



2002-2004

Transportation Improvement Program

for the

Houston-Galveston
Transportation Management Area

Adopted May 18, 2001

Revised Sept 10, 2001

Prepared by the Houston-Galveston Area Council

2002-2004

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

for the Houston-Galveston
Transportation Management Area

PUBLIC MEETING DATES OF THE 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM:

Public Meeting/Open House
May 3, 2001

Reviewed By Technical Advisory Committee:
February 7, 2001
March 23, 2001
April 4, 2001
May 2, 2001

Reviewed By Transportation Policy Council:
December 15, 2000
February 23, 2001
March 23, 2001
April 20, 2001

Adopted By Transportation Policy Council:
May 18, 2001

The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.

TRANSPORTATION POLICY COUNCIL – 2001

Chairman

Robert Eckels
Harris County Judge
Representing: Harris County

Alternate: Rose Hernandez
Executive Liason, Transp. & Safety
Harris County

1st Vice Chair

Cathy Smith
Council Member
City of Conroe
Representing: H-GAC

Alternate: Brent Sherrod
Director Capital Improvements
City of Conroe

2nd Vice Chair

James Patterson
County Commissioner, Pct. 4
Fort Bend County
Representing: Fort Bend County

Alternate: D. Jesse Hegemier
County Engineer
Fort Bend County

Secretary

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

Alternate: Modesto Mundo
Assistant City Manager
City of Lake Jackson

Shirley DeLibero
President and CEO
Metropolitan Transit Authority
Representing: METRO

Alternate: John Sedlak
Vice President, Plng, Engineering & Const.
Metropolitan Transit Authority

Carlos Garza
Mayor
City of Texas City
Representing: City of Texas City

Alternate: James McWhorter, P.E.
Director, Transportation & Plng
City of Texas City

Stephen Holmes
County Commissioner, Pct. 3
Galveston County
Representing: Galveston County

Alternate: Michael Fitzgerald, P.E.
County Engineer
Galveston County

Steve Howard
Program Operations Director
Houston-Galveston Area Council
Representing: H-GAC

Alternate: Jack Steele
Executive Director
Houston-Galveston Area Council

Tom Kornegay
Executive Director
Port of Houston Authority
Representing: Other Transportation Interests

Alternate: Douglas Hoover
Executive Director, Mgmt Services
City of Texas City

Mark Mooney, P.E.
County Engineer
Representing: Montgomery County

Alternate: Michael Beitler, P.E.
Assistant County Engineer
Montgomery County

Transportation Policy Council - Continued

Don Murray
Council Member, District 4
City of Baytown
Representing: City of Baytown

Alternate: Dennis Smith
Director of Plng & Community Dev.
City of Baytown

Dianna D. Puccetti
Council Member
Galveston Island Transit
Representing: City of Galveston

Alternate: Cornelia H. Banks
Council Member
City of Galveston

Gordon Quan
Council Member
City of Houston
Representing: City of Houston

Alternate: John Castillo
Council Member
City of Houston

Tom Rolen, P.E.
Director/Dept Public Works & Engineering
City of Houston
Representing: City of Houston

Alternate: Herbert Lum, P.E.
Chief Engineer, Street Bridge & Right-of-Way
City of Houston

Donald Smithers
Council Member
City of Sugar Land
Representing: H-GAC

Alternate: Wayne Neumann
Director of Planning
City of Missouri City

Larry L. Stanley
Commissioner, Pct. 4
Brazoria County
Representing: Brazoria County

Alternate: Donald W. Payne
Commissioner Pct. 1
Brazoria County

Art Storey
Executive Director/County Engineer
Harris County
Representing: Harris County

Alternate: Jackie Freeman
Director of Engineering
Harris County Admin. Bldg

Guy Sutherland
Council Member
City of La Porte
Representing: Smaller Cities, Harris County

Alternate: Sue Speck
Mayor
City of Hedwig Village

Tim Tietjens
Director of Planning
City of Pasadena
Representing: City of Pasadena

Alternate: Lee Jane Ream
Director of Traffic
City of Pasadena

Gary K. Trietsch, P.E.
District Engineer, Houston District
Texas Department of Transportation
Representing: TxDOT Houston District

Alternate: Delvin Dennis, P.E.
Deputy District Engineer
Texas Department of Transportation

Gabriel Vasquez
Council Member
City of Houston
Representing: City of Houston

Alternate: Carol Galloway
Council Member
City of Houston

Bill Wallace
County Commissioner, Pct. 4
Chambers County
Representing: Chambers County

Alternate: Judy Edmonds
County Commissioner, Pct. 2
Chambers County

Laura Wilson
Executive Director
Dayton Community Development
Representing: Liberty County

Alternate: None

Steve Wilson
County Engineer
Waller County
Representing: Waller County

Alternate: John Isom
County Commissioner
Waller County

TECHNICAL ADVISORY COMMITTEE – 2001

Chairman:

Dale Rudick
Transportation/Utilities Director
City of Sugar Land
Representing: Smaller Cities

Alternate: Richard Carter, P.E.
Director, Public Works & Engineering
City of Alvin

1st Vice Chair:

Andy Mao
Manager, Traffic & Transp.
Dept. Public Infrastructure
Representing Harris County

Alternate: Billy M. Cooke, P.E.
Vice President
Klotz Associates, Inc.
Representing: Harris County

2nd Vice Chair:

Beverly Lands, P.E.
County Engineer
Brazoria County
Representing: Brazoria County

Alternate: Brian Courts
Assistant County Engineer
Brazoria County

Rosie Barrera
Director of Public Affairs
Port of Houston Authority
Representing: Intermodal Interests

Alternate: Steven H. DeWolf, P.E.
Chief Engineer
Port of Houston Authority

Michael Beitler, P.E.
Assistant County Engineer
Representing: Montgomery County

Alternate: Mark Mooney, P.E.
County Engineer
Montgomery County

Wayne Cook
Director of Transportation
Galveston Island Transit
Representing: City of Galveston

Alternate: Michael Worthey
Operations Manager
City of Galveston

David Crossley
President
Gulf Coast Institute
Representing: Environmental Interests

Alternate: Mary Ellen Whitworth, P.E.
Executive Director
Buffalo Bayou Association

Judy Edmonds
County Commissioner, Pct 2
Chambers County
Representing: Chambers County

Alternate: Bill Wallace
County Commissioner, Pct. 4
Chambers County

Diane Falcioni
Manager of Government Relations
Port of Galveston Authority
Representing: Ports

Alternate: Mike Lowery
Brazos River Harbor Navigation District
Port of Freeport

G. Michael Fitzgerald, P.E.
County Engineer
Galveston County
Representing: Galveston County

Alternate: Rod Schaut
Engineering Technician
Galveston County

D. Jesse Hegemier
County Engineer
Fort Bend County
Representing: Fort Bend County

Alternate: Ron Drachenberg
Assistant County Engineer
Fort Bend County

Robert Heineman
South Montgomery County
Woodlands Chamber of Commerce
Representing: Private Business

Alternate: Roger Hord
President and CEO
West Houston Association

Gabriel Johnson, P.E.
Transportation Planning & Development
Texas Department of Transportation
Representing: TxDOT Houston District

Alternate: Delvin Dennis, P.E.
Deputy District Engineer
Texas Department of Transportation

Bill Jordan
SIP Development Team Leader
Texas Natural Resource Conservation Commission
Representing: TNRCC

Alternate: Mike Magee
Environ. Policy, Analysis, & Assess.
Texas Natural Resource Conserv. Comm.

David Leal
Deputy Assistant Director
City of Houston Public Wks & Engineering
Representing: Comprehensive Planning

Alternate: Billy Graham
Planning Department
City of Houston

Jacqueline M. Lentz
Bureau Chief, Air Quality Policy
City of Houston Dept Health & Human Services
Representing: Air Quality

Alternate: Pending

Carol Lewis
Director, Center for Transportation Policy
Texas Southern University
Representing: Neighborhoods/Other Citizen Interests

Alternate: Michael Fowler
President Elect
Trees for Houston

Dan Lundeen
President, Houston Area Bicyclist Alliance
Representing: Bicycle Interests

Alternate: Twilight Freedman
Houston Area Bicycle Alliance

Kent McLemore
Aviation Planner
City of Houston
Representing: Airports

Alternate: Phillip Savko
Aviation Director
City of Sugar Land

James McWhorter, P.E.
Director, Transportation & Plng
City of Texas City
Representing: City of Texas City

Alternate: Don Carroll
Planner
City of Texas City

Anne O'Ryan
AAA Texas
*Representing: Other Modes, State Agencies, or
Transportation Related Interests*

Alternate: David Finklea
Greater Houston Partnership

John Sedlak
Vice President, Plng, Engineering, & Construction
Metropolitan Transit Authority
Representing: METRO

Alternate: Larry Badon
Transportation Planner
Metropolitan Transit Authority

Paulette Shelton
Transportation Director
The Gulf Coast Center
Representing: Rural Transit

Alternate: John McBeth
Administrator
Brazos Valley Transit

Brent Sherrod
Director of Community Development
City of Conroe
Representing: Smaller Cities

Alternate: John Joerns
Assistant City Manager
City of La Porte

Dennis Smith
Director, Plng & Comm. Dev.
City of Baytown
Representing: City of Baytown

Alternate: Kimberly Judge Brooks
Planner
City of Baytown

Mike Strech
Assistant Director
Harris County Toll Road Authority
Representing: Toll Roads

Alternate: George Lyon
Assistant Director of Engineering
Harris County Toll Road Authority

Jeff Taebl
Mgr, Community & Environmental Plng
Houston-Galveston Area Council
Representing: H-GAC

Alternate: Steve Howard
Director, Program Operations
Houston-Galveston Area Council

Tim Tietjens, P.E.
Planning Department
City of Pasadena
Representing: City of Pasadena

Alternate: Lee Jane Ream
Director of Traffic & Transportation
City of Pasadena

Douglas Weirsig
Sr. Assistant Director, Traffic Mgmt & Maintenance
City of Houston
Representing: City of Houston

Alternate: Gary Schatz
Sr. Engineer/Traffic Management & Maintenance
City of Houston

Steve Wilson
County Engineer
Waller County
Representing: Waller County

Alternate: Bill Eplen
Waller County
Representing: Waller County

Ernie Ziechang
President, Liberty Vindicator Paper
Representing: Liberty County

Alternate: Bob Jamison
Chairman
Dayton State Bank

This page left blank intentionally.

