

**Transportation Improvement Program (TIP)
Subcommittee Meeting**
Houston-Galveston Area Council Online
Meeting/Conference Call
Wednesday September 2, 2020
1:30 PM

AGENDA

1. Introductions/Roll Call

2. Approval of Wednesday, August 5, 2020 Meeting Minutes (Lloyd Smith, Chair)

3. Federal Performance Measures and Targets Update (Karen Owen)

Staff will brief the Subcommittee on the federal performance measure progress and the current target setting effort. Staff will also seek Subcommittee recommendation as these targets will be presented to TAC/TPC for action in September. Additional materials are available online at: <http://www.h-gac.com/transportation-performance-measures/default.aspx>

4. H-GAC 10-Year Plan Update (Vishu Lingala)

Staff will brief the Subcommittee on the efforts to update the H-GAC 10-Year Plan.

5. Transportation Development Credit Policy Update (Adam Beckom)

Staff will provide an update to the Subcommittee regarding the TDC policy.

6. Project Evaluation Criteria Development (Vishu Lingala)

Staff will provide an update on the development of the project evaluation criteria and discuss investment categories. Staff will also provide an update on the workgroup discussions

7. Announcements

- TAC Meeting – September 16, 2020, 9:30 a.m., Teleconference (Zoom)
- TPC Meeting – September 25, 2020, 9:30 a.m., Teleconference (Zoom)
- TIP Subcommittee Meeting – October 7, 2020, 1:30 p.m., Teleconference (Teams)

8. Adjourn

TRANSPORTATION IMPROVEMENT PROGRAM SUBCOMMITTEE

MEETING MINUTES

Wednesday, September 02, 2020 – 1:30pm
Houston-Galveston Area Council
Online Meeting (Teams Platform)

MEMBERS PRESENT

Stacy Slawinski – Fort Bend County
Adam France – City of Conroe
Loyd Smith – Harris County
Ricardo Villagrand – City of Mont Belvieu
Christopher Sims – City of League City
Corey Taylor – Chambers County
Maureen Crocker – City of Houston, PWD
Andy Mao – TXDOT HOU
Scott Ayres – TXDOT BMT
Ken Fickes – Harris County Transit
Bruce Mann – Port Houston
Oni Blair – Link Houston
Karen McKinnon – Brazoria County
Ruthanne Haut – The Woodlands Township

ALTERNATES PRESENT

Krystal Lastrap – City of Sugarland
Cliff Brouhard – City of Missouri City
Catherine McCreight – TXDOT
Priya Zachariah – METRO
Larry Beulah – Liberty County
Nichole Ware-Barnet – HISD
David Wurdlow – City of Houston

BRIEFING

The meeting started with a roll call to determine the members and/or alternatives present. This was followed by a motion to approve the minutes for the August 5, 2020 TIP Subcommittee meeting. The minutes were approved with unanimous consent.

PUBLIC COMMENTS

There were no public comments presented to the subcommittee.

ACTION ITEMS

ITEM 3 – Federal Performance Measures and Targets Update – Karen Owen

Karen Owen sought the TIP Subcommittee’s recommendation for the presentation of the Targets and Performance Report to the TAC and TPC for action in September 2020. The motion was approved contingent upon staff issuing a supplemental letter stating that H-GAC has aspirational goals to further reduce traffic fatalities and injuries beyond the listed targets.

Ms. Owen noted that her presentation was the mid-point summary of a four-year Target Assessment and Performance evaluation period for Pavements, Bridges, Reliability and Congestion, Air Quality, Transit Assets, and Safety (reported annually).

A public comment period ran from July 8 through August 8, 2020. Most of the comments received were on the subject of safety, and included support for “Vision Zero” as well as a comment that the number of non-motorized injuries in the region were unacceptable.

Ms. Owen then discussed the status, trends and targets of the key performance measures for the region’s transportation assets and system performance.

