Rebuilding the I-69/I-610 Interchange

TxDOT begins work on one of the state's worst bottlenecks.
The 2017 Mobility Report summarizes key economic and transportation performance indicators that reflect the region’s progress toward achieving a safe, reliable, multimodal transportation system. This year we introduce new safety performance measures in the report to meet Fixing America’s Surface Transportation (FAST) Act requirements. The FAST Act builds on previous legislation, MAP-21, to make surface transportation more streamlined, performance-based, and multimodal. H-GAC is working with the U.S. Department of Transportation, Texas Department of Transportation (TxDOT), and regional transit providers to identify new performance measures and targets that will guide policymakers with investment decisions. These and other performance measures will be used in the development of the 2045 Regional Transportation Plan (RTP).

**Improving Safety**

The new safety performance measures focus on the number and rate of fatalities and injuries for drivers and occupants, bicyclists, and pedestrians. In 2017, the number of fatalities dropped slightly to 713 and serious injuries dropped 2% to 3,321. Non-motorized fatalities are down 15% to 178 and non-motorized serious injuries dropped 8% to 422.

H-GAC continues to work with local governments to improve safety through law enforcement, public outreach, education, and the management of high-volume roadways.

**ASSET MANAGEMENT AND OPERATIONS**

TxDOT continues to make improvements to its roadway system. The overall condition of the region’s infrastructure has remained stable over the past few years. The percentage of TxDOT roadways rated “good or better” decreased 3% to 80% in 2017. Bridge conditions are reported biannually and remain at 83%.

The response time needed to clear a major incident on area freeways increased slightly from 32.5 minutes to 33.3 minutes, as reported by Houston TranStar.

Bus vehicle reliability, which measures the average distance between mechanical breakdowns, improved 12% in 2017 to 10,790 miles.
88 MILLION
PASSENGER BOARDINGS
↓2% in 2017
90 million in 2016
Source: Regional Transit Agencies 2017

319 MILLION
SHORT TONS OF PORT CARGO
↑1% in 2016
315 million in 2015
Source: U.S. Army Corps of Engineers 2016

54 MILLION
AIRPORT PASSENGERS
↓1% in 2017
55 million in 2016
Source: Houston Airport System 2017

Congestion Mitigation

PLANNING TIME INDEX
80th Percentile (Late one day a week)
1.58
←⇒ NO NEW DATA in 2017
Baseline year in 2014
Source: Texas A&M Transportation Institute 2015

BUS ON-TIME PERFORMANCE
METRO Local Bus/Park & Ride Bus (Percent of bus trips)
76.6%
↑3% in 2017
74.4% in 2016
Source: METRO 2017

Economic Competitiveness

TRUCK CONGESTION
Annual Cost (In billions)
$1.12B
←⇒ NO NEW DATA in 2016
Baseline year in 2014
Source: Texas A&M Transportation Institute 2015

COMMUTE CHOICE
Use of Alternative Transportation (Percent of regional commuters)
20%
←⇒ NO CHANGE in 2016
20% in 2015
Source: American Community Survey 2016

Natural and Cultural Resources

AIR QUALITY
NOx Emission Reductions (In tons per year)
281.2
↑5% in 2017*
267.2 tons in 2016
Source: H-GAC 2017
*Preliminary estimate

AIR QUALITY
Ozone Level (In parts per billion)
81
↑2% in 2017
79 ppb in 2016
Source: Texas Council on Environmental Quality 2017

CONGESTION MITIGATION
Travel on the roadway system increased 2% to an estimated 179 million vehicle miles per weekday. This corresponds with growth in the region’s population of 94,000 people and 53,000 jobs in 2017.

The Planning Time Index (PTI) measures system reliability by estimating how much extra time travelers need to make a normal trip as a result of traffic congestion. The most recent PTI for the region is 1.58, which means a trip that normally takes 30 minutes may take up to 47 minutes.

Transit ridership in the region decreased 2% with 88 million passenger boardings in 2017 due to a drop in park-and-ride usage and the impacts of Hurricane Harvey. Bus on-time performance increased 3% to 77%.

ECONOMIC COMPETITIVENESS
The 2040 RTP identifies truck congestion levels and commute alternative usage as two indicators of economic competitiveness. Truck congestion measures the annual cost of fuel and travel delay for moving goods within the region. The most recent cost of truck congestion is $1.12 billion per year.

The percentage of the region’s commuters who use an alternative mode of transportation to work at least once a week remained unchanged at 20%. This includes transit, vanpool, carpool, biking, walking, and teleworking.

NATURAL AND CULTURAL RESOURCES
H-GAC supports the reduction of vehicle emissions through the funding and promotion of alternative commute options and the accelerated replacement of older diesel vehicles with newer, cleaner models. In 2017, these programs reduced 281.2 tons of NOx. This figure is 5% higher than in 2016 due to new participation in the Clean Vehicles Program.

