

**JOINT MEETING OF THE RTP AND TIP SUBCOMMITTEES  
HOUSTON-GALVESTON AREA COUNCIL  
3555 TIMMONS LANE, 2<sup>ND</sup> FLOOR CONFERENCE ROOM B/C  
March 7, 2018  
2:00 p.m.**

**AGENDA**

1. Introductions
2. Adoption of Agenda

**INFORMATION**

**3. Investment Priorities**

*Staff will provide an update on the Investment Priority Matrix including Draft Scoring Criteria for Investment Categories. The Matrix is intended to identify regional priorities for the next RTP and TIP Call for Projects.*

**4. 2019 - 2022 TIP Development**

**5. Announcements**

- TAC Meeting – March 14, 2018, 9:30 a.m., Conf. Room B/C
- TPC meeting – March 23, 2018, 9:30 a.m., Room B
- Next RTP Meeting – April 4, 2018, 1:30 p.m., Conf. Room B/C
- Next Tip Meeting – April 11, 2018, 9:30 am, Conf. Room B/C

**6. Adjourn**

## 2045 RTP Investment Strategies

### **Background**

Staff continues to revise the 2045 RTP Draft Investment Priorities and Investment Category evaluation criteria.

At the February 7, 2018 RTP-TIP joint meeting staff reviewed adjustments to the draft Investment Priority Matrix and discussed sample investment category evaluation worksheet format and scoring criteria.

During the discussion members recommended each of the investment category planning factors to consistently add up to a total of 100 points. Staff revised the evaluation criteria worksheets to incorporate this recommendation. This change is reflected in the attached evaluation criteria worksheets.

Subcommittee members also advised staff to present evaluation criteria for the following investment categories:

- Infrastructure Resiliency
- Autonomous and Connected Vehicle Infrastructure
- Regional Transit Fare Collection

Proposed evaluation criteria for Investment Category – Infrastructure Resiliency is included in the attached worksheets. Staff seeks further guidance from the subcommittee members on reasonable approach to address Autonomous and Connected Vehicle Infrastructure and Regional Transit Fare Collection categories.

### **Action Requested**

Information only

**2045 RTP Investment Strategies**

**Major Investments (>\$100 million)**

Consider individual contribution of major capital investments exceeding \$100 million toward achievement of RTP Goals and Strategies.

**Other Investments (<\$100 million)**

Provide priority direction to other investments to ensure alignment with RTP Strategies (TABLES BELOW):

