

**APPROVAL OF AMENDMENTS TO THE 2018-2019
UNIFIED PLANNING WORK PROGRAM (UPWP)**

Background

The 2018-2019 Unified Planning Work Program (UPWP) describes the regional transportation plans and programs, and the transportation-related air quality planning activities that will be undertaken during fiscal years 2018 and 2019 (October 1, 2017 – September 30, 2019). The current 2018-2019 UPWP was initially adopted by the Transportation Policy Council (TPC) on July 28, 2017.

Current Situation

H-GAC’s Livable Centers program was established in 2009 to support local governments in creating quality places that provide alternatives to vehicle travel and improve access to transit.

On May 22, 2017, H-GAC released the 2017 Livable Centers Call for Planning Study Partners. Nine eligible local entities submitted applications, and an evaluation team consisting of representatives from TxDOT, two past study partners (Energy Corridor District, and Upper Kirby Management District), and H-GAC staff members independently scored the applications based on pre-established criteria. The evaluation team recommended funding for all nine applications. A brief description of each recommended study area is shown below.

Sponsor	Scope
Greater East End Management District	This study will focus on the commercial corridors and neighborhoods east of downtown Houston, specifically those south of Harrisburg Blvd., east of Scott St., north of Interstate 45, and west of U.S. Route 90 Alternate. This study will focus on land use strategies around key corridors in Eastwood (including Telephone Rd., Polk Ave., Lawndale Ave., and Lockwood Ave. that improve pedestrian connectivity and safety, increase density (particularly in areas with transit service). The study seeks to increase housing access for students and residents, maintain and increase affordable housing options in the face of growing market pressure, and also develop strategies that preserve the historic housing of the neighborhood.
North Houston District	This study will focus on the area roughly bounded by E. Hardy Rd. to the east, Rankin Road to the north, Interstate 45 to the west, and Beltway 8 to the south. The study area includes Greenspoint Mall, but will pay particular attention to the multi-family neighborhoods along Greens Rd. and Imperial Valley Dr. The goal of the study is to tie together existing plans for pedestrian and bike infrastructure, transit, access, greenspace amenities, and housing and economic development into a unified vision and implementation plan. The study will consider future land uses in the area and focus on key multi-modal connectivity needs between the multifamily neighborhoods, the current office buildings, and the future uses of the Greenspoint Mall.

City of Pasadena	This study will focus on the city’s Plaza Paseo and surrounding areas, roughly bounded by Highway 225 to the north, Richey St. to the west, W. Southmore Ave. to the south, and Red Bluff Rd. to the east. This study will spur economic development through the visioning of a town center that increases housing options, creates greater access for pedestrians and cyclists, integrates the Harris County Public Transit system, and expands access to greenspace.
East Aldine Management District	This study will focus on the town center north of Keith Weiss Park and cover the area between the Hardy Toll Rd. and Interstate 69. This study will build upon the creation of a plan for the Town Center by considering multi-modal access between key amenities within the District, including the Town Center and Keith Weiss Park. The plan will also offer recommendations for greenspace and other enhancements that improve local stormwater management. Finally, the plan will consider critical land use strategies to increase live, work, and play options on some undeveloped sites.
City of Houston – Montrose TIRZ #27	This study will focus largely on walkability in the TIRZ service area, includes the areas south of Dallas St., east of Shepherd Dr., north of Interstate 69, and west of Highway Spur 527. This study intends to drive continued economic development in this neighborhood through intelligent analysis of infrastructure capacity, parking demand management, the potential for affordable housing and increased density, and streetscape improvements to major corridors that focus on access for pedestrians, bicycles and transit.
City of Seabrook & Seabrook Economic Development Corporation	This study will include the boundaries of the City of Seabrook limits, but will focus on the downtown Old Town Seabrook District. The study intends to improve pedestrian access and circulation in the downtown area and connect the area to trails and other local destinations. The study will recommend strategies to encourage private investment downtown and identify housing options that are diverse and responsive to changing climate patterns. Finally, the study will ensure that the Old Town Seabrook District maintains and enhances its unique character as a historic district.
Brays Oaks Management District	This study will focus on the management district service area, bound largely by U.S. Route 90 Alternate in the south, the Sam Houston Tollway to the west, Interstate 69 to the north, and Hillcroft Ave. and S. Post Oak Blvd. to the east. The study seeks to make Brays Oaks a destination by identifying and visioning areas that can serve as strong commercial centers while also recommending enhancements to current strip centers and multi-family residential areas. The study will also offer roadway improvements and stormwater management improvements that match needs of area.

