$0 | \$0 | \$0 |
| FTA 5304 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| STP | \$0 | \$0 | \$120,000 | \$0 | \$120,000 |
| TxDOT DDF ² | \$0 | \$0 | \$40,000 | \$0 | \$40,000 |
| LOCAL | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$1,245,000 | \$4,006,206 | \$650,000 | \$285,000 | \$6,186,206 |
| TxDOT Toll Credits (state-wide match) | | | | | \$240,629 |
| 2007 Task 3 TPF Carryover Estimate | | | | | \$950,000 |
| ¹ Includes State & Local Match | | | ² District Discretionary Funds | | |

amended 11/16/07, 04/25/08, 06/27/08, and 1/23/09

AMENDMENT 25 – Air Quality Planning Activities:

The attainment of federal air quality standards in this region rely heavily on constantly changing strategies, targets, software, and regulation. As such, this amendment revises six products in Subtask 4.2 to clarify, correct, or revise current air quality planning activities in the Houston-Galveston non-attainment area and to program revised TCEQ/H-GAC agreements in funding.

REVISIONS

After Amendment 25 text revisions [pages 4-5 & 4-6]

- 4.2.2 Provide coordination, participation, and expertise to local and statewide air quality planning committees. Participate in state and local efforts to evaluate and improve data in inventories to support rulemaking. Calculate on-road emission inventories for Reasonable Further Progress SIPs for multiple milestone years. [2008-09]

- 4.2.6 Revise, print, and distribute the *Air Quality Initiatives Reference Guide for the Houston-Galveston Area Council*. Provide public relations and/or sponsorship support for air quality technical workshops. [2008-2009]
- 4.2.7 Provide staff and consultant assistance to TCEQ for analysis and implementation strategies to meet the 8-hour ozone standards for the region, mobile vehicle emission budget and enhance off-road mobile inventory and control strategies. ~~Calculate and monitor on road emission inventories (2002, 2008, 2009, 2011, 2014, and 2018).~~ (TCEQ ~~\$190~~\$120K [Consultant ~~\$25~~\$15K], State Planning Assistance Grant 09 - \$75K [Consultant 10K]) [2008-2009]
- 4.2.8 {Left blank intentionally}
- 4.2.9 Provide assistance to document data and methodologies used in SIP emissions inventory work and additional estimates. Collect and analyze truck drayage data for inclusion in *MOBILE6's next generation model, MOVES*, in collaboration with TCEQ, TxDOT, ~~PHWA~~ Port of Houston, and EPA. (TCEQ pass-thru to EPA \$360,000) [2008-09]
- 4.2.14 ~~Study~~Develop the impact of GTL fuel on greater Houston area emissions in ~~on road/off-road air toxics emissions inventories for~~ collaboration with the University of Houston. (Shell Global Solutions \$50K [UH Consultant \$25K]) [2008-09]

Task 4 Funding Table – Amendment 25 includes the changes in consultant funding for amendment 25 whereby the TCEQ funding and consultant expenditures for Product 4.2.7 was corrected to actual money received to date. This amendment also documents the \$360,000 passed through to EPA via H-GAC through a three-way special cooperative research agreement.

After Amendment 25 funding revisions [page 4-8]

| TASK 4: Long-Range Planning 2008-2009 Funding Table | | | | | | |
|-----------------------------------------------------|--------------------|--------------------|-------------------|-------------------|------------------|--------------------|
| Subtask | Responsible Agency | TPF | TCEQ ³ | SPAG ² | LOCAL | TOTAL ¹ |
| 4.1 | H-GAC-MPO | \$2,935,000 | \$0 | \$0 | \$0 | \$2,935,000 |
| 4.2 | H-GAC-MPO | \$1,240,000 | \$480,000 | \$75,000 | \$50,000 | \$1,845,000 |
| 4.3 | H-GAC-MPO | \$500,000 | \$0 | \$0 | \$100,000 | \$600,000 |
| TOTAL | | \$4,675,000 | \$480,000 | \$75,000 | \$150,000 | \$5,380,000 |
| TxDOT Toll Credits (state-wide match) | | | | | | \$586,147 |
| 2007 Task 4 Carryover Estimate: | | | | | | \$205,000 |

[1] One-half of these funds may not represent one year's funding
 [2] SPAG=State of Texas Planning Assistance Grant
 [3] \$360,000 received from TCEQ, passed through to EPA, via 3-way CRADA with H-GAC
 amended 04/25/08, 01/23/09

AMENDMENT 26 – Regional Aviation System Planning Activities:

Subtask 5.6 was developed eighteen months before actual execution of the FAA grant and the beginning of consultant activities for updating the Regional Airport Airspace System Plan (RAASP). Therefore, this amendment modifies the products in Subtask 5.6 to reflect the final scopes of both the FAA 2-year grant and the 2-year Quadrant Consultant Team contract. These revisions include the appointment of a of an aviation contract task force in lieu of activating the H-GAC Board appointed aviation advisory committee in product 5.6.2. Eliminate product 5.6.3 as it was incorporated into the scope of work in former product 5.6.4, now 5.6.3.

REVISIONS

After Amendment 26 text revisions [pages 5-8]

5.6.2 Staff participation in the Aviation ~~Advisory Committee~~ Task Force and GHP Airport Facilities Committee; FAA Forecast Conference, and annual TxDOT Aviation Conference. [2008-09].

~~5.6.3 Acquire consultant assistance and staff participation in an analysis of intermodal access issues for the Houston Airport System— Bush International, Hobby and Ellington Field and exploring new airport possibilities (Consultant: \$100,000 [\$90K FAA, \$10K Local] [2008-09]. (Leave blank intentionally)~~

5.6.3 Acquire consultant assistance in performing a RAASP update in two phases; phase one includes study design, data collection, and evaluation and phase two includes airport and system analysis. This project will take approximately 24 months [2009-2010] (Consultant: \$400K [\$380K FAA, \$20K H-GAC Local] [2009]

Task 5 Funding Table – Amendment 26 includes the funding changes to reflect one-half of the two-year \$1,000,000 grant received from the Federal Aviation Administration.

After Amendment 26 funding revisions [page 5-9]

| TASK 5: Special Studies - 2008-2009 UPWP | | | | | | | |
|------------------------------------------|------------------|---------------------|------------------|--------------------|------------------|------------------|---------------------|
| Subtask | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | |
| Responsible Agency | MPO / local | Multi-Agency | Multi-Agency | Multi-Agency | MPO / FHWA | MPO / FAA | TOTAL ¹ |
| TPF: 2008-09 | \$430,000 | \$840,000 | \$275,000 | \$670,000 | \$0 | \$0 | \$2,215,000 |
| METRO-FTA 5309 | \$0 | \$1,136,200 | \$0 | \$0 | \$0 | \$0 | \$1,136,200 |
| STP | \$400,000 | \$2,905,271 | \$388,280 | \$380,000 | \$0 | \$0 | \$4,073,551 |
| FHWA Discr. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$480,000 |
| TxDOT PPF | \$0 | \$8,943,600 | \$0 | \$0 | \$0 | \$0 | \$8,943,600 |
| TxDOT SPR | \$0 | \$146,318 | \$53,525 | \$10,000 | \$0 | \$0 | \$209,843 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$0 | \$75,000 |
| LOCAL | \$100,000 | \$739,200 | \$43,545 | \$10,000 | \$0 | \$20,000 | \$912,745 |
| TOTAL | \$930,000 | \$14,710,589 | \$760,350 | \$1,145,000 | \$150,000 | \$500,000 | \$18,195,939 |
| TxDOT Toll Credits (state-wide match) | | | | | | | \$216,565 |
| 2007 Task 5 TPF Carryover Estimate | | | | | | | \$815,000 |