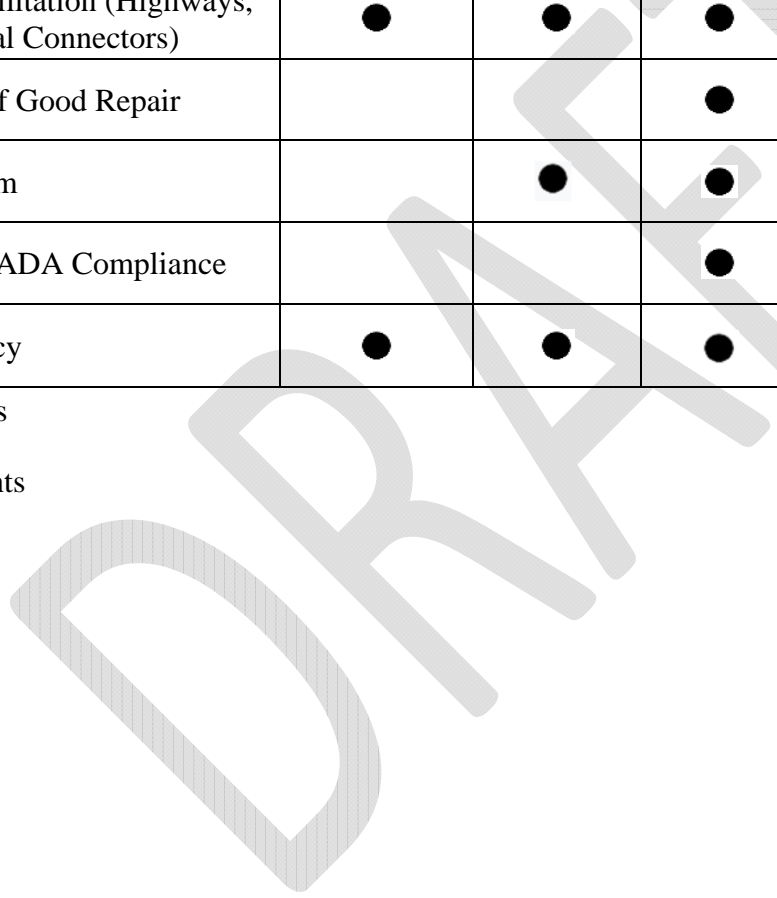
Investment Categories	RTP Strategy - Manage					
	Transportation Mode				Air Quality	Planning
	Highways	Freight	Transit	Active Transportation (Bike/Ped)		
Access Management & Safety	●	●	●	●	◐	
Grade Separations	●	●		◐	◐	
ITS Infrastructure	●	●			◐	
Transit Infrastructure Priority	●		●	◐	◐	
Active Transportation "First Mile/Last Mile"			●	●		
Regional Fare Collection	●	●	●			
Autonomous Vehicle/Connected Vehicle	●	●	●			
Vanpool			●		●	
Commute Solutions			●	●	●	
Safety Planning	●	●	●	●		●

● Direct Improvements

◐ Related Improvements

Investment Categories	RTP Strategy - Maintain					
	Transportation Mode				Air Quality	Planning
	Highways	Freight	Transit	Active Transportation (Bike/Ped)		
Reconstruction/ Rehabilitation (Highways, Bridges, and Intermodal Connectors)	●	●	●			
Transit Facility State of Good Repair			●	●		
Clean Vehicles Program		●	●		●	
Active Transportation ADA Compliance			●	●		
Infrastructure Resiliency	●	●	●	●		

- Direct Improvements
- Related Improvements



Investment Categories	RTP Strategy - Expand					
	Transportation Mode				Air Quality	Planning
	Highways	Freight	Transit	Active Transportation (Bike/Ped)		
Interjurisdictional Connectivity/Barrier Elimination	●	●	●	●		
Roadway Added Capacity (New Construction/Widening/Complete Streets)	●	●	●	●		
Innovative Freight Movement	●	●			◐	
Transit Passenger Facilities			●		◐	
Transit Expansion (including fleet and transit service)			●		◐	
Active Transportation Elimination of Gaps			●	●		
Alternative Fuel Infrastructure	●	●	●		●	
Sub-regional/Multimodal Planning/Livable Cities Initiative			●	●		●

● Direct Improvements

◐ Related Improvements

**2018 Call for projects Investment Category planning factors points**

<b>Barrier Elimination (Max - 15 Points)</b>	<b>Points</b>
Eliminates barrier by building a bridge over waterways	15
Eliminates barrier by building bridges over arterial roadways or railroads	10

<b>Connectivity to Major Employment Center (Max - 10 Points)</b>	<b>Points</b>
Provides Access to more than 1000 Jobs	10
Provides Access to 500 to 1000 Jobs	5

<b>Connectivity to School (Max - 10 Points)</b>	<b>Points</b>
Facility directly connects to or within 1/4 mile of a school or other point of interest	10
Facility directly connects to or within 1/2 mile of a school or other point of interest	5

<b>Connectivity to Other Points of Interest (Max - 10 Points)</b>	<b>Points</b>
Facility directly connects to or within 1/4 mile of a school or other point of interest	10
Facility directly connects to or within 1/2 mile of a school or other point of interest	5

Other Points of interest include: Major shopping centers, Museums, parks, other recreational facilities, e.t.c