<p>City of Angleton</p>	<p>This study will focus on the downtown of the city, with particular attention to Velasco St., Front St. and Chenango St. The purpose of the study is to lay out a vision and implementation plan for quality of life improvements in the city’s historic core. The study will recommend strategies that create a sense of place in Angleton’s downtown street grid, including multi-modal streetscape design, better pedestrian access and circulation, parking management, downtown housing strategies, efficient use of infrastructure, and market analysis of existing land use.</p>
<p>City of Houston – Southwest Houston</p>	<p>This study will focus on the management district service area, to the west of FM 521, south of U.S. Route 90 Alternate, east of Fondren Rd., and north of FM 2234. The study will create strategies that complement capital improvements by the City of Houston, Harris County, TxDOT, and the Houston Parks Board. The purpose of the study is to recommend connectivity improvements within and between distinct areas of the project area, refine proposed bike facility improvements to better connect to commercial centers, and identify future transit improvements and unsafe intersections for cyclists and pedestrians. The study will also recommend strategies for increased commercial density at three existing hubs, and potentially propose a fourth commercial area to better serve the needs of nearby residents.</p>

This amendment proposes to make the following change:

1. Add \$1,535,181 in STP funding and \$494,046 in Other Local funding to Subtask 4.4 – Livable Centers to program funding for the nine above-listed Livable Centers studies to be conducted during the FY 2018-2019 period.

Action Requested

The Technical Advisory Committee recommended TPC approval of this amendment at its January 17, 2017 meeting. Staff requests approval of UPWP Resolution No. 18/19 UPWP-4.



Resolution

No. UPWP 18/19-4

ADOPTING AMENDMENTS TO THE 2018-2019 UNIFIED PLANNING WORK PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA.

WHEREAS, the Transportation Policy Council adopted the 2018-2019 Unified Planning Work Program (UPWP) on July 28, 2017; and

WHEREAS, this amendment makes the following changes:

1. Adds \$1,535,181 in STP funding and \$494,046 in Other Local funding to Subtask 4.4 – Livable Centers to program funding for nine Livable Centers studies to be conducted during the FY 2018-2019 period;

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL, THAT REVISIONS TO THE 2018-2019 UNIFIED PLANNING WORK PROGRAM, AS SHOWN IN THE ATTACHMENT, ARE HEREBY APPROVED AND INCORPORATED INTO THE 2018-2019 UNIFIED PLANNING WORK PROGRAM.

PASSED AND APPROVED, this 26th day of January, 2018, at a regularly called meeting of the Transportation Policy Council for the Houston-Galveston Transportation Management Area.

APPROVED:

Hon. Matt Sebesta, Chairman
Transportation Policy Council

ATTEST:

Hon. Tom Reid, Secretary
Transportation Policy Council

UPWP AMENDMENT 3 – JANUARY 2018

TASK IV CHANGES

Subtask 4.4 Livable Centers – The following project budget for Subtask 4.4 (Livable Centers) is increased by \$105,915 in STP/\$135,854 Other Local funds for FY 2018, and \$1,425,266 in STP/\$358,192 Other Local funds for FY 2019:

- A consultant will be utilized to conduct Livable Centers Studies in conjunction with local project sponsors to facilitate the creation of more compact, walkable, mixed-use places in the region. Studies will provide a framework for promoting efficient use of existing infrastructure, creating multi-modal travel choices, improving accessibility and circulation, and leveraging private resources for strategic investment. Studies will identify TIP eligible transportation projects and include an air-quality benefit calculation (STP/Local).