[1] One-half of these funds may not represent one year's funding

Amended 11/16/07, 04/25/08, 01/23/09

Funding Summary Table Six reflects the funding changes by amendments 24, 25, 26 and a final FY 2009 funding work order from FHWA. It also reflects that adjustments have been made to all task budgets for FY 2009 changes in personnel, benefits, indirect, and salary adjustments, resulting in a reduction in programmed planning funds of \$474, 954, as indicated by the \$926,628 now available for programming. However, some of these funds must be reprogrammed in selected subtasks to fund all FY 2009 tasks adequately. There are additional requests for funding being considered as well. Those amendments will be presented in February or March for adoption by the TPC.

After funding revisions [page 5-9]

Table 6 Funding Summary

| Funding Source | Task 1 Admin. / Mgmt. | Task 2 Data Development & Maintenance | Task 3 Short Range Planning | Task 4 Long-Range Planning | Task 5 Special Studies | TOTAL |
|-----------------------|--------------------------|---------------------------------------------|-----------------------------------|----------------------------------|---------------------------|---------------------|
| | FTA 44.21 | FTA 44.22 | FTA 44.24, 44.25 | FTA 44.23 | FTA 44.26, 44.27 | |
| FHWA-FTA TPF | \$4,765,000 | \$3,880,000 | \$2,465,000 | \$4,675,000 | \$2,215,000 | \$18,000,000 |
| STP - Cat 7 | \$1,194,400 | \$100,000 | \$120,000 | \$0 | \$4,073,551 | \$5,487,951 |
| TxDOT SPR | \$0 | \$775,000 | \$0 | \$0 | \$209,843 | \$984,843 |
| TxDOT PPF | \$0 | \$0 | \$0 | \$0 | \$8,943,600 | \$8,943,600 |
| TxDOT Dist. Discret. | \$0 | \$105,000 | \$40,000 | \$0 | \$0 | \$145,000 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| Statewide match *** | \$595,402 | \$481,257 | \$240,629 | \$586,147 | \$216,565 | \$2,120,000 |
| State Planning Assist | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$75,000 |
| FHWA Discret. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$480,000 |
| TCEQ-local | \$0 | \$0 | \$0 | \$480,000 | \$0 | \$480,000 |
| Other Local | \$306,274 | \$140,000 | \$0 | \$150,000 | \$912,745 | \$1,509,019 |
| FTA 5304 / 5307/ 5309 | \$0 | \$0 | \$3,561,206 | \$0 | \$1,136,200 | \$4,697,406 |
| TOTAL | \$6,861,076 | \$5,481,257 | \$6,426,835 | \$5,966,147 | \$18,412,504 | \$43,147,819 |

TRANSPORTATION PLANNING FUNDS (TPF) ONLY

| | | |
|--------------------------------------------------------|-------------|-----------------------|
| Federal Highway Admin. (FHWA PL-112) funding estimate: | | \$15,015,316 * |
| <i>*includes pre-FY2008 FHWA carryover of:</i> | \$3,254,534 | |
| Federal Transit Admin. (FTA Section 5303 [Sec. 8]) | | \$3,911,312 ** |
| <i>*Includes 2008 FTA 5303 cash match of:</i> | \$421,085 | |
| TOTAL TPF AVAILABLE | | \$18,926,628 |
| TOTAL TPF PROGRAMED | | \$18,000,000 |
| UNDER (OVER) PROGRAMMED | | \$926,628 |

***Identifies TxDOT's state-wide match estimate for the H-GAC MPO using toll credits to provide 20% match for FHWA (PL-112) funds. Applied statewide, the two funding categories may not be 80/20 for any single MPO.



Resolution

NO. 0901-UPWP

ADOPTING AMENDMENTS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

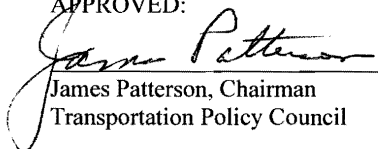
WHEREAS, the Transportation Policy Council adopted the 2008-2009 Unified Planning Work Program (UPWP) on July 27, 2007, amended November 16, 2007; amended April 25, 2008; amended June 27, 2008; amended August 22, 2008; and amended January 23, 2009; and

WHEREAS, with **Amendment 27: Short-Range Planning**, the text of Subtask 3.4 and associated funding tables [Task Three and Table Six] are amended to program \$52,000 in additional Transportation Planning Funds to develop a traveler information system for the Houston arterial road system and be maintained on the TranStar website.

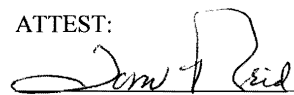
NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL, THAT REVISIONS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM, AS SHOWN IN THE ATTACHMENT, ARE HEREBY APPROVED AND INCORPORATED INTO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM.

PASSED AND APPROVED, this 27th day of February 2009, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area.

APPROVED:


James Patterson, Chairman
Transportation Policy Council

ATTEST:


Tom Reid, Secretary
Transportation Policy Council

2008-2009 UPWP AMENDMENTS

Background

A brief summary of the proposed amendments by amendment number and short title is shown below.

AMENDMENT 27 – Task 3 Short-Range Planning – Revises text and funding as shown:

Text and Funding Revisions: New product 3.4.7 adds \$52K in Transportation Planning Funds (TPF) to Subtask 3.4 to develop a traveler information system for the Houston arterial road system, providing information on traffic signal outages, traffic incidents, street/lane closures, parking, and other traveler information on detailed, interactive traffic maps on the Houston TranStar website. Subtask 3.4 increases to \$337K

NEW

3.4.7 Create a traveler information system on behalf of the City of Houston for its arterial road system, providing information on traffic signal outages, traffic incidents, street/lane closures, parking, and other traveler information on detailed, interactive traffic maps (Consultant (TTI) \$52K TPF) [2009].