What is H-GAC?

The Houston-Galveston Area Council (H-GAC) is a voluntary association of local governments and local elected officials - within a 13-county area - organized in 1966 by local elected officials after authorization by State enabling legislation.

H-GAC encompasses an area of 12,500 square miles with almost 3.9 million people. The Council includes 151 local government members - 13 counties, 110 cities, 18 school districts, and 10 soil and water conservation districts - including all major general-purpose local governments in the 13-county region.

H-GAC is governed by a Board of Directors composed of 32 local elected officials - 14 representing county governments, 16 representing cities, 1 representing school districts, and 1 representing conservation districts. Board members are designated annually by the local governments they represent. All are members of governing bodies of the jurisdictions they represent. The Board of Directors is supported by policy development, technical advisory and standing committees, as well as a professional staff of approximately 140.

H-GAC's Transportation Department

Since 1974, H-GAC has served as the Metropolitan Planning Organization (MPO) for transportation planning in the Urbanized area of the Houston-Galveston Transportation Management Area. H-GAC's Transportation Department is responsible for the regional planning process for all modes of transportation in the eight county Transportation Management Area (TMA). The department provides technical support and staff assistance to the Transportation Policy Council and its Technical Advisory Committee (TAC), which composes the MPO policy-making structure. In addition, the department provides technical assistance to the local governments in planning, coordinating, and implementing transportation decisions.

H-GAC's offices are located in Houston, Texas at 3555 Timmons Lane, Suite 500.

Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777
(713) 627-3200

The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.



TABLE OF CONTENTS

	PAGE
CHAPTER 1 - INTRODUCTION AND SUMMARY.....	1-1
A. PURPOSE	1-1
B. PUBLIC INVOLVEMENT PROCESS	1-5
C. PROJECT SELECTION PROCESS.....	1-7
D. PROGRESS FROM PREVIOUS YEAR	1-12
E. AIR QUALITY ISSUES	1-12
CHAPTER 2 - FEDERALLY FUNDED HIGHWAY PROJECTS	2-1
CHAPTER 3 - TRANSIT PROJECTS	3-1
CHAPTER 4 - STATE FUNDED HIGHWAY PROJECTS.....	4-1
CHAPTER 5 - LOCALLY FUNDED REGIONALLY SIGNIFICANT PROJECTS	5-1
CHAPTER 6 - FINANCIAL PLAN	6-1
CHAPTER 7 - ANNUAL SELF-CERTIFICATION	7-1
GLOSSARY	

LIST OF FIGURES AND MAPS

FIGURE	PAGE
1-1 Houston-Galveston Transportation Management Area.....	1-4

LIST OF TABLES

TABLE		PAGE
G-1	2002 State & Federal Funding Categories	G-9
1-2	Progress from 2000-2002 TIP	N/A
1-4	Project Code List for CMS, TCM, Safety & Rehab	N/A
1-5	2002-2004 TIP Added Capacity Projects on which a CMS is being done.....	N/A
1-6	TCMs to be analyzed for significance on 2002-2004 TIP projects.	N/A
2-1	Federally Funded Highway Projects	2-4
3-1	Transit Projects	3-3
4-1	State Funded Highway Projects	4-4
5-1	Locally Funded Regionally Significant Projects	5-4
6-1	FY 2002-2004 TIP Summary (Houston District)	6-4
6-2	FY 2002-2004 TIP Summary (Beaumont District).....	6-9

APPENDICES

**APPENDIX A: METHODOLOGY FOR SELECTION OF STP, CMAQ AND
TRANSIT (Section 5307) PROJECTS**

APPENDIX B: CONFORMITY ANALYSIS

APPENDIX C: CMAQ PROJECTS

APPENDIX D: PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

APPENDIX E: RESOLUTIONS

APPENDIX F: EXHIBITS

EXHIBIT 1: HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT
AREA PRIVATIZATION POLICY STATEMENT

EXHIBIT 2: METROPOLITAN TRANSIT AUTHORITY BOARD
PRIVATIZATION POLICY STATEMENT

EXHIBIT 3: BRAZOS TRANSIT SYSTEM PRIVATE SECTOR PARTICIPATION IN
PUBLIC TRANSIT

CITY OF GALVESTON DOCUMENTATION FOR TRANSPORTATION
IMPROVEMENT PROGRAM

APPENDIX G: PUBLIC PARTICIPATION PLAN

APPENDIX H: PUBLIC COMMENTS

**APPENDIX I: CMAQ DETAILED PROJECT LISTINGS: TSM (RCTSS) &
BICYCLE/PEDESTRIAN PROJECTS**

CHAPTER 1

INTRODUCTION AND SUMMARY

CHAPTER 1 - INTRODUCTION

PURPOSE

The 2002-2004 Transportation Improvement Program (TIP) is a cooperatively developed three-year program of transportation investments in public transit, highways, traffic management, and other transportation and air quality related activities within the Houston/Galveston Transportation Management Area (TMA). The eight counties in this TMA include Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller. All eight counties have also been designated by the Environmental Protection Agency (EPA) as nonattainment for the pollutant Ozone. Therefore, the transportation improvements contained in the 2002-2004 TIP must comply with air quality regulations reducing vehicle emissions that contribute to the formation of ground level Ozone.

The TIP is compiled every two years by the Houston-Galveston Area Council (H-GAC) in its role as the Metropolitan Planning Organization (MPO) for transportation planning. This document is prepared under the guidance of the Transportation Policy Council (TPC) for the Houston-Galveston TMA. The TIP is the product of the collaborative efforts of local governments, local transportation agencies and the State Department of Transportation (TxDOT). The TIP is incorporated into a Statewide TIP (or STIP) with the approval of the Texas Transportation Commission, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA).

The 2002-2004 TIP identifies priority roadway and transit projects which are scheduled for implementation between September 1, 2001 and August 31, 2004. All roadway and transit projects funded under Title 23 and Title 49 by the U.S. Department of Transportation are required to be listed in the TIP.¹ In addition, locally funded transportation improvements of regional significance are inventoried and included in the TIP for the conformity analysis requirements of the Clean Air Act Amendments of 1990 (CAAA).²

¹ All projects in this document which are proposed for federal funding were initiated in a manner consistent with the federal guidelines in Section 450.204, Subpart B, of Title 23 of the Code of Federal Regulations and Section 613.200, Subpart B, of Title 49 of the Code of Federal Regulations.

² The "Guidance for Determining Conformity of Transportation Plans, Programs and Projects with Clean Air Act Implementation Plans during Phase 1 of the Interim Period" was issued jointly by the U.S. Department of Transportation and the U.S. Environmental Protection Agency. Section 5.3.3 of this guidance maintains that a precondition to the conformity determination is a showing of emissions reductions between the baseline transportation system and the system that results by adding federally funded projects and non-federally funded projects required in the TIP. The baseline transportation system includes existing and locally funded projects.

1-2 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

TIP Scope

The scope of the 2002-2004 Transportation Improvement Program is as follows:

1. To identify and delineate transportation improvement projects recommended by the TPC for implementation as a result of the continuing, comprehensive, and coordinated (or "3-C") regional transportation planning process. This is achieved through the 3-year listing of roadway, transit, and other multimodal projects. Also included in the TIP are expenditures for the resurfacing, restoration, rehabilitation, and reconstruction of the transportation system, as well as investments to improve its safe operation.
2. To group projects by transportation mode, type of project, funding sources, and geographic area.
3. To identify the priorities established by the TPC for transportation system improvements.
4. To estimate the costs of projects proposed for federal funding support. The total federal share of project costs is consistent with the amount of funds allocated to the State or TMA area.
5. To demonstrate that environmental, air quality, cost, and mobility considerations are addressed in regional transportation planning and local programming.
6. To provide continuity of current transportation improvement projects with those identified in previous TIPs.
7. To fulfill H-GAC's role as regional clearinghouse by the Texas Review and Comment System (TRACS).
8. To implement 2022 Metropolitan Transportation Plan in accordance with the guidelines established in TEA-21.

MPO Structure

In accordance with federal law, H-GAC has been designated by the Governor of Texas as the Metropolitan Planning Organization (MPO) for transportation planning for the Houston-Galveston Transportation Management Area (TMA). The MPO designation is made through an agreement between the H-GAC Board of Directors and the Governor of the State of Texas. The initial MPO designation by the Governor was in April of 1974. The Governor's most recent MPO designation was made in 1988. As the MPO, H-GAC is responsible for ensuring the successful regional coordination and integration of federal, state and local transportation planning efforts taking place within the region, as well as developing transportation programs and plans for the urbanized areas of the Houston-Galveston TMA.

Transportation Policy Council (TPC)

The Transportation Policy Council (TPC) consists of 24 members representing cities and counties, the Texas Department of Transportation (TxDOT); the Metropolitan Transit Authority of Harris County (METRO); and three at large members appointed by the H-GAC Board of Directors. The TPC was established to provide policy guidance and overall coordination of the multimodal planning activities within the region. TPC approval is required for the use of federal funds for transportation projects and services within the eight-county TMA.

Technical Advisory Committee

The Technical Advisory Committee (TAC) is an appointed body, which is comprised of representatives of member governments and special citizen interest groups with expertise in transportation planning. TAC members are appointed by the TPC to assist in coordination of the TIP, the MTP and other intermodal planning activities. The TAC reviews and evaluates H-GAC's regional transportation plans and the Transportation Improvement Program (TIP), and provides its recommendations to the Transportation Policy Council (TPC). The TAC Transportation Improvement Program (TIP) Subcommittee also plays a critical role in this process. The TIP Subcommittee is appointed by the full TAC on an ad-hoc basis to develop recommendations regarding TIP development. From late 1999 through early 2001, the TIP Subcommittee met monthly to develop recommendations regarding project eligibility, project readiness, project selection, and project funding.

