

**Transportation Improvement Program
(TIP) Subcommittee Meeting**

Houston-Galveston Area Council
Online Meeting/Conference Call

Wednesday August 5, 2020

1:30 PM

Agenda

1. **Introductions/Roll Call**
2. **Approval of Wednesday, July 1, 2020 Meeting Minutes Summary (Chairman Smith)**
3. **Election of Officers**
The committee will elect a Chair and Vice Chair for the 2020 Transportation Improvement Program (TIP) Subcommittee.
4. **Transportation Development Credit Update (Adam Beckom)**
Staff will brief the Subcommittee on the comments received on the draft TDC Policy Update
5. **Project Evaluation Criteria Development (Vishu Lingala)**
Staff will provide an update on the development of the project evaluation criteria and discuss investment categories
6. **Announcements**
 - TAC Meeting – August 19, 2020, 9:30 a.m., Teleconference (Zoom)
 - TPC Meeting – August 28, 2020, 9:30 a.m., Teleconference (Zoom)
 - TIP Subcommittee Meeting – September 02, 2020, 1:30 p.m., Teleconference (Teams)
7. **Adjourn**

TRANSPORTATION IMPROVEMENT PROGRAM SUBCOMMITTEE

MEETING SUMMARY

Wednesday, August 05, 2020 – 1:30pm
Houston-Galveston Area Council
Online Meeting (Teams Platform)

MEMBERS PRESENT

Matt Hanks – Brazoria County
Monique Johnson – City of Sugarland
Stacy Slawinski – Fort Bend County
Adam France – City of Conroe
Loyd Smith – Harris County
Ricardo Villagrand – City of Mont Belvieu
Maureen Crocker – City of Houston, PW
Andy Mao – TxDOT
Scott Ayres – TxDOT BMT
Ken Fickes – Harris County Transit
Bruce Mann – Port Houston
Mike Wilson – Port Freeport
Oni Blair – Link Houston
Ruthanne Haut – The Woodlands Township

ALTERNATES PRESENT

James Turner – City of Sugarland
Cliff Brouhard – City of Missouri City
Frank Simoneaux – City of Baytown
Bobby Pennington – City of Cleveland
Catherine McCreight – TxDOT
Priya Zachariah – METRO
Nichole Ware-Barnet – HISD

BRIEFING

The meeting started with a rollcall to determine the members and/or alternatives present. This was followed by the adoption of the July 1, 2020 TIP Subcommittee meeting minutes.

Overview

After the election of the TIP Subcommittee Chair and Vice Chair who would serve out the balance of the year, members were briefed on the TDC Policy Update and received a progress report on the development of the Project Evaluation criteria.

ACTION ITEMS

No Action Items

PUBLIC COMMENTS

There were no public comments presented to the subcommittee.

INFORMATION ITEMS

ITEM 3 – Election of Officers – Adam Beckom

By unanimous vote, the current officers were re-elected for another term.

ITEM 4 – Transportation Development Credit Update – Adam Beckom

Adam Beckom recapped the proposed changes to the TDC policy, including the expansion of the range of projects prioritized for TDL credits and the modification of the language to ensure transit providers were not penalized for using TDLs. Adam hinted that staff were working on a webpage containing “frequently asked questions” (FAQs) which would explain the concepts of TDCs and the Regional Strategic Transportation Fund. According to the current schedule, the updated TDC policy would be presented to the TAC and TPC for information purposes in August and submitted for action in September, 2020.

For the benefit of the new members, chairman Smith recounted that TDCs have been in existence for several years and were an alternate funding mechanism for a special class of projects. While TDCs did not have a dramatic effect on big picture of regional finance, it is anticipated that they would play an increasing role in future call for projects events.

Adam affirmed that the revised TDC policy was available on the H-GAC website. He also agreed to provide the committee with an outline of the vision for the Regional Strategic Transportation Fund program associated with the TDCs before the updated TDC policy is presented to the TAC and TPC for action. Certain high-level details were recalled from previous meetings – branded as “*Scenario 2*”. The Regional Strategic Transportation Fund strategy was viewed as a(n):

- Attempt to assist non-state routes in rural areas;
- Means to maintain and preserve roadways in the small urban and rural areas;
- Mechanism for funding projects in economically disadvantaged areas;
- Lower cost strategic investment program effort (cap at \$1-e mill);
- Source for H-GAC–sponsored regional grant applications.

Project selection would be a competitive process performed by TPC. The TDC policy is not contingent of the creation of the strategic transportation fund.

Adam Beckom ended the presentation by requesting members to email their questions and any suggestions on how best to present the TDC policy update to TAC, and also for members to weigh in on whether the issue of

the Regional Strategic Transportation Fund be separated from the TDC policy.