AFTER AMENDMENT 27

| TASK 3: Short-Range Planning 2008-2009 Funding Table | | | | | |
|-------------------------------------------------------------|--------------------|------------------------------|------------------|------------------|--------------------|
| Subtask | 3.1 | 3.2 | 3.3 | 3.4 | |
| Responsible Agency | H-GAC - MPO | Multi - Agency | MPO/TxDOT | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$1,245,000 | \$445,000 | \$490,000 | \$337,000 | \$2,517,000 |
| FTA 5307 ¹ Planning | \$0 | \$3,441,206 | \$0 | \$0 | \$3,441,206 |
| <i>MEIRO</i> | \$0 | \$0 | \$0 | \$0 | \$0 |
| <i>The Woodlands</i> | \$0 | \$148,879 | \$0 | \$0 | \$148,879 |
| <i>Fort Bend Co.</i> | \$0 | \$784,556 | \$0 | \$0 | \$784,556 |
| <i>Harris County</i> | \$0 | \$1,240,000 | \$0 | \$0 | \$1,240,000 |
| <i>Texas City</i> | \$0 | \$462,146 | \$0 | \$0 | \$462,146 |
| <i>Lake Jackson</i> | \$0 | \$318,125 | \$0 | \$0 | \$318,125 |
| <i>City of Galveston</i> | \$0 | \$487,500 | \$0 | \$0 | \$487,500 |
| FTA 5316/5317 Planning | \$0 | \$0 | \$0 | \$0 | \$0 |
| FTA 5304 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| STP | \$0 | \$0 | \$120,000 | \$0 | \$120,000 |
| TxDOT DDF ² | \$0 | \$0 | \$40,000 | \$0 | \$40,000 |
| LOCAL | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$1,245,000 | \$4,006,206 | \$650,000 | \$337,000 | \$6,238,206 |
| TxDOT Toll Credits (state-wide match) | | | | | \$240,629 |
| 2007 Task 3 TPF Carryover Estimate | | | | | \$950,000 |
| Includes State & Local Match | | District Discretionary Funds | | | |

amended 11/16/07, 04/25/08, 06/27/08, and 1/23/09

AFTER AMENDMENT 27

Table 6 Funding Summary

| Funding Source | Task 1 | Task 2 | Task 3 | Task 4 | Task 5 | TOTAL |
|-----------------------|--------------------|--------------------------------|----------------------|---------------------|---------------------|---------------------|
| | Admin. / Mgmt. | Data Development & Maintenance | Short Range Planning | Long Range Planning | Special Studies | |
| | FTA 44.21 | FTA 44.22 | FTA 44.24, 44.25 | FTA 44.23 | FTA 44.26, 44.27 | |
| FHWA-FTA TPF | \$4,765,000 | \$3,880,000 | \$2,317,000 | \$4,675,000 | \$2,215,000 | \$18,052,000 |
| STP - Cat 7 | \$1,194,400 | \$100,000 | \$120,000 | \$0 | \$4,073,551 | \$5,487,951 |
| TxDOT SPR | \$0 | \$775,000 | \$0 | \$0 | \$209,843 | \$984,843 |
| TxDOT PPF | \$0 | \$0 | \$0 | \$0 | \$8,943,600 | \$8,943,600 |
| TxDOT Dist. Discret. | \$0 | \$105,000 | \$40,000 | \$0 | \$0 | \$145,000 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| Statewide match *** | \$595,402 | \$481,257 | \$240,629 | \$586,147 | \$216,565 | \$2,120,000 |
| State Planning Assist | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$75,000 |
| FHWA Discret. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$480,000 |
| TCEQ-local | \$0 | \$0 | \$0 | \$480,000 | \$0 | \$480,000 |
| Other Local | \$306,274 | \$140,000 | \$0 | \$150,000 | \$912,745 | \$1,509,019 |
| FTA 5304 / 5307/ 5309 | \$0 | \$0 | \$3,561,206 | \$0 | \$1,136,200 | \$4,697,406 |
| TOTAL | \$6,861,076 | \$5,481,257 | \$6,478,835 | \$5,966,147 | \$18,412,504 | \$43,199,819 |

TRANSPORTATION PLANNING FUNDS (TPF) ONLY

| | | |
|--------------------------------------------------------|-------------|---------------------|
| Federal Highway Admin. (FHWA PL-112) funding estimate: | | \$15,015,316 * |
| *includes pre-FY2008 FHWA carryover of: | \$3,254,534 | |
| Federal Transit Admin. (FTA Section 5303 [Sec. 8]) | | \$3,911,312 ** |
| **Includes 2008 FTA 5303 cash match of: | \$421,085 | |
| TOTAL TPF AVAILABLE | | \$18,926,628 |
| TOTAL TPF PROGRAMED | | \$18,052,000 |
| UNDER (OVER) PROGRAMMED | | \$874,628 |

***Identifies TxDOT's state-wide match estimate for the H-GAC MPO using toll credits to provide 20% match for FHWA (PL-112) funds. Applied statewide, the two funding categories may not be 80/20 for any single MPO.



Resolution

NO. 0902-UPWP

ADOPTING AMENDMENTS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

WHEREAS, the Transportation Policy Council adopted the 2008-2009 Unified Planning Work Program (UPWP) on July 27, 2007, amended November 16, 2007; amended April 25, 2008; amended June 27, 2008; amended August 22, 2008; amended January 23, 2009; and amended February 27, 2009; and

WHEREAS, with **Amendment 28: Program Management & Administration**, the text of Subtask 1.2 and funding tables 1 & 6 are amended to extend marketing consultant services in Product 1.2.2 through FY 2009, adding \$100K in Transportation Planning Funds; and

WHEREAS, with **Amendment 29: Long-Range Planning**, the text of Subtask 4.1 was revised to program a public outreach audit for FY 2009; and

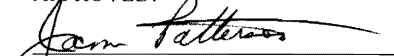
WHEREAS, with **Amendment 30: Special Studies**, the text of Subtask 5.4 and funding tables 5 and 6 are amended to add \$25,000 in Transportation Planning Funds to the \$200,000 in funding being passed through to the Gulf Coast Freight Rail District to pursue grants from new rail funding opportunities in the region; and

WHEREAS, with the approval of these amendments, the transportation planning funds, programmed in the 2008-2009 UPWP, as shown in Table Six (6), increases by \$125,000 from \$18,052,000 to \$18,177,000.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL, THAT REVISIONS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM, AS SHOWN IN THE ATTACHMENT, ARE HEREBY APPROVED AND INCORPORATED INTO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM.

PASSED AND APPROVED, this 29th day of May 2009, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area.

APPROVED:


James Patterson, Chairman
Transportation Policy Council

ATTEST:


Tom Reid, Secretary
Transportation Policy Council

2008-2009 UPWP AMENDMENTS

Background

A summary of the proposed amendments by amendment number and short title is shown below.

AMENDMENT 28 – Task 1 Program Management & Administration – Revises text and funding as shown:

Text and Funding Revisions: The marketing consultant activity over the previous 18 months was substantive and additional public outreach efforts require adding an additional \$100,000 TPF to the marketing contracts to complete fiscal year 2009. The subtask 1.2 TPF total funding is now \$1,995,000 from \$1,895,000 after amendment 28.

AFTER AMENDMENT 28

1.2.2 Staff support for public meetings for the RTP, TIP, UPWP, and other significant plans. This includes legal notices, press releases, advertisements, slide presentation production, and development of educational materials for distribution at these meetings. (Consultant: **\$500,000** TPF) [2008-2009]

| TASK 1: Program Mgmt. 2008-2009 Funding Table | | | | | |
|-----------------------------------------------|--------------------|--------------------|------------------|--------------------|--------------------|
| Subtask | Responsible Agency | TPF | LOCAL | STP | TOTAL ¹ |
| 1.1 | H-GAC-MPO | \$2,425,000 | \$0 | \$0 | \$2,425,000 |
| 1.2 | H-GAC-MPO | \$1,995,000 | \$0 | \$0 | \$1,995,000 |
| 1.3 | H-GAC-C&E | \$445,000 | \$306,274 | \$1,194,400 | \$1,945,674 |
| TOTAL | | \$4,865,000 | \$306,274 | \$1,194,400 | \$6,365,674 |
| TxDOT Toll Credits (state-wide match): | | | | | \$595,402 |
| FY 2007 Task 1 TPF Carryover Estimate: | | | | | \$705,000 |

¹ One-half of these funds may not represent one year's funding.

amended 11/16/07, 04/25/08, 05/29/09

AMENDMENT 29 – Task 4 Long-Range Planning – Revises text as shown:

Text Revisions: New product 4.1.7 is added to program a public outreach audit in FY 2009 to assess current outreach strategies and determine improvements that might be made to improve outreach to the MPO's constituencies. No additional costs were added to this subtask.