<b>Connectivity to other Transit Routes/Service/Transit Centers (Max – 10 Points)</b>	<b>Points</b>
Provides connections to other transit routes (Y/N)	10

<b>Connectivity to Existing Freight System or Freight Generator (Max - 20 Points)</b>	<b>Points</b>
Provides direct Connection to existing freight priority network or freight generator (Y/N)	20

<b>Continuity of Operations (ITS) (Max - 20 Points)</b>	<b>Points</b>
Will the system enhance continuity of operations in the event of a disruption? (Y/N)	20

<b>Corridor Level of Travel Time Reliability (Max - 20 Points)</b>	<b>Points</b>
If proposed project reduces Planning Time Index (PTI) by more than 30%	20
If proposed project reduces Planning Time Index (PTI) by 21 - 30%	15
If proposed project reduces Planning Time Index (PTI) by 11% - 20%	10
If proposed project reduces Planning Time Index (PTI) by 1% - 10%	5

<b>Eliminates or Prevents at Grade Railroad Crossing</b>	<b>Points</b>
Proposed project eliminates or prevents at grade railroad crossings (Y/N)	10

<b>Evacuation Route (Max - 10 Points)</b>	<b>Points</b>
If proposed project is located on a state designated Evacuation Route	10

<b>Environmental Justice</b>	<b>Points</b>
If all or part of the proposed facility is located within a census tract that has higher proportion of the underserved populations than regional average • Minority Populations • Low-Income Households • Senior Populations (Over 65) • Limited Educational Attainment • Zero Automobile Ownership • Limited English Proficiency	10 points if three or more the underserved population is above regional average
	7 points if two of the underserved population is above regional average
	3 points if one of the underserved population is above regional average

<b>Freight System Priority</b>	<b>Points</b>
If proposed project is located on Greater Houston Freight System or Locally designated freight corridors	10

<b>Frequency of Transit Service (Max - 20 Points)</b>	<b>Points</b>
15 Minutes or less	20
15 - 30 Minutes	15
30 - 60 Minutes	10

<b>Incident/Event Management (Max - 25 Points)</b>	<b>Points</b>
Will the system be an integral part of an incident management system?	5
Is the proposed system is located on H-GAC's CMP network?	5
Will the proposed system provide notification of potential congestion to facility users?	5
Will the proposed system give priority to Emergency vehicles?	5
Will the proposed system provides priority to transit or high occupancy vehicles?	5

<b>Interagency Coordination (Max - 25 Points)</b>	<b>Points</b>
Will system tie into another agency's systems to allow for data sharing?	10
Will the system allow for potential control by another agency in the event of a primary agency's loss of system control?	15

<b>Life Cycle Maintenance (Max - 10 Points)</b>	<b>Points</b>
Does sponsor have a funded routine maintenance program in place? (Y/N)	10

<b>Multimodal LOS (Max - 20 Points)</b>	<b>Points</b>
If proposed project improves Automobile LOS	10
If proposed project improves Bike/Ped LOS	5
If proposed project improves Transit LOS	5

<b>Planning Coordination (Max - 10 Points)</b>	<b>Points</b>
If proposed project is recommended in a regional/sub regional/or locally adopted plan	5
Documentation of agreements with partnering or affected local or state agencies	5



<b>Roadway Hierarchy</b>	<b>Points</b>
If roadway meets the characteristics of Principal Arterials as defined in TxDOT's Transportation Planning Manual	10
If roadway meets the characteristics of Minor Arterials as defined in TxDOT's Transportation Planning Manual	7
If roadway meets the characteristics of Collector roadways as defined in TxDOT's Transportation Planning Manual	3

Source: [http://onlinemanuals.txdot.gov/txdotmanuals/pln/functional\\_classification.htm](http://onlinemanuals.txdot.gov/txdotmanuals/pln/functional_classification.htm).