Task 4 Funding Summary Table – Total funding for Task 4 increases by \$241,769 for FY 2018, and \$1,783,458 for FY 2019 as displayed in the tables below.

BEFORE AMENDMENTS

Task 4 Funding Summary Table

TASK 4 - FY 2018	Task 4.1	Task 4.2	Task 4.3	Task 4.4	Task 4.5	Task 4 Total
RESPONSIBLE AGENCY	MPO	MPO	MPO	MPO	MPO	
FHWA-FTA TPF	\$ 568,224	\$ 525,636	\$ 1,232,812	\$ 298,666	\$ 264,337	\$ 2,889,674
STP - Cat 7			\$ 2,315,000	\$ 437,500		\$ 2,752,500
TxDOT State Funds						\$ -
FTA 5304/5307/5309/5339			\$ 25,000			\$ 25,000
Other Local		\$ 12,500	\$ 343,333			\$ 355,833
TOTAL	\$ 568,224	\$ 538,136	\$ 3,916,145	\$ 736,166	\$ 264,337	\$ 6,023,007
TASK 4 - FY 2019						
RESPONSIBLE AGENCY	MPO	MPO	MPO	MPO	MPO	Task 4 Total
TASK 4 - FY 2019	Task 4.1	Task 4.2	Task 4.3	Task 4.4	Task 4.5	
FHWA-FTA TPF	\$ 377,569	\$ 486,342	\$ 1,172,946	\$ 306,374	\$ 321,171	\$ 2,664,403
STP - Cat 7			\$ 375,000	\$ 437,500		\$ 812,500
TxDOT State Funds						\$ -
FTA 5304/5307/5309/5339						\$ -
Other Local			\$ 30,000	\$ 107,500	\$ 107,500	\$ 245,000
TOTAL	\$ 377,569	\$ 486,342	\$ 1,577,946	\$ 851,374	\$ 428,671	\$ 3,721,903

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

AFTER AMENDMENTS

Task 4 Funding Summary Table

TASK 4 - FY 2018	Task 4.1	Task 4.2	Task 4.3	Task 4.4	Task 4.5	Task 4 Total
RESPONSIBLE AGENCY	MPO	MPO	MPO	MPO	MPO	
FHWA-FTA TPF	\$ 568,224	\$ 525,636	\$ 1,232,812	\$ 298,666	\$ 264,337	\$ 2,889,674
STP - Cat 7			\$ 2,315,000	\$ 543,415		\$ 2,858,415
TxDOT State Funds						\$ -
FTA 5304/5307/5309/5339			\$ 25,000			\$ 25,000
Other Local		\$ 12,500	\$ 343,333	\$ 135,854		\$ 491,687
TOTAL	\$ 568,224	\$ 538,136	\$ 3,916,145	\$ 977,935	\$ 264,337	\$ 6,264,776
TASK 4 - FY 2019						
RESPONSIBLE AGENCY	MPO	MPO	MPO	MPO	MPO	Task 4 Total
TASK 4 - FY 2019	Task 4.1	Task 4.2	Task 4.3	Task 4.4	Task 4.5	
FHWA-FTA TPF	\$ 377,569	\$ 486,342	\$ 1,172,946	\$ 306,374	\$ 321,171	\$ 2,664,403
STP - Cat 7			\$ 375,000	\$ 1,862,766		\$ 2,237,766
TxDOT State Funds						\$ -
FTA 5304/5307/5309/5339						\$ -
Other Local			\$ 30,000	\$ 465,692	\$ 107,500	\$ 603,192
TOTAL	\$ 377,569	\$ 486,342	\$ 1,577,946	\$ 2,634,832	\$ 428,671	\$ 5,505,361

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

TOTAL FUNDING SUMMARY CHANGES

- The 2018-19 UPWP Funding Summary Table has been modified to reflect the above-mentioned changes. Total funding increases by \$105,915 in STP/\$135,854 Other Local funds for FY 2018, and \$1,425,266 in STP/\$358,192 Other Local funds for FY 2019 as reflected in the tables below.