- **Pavement Conditions (Interstate):**
The region did not meet 2020 targets for assets in Good, Fair, or Poor Conditions. Staff recommend that 2022 targets be set as the actual numbers attained in 2020.
- **Pavement Conditions (Non-Interstate):**
The region did not meet 2020 targets for assets in Good, Fair, or Poor Conditions – conceivably because 1,900 off-system lane miles were omitted from the analysis in 2018. Staff recommend that 2022 targets be set as the actual numbers attained in 2020.
- **Bridges:**
The region met 2020 targets for assets in Good Condition but did not meet target for assets in Fair or Poor conditions. Staff recommend that 2022 targets be set as the actual numbers attained in 2020.
- **Reliability and Congestion:**
The region met targets for personal travel reliability, peak hour excessive delay, and non-single occupant vehicle trips, but did not meet the target for truck reliability. Staff recommend that 2022 targets be set as the actual numbers attained in 2020 except for non-single occupant vehicle trips for which a slightly lower value is recommended, taking into consideration the probable impact of the Covid-19 Pandemic.
- **Air Quality:**
The region did not meet 2020 targets for NOx or VOC emissions. Staff recommend that 2022 targets be based on a new methodology.

Staff is recommending a new methodology for the measurement and accounting of emissions upon review of the large gap between the 2020 targets and the actual 2020 numbers attained. The gap is attributed to project advancing, delays, cancellations, and funding category changes. Future targets will be based on a historical average for CMAQ projects, normalized by a scaling factor. For 2022 targets, reporting will be based on 2018 – 2021 projects.

- **Transit Assets:**

The region met 2020 targets for Rolling Stock (revenue vehicles), Equipment (non-revenue vehicles), Facilities (buildings and structures), and Rail Infrastructure (tracks, signals, & systems). Staff recommend that 2022 targets be set as the actual numbers attained in 2020 except for the Rolling Stock for which a slightly lower value is recommended.

Transit Asset measures look at the age, condition, and the performance of the assets. The report is based on a weighted average score that includes all the transit providers in the region.

- **Safety:**

The region met forecasts for all safety measures (number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, number of non- motorized fatalities & serious injuries). Unlike the other measures which are reported biennially, Safety is reported annually. The recorded numbers for Safety were reported in February 2020. The number of fatalities and serious injuries are unacceptable. H-GAC desires a significant improvement in the safety measures.

Area local governments have adopted Vision Zero action plans. In September 2020, the Transportation Safety Committee will consider endorsing TxDOT's "Road to Zero" initiative and methodology which proposes to reduce traffic fatalities by 50% by 2035, and to zero by 2050. In a few months, staff will bring the new methodology to TAC and TPC for Action, and then early in 2021, staff will submit the reporting and forecasts based on Vision Zero.

INFORMATION ITEMS

Item 4 – FY 2021 Ten Year Plan Update (Vishu Lingala)

Vishu Lingala began by discussing the origin and characteristics of the Ten-Year transportation plan. The ten-year plan is a state requirement for MPOs. It is developed in coordination with TxDOT and must be consistent with the RTP and TIP. The ten-year plan is updated annually and demonstrates how transportation dollars allocated to a region will be spent over a ten-year period.

Included in H-GAC's Draft 2021 plan are NHHIP Segment 3, SH 99 (Segments B&D), Inner Katy BRT, Hardy Toll Road (downtown connection), SH 225 at SL 8 (grade separation), and SH 288 (grade separations). These projects are approved by the TPC.

Further coordination with TxDOT is needed to review the status of certain projects in the recently approved UTP which have not been approved by the TPC or programmed in the ten-year plan.

Item 5 – Transportation Development Credit Policy Update (Adam Beckom)

A copy of the updated Transportation Development Credit Policy was included in the meeting packets. Patrick Mandapaka called attention to a new section within this document which discussed the Regional Strategic Transportation Fund. He summarized its main elements:

- **Goal of the fund:** Provide a flexible funding source to support low-cost, high-impact transportation projects that can be quickly implemented outside the federal channels; especially on non-state routes, in rural areas, within economically disadvantaged neighborhoods
- **Focus areas:** Safety, Maintenance and Preservation of Roadways, Local Active Transportation Projects, Regional Grant Awards (as local match), Planning Technical Assistance,
- **Implementation mechanics:** TPC approval of projects required but selection will not necessarily follow the traditional call for projects.
 - H-GAC staff will review applications and work with subcommittees, TAC and TPC for recommendation and approval
 - Awards made throughout the year
 - Funds are replenished with applications for TDCs (sponsors must demonstrate that residual 10% project cost is not being diverted away from transportation use).
 - Funds will be reimbursed based upon approved documentation at 100% of eligible cost.