<b>Years Beyond Useful Life Benchmark</b>	<b>Points</b>
More than 10 Years	20
More than 5 - 10 Years	10
More than 1 - 5 Years	5

**Investment Category:** Access Management & Safety [MANAGE]

**Category Description/Objective:** Improve thoroughfare safety and operational efficiency through the application of access management treatments.

**Typical Projects:**

- Driveway consolidation/elimination/relocation, raised medians, dedicated turn lanes, roundabouts/innovative intersections, road diet/reconfiguration, associated reasonable ped/bike accommodations, and improvements to circulation and connectivity between land uses along major thoroughfares.

**Base Funding Participation/Match:** 80/20

**Benefit/Cost Analysis Measure(s):** [Safety Benefits (\$) + Delay Reductions (PHED) (\$)]/Funding Requested

**Weight and/or Minimum Ratio:** 50%/1.0 (benefits exceed costs)

<b>Planning Factors: 50%</b>	<b>Max</b>
Roadway Hierarchy	10
Freight System Priority	10
Evacuation Route	10
Multimodal LOS	20
Corridor Level of Travel Time Reliability (LOTTR)	20
Planning Coordination	10
Connectivity to Major Employment Center	10
Environmental Justice	10
<b>Total</b>	<b>100</b>

**Investment Category:** Grade Separations [MANAGE]

**Category Description/Objective:** Improve thoroughfare safety and operational efficiency through the application of interchange and grade separation treatments.

**Typical Projects:**

- Direct connectors, grade separations, associated intersection and reasonable ped/bike accommodations

**Base Funding Participation/Match:** 80/20

**Benefit/Cost Analysis Measure(s):** [Safety Benefits (\$) + Delay Reductions (PHED) (\$)]/Funding Requested

**Weight and/or Minimum Ratio:** 50%/1.0 (benefits exceed costs)

<b>Planning Factors: 50%</b>	<b>Max</b>
Roadway Hierarchy	10
Freight System Priority	10
Evacuation Route	10
Multimodal LOS	20
Corridor Level of Travel Time Reliability (LOTTR)	20
Planning Coordination	10
Eliminates or Prevents at grade Railroad Crossing	10
Environmental Justice	10
<b>Total</b>	<b>100</b>

**Investment Category:** Regional ITS Infrastructure [MANAGE]

**Category Description/Objective:** Improve transportation operational efficiency through the deployment and expansion of regional ITS infrastructure.

**Typical Projects:**

- Regional communications (connectivity with TranStar, interagency redundancy, etc), traveler information systems (dynamic message signage, warning systems, real-time transit vehicle location/next-bus arrival, active parking management), active traffic management/dynamic facility management (automated ramp/gate operations, signage, etc)

**Base Funding Participation/Match:** 80/20

**Benefit/Cost Analysis Measure(s):** [Safety Benefits (\$) + Delay Reductions (PHED) (\$)]/Funding Requested

**Weight and/or Minimum Ratio:** 50%/1.0

<b>Planning Factors: 40%</b>	<b>Max</b>
Incident/Event Management	25
Interagency Coordination	25
Continuity of Operations	20
Corridor Level of Travel Time Reliability (LOTTR)	20
Life Cycle Maintenance	10
<b>Total</b>	<b>100</b>

**Investment Category:** Transit Priority Infrastructure [MANAGE]

**Category Description/Objective:** Improve operational efficiency of transit services within H-GAC's 8-county planning area by prioritizing the movement of transit vehicles within mixed traffic.