BEFORE AMENDMENTS

2018-19 UPWP Funding Summary

FY 2018	Task 1	Task 2	Task 3	Task 4	Task 5	TOTAL
	Admin. / Mgmt.	Data Modeling & Maintenance	Short Range Planning	Long-Range Planning	Special Studies	
RESPONSIBLE AGENCY	MPO	MPO	MPO/LOCAL TRANSIT AGENCIES	MPO	MPO	
FHWA-FTA TPF	\$ 3,199,110	\$ 4,338,452	\$ 1,758,578	\$ 2,889,674	\$ 72,321	\$12,258,135
STP - Cat 7	\$ -	\$ -	\$ 325,000	\$ 2,752,500	\$ 1,500,000	\$ 4,577,500
TxDOT State Funds	\$ -	\$ -	\$ 9,900	\$ -	\$ -	\$ 9,900
FTA	\$ -	\$ -	\$ 2,184,825	\$ 25,000	\$ -	\$ 2,209,825
Other Local	\$ -	\$ -	\$ -	\$ 355,833	\$ -	\$ 355,833
TOTAL	\$ 3,199,110	\$ 4,338,452	\$ 4,278,303	\$ 6,023,007	\$ 1,572,321	\$19,411,193
FY 2019	Task 1	Task 2	Task 3	Task 4	Task 5	TOTAL
	Admin. / Mgmt.	Data Modeling & Maintenance	Short Range Planning	Long-Range Planning	Special Studies	
RESPONSIBLE AGENCY	MPO	MPO	MPO/LOCAL TRANSIT AGENCIES	MPO	MPO	
FHWA-FTA TPF	\$ 3,202,021	\$ 3,933,744	\$ 1,314,832	\$ 2,664,403	\$ 74,175	\$11,189,175
STP - Cat 7	\$ -	\$ -	\$ 733,000	\$ 812,500	\$ 2,000,000	\$ 3,545,500
TxDOT State Funds	\$ -	\$ -	\$ 9,900	\$ -	\$ -	\$ 9,900
FTA	\$ -	\$ -	\$ 2,231,050	\$ -	\$ -	\$ 2,231,050
Other Local	\$ -	\$ -	\$ -	\$ 245,000	\$ -	\$ 245,000
TOTAL	\$ 3,202,021	\$ 3,933,744	\$ 4,288,782	\$ 3,721,903	\$ 2,074,175	\$17,220,625
FY 18/19 TOTAL	Task 1	Task 2	Task 3	Task 4	Task 5	TOTAL
	Admin. / Mgmt.	Data Modeling & Maintenance	Short Range Planning	Long Range Planning	Special Studies	
RESPONSIBLE AGENCY	MPO	MPO	MPO/LOCAL TRANSIT AGENCIES	MPO	MPO	
FHWA-FTA TPF	\$ 6,401,131	\$ 8,272,196	\$ 3,073,410	\$ 5,554,077	\$ 146,496	\$23,447,309
STP - Cat 7	\$ -	\$ -	\$ 1,058,000	\$ 3,565,000	\$ 3,500,000	\$ 8,123,000
TxDOT State Funds	\$ -	\$ -	\$ 19,800	\$ -	\$ -	\$ 19,800
FTA	\$ -	\$ -	\$ 4,415,875	\$ 25,000	\$ -	\$ 4,440,875
Other Local	\$ -	\$ -	\$ -	\$ 600,833	\$ -	\$ 600,833
TOTAL	\$ 6,401,131	\$ 8,272,196	\$ 8,567,085	\$ 9,744,910	\$ 3,646,496	\$36,631,818
TRANSPORTATION PLANNING FUNDS (TPF) ONLY						
<p>Transportation Planning Funds (FHWA PL-112/FTA 5303) funding estimate: \$ 22,856,357 Estimated FHWA PL-112 Carryover from FY 2014-15: <u>\$ 8,723,433</u> TOTAL TPF AVAILABLE: \$ 31,579,790</p> <p style="text-align: right;">TOTAL TPF PROGRAMMED: <u>\$ 23,447,309</u> UNDER (OVER) PROGRAMMED: \$ 8,132,481</p>						
<p>By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.</p>						