NEW PRODUCT:

4.1.7 Conduct a public outreach audit to identify and develop improved communications strategies for public officials, transportation stakeholders, and the public, in general. [2009]

AMENDMENT 30 – Task 5 Special Studies – Revises text and funding as shown:

Text and Funding Revisions: New product 5.4.6 provides \$25K in additional Transportation Planning Funds (TPF) to the Gulf Coast Freight Rail District to assist in the development of grant applications to take advantage of significant recent funding opportunities in the TMAs. This amendment increases TPF funding from \$670,000 to \$695,000 in subtask 5.4, including \$225,000 passing through to the GCFRD.

NEW PRODUCT:

5.4.6 Facilitate GCFRD in obtaining grant-writing consultant assistance to take advantage of significant recent funding opportunities in the region regarding rail development opportunities. Consultant: \$25K TPF pass-thru to GCRD [2009]

AFTER AMENDMENT 30

| TASK 5: Special Studies - 2008-2009 UPWP | | | | | | | |
|------------------------------------------|------------------|---------------------|------------------|--------------------|------------------|------------------|---------------------|
| Subtask | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | TOTAL ¹ |
| Responsible Agency | MPO / local | Multi-Agency | Multi-Agency | Multi-Agency | MPO / FHWA | MPO / FAA | |
| TPF: 2008-09 | \$430,000 | \$840,000 | \$275,000 | \$695,000 | \$0 | \$0 | \$2,240,000 |
| FTA 5309 | \$0 | \$1,136,200 | \$0 | \$0 | \$0 | \$0 | \$1,136,200 |
| STP | \$400,000 | \$2,905,271 | \$388,280 | \$380,000 | \$0 | \$0 | \$4,073,551 |
| FHWA Discr. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$480,000 |
| TxDOT PPF | \$0 | \$8,943,600 | \$0 | \$0 | \$0 | \$0 | \$8,943,600 |
| TxDOT SPR | \$0 | \$146,318 | \$53,525 | \$10,000 | \$0 | \$0 | \$209,843 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$0 | \$75,000 |
| LOCAL | \$100,000 | \$739,200 | \$43,545 | \$10,000 | \$0 | \$20,000 | \$912,745 |
| TOTAL | \$930,000 | \$14,710,589 | \$760,350 | \$1,170,000 | \$150,000 | \$500,000 | \$18,220,939 |
| TxDOT Toll Credits (state-wide match) | | | | | | | \$216,565 |
| 2007 Task 5 TPF Carryover Estimate | | | | | | | \$815,000 |

[1] One-half of these funds may not represent one year's funding

Amended 11/06/07, 04/25/08, 01/23/09

AFTER AMENDMENTS 28, 29, and 30

Table 6 Funding Summary

| Funding Source | Task 1 | Task 2 | Task 3 | Task 4 | Task 5 | TOTAL |
|-----------------------|--------------------|--------------------------------|----------------------|---------------------|---------------------|---------------------|
| | Admin. / Mgmt. | Data Development & Maintenance | Short Range Planning | Long Range Planning | Special Studies | |
| | FTA 44.21 | FTA 44.22 | FTA 44.24, 44.25 | FTA 44.23 | FTA 44.26, 44.27 | |
| FHWA-FTA TPF | \$4,865,000 | \$3,880,000 | \$2,517,000 | \$4,675,000 | \$2,240,000 | \$18,177,000 |
| STP - Cat 7 | \$1,194,400 | \$100,000 | \$120,000 | \$0 | \$4,073,551 | \$5,487,951 |
| TxDOT SPR | \$0 | \$775,000 | \$0 | \$0 | \$209,843 | \$984,843 |
| TxDOT PPF | \$0 | \$0 | \$0 | \$0 | \$8,943,600 | \$8,943,600 |
| TxDOT Dist. Discret. | \$0 | \$105,000 | \$40,000 | \$0 | \$0 | \$145,000 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| Statewide match *** | \$595,402 | \$481,257 | \$240,629 | \$586,147 | \$216,565 | \$2,120,000 |
| State Planning Assist | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$75,000 |
| FHWA Discret. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$480,000 |
| TCEQ-local | \$0 | \$0 | \$0 | \$480,000 | \$0 | \$480,000 |
| Other Local | \$306,274 | \$140,000 | \$0 | \$150,000 | \$912,745 | \$1,509,019 |
| FTA 5304 / 5307/ 5309 | \$0 | \$0 | \$3,561,206 | \$0 | \$1,136,200 | \$4,697,406 |
| TOTAL | \$6,961,076 | \$5,481,257 | \$6,478,835 | \$5,966,147 | \$18,437,504 | \$43,324,819 |

TRANSPORTATION PLANNING FUNDS (TPF) ONLY

| | | |
|--------------------------------------------------------|-------------|---------------------|
| Federal Highway Admin. (FHWA PL-112) funding estimate: | | \$15,015,316 * |
| *includes pre-FY2008 FHWA carryover of: | \$3,254,534 | |
| Federal Transit Admin. (FTA Section 5303 [Sec. 8]) | | \$3,911,312 ** |
| **Includes 2008 FTA 5303 cash match of: | \$421,085 | |
| TOTAL TPF AVAILABLE | | \$18,926,628 |
| TOTAL TPF PROGRAMED | | \$18,177,000 |
| UNDER (OVER) PROGRAMMED | | \$749,628 |

***Identifies TxDOT's state-wide match estimate for the H-GAC MPO using toll credits to provide 20% match for FHWA (PL-112) funds. Applied statewide, the two funding categories may not be 80/20 for any single MPO.



Resolution

NO. 0903-UPWP

ADOPTING AMENDMENTS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

WHEREAS, the Transportation Policy Council adopted the 2008-2009 Unified Planning Work Program (UPWP) on July 27, 2007, amended November 16, 2007; amended April 25, 2008; amended June 27, 2008; amended August 22, 2008; amended January 23, 2009; amended February 27, 2009; amended May 29, 2009; and

WHEREAS, with **Amendment 31: Task 3 Short-Range Planning**, the text and applicable funding tables are amended to revise the Federal Transit Administration 5307 funding for planning activities for the transit agency recipients in the region; and

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL, THAT REVISIONS TO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM, AS SHOWN IN THE ATTACHMENT, ARE HEREBY APPROVED AND INCORPORATED INTO THE 2008-2009 UNIFIED PLANNING WORK PROGRAM.

PASSED AND APPROVED, this 28th day of August 2009, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area.