1-4 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

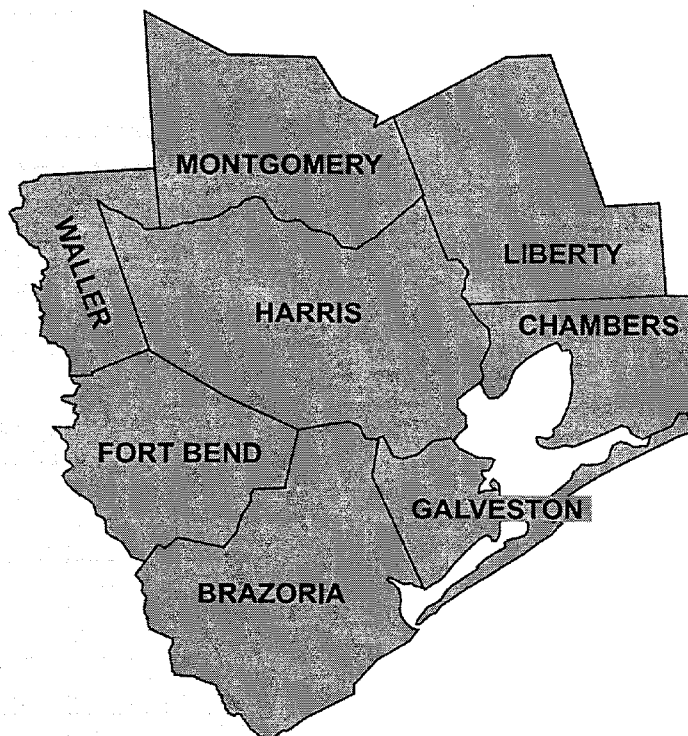
H-GAC Board of Directors

The H-GAC Board of Directors membership consists of local elected officials representing county governments, cities, school districts and conservation districts. The Board of Directors and the TPC have complementary transportation planning roles. The Board of Directors establishes the overall policy for comprehensive planning and coordination for the region. The TPC, on the other hand, is responsible for providing specific policy guidance for the multimodal transportation planning and development initiatives within the region.

Houston-Galveston Transportation Management Area (TMA)

The boundaries of the Houston-Galveston TMA have been endorsed by elected officials from the across the region and by the TPC. The urbanized areas within the TMA are subject to revision following each census. **Figure 1-1** below shows the Houston-Galveston TMA and the urbanized areas within its boundaries. The TMA coincides with the eight-county ozone nonattainment area, which includes Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller counties.

Figure 1-1
Eight-County Houston-Galveston TMA



PUBLIC INVOLVEMENT AND THE TIP DEVELOPMENT

The TIP process began in the fall of 1999 with the meetings of the Transportation Improvement Program (TIP) Subcommittee to the Technical Advisory Committee (TAC). In accordance with the Transportation Public Involvement Plan (TPIP), efforts will be made to include the public in the development of the 2002-2004 TIP. A thirty (30) day public comment period will be observed prior to final adoption of the TIP. Public meetings will also be held to solicit comments from the public. In addition to public meetings, the H-GAC Board's Projects Review Committee will review the 2002-2004 TIP as part of the Texas Review and Comment System (TRACS) process.

AMENDING THE TIP

The Transportation Improvement Program (TIP) may be amended by the Transportation Policy Council, so long as proposed amendments are consistent with the Metropolitan Transportation Plan (MTP); the expected availability of federal, state and local funds; and the Metropolitan Transportation Plan's finding of air quality conformance. If the TIP should require a major amendment, a public meeting and an additional thirty (30) day public comment period will be observed to discuss the proposed action(s). A major amendment is classified as the addition or deletion of a project with an implementation cost over \$1 million (excluding rehabilitation, maintenance and safety projects). Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the Transportation Policy Council (TPC). As long as a project's description, scope or expected environmental impact has not materially changed, the TPC may approve changes to project funding without benefit of a separate public meeting.

Amendments Requiring TPC Approval

The Transportation Policy Council must approve all changes to the Transportation Improvement Program, unless there is an "Emergency Action" deemed by the applicable federal agency or, in the case of State funded actions, by the Governor of Texas. In addition, minor changes to the TIP may be approved through administrative action as described below.

MPO Director Approval of Administrative Amendments

In its adoption of the TIP, the Transportation Policy Council authorized the MPO

1-6 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

Director to approve certain "administrative changes" to the TIP at the request of or with the concurrence of the Texas Department of Transportation. This policy was adopted to facilitate approvals for minor project cost changes, changes in funding source, clarification of the project scope and movement of projects within the three programming years of the TIP. In the course of implementing TIP projects, these changes may be required because of the differences between cost estimates contained in the TIP and actual contract cost, unexpected delay in project implementation, the opportunity to advance project implementation due to actual funding levels which were higher than expected, etc.

The MPO Director may approve the following administrative changes, with the concurrence of the Texas Department of Transportation:

- Project cost overruns not exceeding 25% of total project cost or less than \$500,000. Should cost overruns require delay of one or more projects to a latter implementation year, TPC review and approval will be required.
- Changes to project funding category.
- Changes in project priority within the three funding years of the TIP.
- Changes in priority to non-State sponsored projects must also have the concurrence of the project sponsor.
- Clarification of project scope. Minor changes to project limits, description or scope, which does not materially change the project's function, cost or environmental impact, may be approved by the MPO Director.

Revisions to the STIP

TxDOT merges TIPs from other regions in the State of Texas to form a Statewide Transportation Improvement Plan (STIP). TxDOT revises the STIP, as necessary, on a quarterly basis (November, February, May, August). Therefore, TIP amendments that also require STIP inclusion are incorporated by TxDOT on this quarterly cycle. The addition or deletion of a new project to the TIP is an example of a TIP amendment would also require STIP revision. Minor revisions, such as clarification of project scope or changes in funding category would not require STIP inclusion.

PROJECT SELECTION PROCESS

Selection for Inclusion in the TIP

With the enactment of the Intermodal and Surface Transportation Efficiency Act (ISTEA) in 1991, new responsibilities were created for MPOs. H-GAC, as the MPO for the Houston-Galveston TMA, was assigned project-level programming responsibilities for: 1) Surface Transportation Programs — Metropolitan Mobility (STP-MM) funds, Urban Mobility (STP-UM) funds and Rural Mobility (STP-RM) funds; 2) Congestion Mitigation/Air Quality Improvement (CMAQ) funds; and 3) Transit Program Formula funds in the urbanized area. These MPO responsibilities were continued with passage of the Transportation Equity Act for the Twenty-first Century (TEA-21) in 1998. The TPC, in its role as the policy-making body of the MPO, is responsible for the selection of projects funded through the above categories in consultation with TxDOT and the relevant transportation agencies. The methodology used by the TPC for selection of these projects can be found in **Appendix A**. In addition, those projects selected by TxDOT as part of the National Highway System (NHS), STP Enhancement, and STP Safety projects also require the endorsement of the MPO prior to inclusion in the TIP.

The 2002-2004 TIP was developed through the cooperative efforts of H-GAC, local governments, transit agencies, TxDOT, and through public input. The development of the 2002-2004 TIP actually dates back to the Visioning meetings in March of 1995 and the Mobility Assessment in January of 1996. The Mobility Assessment included a call for projects for the development of **Vision 2020: Metropolitan Transportation Plan** (MTP), the long-range plan for the Houston-Galveston TMA. On February 25, 1999, **2022 Metropolitan Transportation Plan** (MTP) was adopted, which added an additional 2 years to the long-range plan. The projects included in the 2002-2004 TIP were selected from among the projects included the MTP. By developing the 2002-2004 TIP from the MTP, the regionwide goals of the long-range plan are implemented.

The projects programmed for STP-MM, STP-UM, STP-RM, CMAQ and transit funds were selected based on a fully competitive process. Public and local elected officials' involvement was integral to this process. In addition, the TPC has approved the following project selection procedures:

1. The approved Transportation Improvement Program (TIP) shall be utilized for programming projects within the urban area.

1-8 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

2. Any project listed in the first year of the approved TIP shall be considered in the first priority and may be implemented as soon as plans are completed and funds are appropriated.
3. Procedures used to evaluate, prioritize, and select projects funded under STP-MM, UM, RM, CMAQ, and FTA Section 5307 are described in **Appendix A** of the 2002-2004 TIP.
4. Should any project not be implementable from the first priority, the projects should be selected from the second and/or third year which shall be considered the second priority, and those projects may be implemented as plans are completed and funds are appropriated.
5. Implementing agencies are authorized to proceed with projects whose actual costs do not exceed their estimated costs by more than 25%, subject to funding availability and assurance that cost overruns will not delay implementation of other selected projects.
6. The MPO must be notified by the appropriate implementing agency of any project programmed in the first year whose implementation must be delayed beyond the first year.

The project selection procedure was developed cooperatively between the Texas Department of Transportation (TxDOT) and the MPO.

TIP Approval

The *DRAFT* 2002-2004 TIP was due to Texas Department of Transportation – Transportation Planning & Programming Division (TxDOT-TPP) on January 2, 2000. A thirty (30) day public comment period was observed prior to final adoption of the TIP by the TPC. The TPC approved the final version of the 2002-2004 TIP on May 18, 2001.

H-GAC has been designated by the Governor's Office as the "Regional Review Agency" responsible for conducting the TRACS process.¹ The TRACS process constitutes additional coordination to assure that all projects included in the TIP are consistent with regional transportation plans and policies. The Projects Review Committee is critical to the TRACS

process and is responsible for reviewing TIP projects and recommending action to the H-GAC Board of Directors. The Projects Review Committee is one of 10 standing committees of the H-GAC Board of Directors. The Projects Review Committee is also scheduled to review the TIP, which will complete the final phase of the TRACS review.

¹ The new review and comment system was developed pursuant to Executive Order 12372 (as amended by Executive Order 12416), issued in July 1982, and following public laws: Section 204 of Demonstration Cities and Metropolitan Development Act of 1966, Intergovernmental Cooperation Act of 1968, and National Environmental Policy Act of 1969.

Final action by the H-GAC Board of Directors serves as the actual endorsement by the MPO, that the projects in the TIP are consistent with local plans, and that local governments have been satisfactorily involved in the development of those projects. Following its completion, the TIP will be then be submitted to TxDOT in Austin, as well as the FHWA and FTA for federal review. TxDOT will then merge the document with TIPs from other regions in the State of Texas to form a Statewide Transportation Improvement Plan (STIP). The 2002-2004 STIP is scheduled to be adopted by the Texas Transportation Commission in July of 2001. TxDOT revises the STIP, as necessary, on a quarterly basis (November, February, May, August).

Transportation Equity Act for the 21st Century (TEA-21)

As the region's MPO, H-GAC has a significant role in the transportation and air quality planning process, which in turn determine the future allocation of transportation funds. The Transportation Equity Act for the 21st Century (TEA-21) authorizes the Federal surface transportation programs for highways, highway safety and transit for the 6-year period from 1998-2003.