Standing Questions:

- What kinds of grant applications would H-GAC be supporting?
- Can a sponsor submit a project with full local match after an unsuccessful application for TDCs?
- How would a first-come first -served process function in an oversubscribed environment
- How will the bookkeeping burden be managed if applications are taken on a rolling schedule.

Member comments and feedback are welcome by markups on the policy document or via email.

Item 6 – Development of the Project Evaluation Criteria (Vishu Lingala)

Vishu Lingala summarized the decisions reached by the TIP Sub-Committee Workgroup regarding Investment Category and the assessment of Total Project Cost. He lastly touched upon the BCA – Planning Factor Scores and Planning Factor criteria.

The Workgroup approved the five Project Investment Categories submitted for the 2021 Call for Projects. The categories are (1) Major Investments, (2) Expand, (3) Manage, (4) Maintain, and (5) Active Transportation. The definition of a major investment was augmented (*in italics*) to clarify its application.

Major Investments: All roadway, freight or transit projects that have a total project cost of \$100M or more. *Total project cost will include engineering (including environmental), construction and right of way (including utility relocation costs contribute by the sponsor) phases. Project costs that have been expended on planning, development or implementation activities of the project by the time project is selected in the call will not be reimbursed.*

This revision was made to comply with guidance provided by the Transportation Policy Council (TPC) and to keep the application of project cost consistent across the different analyses. Given the propriety of keeping the BCA as neutral as possible, it was urged that the Sub-Committee seek further clarification or guidance from the TPC on the application of right of way costs.

The definitions of the other four Investment categories will also be conditioned with the fact that any project costs expended by sponsors prior to the Call for Projects will not be reimbursable.

Total Cost and Safety Considerations

Certain questions were left unresolved after discussions with TXDOT staff on the assessment of total project costs. It was recommended that the issue be referred back to the TPC for further guidance or clarification of Policy Number 7. Regarding introducing Safety as a project type within the **Manage** project category, it was resolved to look for alternative ways to fund low-cost safety projects such as from the pool of unselected projects from the statewide highway safety improvement program call, or low-cost projects that involved safety counter-measures.

BCA and Planning Factors

Vishu lastly reaffirmed that the evaluation of Active Transportation projects would involve different analyses from the other investment categories. Generally, the B/C Analysis and the Planning Factors would each carry 50% of the total score. The weight breakdown within the B/C analysis is Safety (50%), Delay Reduction (30%), and Emissions Benefits (20%). The breakdown of weights assigned to each planning factor to be considered (barrier elimination, connectivity, environmental justice, and planning coordination) is yet to be decided.

For the Active Transportation projects, the B/C analysis would account for 30% of the total score and Planning Factors would account for 70%. The “cost per user” is considered preferable to an analysis of health benefits within the B/C analysis. The proposed list of Planning Factors includes;

- Planning Coordination
- Multimodal Connectivity
- Connectivity to Employment and other Activity Centers
- Equity in Multimodal Transportation Networks
- Improve Transportation Resiliency
- Promote Economic Development
- Avoid/Eliminate Railroad Grade Crossings
- Accommodate Automated/Connected Vehicles
- Expansion/Improvement of ITS Network
- Provide/Improve Access to Developing Areas (Announced Developments)

The final draft evaluation criteria and selection process will be taken to the TAC/TPC for action in May/June 2021. A mid-point progress report will be given to the TAC in November 2020 for information purposes.

Item 7 – Announcements

Upcoming events.

- TAC Meeting – September 16, 2020, 9:30 a.m., Teleconference (Zoom)
- TPC Meeting – September 25, 2020, 9:30 a.m., Teleconference (Zoom)
- TIP Subcommittee Meeting – October 7, 2020, 1:30 p.m., Teleconference (Teams)

The meeting adjourned at 2:59 p.m.