AFTER AMENDMENTS

2018-19 UPWP Funding Summary

FY 2018	Task 1	Task 2	Task 3	Task 4	Task 5	TOTAL
	Admin. / Mgmt.	Data Modeling & Maintenance	Short Range Planning	Long Range Planning	Special Studies	
RESPONSIBLE AGENCY	MPO	MPO	MPO/LOCAL TRANSIT AGENCIES	MPO	MPO	
FHWA-FTA TPF	\$ 3,199,110	\$ 4,338,452	\$ 1,758,578	\$ 2,889,674	\$ 72,321	\$12,258,135
STP - Cat 7	\$ -	\$ -	\$ 325,000	\$ 2,858,415	\$ 1,500,000	\$ 4,683,415
TxDOT State Funds	\$ -	\$ -	\$ 9,900	\$ -	\$ -	\$ 9,900
FTA	\$ -	\$ -	\$ 2,184,825	\$ 25,000	\$ -	\$ 2,209,825
Other Local	\$ -	\$ -	\$ -	\$ 491,687	\$ -	\$ 491,687
TOTAL	\$ 3,199,110	\$ 4,338,452	\$ 4,278,303	\$ 6,264,776	\$ 1,572,321	\$19,652,962

FY 2019	Task 1	Task 2	Task 3	Task 4	Task 5	TOTAL
	Admin. / Mgmt.	Data Modeling & Maintenance	Short Range Planning	Long Range Planning	Special Studies	
RESPONSIBLE AGENCY	MPO	MPO	MPO/LOCAL TRANSIT AGENCIES	MPO	MPO	
FHWA-FTA TPF	\$ 3,202,021	\$ 3,933,744	\$ 1,314,832	\$ 2,664,403	\$ 74,175	\$11,189,175
STP - Cat 7	\$ -	\$ -	\$ 733,000	\$ 2,237,766	\$ 2,000,000	\$ 4,970,766
TxDOT State Funds	\$ -	\$ -	\$ 9,900	\$ -	\$ -	\$ 9,900
FTA	\$ -	\$ -	\$ 2,231,050	\$ -	\$ -	\$ 2,231,050
Other Local	\$ -	\$ -	\$ -	\$ 603,192	\$ -	\$ 603,192
TOTAL	\$ 3,202,021	\$ 3,933,744	\$ 4,288,782	\$ 5,505,361	\$ 2,074,175	\$19,004,083

FY 18/19 TOTAL	Task 1	Task 2	Task 3	Task 4	Task 5	TOTAL
	Admin. / Mgmt.	Data Modeling & Maintenance	Short Range Planning	Long Range Planning	Special Studies	
RESPONSIBLE AGENCY	MPO	MPO	MPO/LOCAL TRANSIT AGENCIES	MPO	MPO	
FHWA-FTA TPF	\$ 6,401,131	\$ 8,272,196	\$ 3,073,410	\$ 5,554,077	\$ 146,496	\$23,447,309
STP - Cat 7	\$ -	\$ -	\$ 1,058,000	\$ 5,096,181	\$ 3,500,000	\$ 9,654,181
TxDOT State Funds	\$ -	\$ -	\$ 19,800	\$ -	\$ -	\$ 19,800
FTA	\$ -	\$ -	\$ 4,415,875	\$ 25,000	\$ -	\$ 4,440,875
Other Local	\$ -	\$ -	\$ -	\$ 1,094,879	\$ -	\$ 1,094,879
TOTAL	\$ 6,401,131	\$ 8,272,196	\$ 8,567,085	\$11,770,137	\$ 3,646,496	\$38,657,045

TRANSPORTATION PLANNING FUNDS (TPF) ONLY

Transportation Planning Funds (FHWA PL-112/FTA 5303) funding estimate: \$ 22,856,357

Estimated FHWA PL-112 Carryover from FY 2016-17: \$ 8,723,433

TOTAL TPF AVAILABLE: \$ 31,579,790

TOTAL TPF PROGRAMMED: \$ 23,447,309

UNDER (OVER) PROGRAMMED: \$ 8,132,481

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.