TEA-21 consolidates the sixteen planning factors previously established under ISTEA into seven broad "areas" to be considered in the planning process, which include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; and
- Increase the safety and security of the transportation system for motorized and non-motorized users; and
- Increase the accessibility and mobility options available to people and for freight; and
- Protect and enhance the environment, promote energy conservation, and improve quality of life; and

1-10 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

In summary, the former U.S. Secretary of Transportation sums up these goals by stating:

“TEA-21 will shape America’s future by ensuring accessible, integrated, and efficient transportation. It will advance America’s economic growth and competitiveness, domestically and internationally, and it will protect and enhance communities and the natural environment. It expands opportunity through a continued strong disadvantaged business enterprise program and a new program to help those making the transition from welfare rolls to payrolls. It establishes border crossing and trade corridor programs crucial for international commerce”.

Rodney Slater, Former U.S. Secretary of Transportation

Development of the FY 2002-2004 TIP

The 2002-2004 TIP has been developed in accordance with the requirements of TEA-21 and guidance received from FHWA and FTA. Specific requirements of the TIP and a brief discussion of how H-GAC met the requirements are outlined below:

- 1. The TIP must include a priority list of projects to be implemented during the three-year TIP period.**

The 2002-2004 TIP contains a list of priority roadway and transit projects to be implemented over the next three years. To ensure that high priority, cost-effective projects were selected, all proposed projects were reviewed and adopted by the TPC.

Each year was financially constrained to funding availability. Together, this ensures that the most cost-effective projects are given top priority and implemented at the earliest possible opportunity given the funding and construction constraints.

2. **The TIP must include a financial plan, which shows the source of funding for the projects contained in the TIP.**

H-GAC, TxDOT and METRO have worked to identify the amount of funding available annually for highway and transit transportation improvements. The 2000-2002 TIP includes a separate financial plan for highway and transit elements, which documents these amounts.

3. **Projects identified in the TIP must be consistent with the Metropolitan Transportation Plan.**

The method used to select projects for the 2002-2004 TIP is consistent with H-GAC's regional transportation planning process. The same planning process and principles have been used to update 2022 Metropolitan Transportation Plan (MTP), and conform to the requirements of the CAAA. The 2000-2002 TIP is endorsed by the TPC, subject to the condition that projects selected for the TIP be included in a conforming metropolitan transportation plan.

4. **There must be reasonable opportunity for public comment prior to approval of the TIP.**

To ensure adequate public involvement in the 2002-2004 TIP development process, H-GAC has a Technical Advisory Committee (TAC) consisting of public and private sector representatives. This Committee represents the Houston-Galveston metropolitan area and is responsible for recommending to the TPC projects to be included in the TIP.

In conjunction with the TAC, local elected officials, public agencies and private sector organizations were invited to submit their program of projects to be considered for inclusion in the 2002-2004 TIP. In addition, several public meetings were held throughout the TIP process to receive input from the general public and local governments. Additional information on the TIP public involvement process is provided in **Appendix G**.

5. **The TIP must cover the entire metropolitan area, including the designated non- attainment area.**

1-12 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

The Houston-Galveston metropolitan area has been expanded to meet all requirements outlined in ISTEA. The Houston-Galveston metropolitan area includes the current urbanized area, which encompasses the same boundaries as the non-attainment area, and the area expected to be urbanized by the year 2010.

PROGRESS FROM THE 2000-2002 TIP

The 2000-2002 TIP identifies priority roadway and transit projects scheduled for implementation between projects scheduled for implementation between September 1, 1999 and August 31, 2002. **Table 1-2** includes the major Highway and CMAQ projects, both inside and outside Harris County, which have been let for construction within the 2000-2002 TIP timeframe.

AIR QUALITY ISSUES

National Environmental Policy Act (NEPA) of 1969

Environmental factors can have a major impact on regional development patterns and the resulting transportation system. Environmental considerations can affect the location, type and design of new facilities, as well as the redevelopment of old ones. Individual projects are subject to environmental assessments or impact statements. The National Environmental Policy Act (NEPA) of 1969 requires an Environmental Assessment (EA) on any federally funded or permitted project with the potential to impact the natural environment. Therefore, federally funded highway and transit projects must have an EA.

An EA results in either a Finding of No Significant Impact (FONSI) or an indication of the potential for significant environmental impacts. If potentially significant environmental impacts are ascertained, an Environmental Impact Statement (EIS) must be prepared. An EIS requires documentation of adverse and positive environmental effects, the evaluation of alternatives, and an assessment of the relationships between short-term uses of the impacted environmental resource as opposed to its long-term productivity. The EIS results in the Record of Decision (ROD) which allows the project to proceed with mitigation strategies. If there are no feasible and/or effective mitigation strategies or alternatives, the project may not proceed.

Under the Final Conformity Rule, certain highway and transit projects are exempt from the requirement that an air quality conformity determination be made. NEPA projects that are

not covered by the conformity exempt list must be included in the TIP and MTP. This includes any current non-exempt projects undergoing NEPA determination with an expected letting during the time frame covered by the TIP. All projects currently undergoing NEPA determination with an implementation time frame beyond the 3-year horizon of the TIP are included in **Appendix D**.

Conformity

Section 176 (c), Conformity Requirements of the Clean Air Act Amendments (CAAAAs) has had a major impact on transportation planning. The purpose of conformity is to ensure consistency between federal actions and the air quality planning process. It ensures that neither the transportation system as a whole nor individual transportation projects cause new air quality violations or make existing ones worse. EPA's regulation establishes the criteria and procedures for determining whether transportation plans, programs, and projects conform to the State air quality Implementation Plan (SIP). MPOs must follow rigorous quantitative analytical procedures to establish the potential air quality impacts of transportation improvement plans and programs as they are being developed. The final rule for transportation conformity was published in August 1997. This rule requires that all TIPs and transportation plans adopted after that date pass new conformity tests. Specifically these new conformity tests require that TIP and Metropolitan Transportation Plan (MTP) emissions requirements:

- (1) Fall below the emissions budget established in the SIP; and
- (2) Be less than 1990 levels; and
- (3) Be consistent with the most recent estimates of on-road mobile source emissions.

In order for highway and transit projects to be federally funded, the projects must be part of a conforming MTP and TIP. The MPO may not adopt a non-conforming MTP or TIP. The MPO must submit a conforming MTP and TIP to FHWA for its approval. The final conformity rule emphasizes the emissions analysis of the Plan. The regulation states that a TIP, which is a subset of a conforming MTP is, by definition, a conforming TIP. The final conformity rule also shifts the emissions analyses from the TIP to the MTP. The regulation states that if the TIP is a subset of a conforming MTP, then the conformity determination for the plan may also be used for the TIP.

1-14 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

A Conformity Analysis is performed on transportation improvement projects utilizing federal funds, as well as non-federal projects within the urbanized area that are dependent on federal projects or actions. Included in the conformity analysis are projects that result in increased or new capacity with construction funds identified within the three year TIP element. The Conformity Analysis of the MTP and TIP for the Houston-Galveston TMA is contained in Appendix E of *2022 Metropolitan Transportation Plan* (MTP). This analysis shows that the MTP and the TIP meet all the conformity tests that are required under the final conformity rule.

Nonattainment

The Clean Air Act Amendments (CAAAAs) classify areas according to a design value representing a statistical evaluation of the extent of air pollution. Areas are designated as nonattainment when the design value exceeds the federal ozone standard of 0.12 parts per million (ppm). The Houston-Galveston TMA, with a design value of 0.189 ppm, is classified as a Severe Nonattainment area for ozone and has until 2007 to attain value of 0.12 ppm. The Houston-Galveston-Brazoria nonattainment area is classified as severe, and includes the entire Consolidated Metropolitan Statistical Area (Harris, Montgomery, Liberty, Galveston, Brazoria, Fort Bend, Chambers and Waller Counties).

CONGESTION MANAGEMENT SYSTEM (CMS)

The Transportation Policy Council (TPC) adopted the Congestion Management System (CMS) Plan in October 1997. The CMS Plan defines the episodic procedure for monitoring added-capacity and Transportation Control Measure (TCM) projects being implemented. The CMS document was revised in December 1997, May 1998 and in March 1999. These revisions further defined the CMS Significant Roadway Network roadways which are functionally classified as major arterials and above in urban areas, and minor arterials and above in rural areas. The CMS plan stipulates that all Federal and State funded added capacity projects are subject to project-level Congestion Mitigation Analysis (CMA).

The Congestion Management System (CMS) requires the application of cost-effective demand and system management measures as the first component of all congestion reduction strategies. Added capacity roadway projects are justified only if available cost-effective demand management and system management strategies fail to reduce vehicular congestion to acceptable levels. Where demand or system management projects are feasible and cost-effective, project sponsors, or relevant implementing agencies, and the MPO must commit to their implementation

or incorporation into a proposed added-capacity project as a pre-condition to federal funding assistance. Project design, concept, and scope must also be consistent with any selected management strategies. As the MPO, H-GAC is responsible for implementing the CMS in the TMA. **Exhibit 1-3** depicts the CMS analysis process.

Added-Capacity projects with current Findings of No Significance (FONSI) or Records of Decision (ROD) as of the adoption of the CMS Plan are considered “grandfathered” and exempt from CMA. The cut-off date for these “grandfathered” projects is April 1993. In addition, added-capacity projects within the precincts of Major Investment Studies (MIS) shall be the responsibility of the implementing agencies and their consultants, although the CMA shall be reviewed by the MPO.

H-GAC CMS Implementation Efforts

The CMS implementation serves as a response to the long range planning expectations identified in ISTEA, the FHWA/FTA Final Guidance on ISTEA Metropolitan planning and Management Systems, and the FHWA/FTA Rules on Metropolitan Transportation Plans. The evaluation process began with a detailed assessment of transportation improvements, including congestion mitigation strategies, bikeway and pedestrian facilities, rail facilities, high-occupancy vehicle lanes, and toll road facilities. The CMS Plan is an integral part of, and consistent with the long-range regional transportation plan.

Setting mobility standards for the CMS provides a quantitative tool to benchmark system performance and congestion and to analyze the impacts of any change. If actual performance falls below the standard, actions may be warranted to restore or improve the level of mobility. H-GAC chose to use the Level of Mobility performance measure as its initial congestion mitigation standard. Level of Mobility (LOM), which is a ratio of roadway capacity and traffic volume, is based upon directional 24 hour per lane volumes for existing and committed roadways.