**Typical Projects:**

- Bus pullouts, queue jump lanes, stop consolidation, ITS systems (detection, controllers, communications), signage

**Base Funding Participation/Match:** 80/20 (TDC eligible)

**Benefit/Cost Analysis Measure(s):** [Transit Passenger Delay Reductions (\$) / Funding Requested

**Weight and/or Minimum Ratio:** 50%/1.0 (benefit must exceed costs)

<b>Planning Factors: 50%</b>	<b>Max</b>
Frequency of Transit Service	20
Connectivity to Other Transit Routes/Services/Transit Centers	10
Multimodal LOS	20
Connectivity to Major Employment Center	10
Connectivity to Schools	10
Connectivity to Other Points of Interest	10
Environmental Justice	10
Planning Coordination	10
<b>Total</b>	<b>100</b>

**Investment Category:** Active Transportation “First Mile/Last Mile Connectivity [MANAGE]

**Category Description/Objective:** Increase utilization of existing transit services and active modes of transportation through direct pedestrian and bicycle connections to priority destinations/services.

**Typical Projects:**

- New and widened sidewalks/multi-use trails/protected bicycle facilities, bicycle station infrastructure, pedestrian amenities and necessary utilities (lighting/landscaping/furniture/etc, capped at 25% of funding request)

**Base Funding Participation/Match:** 80/20

**Benefit/Cost Analysis Measure(s):** Cost Effectiveness (Cost \$/Estimated Users)

**Weight:** 50%

<b>Planning Factors: 50%</b>	<b>Max</b>
Safety	20
Barrier Elimination	15
Connectivity to Transit	10
Connectivity to Major Employment Center	10
Connectivity to Schools	10
Connectivity to Other Points of Interest	10
Environmental Justice	10
Planning Coordination	10
Funding Match above 50 %	5
<b>Total</b>	<b>100</b>

**Investment Category:** Regional Transit Fare Collection [MANAGE]

**Category Description/Objective:** Provide federal funding assistance to achieve regional coordination of fare collection and fare structure among providers of public transportation within H-GAC's 8-county planning area.

**Selection Process:** Future, Collaborative Planning Process

**Typical Projects:**

- Planning associated with creation of a Regional Fare Collection Plan
- Implementation of Regional Fare Collection Plan recommendations

**Base Funding Participation/Match:** 100%/0% (TDCs)

**Benefit/Cost Analysis Measure(s):** TBD, result of planning process

**Weight or Minimum Ratio:** N/A

**Investment Category:** Autonomous and Connected Vehicle Infrastructure [MANAGE]

**Category Description/Objective:** Support the broad deployment of autonomous and connected vehicles through implementation of eligible construction and technology equipment investments.

**Selection Process:** Future, Collaborative Planning Process

**Typical Projects:**

- Planning associated with a Regional AV/CV Plan
- Implementation of Regional AV/CV Plan

**Base Funding Participation/Match:** TBD

**Minimum/Maximum Funding per Project:** TBD

- PROPOSED: \$20 million available for implementation in the FY 2019-2022 TIP timeframe
- PROPOSED: \$25 million available for implementation in the FY 2023-2027 timeframe

**Benefit/Cost Analysis Measure(s):** TBD, result of planning process

**Weight and/or Minimum Ratio:** N/A

**Other Evaluation Criteria:** TBD, result of planning process

**Weight and/or Minimum Score:** N/A



**Investment Category:** Rehabilitation/Reconstruction [MAINTAIN]

**Category Description/Objective:** Improve state of good repair and operational efficiency of the network through major rehabilitation and reconstruction. Including intermodal connectors (“First Mile/Last Mile” Freight projects)

**Typical Projects:**

- Major rehabilitation and reconstruction of roadway pavements and structures including bridges, including reasonable pedestrian/bicycle/transit accommodations and drainage improvements related to the roadway impervious surface only.
- Jurisdictions must have adopted asset management plan that demonstrates how preservation/preventive maintenance strategies are being utilized to extend the useful life of roadway infrastructure and reduce the need for major rehabilitation or reconstruction.