Item 5 – Development of the Project Evaluation Criteria (Vishu Lingala)

Vishu Lingala noted that the Project Evaluation Criteria workgroup did not meet between subcommittee meetings as intended as background efforts were still ongoing to coordinate with the other transportation subcommittees who needed to provide input towards the development of the evaluation criteria.

Investment Categories:

The thirteen (13) investment categories featured in the 2018 Call for Projects have been consolidated to five (5) categories:

- (i) **Major Investments:** Roadway, freight, and transit projects with total project cost of \$100 mill. or greater.
- (ii) **Expand:** Roadway, freight, and transit projects that would expand network capacity.
- (iii) **Manage:** Projects that improve the operations of the existing roadway, freight, and transit networks.
- (iv) **Maintain:** Projects that improve the state of good repair and extend the useful life of the existing roadway and transit networks.
- (v) **Active Transportation:** All the active transportation projects submitted by project sponsors.

A table that provides examples of projects that fall into each of these investment categories and the eligible funding sources for each category of projects is available on the H-GAC website.

Comments:

Loyd Smith noted the consolidated project categories corresponded with the Regional Transportation Plan priorities and applauded the fact that like projects would be competing against each other in a fairly similar way. Loyd further commented that safety was the most important priority in transportation but had not been identified as a separate investment category. He surmised that safety could be a scoring criterion that is considered across all the five investment categories.

Bruce Mann concurred with Loyd's observation about safety and added that freight also appeared to be missing from the conversation. Vishu responded, noting that freight would be considered under the Major Investments, Expand, Manage, and Maintain investment categories.

Scoring Criteria:

Vishu advised that the presentation on scoring criteria was an initial proposal and that members' comments were welcome.

In the 2018 call, the Benefit-Costs (B/C) analysis and Planning Factors review were applied to all projects across the board and each comprised 50% of the total score. Moreover, Safety, Delay Reduction, and Emissions Benefits – all part of the B/C analysis – were scored equally. However, in the proposal for the next call, Active Transportation projects will be considered separately from other projects, to preclude unfair comparisons. Furthermore, a gradation will be introduced to the B/C analysis, where Safety will weigh 50%, Delay Reduction - 30%, and Emissions Benefits - 20%.

Within the category of Active Transportation projects, the B/C analysis would account for 30% of the total score and Planning Factors would account for 70%. This change was based on comments received from the Bike-Ped subcommittee.

Discussion:

Chairman Smith asked if it was possible to simplify the B/C analysis while keeping focus on how these projects divert the population from motorized transport to alternate mode trips. Bruce suggested the diminished weight given the B/C analysis was antithetical to the commitment to fiscal stewardship but Maureen Crocker countered that the B/C factors were really not applicable to Active Transportation type projects. The import of Active Transportation to the community included health and quality of life

benefits and B.C should be measuring the type of benefits associated with the type of project. It was agreed for the TIP Subcommittee Workgroup to review this question.

Transportation Safety Council:

Stephan Gage, H-GAC staff, gave a brief report on ongoing deliberations by the Policy and Regulations Workgroup regarding new safety performance measures being proposed for the Houston-Galveston region. Based on crashes that resulted in fatal or serious injuries (KA), these performance measures would align the region with the State and Federal measures and thereby permit direct comparisons. The new performance measures would also be applicable to the prioritization of projects for selection purposes, and to assess trends that illustrate project effectiveness.

Ped-Bike Performance Measures:

- Roadways: KA crashes per mile [5-year average]
- Intersections: KA crash frequency [5-year average]

Traffic Safety

- Roadways: KA crash rate per 100 Million VMT
- Intersections: KA crash rate per Million vehicles entering
 - Based on 5-years' worth of data, by functional class and by Urban vs. Rural

The Policy and Regulations workgroup is set to vote on these measures and will send their recommendations for review by the TIP Subcommittee and TAC, and eventually for approval by the TPC.

Congestion Management Process (CMP)

Vishu next commented on the work by the Travel Demand Management group to update the Congestion Management Plan which is slated to be completed in September or October. The group will identify the most congested roadway segments in the region and define the CMP multimodal network congestion management network. It is anticipated that recommendations from the CMP plan would be relevant to the further development of the B/C analysis and could inform the Planning Factors evaluation process.

Vishu concluded by noting that the timeline for completing the project evaluation criteria was being extended to May-June 2021. Based on the revised timeline, progress on the task would be taken to TAC for information in November.

Closing Comments:

Co-chairs of the Freight committee would be welcome to sit in with the TIP Subcommittee Workgroup.

Item 6 – Announcements

Upcoming events.

- TAC Meeting – August 19, 2020 – 9:30 am Teleconference (Zoom)
- TPC Meeting – August 24, 2020 – 9:30 am Teleconference (Zoom)
- TIP Subcommittee Meeting – September 2, 2020 – 1:30 pm Teleconference (Teams)

The meeting adjourned at 2:55 p.m.