Most of the Transportation Control Measure (TCM) strategies that are included in the CMS are considered to be relatively low cost solutions to congestion problems, as compared to the traditional capital intensive solution of solving operational and travel demand problems by adding single-occupant vehicle (SOV) capacity. **Table 1-4** describes the **MTP 2022** TCM projects, which were used for congestion mitigation analysis with prioritized added-capacity projects.

1-16 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM

The results of H-GAC's regional CMS strategies and MTP 2022's project selection process identified 11 new added-capacity projects for the 2002-2004 TIP. Each project was reviewed for alternative mitigating TCMs by evaluating probable LOM impacts of each identified TCM; this process is called Congestion Mitigation Analysis (CMA) and is described in the next section. There are no additional TCMs that preclude the need for added-capacity in these selected projects. However, there are TCMs, such as signalization and intersection improvements, which the implementing agency should consider during preliminary engineering of these projects. The CMS plan provides a methodology to address all of the proposed added-capacity projects, regardless of status at the time the CMS plan was implemented. The logistics of the CMS process provides a method for sharing the best available project information, tools, and expertise between H-GAC and the implementing agencies.

Congestion Mitigation Analysis (CMA) Efforts

Four Levels of Mobility (LOM) are used to define congestion as adopted by the TPC. These levels are: Tolerable, Moderate, Serious and Severe. Roadway segments, which fall above the Tolerable Level (i.e. LOM or Volume/Capacity Ratio ≥ 0.85) are considered congested and added-capacity for the roadways are considered to be justified. It must be remembered that no added capacity project could be included in the TIP until a CMA is performed.

A project-level analysis was performed on each of added-capacity projects listed in **Table 1-5**. These analyses were found to be consistent with the CMS Plan. Demand management and system management projects (TCMs) identified within the above project limits found to be significant in mitigating congestion are listed in **Table 1-6**.

Under the CMS Plan, as required by the Federal Highway Administration (FHWA), the agencies implementing TCMs must demonstrate their intent to implement the significant TCMs listed in Table 1-6. H-GAC has requested "Letters of Commitment" from the implementing agencies of these TCMs. These Letters shall include firm assertions by the agencies to execute these TCM projects along with or incremental to the added capacity projects. In addition, these Letters also include the project start/end date of all the TCM projects where possible, as well as the incremental cost associated with their implementation. It is suggested by H-GAC that the start/end date of these TCM projects be in close proximity to the implementation dates of the added-capacity projects. This information is required by H-GAC to evaluate the before-and-after performance of these significant TCMs. H-GAC received the Letter of Commitment from

TxDOT for all the significant TCMs associated with the added-capacity projects of the previous TIP 2000-2002.

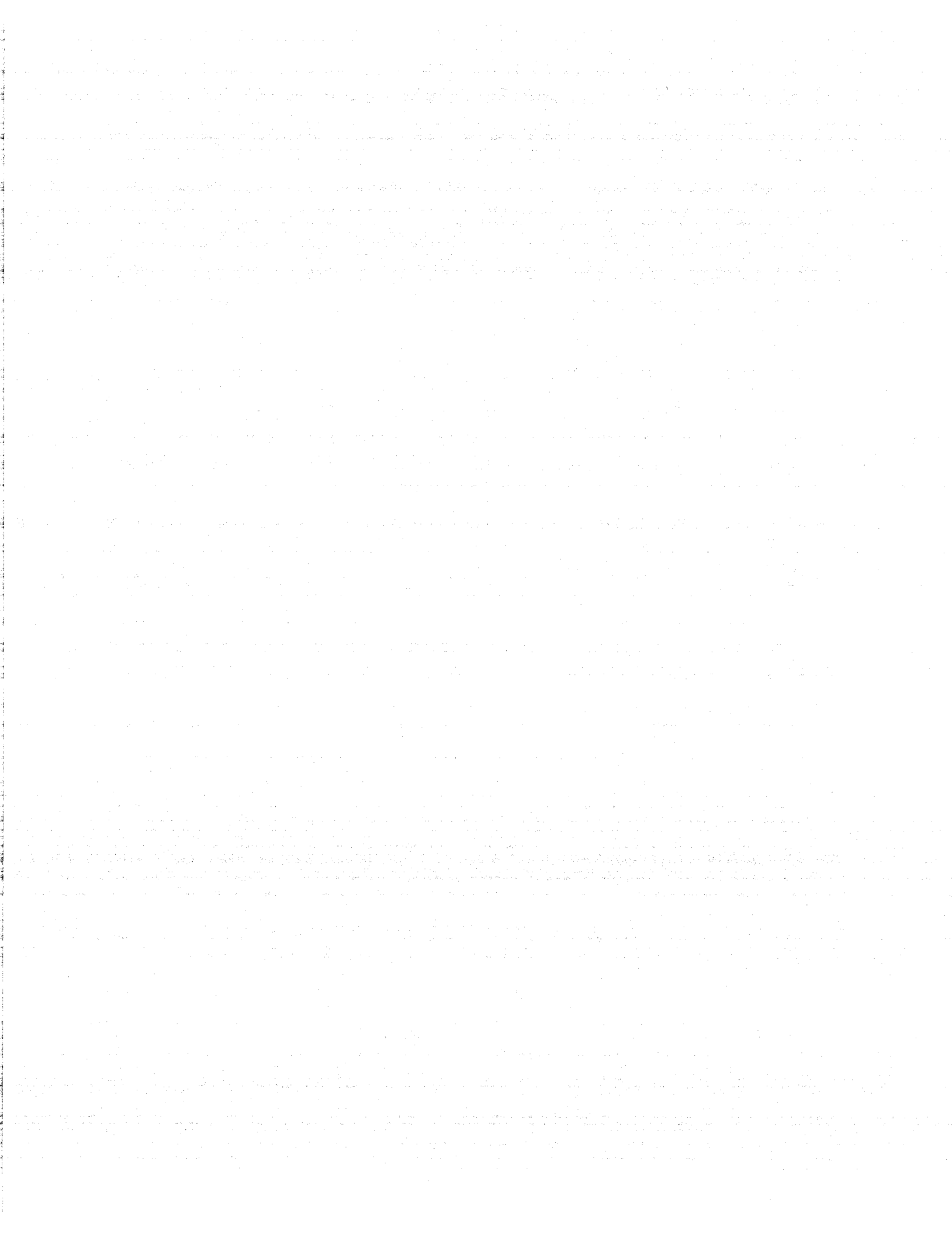


Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	CO	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
40	BRA	TXDOT	BS 288B	SH332	BASTROP BAYOU	JOINT AND CRACK SEALING	\$188,000
30	BRA	TXDOT	BS 288B	BASTROP BAYOU	CEMETERY ROAD	JOINT AND CRACK SEALING	\$143,000
7022	BRA	TXDOT	BS 288B	CEMETARY RD	CR 220	INSTALL CONTINUOUS TRN LN	\$495,800
27	HAR	TXDOT	BU 90 U	E OF BW 8	W OF SAN JACINTO RIVER	SPOT BASE REPAIR AND CRACK SEAL	\$328,000
2993	HAR	TXDOT	BW 8	AT WESTHEIMER RD & RICHMOND AVE		ADD RIGHT TRN LNS AT INTERSECTIONS NBOUND	\$500,000
154	HAR	TXDOT	BW 8	AT WESTVIEW	IN HOUSTON	INSTALLATION OF A STOP AND GO TRAFFIC SIGNAL WITH SAFETY	\$160,000
9832	HAR	TXDOT	BW 8	0.8 MI W OF US 59 (N)	0.3 MI E OF OLD HUMBLE RD	CONST 4 INTERIM MLNS & BRIDGE OVER LEE RD	\$26,776,000
5063	HAR	TXDOT	BW 8	@ HARDY TOLL RD		CONSTRUCT EBOUND TO NBOUND HARDY TOLL RD CONNECTOR	\$12,000,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	LEAD CO	AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
9988	HAR	CITY OF HOUSTON/TXDOT	CBD ACCESS ON-STREET BIKEWAYS	SOUTH SEGMENT - PH 1		CBD ACCESS ON-STREET BIKEWAY NETWORK (TCM SIP COMMITMENT)	\$1,282,474
9987	HAR	CITY OF HOUSTON/TXDOT	CBD ACCESS ON-STREET BIKEWAYS	NORTH SEGMENT		CBD ACCESS ON-STREET BIKEWAY NETWORK (TCM SIP COMMITMENT)	\$2,076,965
9503	BRA	TXDOT	CR	CR 130 @ COWART CREEK	IN BRAZORIA COUNTY	BRIDGE REPLACEMENT	\$150,000
9504	BRA	TXDOT	CR	CR 175C @ DRAINAGE DITCH	IN BRAZORIA COUNTY	BRIDGE REPLACEMENT	\$300,000
1922	WAL	TXDOT	CR	JOSEPH RD AT THREE MILE CRK	IN WAL CO	REPLACE BRIDGE	\$200,000
9478	BRA	TXDOT	CR 424	AT DRAINAGE DITCH	IN BRAZORIA COUNTY	BRIDGE REPLACEMENT	\$240,000
9514	HAR	TXDOT	CS	GEISSNER @ BUFFALO BAYOU (IN COH)		BRIDGE REPLACEMENT	\$2,200,000
7038	MON	TXDOT	FM 1314	OLD HOUSTON RD	LP 494	CRACK SEAL, ACP OVERLAY AND STRIPING	\$1,300,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	CO	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
6081	MON	TXDOT	FM 1314	AT PARTNERS WAY		ADD LEFT TRN LN & LEFT TRN SIGNAL PHASE	\$95,000
7037	MON	TXDOT	FM 1314	SH 105	OLD HOUSTON RD	CRACK SEAL, ACP OVERLAY AND STRIPING	\$1,200,000
6083	MON	TXDOT	FM 1314	AT SORTERS RD		ADD LEFT TRN LN & LEFT TRN LN SIGNAL PHASE	\$95,000
91	MON	TXDOT	FM 1488	FM 1774	IH 45	BASE REPAIR CRACK SEAL ACP OVERLAY AND PAVEMENT MARKS	\$2,990,000
7048	MON	TXDOT	FM 149	SH 105	FM 1488	BS REP, CRACK SEAL AND PVT MARKS	\$215,000
9669	BRA	TXDOT	FM 1495	INTRACOASTAL WATERWAY		REPLACE BRIDGE	\$9,000,000
7069	GAL	CITY OF GALVESTON	FM 1764	IH 45	34TH ST	THIN BOND OVERLAY	\$3,736,000
96	MON	TXDOT	FM 1774	WALLER C/L	FM 1488	BASE REPAIR CRACK SEALING ACP OVERLAY AND PAVEMENT MARKS	\$516,500