**Base Funding Participation/Match:** 50/50

**Benefit/Cost Analysis Measure(s):** 20-year Life-Cycle Cost Analysis (LCCA)

**Weight and/or Minimum Ratio:** 50%/1.0 (benefits exceed costs)

<b>Planning Factors: 50%</b>	<b>Max</b>
Roadway Hierarchy	10
Freight System Priority	10
Evacuation Route	10
Multimodal LOS	20
Project Includes Safety Countermeasures	20
Planning Coordination	10
Corridor Provides Access to Major Employment Center	10
Environmental Justice	10
<b>Total</b>	<b>100</b>

**Investment Category:** Transit Facility State of Good Repair [MAINTAIN]

**Category Description/Objective:** Improve the safety and operational efficiency of transit services within H-GAC's 8-county planning area by supporting the replacement or overhaul of transit passenger and vehicle maintenance facilities that have exceeded their Useful Life Benchmark (ULB) and construction of new transit maintenance facilities, consistent with each transit provider's adopted Transit Asset Management Plan (TAMP) and performance targets.

**Typical Projects:**

- Major rehabilitation and reconstruction of transit passenger facilities including Park & Rides/Pool, Multi-route transfer points/Super Stops, Shelters
- Construction, major rehabilitation and reconstruction of vehicle maintenance facilities
- Costs allocable to other functions are not eligible (e.g. administration, emergency operations, etc.)

**Base Funding Participation/Match:** 50/50 (provider must explain how they are utilizing FTA allocations, provider may use other federal funds to increase federal participation)

**Benefit/Cost Analysis Measure(s):** Cost Effectiveness (Cost \$/Annual PMT)

**Weight and/or Minimum Ratio:** 50%/1.0

<b>Planning Factors: 50%</b>	<b>Max</b>
Years Beyond Useful Life	20
Planning Coordination	10
Provides Interjurisdictional Connectivity	15
Transit provider provides Ridership Plan (Expected Ridership Growth)	15
Provides Safe ped/bike accommodations	10
Transit Provider provides facility routine maintenance plan	20
Environmental Justice	10
<b>Total</b>	<b>100</b>

**Investment Category:** Active Transportation ADA Compliance [MAINTAIN]

**Category Description/Objective:** Improve accessibility of the pedestrian network by upgrading existing facilities and constructing new ADA-compliant pedestrian facilities.

**Eligible Projects and Costs:**

- ADA-compliant pedestrian facilities such as sidewalks, curb ramps, tactile detectors, pedestrian signals, etc.
- Improvements must be identified within a jurisdiction's adopted ADA self-evaluation or transition plan.

**Base Funding Participation/Match:** 50/50

**Benefit/Cost Analysis Measure(s):** Cost Effectiveness (Cost/Estimated # of Users)

**Weight:** 50%

<b>Planning Factors: 50%</b>	<b>Max</b>
Safety	20
Barrier Elimination	15
Connectivity to Major Employment Center	10
Connectivity to Schools	10
Connectivity to Transit	10
Connectivity to Other Points of Interest	10
Environmental Justice	10
Planning Coordination	10
Funding Match above 50 %	5
<b>Total</b>	<b>100</b>

**Investment Category:** Infrastructure Resiliency [MAINTAIN]

**Category Description/Objective:** Address vulnerabilities of highways and regional thoroughfares to extreme weather, sea level change and changes in environmental conditions through implementation of eligible construction investments.

**Typical Projects:**

- Elevation or hardening of roadways on corridors that have required multiple emergency repairs, experience regular inundation, and/or are critical to evacuation plans
- Building capacity of routes that serve as alternates to roadways that become impacted by extreme weather
- Rebuilding roadways that have required multiple repairs due to extreme heat; this includes: drought conditions, subsidence, expansive soils, etc.

**Benefit/Cost Analysis Measure(s):**

A measure will be cost-effectiveness. An example would be a roadway vulnerable to extreme flooding, storm surges, or erosion that is located proximate to high-density at-risk populations.