APPROVED:

James Patterson, Chairman
Transportation Policy Council

ATTEST:

Tom Reid, Secretary
Transportation Policy Council

2008-2009 UPWP AMENDMENTS**Background**

Amendment 31 reflects revised funding and text changes in the UPWP due to changes in resource allocations and priorities. It also shows the 2008 FTA 5307 funds [as amended in TIP Amendment 55 & UPWP Amendment 16] and revisions to the 2009 FTA 5307 funds [as amended in TIP Amendment 142. This is FTA 5307 funds for planning only, not operating or capital.

Brief summaries of proposed amendments by amendment number and short title are shown below.

AMENDMENT 31 – Task 3 Short-Range Planning – Revises text and funding as shown:

Text and Funding Revisions:

1. Product 3.2.6, Task 3 Funding Table, and the Table Six Funding Summary Table are revised to correct the FTA 5307 funds for 2008 & 2009 for planning purposes only. The changes were the net result of individual agencies redefining their expenditures for planning [shown here], capital, and operations.

SEE TABLE ON FOLLOWING PAGE

After Amendment 31 [page 3-5]

| FTA 5307 Transit Planning* Funds 2008 | Federal | State | Local | Total |
|---------------------------------------------------|--------------------|------------------|------------------|--------------------|
| METRO (Houston UZA) | \$0 | \$0 | \$0 | \$0 |
| The Woodlands UZA {The District [Brazos Transit]} | \$0 | \$78,653 | \$0 | \$78,653 |
| Fort Bend County (Houston UZA) | \$327,906 | \$0 | \$81,976 | \$409,882 |
| Harris County (Houston UZA) | \$492,000 | \$0 | \$123,000 | \$615,000 |
| Texas City/LaMarque UZA {Gulf Coast Center} | \$281,120 | \$37,625 | \$32,655 | \$351,400 |
| Lake Jackson/Angleton UZA {Gulf Coast Center} | \$175,147 | \$30,250 | \$13,763 | \$219,160 |
| Galveston UZA {Island Transit 5307} | \$302,000 | \$0 | \$75,500 | \$377,500 |
| TOTAL 2008 | \$1,578,173 | \$146,528 | \$326,894 | \$2,051,595 |

| FTA 5307 Transit Planning* Funds 2009 | Federal | State | Local | Total |
|---------------------------------------------------|--------------------|------------------|------------------|--------------------|
| METRO (Houston UZA) | \$0 | \$0 | \$0 | \$0 |
| The Woodlands UZA {The District [Brazos Transit]} | \$0 | \$65,000 | \$0 | \$65,000 |
| Fort Bend County (Houston UZA) | \$712,167 | \$0 | \$178,042 | \$890,209 |
| Harris County (Houston UZA) | \$376,000 | \$0 | \$94,000 | \$470,000 |
| Texas City/LaMarque UZA {Gulf Coast Center} | \$100,000 | \$20,600 | \$4,400 | \$125,000 |
| Lake Jackson/Angleton UZA {Gulf Coast Center} | \$150,000 | \$31,300 | \$8,700 | \$190,000 |
| Galveston UZA {Island Transit 5307} | \$352,000 | \$0 | \$88,000 | \$440,000 |
| TOTAL 2009 | \$1,690,167 | \$116,900 | \$373,142 | \$2,180,209 |

| FTA 5307 Transit Planning* Funds [2 years] | Federal | State | Local | Total |
|---------------------------------------------------|--------------------|------------------|------------------|--------------------|
| METRO (Houston UZA) | \$0 | \$0 | \$0 | \$0 |
| The Woodlands UZA {The District [Brazos Transit]} | \$0 | \$143,653 | \$0 | \$143,653 |
| Fort Bend County (Houston UZA) | \$1,040,073 | \$0 | \$260,018 | \$1,300,091 |
| Harris County (Houston UZA) | \$868,000 | \$0 | \$217,000 | \$1,085,000 |
| Texas City/LaMarque UZA {Gulf Coast Center} | \$381,120 | \$58,225 | \$37,055 | \$476,400 |
| Lake Jackson/Angleton UZA {Gulf Coast Center} | \$325,147 | \$61,550 | \$22,463 | \$409,160 |
| Galveston UZA {Island Transit 5307} | \$654,000 | \$0 | \$163,500 | \$817,500 |
| TOTAL 2008 and 2009 Combined | \$3,268,340 | \$263,428 | \$700,036 | \$4,231,804 |

After Amendment 31 [page 3-8]

| TASK 3: Short-Range Planning 2008-2009 Funding Table | | | | | |
|-----------------------------------------------------------------|-------------------------------------------|--------------------|------------------|------------------|--------------------|
| Subtask | 3.1 | 3.2 | 3.3 | 3.4 | |
| Responsible Agency | H-GAC - MPO | Multi - Agency | MPO/TxDOT | H-GAC-MPO | TOTAL |
| TPF: 2008-09 | \$1,245,000 | \$445,000 | \$490,000 | \$337,000 | \$2,517,000 |
| FTA 5307¹ Planning | \$0 | \$4,231,804 | \$0 | \$0 | \$4,231,804 |
| <i>METRO</i> | \$0 | \$0 | \$0 | \$0 | \$0 |
| <i>The Woodlands</i> | \$0 | \$143,653 | \$0 | \$0 | \$143,653 |
| <i>Fort Bend Co.</i> | \$0 | \$1,300,091 | \$0 | \$0 | \$1,300,091 |
| <i>Harris County</i> | \$0 | \$1,085,000 | \$0 | \$0 | \$1,085,000 |
| <i>Texas City</i> | \$0 | \$476,400 | \$0 | \$0 | \$476,400 |
| <i>Lake Jackson</i> | \$0 | \$409,160 | \$0 | \$0 | \$409,160 |
| <i>City of Galveston</i> | \$0 | \$817,500 | \$0 | \$0 | \$817,500 |
| FTA 5316/5317 Planning | \$0 | \$0 | \$0 | \$0 | \$0 |
| FTA 5304 | \$0 | \$120,000 | \$0 | \$0 | \$120,000 |
| STP | \$0 | \$0 | \$120,000 | \$0 | \$120,000 |
| TxDOT DDF² | \$0 | \$0 | \$40,000 | \$0 | \$40,000 |
| LOCAL | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL | \$1,245,000 | \$4,796,804 | \$650,000 | \$337,000 | \$7,028,804 |
| TxDOT Toll Credits (state-wide match) | | | | | \$240,629 |
| 2007 Task 3 TPF Carryover Estimate | | | | | \$950,000 |
| ¹ Includes State & Local Match | ² District Discretionary Funds | | | | |
| amended 11/16/07, 04/25/08, 06/27/08, 1/23/09, 2/27/09, 8/28/09 | | | | | |