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	CO	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
95	WAL	TXDOT	FM 1774	FM 1488	GRIMES C/L	BASE REPAIR CRACK SEAL ACP OVERLAY AND PAVEMENT MARKS	\$283,500
97	HAR	TXDOT	FM 1960	US 290	SH 249	CRACK SEALING	\$500,000
98	HAR	TXDOT	FM 2553	IH 45	SH 3	SPOT BASE REPAIR AND SEAL COAT	\$68,000
35	GAL	TXDOT	FM 270	S END CLR CRK BR	FM 518	WIDEN 2 TO 6 LN DIV C&G	\$6,253,948
70	HAR	TXDOT	FM 270	NASA RD 1	S END CLR CRK BR	WIDEN 2 TO 6 LN DIV C&G	\$9,185,950
99	BRA	TXDOT	FM 2918	FM2611	RIVERS END	ONE COURSE SURFACE OVERLAY	\$208,100
482	HAR	TXDOT	FM 2920	SH 249	HOWARD ST	MILL ACP OVERLAY AND PAVEMENT MARKS	\$415,000
75	GAL	TXDOT	FM 517	OWENS ST	FM 3436	BASE REPAIR AND CRACK SEAL	\$205,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	LEAD CO	AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
88	FOR	TXDOT	FM 521	BRAZORIA COUNTY LINE	N OF TRAMMEL FRESNO ROAD	BASE REPAIR CRACK SEAL AND ACP OVERLAY WITH 3 LEFT TRN LNS	\$2,337,000
76	HAR	TXDOT	FM 521	HOLMES RD	IH 610	BASE REPAIR AND ACP OVERLAY	\$450,000
456	BRA	TXDOT	FM 522	SH 36	FM 1459	SUBGRADE WIDENING AND ACP OVERLAY	\$696,000
9844	HAR	TXDOT	FM 529	0.34 KM E OF ELDRIDGE PARKWAY	0.62 KM W OF US 290	WIDENING OF 2 OUTFALL CHANNELS & CONSTRUCT DETENTION POND FACILITY	\$628,067
438	GAL	TXDOT	FM 646	SH 3	FM 3436	BASE REPAIR SEALCOAT & OVERLAY	\$830,000
436	GAL	TXDOT	FM 646	SH 146	BAYSHORE DR	WIDEN SUBGRADE CONTINUOUS TWO WAY LEFT TRN LN	\$1,020,000
433	GAL	TXDOT	FM 646	SH 6	IH 45	BASE REPAIR SEALCOAT & OVERLAY	\$954,000
1526	MON	TXDOT	GOSLING RD	0.25 MI S OF SPRING CRK	SPRING CRK IN THE WOODLANDS	CONST 2 LN ON NEW LOC	\$1,939,144

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
1525	MON TXDOT	GOSLING RD	SPRING CREEK	FLINTRIDGE RD	CONST 2 LN ON NEW LOC	\$4,448,554
1008	HAR TXDOT	IH 10	MEADOW ST	SP 330	INSTALL CTMS (TCM SIP COMMITMENT)	\$6,177,062
7010	HAR TXDOT	IH 10	MEADOW ST	SP 330	INSTALL CHANGEABLE MESSAGE SIGNS	\$664,000
9874	HAR TXDOT	IH 10 E	MAXEY RD	W OF BW 8 EAST	REPAIR CONCRETE PAVEMENT: PLANE 4" & REPLACE WITH CLASS 'K' BONDED CONCRETE OVERLAY (IN SECTIONS)	\$716,000
236	HAR TXDOT	IH 10 W	0.5 MI WEST OF SH 6	EXIT RAMP OF SH 99	ADD DIAMOND LANE (EAST AND WESTBOUND)	\$2,350,000
237	HAR TXDOT	IH 10 W	SH 99 (PEEK ROAD)	WEST OF SH 6	PUBLIC INFORMATION CAMPAIGN	\$25,000
1014	HAR TXDOT	IH 45 N	RANKIN RD	CYPRESSWOOD	INSTALL CTMS (TCM SIP COMMITMENT)	\$3,596,000
9872	HAR TXDOT	IH 45 N	IH 10	IH 610 N	MILL AND ACP OVERLAY OF FRTG RDS & M/L	\$1,866,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	LEAD CO	AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
333	HAR	TXDOT	IH 45 N	@ BW 8 (N)		CONST 4 DIR CONN (NE & SW)	\$17,433,000
9545	MON	TXDOT	IH 45 N	AT STATION 1208+00		IMPROVE CHANNEL & PROVIDE DETENTION	\$192,000
22	GAL	TXDOT	IH 45 S	AT CLEAR CREEK (MAIN CHANNEL)		CLEAN AND PAINT BEAMS	\$50,000
1012	GAL	TXDOT	IH 45 S	61ST ST	S OF SH 6	CTMS (TV CIRCUIT & VEH DETECTION SYS)	\$3,856,000
220	GAL	TXDOT	IH 45 S	SPUR 342 (61ST STREET)	GALVESTON 'Y'	REPLACE EXISTING TELE-SPOT DMS WITH LED TYPE DMS	\$225,000
7014	GAL	TXDOT	IH 45 S	SH 6	FM 1764	FULL DEPTH & LONGITUDINAL JOINT REPAIR	\$292,000
1016	GAL	TXDOT	IH 45 S	S OF SH 6	HAR C/L	INSTALL CTMS	\$10,345,000
221	HAR	TXDOT	IH 45 S	BROADWAY	SPUR 261 (NORTH SHEPHARD)	REPLACE EXISTING AADCO DMS WITH LED TYPE DMS	\$500,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
448	HAR TXDOT	IH 45 S	BROADWAY STREET INTERSECTION	BW 8 INTERCHANGE	LANDSCAPE DEVELOPMENT	\$850,000
6100	HAR TXDOT	IH 45N	NORTHBOUND & SOUTHBOUND AT BUFFALO BAYOU		REHABILITATE BRIDGE	\$12,000,000
7013	HAR TXDOT	IH 610	STELLA LINK	IH 45 S	FULL DEPTH CONCRETE REPAIR OF FRTG RDS & INTERSECTIONS	\$2,440,000
7012	HAR TXDOT	IH 610	IH 10	S OF HOUSTON SHIP CHANNEL	PAVEMENT REPAIR, LONGITUDINAL JOINT REPAIR & SEALED EXPANSION JOINT REPAIR	\$1,765,000
7008	HAR TXDOT	IH 610	US 59 SOUTH	US 290	FULL DEPTH CONCRETE REPAIR, CRACK SEALING & LONGITUDINAL JOINT REPAIR	\$1,507,500
3061	HAR CITY OF HOUSTON	N HOUSTON ON-ST BKWY NTRWK - PH 1			CONSTRUCT ON-ST BIKEWAY NTRWK (N OF LP 610) (TCM SIP COMMITMENT)	\$1,746,000
3090	MON MONTGOMERY COUNTY	RESEARCH FOREST	IH 45	KUYKENDAHL	SIGNAL SYNCHRONIZATION	\$593,521
9541	MON TXDOT	SH 105	AT INTERSECTION OF FM 149		TURN RADIUS MODIFICATION	\$150,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	CO	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
407	MON	TXDOT	SH 105	LP 336 W	WILSON ROAD	ADD CURB AND GUTTER WITH STORM SEWER	\$1,060,000
9918	MON	TXDOT	SH 105	LP 336	LIBERTY C/L	BASE REPAIR, CRACK SEAL AND STRIPPING	\$520,000
7021	HAR	TXDOT	SH 146	ON KEMAH BRIDGE IN HAR & GAL CO		SAFETY LIGHTING	\$172,500
7020	HAR	TXDOT	SH 146	AT BS 146D		ADD LEFT TRN LN	\$79,100
3010	HAR	TXDOT	SH 225	SH 134	STRANG RD	INSTALL CTMS	\$2,270,000
6082	HAR	TXDOT	SH 225	SIMS BAYOU	CHANNEL CITY ROAD	IMPROVE GUARD RAIL TO DESIGN STANDARDS	\$143,200
7050	HAR	TXDOT	SH 225	IH 610	E OF SCARBOROUGH	PLANE & ACP OVERLAY	\$1,575,000
29	MON	TXDOT	SH 242	IH 45	US 59	CRACK SEAL AND PAVEMENT MARKS	\$563,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	LEAD CO	AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
415	HAR	TXDOT	SH 249	FM 2920	4.0 MILES SOUTH	MILL ACP OVERLAY AND PAVEMENT MARKS	\$1,754,000
156	HAR	TXDOT	SH 249	AT THREE LAKES BOULEVARD	CANYON GATES	INSTALLATION OF A STOP AND GO TRAFFIC SIGNAL WITH SAFETY	\$90,000
7016	BRA	TXDOT	SH 288	AT CR 44		INSTALL ADVANCED WARNING SIGNALS/SIGNS	\$44,100
67	BRA	TXDOT	SH 288	SH 36	FM 1495	ACP OVERLAY	\$119,000
7017	BRA	TXDOT	SH 288	AT CR 220		INSTALL ADVANCED WARNING SIGNALS/SIGNS	\$44,100
9878	HAR	TXDOT	SH 288	BELFORT	BRA C/L	CONCRETE FLUMES, BACKFILL, SOIL RETENTION BLANKET & SEEDING	\$200,000
428	BRA	TXDOT	SH 332	FM 523	0.5 MI N OF INTRACOASTAL CANAL	ACP OVERLAY	\$288,000
390	BRA	TXDOT	SH 35	DOWNING STREET	BS 288B	SURFACE REHABILITATION AND ACP OVERLAY	\$171,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	CO	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
391	BRA	TXDOT	SH 35	FM 1301	SH 36	SURFACE REHABILITATION AND ACP OVERLAY	\$129,000
403	FOR	TXDOT	SH 36	US 90A	AVE M	BASE REPAIR ACP OVERLAY AND PAVEMENT MARKS	\$58,000
6080	FOR	TXDOT	SH 36	AT BAND RD		REALIGNMENT OF INTERSECTION	\$150,800
2	BRA	TXDOT	SH 6	FORT BEND C/L	SH 288	WIDEN TO 6 LN DIV RUR	\$11,135,367
20	FOR	TXDOT	SH 6	0.18 MI E OF SENIOR RD	1.189 MI W OF FM 521	WIDEN TO 6 LN DIV & GSEP AT FM 521	\$18,800,000
9639	FOR	TXDOT	SH 6	0.3 MI S OF US 90A- SPTRR	MCKEEVER RD	NOISE ABATEMENT WALLS	\$2,674,000
1023	GAL	TXDOT	SH 6	FM 2004	FM 519	INSTALL ATMS	\$183,000
10	HAR	TXDOT	SH 6	IH 10	SCHILLER RD	SPOT BASE REPAIR AND CRACK SEALING	\$250,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	CO	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
24	MON	TXDOT	SH 75	FM 3083	LP 336 (S)	CRACK SEALING AND PAVEMENT MARKERS	\$216,000
25	GAL	TXDOT	SH 87	59TH STREET	SEAWALL BLVD	BASE REPAIR AND CRACK SEAL	\$314,000
26	GAL	TXDOT	SH 87	SEWALL BLVD	GALVESTON FERRY LANDING	ASE REPAIR AND CRACK SEAL	\$175,000
317	HAR	TXDOT	SP 330	2.0 MI N OF SH 146	SH 146	CONST INTERIM 4 M/L	\$6,000,000
69	HAR	TXDOT	SP 501	BS 146	END OF MAINTENANCE	CRACK SEAL AND SEAL COAT	\$70,000
2936	GAL	TXDOT	TEXAS CITY TRLS - PH 2	COLLEGE OF THE MAINLAND	BAY ST PARK (E TX CITY)	CONST HIKE & BIKE TRLS	\$1,600,933
7003	HAR	CITY OF HOUSTON/TXDOT	TMC/GREENWAY PLAZA/GALLERIA ON-ST BIKE			TMC/GREENWAY PLAZA/GALLERIA ACCESS ON-STREET BIKEWAY NETWORK - NORTH SEGMENT PH 1 (TCM SIP COMMITMENT)	\$440,000
7004	HAR	CITY OF HOUSTON/TXDOT	TMC/GREENWAY PLAZA/GALLERIA ON-ST BIKE			TMC/GREENWAY PLAZA/GALLERIA ACCESS ON-STREET BIKEWAY NETWORK - WEST SEGMENT PH 1 (TCM SIP COMMITMENT)	\$1,734,700