**Planning Factors:**

<b>Planning Factors: 50%</b>	<b>Max</b>
Roadway Hierarchy	10
Freight System Priority	10
Evacuation Route	10
Frequency of hazard impacting roadway usage	20
Hazard identified in the Regional Hazard Mitigation Plan	15
Does the project include preventative activities to keep the hazard problems from worsening (e.g. floodplain regulation, open space preservation)	15
Planning Coordination	10
Environmental Justice	10
<b>Total</b>	<b>100</b>

**Investment Category:** Interjurisdictional Connectivity [EXPAND]

**Category Description/Objective:** Improve accessibility and mobility of people and goods through enhanced roadway connectivity between local jurisdictions.

**Typical Projects:**

- Construction of roadway pavements and structures including bridges, reasonable pedestrian/bicycle/transit accommodations and drainage improvements related to the roadway impervious surface only.
- Roadway segments up to 2 miles in length.
- Projects must be consistent with H-GAC's congestion management process.
- Jurisdictions must have adopted asset management plan that demonstrates how preservation/preventive maintenance strategies are being utilized to extend the useful life of roadway infrastructure and reduce the need for major rehabilitation or reconstruction.

**Base Funding Participation/Match:** 80/20

**Benefit/Cost Analysis Measure(s):** [Delay (PHED) Reduced in \$]/Funding Requested

**Weight and/or Minimum Ratio:** 50%/1.0

<b>Other Evaluation Criteria 50%</b>	<b>Max</b>
Barrier Elimination	15
Potential for VMT Reductions on Parallel Route	15
Multimodal LOS	20
Connectivity to Existing Freight System (Freight Generator)	20
Planning Coordination	10
Includes Safety Countermeasures	10
Environmental Justice	10
<b>Total</b>	<b>100</b>

**Investment Category:** Roadway Added Capacity (New Construction/Widening/Complete Streets) [EXPAND]

**Category Description/Objective:** Improve accessibility and mobility of people and goods on the regional thoroughfare network through the addition of roadway capacity.

**Typical Projects:**

- Widening and reconstruction of roadway pavements and structures including bridges, including reasonable pedestrian/bicycle/transit accommodations and drainage improvements related to the roadway impervious surface only.
- Projects must be consistent with H-GAC's congestion management process.
- Jurisdictions must have adopted asset management plan that demonstrates how preservation/preventive maintenance strategies are being utilized to extend the useful life of roadway infrastructure and reduce the need for major rehabilitation or reconstruction.

**Base Funding Participation/Match:** 80/20

**Benefit/Cost Analysis Measure(s):** [Safety Benefits (\$) + Delay Reductions (PHED) (\$)]/Funding Requested

**Weight and/or Minimum Ratio:** 50%/1.0 (benefits exceed costs)

<b>Planning Factors: 50%</b>	<b>Max</b>
Roadway Hierarchy	10
Freight System Priority	10
Evacuation Route	10
Multimodal LOS	20
Corridor Travel Time Reliability (LOTTR)	20
Planning Coordination	10
Connectivity to Major Employment Center	10
Environmental Justice	10
<b>Total</b>	<b>100</b>

**Investment Category:** Innovative Freight Movement [EXPAND]

**Category Description/Objective:** Improve transportation safety and operational efficiency through the deployment of innovative intermodal freight transfer technologies.

**Selection Process:** Future, Collaborative Planning Process

**Typical Projects:**

- Capital equipment and installation/construction costs
- Intermodal transfer equipment

**Base Funding Participation/Match:** 50/50

**Benefit/Cost Analysis Measure(s):** [Safety Benefits (\$) + Delay Reductions (PHED) (\$)]/Funding Requested

**Weight:** 50%

<b>Other Evaluation Criteria (Subject to change) 50%</b>	<b>Max</b>
Planning Coordination (Consistent with Regional Goods Movement Plan or Texas Freight Mobility Plan or Ports Area Mobility Study)	10
Includes Autonomous/Connected Vehicle Technology (Y/N)	20
Annual Heavy Cargo Movement (in Tonnage)	10
Includes Economic Benefits Analysis (Y/N)	20
Includes Life Cycle Maintenance Plan (Y/N)	20
Public Private Partnership	20
<b>Total</b>	<b>100</b>

**Investment Category:** Transit Passenger Facilities [EXPAND]

**Category Description/Objective:** Increase transit usage within H-GAC's 8-county planning area by supporting the construction of new or expanded passenger facilities.