After Amendment 31 [page 5-9]

| Table 6 Funding Summary | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|----------------------|---------------------|---------------------|---------------------|
| Funding Source | Task 1 | Task 2 | Task 3 | Task 4 | Task 5 | TOTAL |
| | Admin. / Mgmt. | Data Development & | Short Range Planning | Long-Range Planning | Special Studies | |
| | FTA 44.21 | FTA 44.22 | FTA 44.24, 44.25 | FTA 44.23 | FTA 44.26, 44.27 | |
| FHWA-FTA TPF | \$4,865,000 | \$3,880,000 | \$2,517,000 | \$4,675,000 | \$2,240,000 | \$18,177,000 |
| STP - Cat 7 | \$1,194,400 | \$100,000 | \$120,000 | \$0 | \$4,073,551 | \$5,487,951 |
| TxDOT SPR | \$0 | \$775,000 | \$0 | \$0 | \$209,843 | \$984,843 |
| TxDOT PPF | \$0 | \$0 | \$0 | \$0 | \$8,943,600 | \$8,943,600 |
| TxDOT Dist. Discret. | \$0 | \$105,000 | \$40,000 | \$0 | \$0 | \$145,000 |
| TxDOT in-kind | \$0 | \$0 | \$0 | \$0 | \$75,000 | \$75,000 |
| Statewide match ¹ | \$595,402 | \$481,257 | \$240,629 | \$586,147 | \$216,565 | \$2,120,000 |
| State Planning Assist | \$0 | \$0 | \$0 | \$75,000 | \$0 | \$75,000 |
| FHWA Discret. | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$150,000 |
| FAA | \$0 | \$0 | \$0 | \$0 | \$480,000 | \$480,000 |
| TCEQ-local | \$0 | \$0 | \$0 | \$480,000 | \$0 | \$480,000 |
| Other Local | \$306,274 | \$140,000 | \$0 | \$150,000 | \$912,745 | \$1,509,019 |
| FTA 5304 / 5307/ 5309 ² | \$0 | \$0 | \$4,351,804 | \$0 | \$1,136,200 | \$5,488,004 |
| TOTAL | \$6,961,076 | \$5,481,257 | \$7,269,433 | \$5,966,147 | \$18,437,504 | \$44,115,417 |
| TRANSPORTATION PLANNING FUNDS (TPF) ONLY | | | | | | |
| Federal Highway Admin. (FHWA PL-112) funding estimate: | | | | | \$15,015,316 | * |
| *includes pre-FY2008 FHWA carryover of: | | | | | \$3,254,534 | |
| Federal Transit Admin. (FTA Section 5303 [Sec. 8]) | | | | | \$3,911,312 | ** |
| **Includes 2008 FTA 5303 cash match of: | | | | | \$421,085 | |
| TOTAL TPF AVAILABLE | | | | | \$18,926,628 | |
| TOTAL TPF PROGRAMED | | | | | \$18,177,000 | |
| UNDER (OVER) PROGRAMMED | | | | | \$749,628 | |
| ¹ Identifies TxDOT's state-wide match estimate for the H-GAC MPO using toll credits to provide 20% match for FHWA (PL-112) funds. Applied statewide, the two funding categories may not be 80/20 for any single MPO. ² Contains Federal, State, and Local funds. | | | | | | |

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Appendix J

Public Outreach Efforts for the 2008-09 Unified Planning Work Program

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Public Outreach Efforts for the 2008-09 Unified Planning Work Program

The draft 2008-2009 Unified Planning Work Program (UPWP) was made available to the public on June 6, 2007, which began the 30-plus day comment period scheduled to end officially on July 20, 2007. A public meeting was scheduled for June 28, 2007 at the offices of the Houston-Galveston Area Council. The following items document the Public Outreach efforts and public comments received:

Advertising

Paid advertising in the Chronicle purchased: June 13, 2007

Advertised: Sunday June 17, 2007 and Sunday June 24, 2007

Sent to Texas Register: June 13, 2007

Published in the Texas Register: June 13th – June 28th

Meeting alert emailed to other interested persons (481), TAC members (66), TPC members (52), and RAQPC members (27) & RAQPC alternates (10): June 14th

Document Distribution

Ten draft copies of the 2008-2009 UPWP were sent to TxDOT before June 1, 2007 as requested. A copy of the draft 2008-2009 UPWP was placed on the H-GAC webpage on June 6, 2007. Printed copies of the draft UPWP were distributed to all Transportation Policy Council members and audience on June 22, 2007. Copies of the draft 2008-09 UPWP were distributed to all Technical Advisory Committee members on June 13, 2007 and to other interested parties who previously requested full meeting material packets were mailed on the same day.

Public Meeting [open-house] – June 28, 2007

The public meeting was held on June 28, 2007 in Conference Room A at the offices of the Houston-Galveston Area Council from 5:30 p.m. to 7:00 p.m. There were 9 persons present, including H-GAC staff. The agenda of the public meeting included a brief introduction and PowerPoint presentation. Those present were encouraged to ask questions at any time. An audio tape of the open-house exchange is on file in the H-GAC offices. During the presentation, the audience was encouraged to ask questions and these were answered at that time. At the completion of the presentations by H-GAC staff, the audience was invited to address the meeting. One attendee asked about the timing for the Federal Aviation Administration grant application and consultant selection. This person was informed that the FAA grant application would be submitted in July and H-GAC expects to hear back in August and would follow shortly with a request for proposals. The only additional comment received was praise for the organization of the document. The meeting ended at 7:00 p.m. after everyone departed.

PUBLIC COMMENTS RECEIVED

The draft 2008-2009 Unified Planning Work Program (UPWP) was made available to the public on June 6, 2007, which began the 30-day plus comment period. This period ended officially on July 20, 2007.

Public comments or corrections were received from the following organizations, companies, and/or individuals by either surface mail or email. Staff made every effort to incorporate all changes or suggestions wherever it seemed appropriate, applicable, and the necessary resources were available. Correction comments and responses are listed below as

applicable. Actual comments, emails, and corrections are on file at the offices of the H-GAC and can be provided upon request.

TxDOT-TP&P made the following comments:

- Task 2.2.11 show \$150K in district discretionary but the table show \$105K, STP also doesn't add up. *Text and tables were corrected.*
- On page 3-2 and 4-1 you state that the TIP/Plan are approved in June 2007 but have not been approved. *The text was changed to read 'scheduled for approval in August 2007, reflecting the changing priorities of the TAC and TPC.'*
- On page 4-4 it is stated that the RTP for 2040 started in 2007, is that correct? *The text was edited to read 'late FY 2007' as the planning for the 2040 RTP will begin immediately following the adoption of the 2035 RTP [see above].*
- On page 5-3 one of the bullets is not solid. *Corrected.*
- Unable to match all the costs in text to Table in Task Five on page 5-8. *Corrected table to reflect text figures and separated TxDOT in-kind funds from district discretionary funds and State Planning and research Funds.*

TxDOT-PTN noted an error in the product numbering of Subtask 3.2 and questioned the clarity of the table. *Corrected Product 3.2.6 number and added a clarifying statement to the FTA 5307 funding table.*

City of Houston [via written comment at public meeting] said 'UPWP was well written – projects organized and well put together'.