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
3071	HAR	CITY OF HOUSTON/TXD OT	TMC/GREENWAY PLAZA/GALLERIA ON-ST BIKE		MED CTR/GREENWAY PLAZA/GALLERIA ACCESS ON-STREET BIKEWAY NETWORK-EAST SEG PH 1 (TCM SIP COMMITMENT)	\$1,277,400
9418	VA	H-GAC	UNK	UNK	REGIONAL COMMUTE ALTERNATIVES PROG - FY 00	\$1,708,750
206	HAR	TXDOT	US 290	@ MASON RD	CONSTRUCT GSEP	\$8,500,000
9549	HAR	TXDOT	US 290	HUFFMEISTER RD	ITS: INTEGRATED CORRIDOR TRANSP MANAGEMENT & TRAVELER INFO SYS AT TRANSTAR (PRIORITY CORRIDOR PROJ WORK ORDER #13)	\$326,250
9548	HAR	TXDOT	US 290	0.125 MI E OF FM 529	ITS: INTEGRATED CORRIDOR TRANSP MANAGEMENT & TRAVELER INFO SYS AT TRANSTAR (PRIORITY CORRIDOR PROJ WORK ORDER # 13)	\$786,250
5065	HAR	TXDOT	US 59 NE	AT BW 8 N	CONSTRUCT BW 8 EBOUND TO US 59 NBOUND DIRECT CONNECTOR	\$8,639,000
9876	HAR	TXDOT	US 59 NE	PARKER RD	LITTLE YORK DR	\$350,000
368	MON	TXDOT	US 59 NE	0.599 KM S OF ROMAN FOREST	CONST INTERIM GSEP	\$5,000,000
				0.771 KM N OF ROMAN FOREST		

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
9915	MON TXDOT	US 59 NE	0.434 MI S OF CREEKWOOD LAKE DR	0.489 MI N OF CREEKWOOD LAKE DR	CONSTRUCT INTERIM INTERCHANGE	\$5,200,000
268	FOR TXDOT	US 59 SW	IN ROSENBERG @ READING RD		CONST I/C	\$2,280,000
9896	HAR TXDOT	US 59 SW	AT IH 610 AND SH 288 INTERCHANGES (at IH45)		RETROFIT EXISTING E-3 RAIL WITH T- 501	\$526,969
238	HAR TXDOT	US 90	BW 8	EST OF FM2100	PAVEMENT MARKINGS	\$415,000
404	FOR TXDOT	US 90A	BRAZOS RIVER	SPUR 529	BASE REPAIR CRACK SEAL AND PAVEMENT MARKS	\$553,000
9869	GAL CITY OF GALVESTON	VA	VARIOUS LOCATIONS		ALT FUEL PROG: CITY OF GALVESTON ELECTRIC BUS DEMONSTRATION PROJ - PURCHASE OF 2 VEHICLES	\$610,000
2912	GAL GULF COAST CENTER	VA	VARIOUS		PH 2: GALVESTON COUNTY OPERATION/MAINTENANCE FACILITY EXPANSION	\$937,750
9858	HAR TXDOT	VA	AT TRANSTAR		TRAFFIC MANAGEMENT & TRAVELER INFORMATION FOR CRITICAL RDWAY LINKS (PRIORITY CORRIDOR PRJ #15)	\$1,325,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
9928	HAR H-GAC	VA	VARIOUS		FY 2000 CLEAN AIR COALITION (CAC) PUBLIC OUTREACH PROGRAM	\$200,000
9927	HAR H-GAC	VA	VARIOUS		FY 2000 REGIONAL COMMUTE ALTERNATIVES PROGRAM IMPLEMENTATION	\$3,439,040
9926	HAR H-GAC	VA	VARIOUS		FY 2000 REGIONAL COMMUTE ALTERNATIVES PROGRAM MARKETING	\$437,500
9886	HAR TXDOT	VA	VARIOUS LOCATIONS		FUTURE FY 2001 STP REHABILITATION PROJECTS	\$0
9945	HAR H-GAC	VA	VARIOUS		FY 2001 REGIONAL COMMUTE ALTERNATIVES PROGRAM IMPLEMENTATION	\$5,049,090
524	HAR TXDOT	VA	VARIOUS LOCATIONS IN THE DISTRICT		REMOVE EXISTING PAVEMENT MARKINGS AND REPLACE WITH	\$1,500,000
9944	HAR H-GAC	VA	VARIOUS		FY 2001 REGIONAL COMMUTE ALTERNATIVES PROGRAM MARKETING	\$2,481,562
9866	HAR TXDOT	VA	AT TRANSTAR		ITS: AUTOMATED INCIDENT MANAGEMENT STRATEGIES & SUPPORT SYS (PRIORITY CORRIDOR PRJ #25)	\$1,150,000

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	CO	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
9940	HAR	H-GAC	VA	VARIOUS		FY 2001 AND FY 2002 CORRIDOR ANALYSIS	\$1,250,000
9859	HAR	TXDOT	VA	AT TRANSTAR		ITS: ITS TECHNOLOGY FOR DATA COLLECTION & TRANSPORTATION PLANNING (PRIORITY CORRIDOR PRJ #16)	\$300,000
9863	HAR	TXDOT	VA	AT TRANSTAR		ITS: DISSEMINATION OF TRAVELER INFORMATION (PRIORITY CORRIDOR PRJ #22)	\$1,508,750
9803	HAR	METRO	VA	UNK		EXPANSION OF RCTSS PROGRAM - OUTSIDE BELTWAY 8 ON BUS RTS PRIORITY 1 (FY 02)	\$3,125,000
9797	HAR	TXDOT	VA	VARIOUS LOCATIONS		PROGRAM ADMINISTRATION & PUBLIC INFO (PRIORITY CORRIDOR PROJ WORK ORDER #18)	\$584,100
9763	HAR	H-GAC	VA	VARIOUS LIMITS		HGAC: ACQUISITION OF ALT FUELED VEHICLES (FY 00)	\$2,252,775
9762	HAR	H-GAC	VA	VARIOUS LIMITS		HGAC: ACQUISITION OF ALT FUELED VEHICLES (FY 99)	\$1,520,350
9946	HAR	H-GAC	VA	VARIOUS		FY 2001 CLEAN AIR COALITION (CAC) OUTREACH PROGRAM	\$812,500

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	CO	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
7096	HAR	HARRIS COUNTY	VA	VARIOUS LOCATIONS IN HARRIS COUNTY PRECINCT 4		PCT 4 - HARRIS COUNTY RCTSS PROGRAM - INTERCONNECT PROJ 1	\$1,842,000
100	HAR	TXDOT	VA	FRONTAGE ROADS ALONG IH 10 IN FORT BEND	HARRIS AND WALLER COUNTIES	ACP OVERLAY	\$1,125,000
9405	HAR	METRO	VA	VARIOUS		NEW SHUTTLE SVCE PROVIDING EMPLOYEES/VISITORS TRANSP FROM OUTER EDGE PARKING LOTS TO CBD (FY 00)	\$4,290,375
9861	HAR	TXDOT	VA	AT TRANSTAR		ITS: ITS ENHANCEMENT INCIDENT MANAGEMENT (PRIORITY CORRIDOR PRJ #20)	\$787,500
9388	VA	H-GAC	VA	VARIOUS LIMITS		SUPPORT OF SH 35, SH 249, SH 146, US 290 AND IH 45 NORTH MAJOR INVESTMENT STUDIES	\$431,250
9417	VA	H-GAC	VA	UNK		REGIONAL VANPOOL PROGRAM - FY 00	\$1,387,500
9415	VA	H-GAC	VA	8-COUNTY NON-ATTAINMEN		CLEAN AIR ACTION PUBLIC OUTREACH PROG - FY 00 (\$440K YR)	\$550,000
7011	VA	TXDOT		VARIOUS LOCATIONS		FUTURE FY 2000 STP REHABILITATION PROJS	\$0