**Typical Projects:**

- New or Expanded Park & Rides/Pool, Multi-route transfer points/Super Stops, Shelters

**Base Funding Participation/Match:** 80/20 (TDC Eligible, provider must explain how they are utilizing FTA allocations)

**Benefit/Cost Analysis Measure(s):** Cost Effectiveness (Annualized \$/Estimated VMT Reduced)

**Weight and/or Minimum Ratio:** 50%

<b>Planning Factors: 50%</b>	<b>Max</b>
Planning Coordination	10
Provides Interjurisdictional Connectivity	20
Ridership Plan (Expected Ridership)	10
Provides Connection to Other Transit Services (Fixed Route/Commuter/Rail/Demand Response/etc)	10
Provides Safe ped/bike accommodations (Y/N)	15
Project Part of Transit Oriented Development (Y/N)	10
Includes Facility Maintenance Strategies (Y/N)	10
Environmental Justice	10
<b>Total</b>	<b>100</b>



**Investment Category:** Transit Fleet Expansion [EXPAND]

**Category Description/Objective:** Increase transit usage within H-GAC's 8-county planning area by supporting the purchase of additional revenue vehicles for transit providers demonstrating ridership growth, as documented in reporting to FTA's National Transit Database (NTD).

**Typical Projects:**

- Revenue vehicle purchase

**Base Funding Participation/Match:** 80/20 (TDC Eligible, provider must provide a plan describing how they plan to utilize FTA funding allocations)

**Benefit/Cost Analysis Measure(s):** Cost Effectiveness (Annualized Cost/Current PMT Growth for service type)

**Weight and/or Minimum Ratio:** 50%

**Other Evaluation Criteria:** Current Unlinked Trips per vehicle for service type, Potential Increase in Ridership

**Weight and/or Minimum Score:** 50%

**Category Description/Objective:** Eliminate gaps between existing facilities within the regional bicycle system.

**Eligible Projects and Costs:**

- Construction costs
- New and enhanced bicycle facilities such as bicycle lanes (buffered, separated), shared-use trails, amenities (lighting, landscaping, furniture, etc.) and necessary utilities capped at 25% of funding request
- Improvements must fill a gap within and connect to the existing Regional Bikeway Network

**Base Funding Participation/Match:** 80/20

**Benefit/Cost Analysis Measure(s):** Safety or Cost Effectiveness (Annualized \$/Estimated VMT Reduced)

**Weight:** 50%

<b>Planning Factors: 50%</b>	<b>Max</b>
Safety	20
Barrier Elimination	15
Connectivity to Major Employment Center	10
Connectivity to Schools	10
Connectivity to Transit	10
Connectivity to Other Points of Interest	10
Environmental Justice	10
Planning Coordination	10
Funding Match above 50 %	5
<b>Total</b>	<b>100</b>

**FY 2019 – 2022 TIP DEVELOPMENT**

**Background**

The next Transportation Improvement Program (TIP), covering FY2019 through FY2022 is intended to be adopted by the Transportation Policy Council at their May 2018 meeting.

The new 2019 TIP will include an updated regional vision, goals, and strategies. It will largely consist of projects that are programmed in the last two years of the current TIP and the first two years of the adopted Ten-Year Plan. The majority of these projects were selected by the TPC through 2015 Call for Projects.

The 2019 TIP will also include a description of the performance measures, targets and the anticipated effect of TIP towards achievement of performance targets identified by the State.

**Action Requested**

Information only