Other Comments and Corrections:

- Added Harris County RIDES to the list of transit providers on page i-7 of Introduction.
- Corrected year of SAFETEA-LU passage to 2005 on page i-7.
- On page 3-5 & 3-8, corrected FTA 5307 planning funding per latest TIP update.
- Added Product 4.2.16 on page 4-6: Produce conformity calculations to the current SIP for the RTP and TIP in accordance to SAFETEA-LU regulations, as needed. [2008-09]
- On page 5-4, replaced reference to TEA-21 with reference to SAFETEA-LU.
- On page 5-4, modified estimate of safety programs not started or completed in FY 2007.
- On page 5-6, reduced estimated STP funding for completing 2007 projects in FY 2008.
- On page 5-6, added product 5.3.4 to complete a public outreach and education toolkit for use by local governments using a consultant for \$290,000: {\$232,240 STP, \$14,515 from TxDOT SPR, \$34,855 from City of Houston, & \$10,000 from Harris County} [2008-2009]; added product 5.3.5 to complete a flood prediction demonstration project on SH 288 using a consultant for \$100K: {\$80K STP, \$20K TxDOT SPR} [2008]
- On page 5-7, reduced by 50%, the programmed STP funding for completing the Regional Commuter Rail connectivity study to reflect revised estimates of carryover expenditure from fiscal year 2007.
- On page L-10 of the Locally-Funded Planning Activities chapter, modified text of City of Houston submission at their request.
- On page L-11 of the Locally-Funded Planning Activities chapter, added significant text received from the Harris County Public Infrastructure Department at their request.

Appendix K

Transportation and Air Quality Planning Acronyms and Phrases

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Transportation and Air Quality Planning Acronyms

A

| | |
|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| AADT | Annual Average Daily Traffic |
| AASHTO | American Association of State Highway and Transportation Officials |
| ACS | American Community Survey |
| ADA | Americans with Disabilities Act |
| ADT | Average Daily Traffic |
| Advanced-Practice | Incorporating updated modeling practices or theories being used by other MPOs in the USA when applicable. |
| AE | Annual Element |
| AERCO | Area Emission Reduction Credit Organization |
| APO | Average Passenger Occupancy |
| APTA | American Public Transportation Association |
| AQC | Air Quality Compliance |
| AQCRs | Air Quality Control Regions |
| AQMA | Air Quality Maintenance Area - Areas noted by the EPA that have a potential for, or that presently exceed, the National Ambient Air Quality Standards |
| ATOM 2 | A modified version of the Atomistic Model - Disaggregate Trip Distribution Model of the TTDP |
| AVL | Authorized Vehicle Lane |
| AVO | Average Vehicle Occupancy |

B

| | |
|-----------------------|-----------------------------------------------------|
| Biennial | Every two years or every other year |
| BMS | Bridge Management System |
| Brazos Transit | Former name, now referred to as "The District" |
| BNSF | Burlington Northern & Santa Fe Railroad Company |
| BRINSAP | Bridge Inventory, Inspection, and Appraisal Program |
| BWC | Best Workplace for Commuters |

C

| | |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3-C Planning Process | Continuing, Comprehensive and Coordinated; 3-C planning process required by TxDOT |
| CAA | Clean Air Act of 1970, and its related Amendments of 1990 |
| CAGR | Compound Annual Growth Rate |
| CBD | Central Business District |
| CDP | Census Designated Places |
| CEI | Cost Effectiveness Index |
| CFR | Code of Federal Regulations |
| CIP | Capital Improvement Program |
| CMAQ | Congestion Mitigation Air Quality |
| CMA | Congestion Mitigation Analysis (formerly known as SOV Analysis) |
| CMP | Congestion Management Process |
| CMS | Congestion Management System |
| CMSA | Consolidated Metropolitan Statistical Area – <i>The Houston-Galveston-Brazoria CMSA consists of the Houston PMSA (Chambers, Fort Bend, Harris, Liberty, Montgomery, and Waller counties), the Galveston-Texas City PMSA (Galveston County), and the Brazoria PMSA (Brazoria County)</i> |
| CNG | Compressed Natural Gas |
| CO | Carbon Monoxide |
| COG | Council of Governments |
| CPTED | Crime Prevention Through Environmental Design |
| CRP | Consolidated Road Program |
| CT | Census Tract |
| CTMS | Computerized Traffic Management System |
| CTPP | Census Transportation Planning Package |
| CTR | Center for Transportation Research, University of Texas at Austin |

D

| | |
|------|----------------------------------------------------------------------------------------------------------|
| D-2 | Division of Aviation, TxDOT |
| D-10 | Division of Transportation Planning, TxDOT |
| D-11 | Division of Public Transportation, TxDOT |
| DEIS | Draft Environmental Impact Statement |
| DEMO | Demonstration grant - funding of an experimental program |
| DERC | Discrete Emission Reduction Credit |
| DIME | Dual Independent Map Encoding - A technique of creating a geographic base file (replaced by TIGER files) |
| DOT | Department of Transportation |

E

| | |
|-----|--------------------------------------|
| EA | Environmental Assessment |
| E+C | Existing Plus Committed |
| EIS | Environmental Impact Statement |
| EPA | U.S. Environmental Protection Agency |
| ERC | Emissions Reduction Credit |
| ERP | Emissions Reductions Plan |
| ETR | Employer Trip Reduction |

F

| | |
|-------|-------------------------------------------------------|
| FAA | Federal Aviation Administration |
| FAI | Federal Air Interstate System |
| FAP | Federal Aid Primary System |
| FAPG | Federal Aid Policy Guide (replaces FHPM) |
| FAS | Federal Aid Secondary System |
| FAU | Federal Aid Urban System |
| FBI | Federal Bureau of Investigation |
| FCFF | Federal Clean Fuel Fleet |
| FAHPM | Federal Aid Highway Program Manual (replaced by FAPG) |
| FHWA | Federal Highway Administration |
| FMA | Federal Maritime Administration |
| FMVCP | Federal Motor Vehicle Control Program |
| FONSI | Finding of No Significant Impact |
| FRA | Federal Railroad Administration |
| FTA | Federal Transit Administration (formerly UMTA) |

G

| | |
|-------|----------------------------------|
| GCHSR | Gulf Coast High Speed Rail |
| GCSPR | Gulf Coast State Planning Region |
| GIS | Geographic Information Systems |
| GRH | Guaranteed Ride Home |
| GSU | Geographic Statistical Unit |

H

| | |
|--------|-----------------------------------------------------------------------------------|
| HAOS | Houston Area Oxidant Study |
| HB&T | Houston Belt & Terminal Railroad Company |
| HBW | Home-Based Work |
| HC | Hydrocarbons |
| H-GAC | Houston-Galveston Area Council |
| H-GRTS | Houston-Galveston Regional Transportation Study - Part of TxDOT, Houston District |
| HOT | High Occupancy Toll |
| HOV | High Occupancy Vehicle |
| HPMS | Highway Performance Monitoring System |
| HPR | Highway Planning and Research |
| HRT | Heavy Rail Transit |
| HUD | U.S. Department of Housing and Urban Development |

I

| | |
|--------------|----------------------------------------------------------------|
| IH | Interstate Highway |
| I/M | Inspection/Maintenance Program (for vehicle emission controls) |
| IMS | Intermodal Management System |
| IPG | Intermodal Planning Group |
| ISTEA | Intermodal Surface Transportation Efficiency Act of 1991 |
| ITS | Intelligent Transportation System |
| IVHS | Intelligent Vehicle Highway System (outmoded term) |