Table 1-2: Progress from 2000 - 2002 TIP

(sorted by street, county)

PROJ ID	CO	LEAD AGENCY	STREET	FROM LOCATION	TO LOCATION	PROJECT DESCRIPTION	TOTAL COST
3063	HAR	CITY OF HOUSTON	W HOUSTON ON-ST BIKEWAY - PH 1			BIKE W HOUSTON ON-ST BIKEWAY - PH 1 (TCM SIP COMMITMENT)	\$1,220,000
1118	FOR	CITY OF SUGAR LAND	WILLIAMS TRACE BLVD	SH 6	AUSTIN PKWY	SIGNALIZATION, SYNCHRONIZATION, & INTERCONNECTION	\$215,000
1117	FOR	CITY OF SUGAR LAND	WILLIAMS TRACE BLVD	US 59	SH 6	SIGNALIZATION, SYNCHRONIZATION, & INTERCONNECTION	\$265,000
3092	MON	MONTGOMERY COUNTY	WOODLANDS PKWY	IH 45	COCHRANS CROSSING	SIGNAL SYNCHRONIZATION	\$572,527
Total Cost:							\$295,705,073

EXHIBIT 1-3
CONGESTION MANAGEMENT SYSTEM PLAN
Houston-Galveston Transportation Management Area

Congestion Mitigation Analysis Process

**Houston-Galveston Traffic Management Area
Congestion Management System (CMS)**

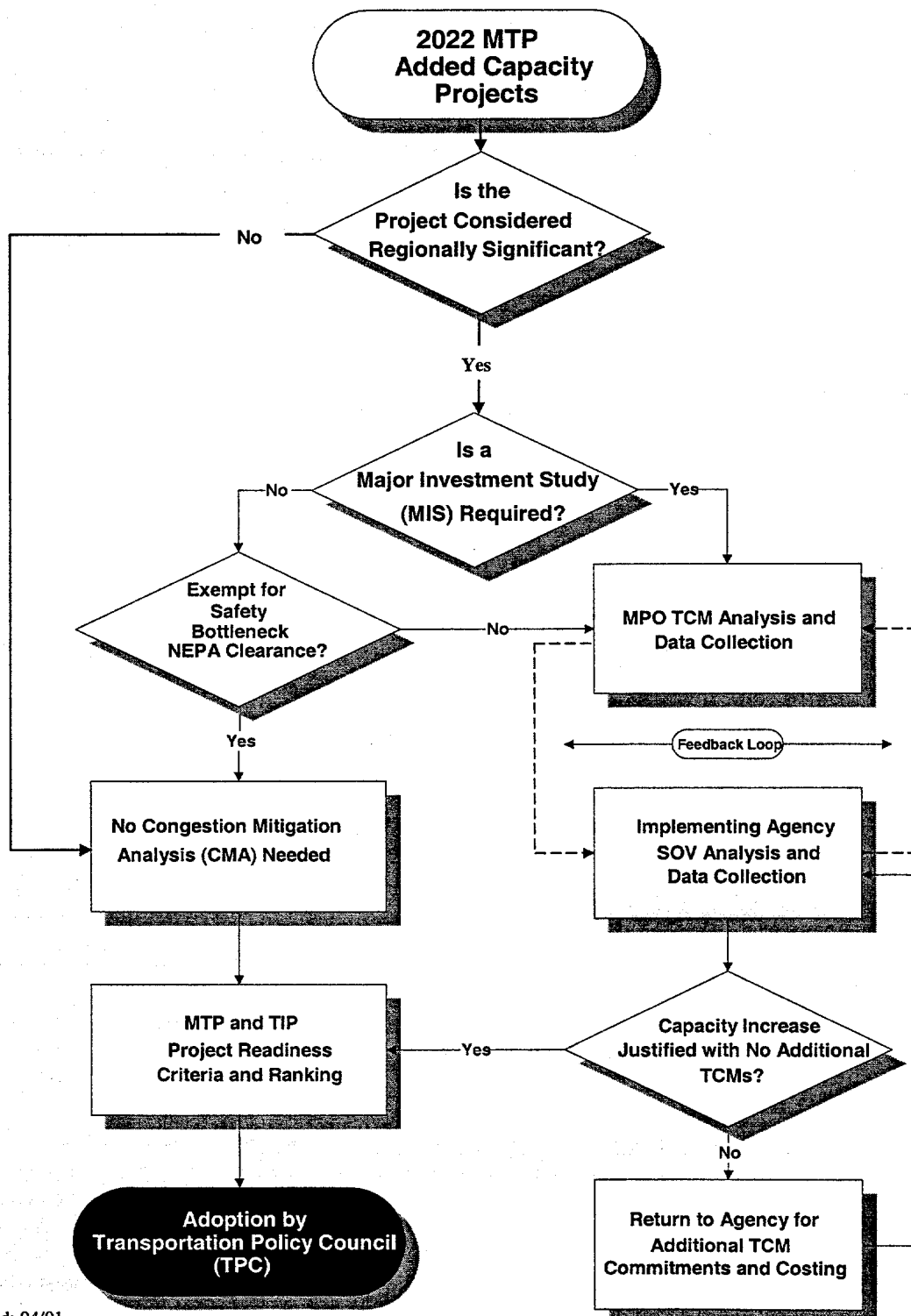


TABLE 1-4

VISION 2020 Projects for TCM Evaluation

Candidate Projects	TCM Strategies in VISION 2020			
	Corridor TCM Strategies	Regional TCM Strategies	Number of MTP Activities	Additional Considerations
CONGESTION MITIGATION / AIR QUALITY PROG.				
Regional Commute Alternatives (RSA)		✓	5	
Transit Pass Subsidy (EBS)		✓	2	
Education Information Dissemination (EBE)		✓	4	
Congestion Reduction (ECR)		✓	1	
HOV LANES (non-congestion pricing)				
Arterial High Occup. Vehicle (HOV) Lanes (HOVA)	✓		2	4
Freeway High Occup. Vehicle (HOV) Lanes (HOVF)	✓		42	4
HOV Ramp, T-Ramp, or Slip Ramp (HOVT)	✓		5	4
INTERMODAL TRANSPORTATION				
Ferry Related Projects (IMF)			7	2.5
Rail Related Projects (IMR)			9	2.5
Truck Related Projects (IMT)			6	5
INTERSECTION IMPROVEMENT				
Add Turning Lane (IIA)	✓		9	
Grade Separation at Railroad Intersection (IIG)	✓		15	
Intersection Improve. - Continuous Left Turn Lane (IIL)	✓		18	
Intersection Improve. - Continuous Right Turn Lane (IIR)	✓		7	
Intersection Improvement - Add Signal (IIS)	✓		22	
Intersection improvement - Overpass (IIO)	✓		35	
Intersection Improvement - Widening (IIW)	✓		5	
ITS PROGRAM				
Regional Computerized Traffic Signal System (RCTS)	✓		85	
Install Intelligent Trans. System (formerly IVHS) (PCI)		✓	4	
Automatic Vehicle Locator (AVL) System (PCL)		✓	1	
Surveillance Comm. & Control System and CCTV (PCS)		✓	6	
TranStar (PCT)		✓	6	
Automatic Vehicle Identification (PCA)			2	2
Public Information (PCP)		✓	2	
PARK & RIDE PROGRAM				
Car/Vanpool-Oriented Park & Ride Program (PRC)		✓	4	
Transit-Oriented Park & Ride Program (PRT)		✓	27	
PEDESTRIAN / BICYCLE PROGRAM				
Bicycle Amenities (lockers, showers, secure storage) (PIA)		✓	1	
Bicycle Lanes, Paths (PIB)		✓	82	
Public Education Campaign for Bicycle (PIP)		✓	1	
Sidewalk, Hiking Path (PIS)		✓	72	
LAND USE				
Mixed Land Use (LUM)		✓	1	

Table 1-5: 2002-2004 TIP Added-Capacity Projects On Which Congestion Mitigation Analysis Is Being Done

No.	CSJ. No.	Project Roadway	Lead Agency	Comment
1	0028-01-067	US 90 Between IH 610 E And East Of Mesa Road (Old FM 527)	TxDOT	CMA Is Being Done
2	0508-01-166	IH 10 E Between N. Wayside Drive And Mercury Drive	TxDOT	"
3	0179-03-024	SH 35 Between S. End Of San Bernard River Bridge And Matagorda County Line	TxDOT	"
4	0720-03-083	SH 249 Between Westlock Drive And Willow Creek	TxDOT	"
5	0720-03-084	SH 249 Between Willow Creek And Brown Road (Phase 1)	TxDOT	"
6	0027-08-144	US 90A Between 0.24 Miles West Of FM 1092 And 0.31 Miles West Of Kirkwood / Dulles	TxDOT	"
7	1524-01-047	SH 332 Between 1.4 KM. East Of FM 521 And SH 288	TxDOT	"
8	0912-31-062	Pearland Parkway Between FM 518 And BW 8 (S)	City Of Pearland	"
9	0028-02-055	US 90 Between IH 10 (Oats Road) And Mercury Drive	TxDOT	"
10	0178-01-026	SH 35 Between 0.24 KM. North Of Brazoria C/L At BW 8 And Brazoria C/L	TxDOT	"
11	0187-05-050	SP 10 (SH 36 B/P) Between US 59 And SH 36 (1.5 Miles South Of Pleak)	TxDOT	"

**Table 1-6: Transportation Control Measures To Be Analyzed For Significance On
2002-2004 TIP Projects**

No.	CSJ. No.	Project Roadway	Lead Agency	Comment
1	0508-01-283	IH 10 E Between San Jacinto Street And Meadow Street	TxDOT	CTMS
2	0508-01-258	IH 10 Between Meadow Street And SP 330	TxDOT	CTMS
3	0508-01-293	IH 10 Between Meadow Street And SP 330	TxDOT	Changeable Message Signs
4	0179-02-076	SH 35 Between 14TH Street And SH 34	TxDOT	ATMS
5	0720-03-095	SH 249 Between BW 8 And Huffsmith- Kohrville Road	TxDOT	ATMS
6	0720-03-098	SH 249 Between Huffsmith-Kohrville Road And Westlock	TxDOT	RCTSS

This page left blank intentionally.