SUMMARY
The Houston-Galveston region depends on a safe, efficient, and reliable transportation system to maintain its economic success and overall quality of life. This report provides a snapshot of the performance information available. For additional transportation performance measures, visit www.h-gac.com/taq/regional-mobility-report.
## FY 2017 Initiatives in the H-GAC Region

### Summary of Major Investments in FY 2017

<table>
<thead>
<tr>
<th>CORRIDOR / INITIATIVE</th>
<th>PROJECT TYPE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 99</td>
<td>TIP Project (2018-2022)</td>
<td>$1,147,410,000</td>
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<tr>
<td>I-610</td>
<td>TIP Project (2018-2022)</td>
<td>$271,375,000</td>
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<tr>
<td>SH 288</td>
<td>TIP Project (2018-2022)</td>
<td>$246,755,000</td>
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<tr>
<td>I-45 S</td>
<td>TIP Project (2018-2022)</td>
<td>$231,710,420</td>
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<tr>
<td>I-10 W</td>
<td>TIP Project (2018-2022)</td>
<td>$228,879,035</td>
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<tr>
<td>SH 249</td>
<td>TIP Project (2018-2022)</td>
<td>$200,170,000</td>
</tr>
<tr>
<td>BW 8</td>
<td>TIP Project (2018-2022)</td>
<td>$200,000,000</td>
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<tr>
<td>Southwest Corridor</td>
<td>TIP Project (2018-2022)</td>
<td>$47,856,000</td>
</tr>
<tr>
<td>SH 24</td>
<td>TIP Project (2018-2022)</td>
<td>$26,624,000</td>
</tr>
<tr>
<td>I-10 E</td>
<td>TIP Project (2018-2022)</td>
<td>$26,549,623</td>
</tr>
<tr>
<td>Thoroughfare Development</td>
<td>TIP Project (2018-2022)</td>
<td>$31,613,596</td>
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<tr>
<td>Other Major Roadway</td>
<td>TIP Project (2018-2022)</td>
<td>$31,613,596</td>
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<tr>
<td>ITS/Safety</td>
<td>TIP Project (2018-2022)</td>
<td>$79,429,793</td>
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<tr>
<td>Air Quality Related</td>
<td>TIP Project (2018-2022)</td>
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<tr>
<td>Redevelopment/Bicycle</td>
<td>TIP Project (2018-2022)</td>
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<tr>
<td>Local High Capacity Transit</td>
<td>TIP Project (2018-2022)</td>
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<tr>
<td>Freight</td>
<td>TIP Project (2018-2022)</td>
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<tr>
<td>Transit Capital</td>
<td>TIP Project (2018-2022)</td>
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<tr>
<td>Transit Other</td>
<td>TIP Project (2018-2022)</td>
<td>$2,152,577</td>
</tr>
</tbody>
</table>

Total Funded in FY 2017: $2,872,857,005
In 2017, H-GAC worked with TxDOT and regional partners to advance projects addressing some of the most severely congested roadways in Texas. The I-69/I-610 interchange, often identified as part of the state’s most congested roadway segment, began construction in 2017. Other 2017 regional mobility projects include the reconstruction and widening of I-45 South in Galveston County, I-10 West in Fort Bend and Chambers Counties, and Beltway 8 (Sam Houston Tollway) in southeast Harris County. Each of these will bring relief to congested corridors serving commuters and trucks vital to our regional and state economy.

As the 2017 Mobility Report shows, during the next few years we will see the delivery of transportation projects that will soon become essential to travel and economic development in the Houston-Galveston region. New travel corridors such as the Grand Parkway (SH 99) Segments H and I-1 will support rapidly growing residential and industrial development occurring in northeast Harris and western Liberty and Chambers Counties.

We will be catching up with the explosive growth in Montgomery County with improvements to SH 105, SH 242, SH 249, FM 197, and FM 1488. Similarly, construction of Segment B of the Grand Parkway will address existing congestion in the Alvin area of Brazoria County. Segment B will also serve rapidly developing commercial and residential areas west of I-45 in League City. Improvements to SH 35 will strengthen one of the region’s major trade corridors by improving access to the Port of Freeport which has our region’s best access to deep water in the Gulf of Mexico. SH 35 will also provide a key link to rapidly growing southwest Fort Bend County.

Public safety is always a priority of the Transportation Policy Council. The 2017 Mobility Report shows a year-over-year reduction in serious injuries and fatalities with motorists, bicyclists, and pedestrians, but as recent headlines describe, we have seen an outbreak of bicycle-related fatalities in 2018. It is clear that our work to reduce bicycle and pedestrian-related vehicle crashes has far to go.

Other performance measures such as transit reliability and on-time transit performance demonstrated year-over-year improvement in 2017. Given the congestion and construction on our major roadways, this is no small feat for our transit providers.

Congratulations to all who made 2017 such an excellent year for transportation investment, operations, and safety.

Alan C. Clark
Transportation Director
Houston-Galveston Area Council

The Houston-Galveston Area Council (H-GAC) is a voluntary association of local governments and local elected officials in the 13-county Gulf Coast Planning Region. The Gulf Coast Planning Region consists of Austin, Brazoria, Chambers, Colorado, Fort Bend, Galveston, Harris, Liberty, Matagorda, Montgomery, Walker, Waller, and Wharton counties. Organized in 1966, H-GAC provides a forum for the discussion of area-wide concerns, promoting regional cooperation through comprehensive planning and services to local governments.

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