L

| | |
|-------------|------------------------------------------------------------|
| LEV | Low Emission Vehicle |
| LMRT | Local Match for Rural Transit |
| LMT | Local Match for Transit |
| LNG | Liquified Natural Gas |
| LOM | Level of Mobility (traffic volume/roadway design capacity) |
| LOS | Level of Service |
| LRP | Long-Range Transportation Plan |
| LRT | Light Rail Transit |

M

| | |
|---------------|---------------------------------------------------------------------------------|
| MCS | Major Corridor Study (Alternatives Analysis or Feasibility Study), replaces MIS |
| MEC | Major Employment Center |
| MERC | Mobile Emission Reduction Credit |
| METRO | Metropolitan Transit Authority of Harris County |
| MIS | Major Investment Study, replaced with MCS |
| MOBILX | EPA's Mobile Emissions Factor Model, (X = 5 or 6) |
| MOSERS | [Mobile Source Emissions Reduction Strategy] Methodology for TCM quantification |
| MPO | Metropolitan Planning Organization |
| MTP | Metropolitan Transportation Plan (formerly Long Range Transportation Plan) |

N

| | |
|--------------|-------------------------------------------|
| NAAQS | National Ambient Air Quality Standards |
| NAFTA | North American Free Trade Agreement |
| NARC | National Association of Regional Councils |
| NASP | National Airport System Plan |
| NEPA | National Environmental Protection Act |
| NHS | National Highway System |
| NOx | Nitrogen Oxide |
| NPRM | Notice of Proposed Rule Making |

O

| | |
|----------------------|--------------------------------------------------------|
| O₃ | Ozone |
| O&D | Origin and Destination |
| O&M | Operation and Maintenance |
| OPD | Overall Program Design - A budgetary document of H-GAC |

P

| | |
|--------------------|----------------------------------------------------------|
| P&M | Preservation & Maintenance |
| P&P | Park and Pool |
| P&R | Park and Ride |
| PASS | Principal Arterial Street System (TxDOT) |
| PCB Program | Planning Capacity Building (PCB) Program of FTA and FHWA |
| PDP | Project Development Plan |
| PE | Preliminary Engineering |
| PI | Public Information |
| PIP | Public Involvement Plan |
| PL | FHWA Planning Funds |

| | |
|---------|------------------------------------------------------------------|
| PM | Particulate Matter (suspended solids) |
| PMS | Pavement Management System |
| PMSA | Primary Metropolitan Statistical Area |
| PMT | Personal Miles Traveled (daily or annually) |
| PPM (B) | Parts Per Million (Billion) |
| PRT | Personal Rapid Transit |
| PS&E | Plans, Specifications and Estimates |
| PTF | Public Transportation Fund (State of Texas) |
| PTMS | Public Transportation Facilities and Equipment Management System |
| PTRA | Port Terminal Railroad Authority |

R

| | |
|-------|-----------------------------------------------------------------------------------|
| RAASP | Regional Airport/Airspace System Plan |
| RAP | Reliever Airport Plan |
| RAQPC | Regional Air Quality Planning Committee |
| RCAP | Regional Commute Alternatives Program, known as H-GAC's Commute Solutions Program |
| RCTSS | Regional Computerized Traffic Signalization System |
| RFP | Request for Proposal |
| RFQ | Request for Qualification |
| RMP | Regional Mobility Plan |
| R-O-W | Right-of-way |
| RSAS | Regional Strategic Arterial System |
| RSC | Regional Safety Council |
| RTNA | Regional Transportation Needs Assessment |
| RTP | Regional Transportation Plan |

S

| | |
|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8 Planning Factors | ... used in RTP development |
| SAFETEA-LU | Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users - Transportation Reauthorization Act for 2003-2009 |
| SH | State Highway |
| SIP | State Implementation Plan – Plan detailing pollution controls for achieving attainment status required of TCEQ by the U.S. EPA through the CAAs of 1972 and 1977 |
| SMP | Statewide Mobility Program (Build-it Section of TxDOT's UTP) |
| SMS | Safety Management System |
| SO ₂ | Sulfur Dioxide |
| SOV | Single Occupancy Vehicle |
| SPP | Statewide Preservation Program (Maintain-it Section of TxDOT's UTP) |
| SRP | Short-Range Transportation Planning |
| STF1 | Summary Tape File 1 |
| STF3 | Summary Tape File 3 |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |
| STOL | Short Takeoff and Landing Aircraft |
| STRAHNET | Strategic Highway Network |

T

| | |
|--------|---------------------------------------------------------------------------------------------------------------|
| TAC | Technical Advisory Committee to the Transportation Policy Council |
| TACB | Texas Air Control Board (Replaced by the Texas Commission on Environmental Quality) |
| TAFF | Texas Alternative Fuel Fleet Program |
| TASP | Texas Airport System Plan |
| TCAA | Texas Clean Air Act |
| TCEQ | Texas Commission on Environmental Quality (formerly known as the TNRCC) |
| TCMs | Transportation Control Measures |
| TCP | Transportation Control Plan (as envisioned by EPA to reduce mobile source emissions enough to meet the NAAQS) |
| TDM | Travel Demand Modeling; also Transportation Demand Management |
| TDP | Transit Development Program |
| TEA-21 | Transportation Equity Act for the 21 st Century (Enacted June 9, 1998; replaces ISTEA) |

| | |
|---------------------|-------------------------------------------------------------------------------------|
| TERP | Texas Emissions Reduction Plan |
| The District | Formerly Brazos Transit |
| THTS | Texas Highway Trunk System |
| TIGER | Topologically Integrated Geographic Encoding and Referencing (replaced DIME files) |
| TIP | Transportation Improvement Program |
| TIRZ | Tax Increment Reinvestment Zone |
| TMA | Transportation Management Area |
| TMO | Transportation Management Organization |
| TMS/H | Traffic Management System for Highways |
| TNRCC | Texas Natural Resource Conservation Commission, renamed TCEQ Sept. 1, 2002 |
| TOPICS | Traffic Operations to Increase Capacity and Safety |
| TPC | Transportation Policy Council |
| TPD/Y | Tons per day/year |
| TPIP | Transportation public Involvement Plan |
| TRACS | Texas Review and Comment System |
| TRC | Texas Railroad Commission |
| TSM | Transportation Systems Management |
| TTC | Texas Transportation Commission |
| TTDP | Texas Travel Demand Package |
| TTI | Texas Transportation Institute - A division of Texas A&M University |
| TxAQS 2000 | Texas 2000 Air Quality Study |
| TxDOT | Texas Department of Transportation (formerly known as the Texas Highway Department) |

U

| | |
|---------------|--------------------------------------------------------------------------------------|
| UA/UZA | Urbanized Area |
| UPRR | Union Pacific Railroad |
| UPWP | Unified Planning Work Program |
| USDOT | United States Department of Transportation |
| UTP | Unified Transportation Plan |
| UTPS | Urban Transportation Planning System - Computer programs for transportation planning |

V

| | |
|-------------|----------------------------------------------|
| V/C | Volume to Capacity |
| VHT | Vehicle Hours Traveled |
| VMEP | Voluntary Mobile Emissions Reduction Program |
| VMT | Vehicle miles traveled (daily or annually) |
| VOC | Volatile Organic Compound |

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