


Item 6 . CALL FOR PARTNERS FOR THE COMMUTER AND TRANSIT PILOT PROGRAM




Technical Advisory Committee

November 4, 2026

Program Overview & Regional Purpose



- Supported by Congestion Mitigation and Air Quality (CMAQ) funds through a TxDOT Advance Funding Agreement (AFA).
- Covers the entire eight-county Metropolitan Planning Area
- **Core Mission:** Reduce vehicle emissions and overall vehicle miles traveled (VMT).
- Turning successful pilots into permanent transit since 1999.



Competitive Partnership & Delivery Model



- Competitive selection thru annual Call for Partners
- Proposals evaluated by HGAC staff for CMAQ eligibility, regional transportation goals, and long-term sustainability.
- Pilots receive 3 to 5 years of operational funding support
- Sponsoring agencies commit to transitioning successful pilots to permanent local/alternative funding upon completion.



Program Successes













Updated Operational Guidelines

- Expects to award up to **two (2) new pilot projects** in the upcoming cycle.
- Transitioning to an annual call frequency to remain agile and responsive to regional transit needs.
- Guidelines have been developed and refined with stakeholder feedback to streamline project submission and readiness.



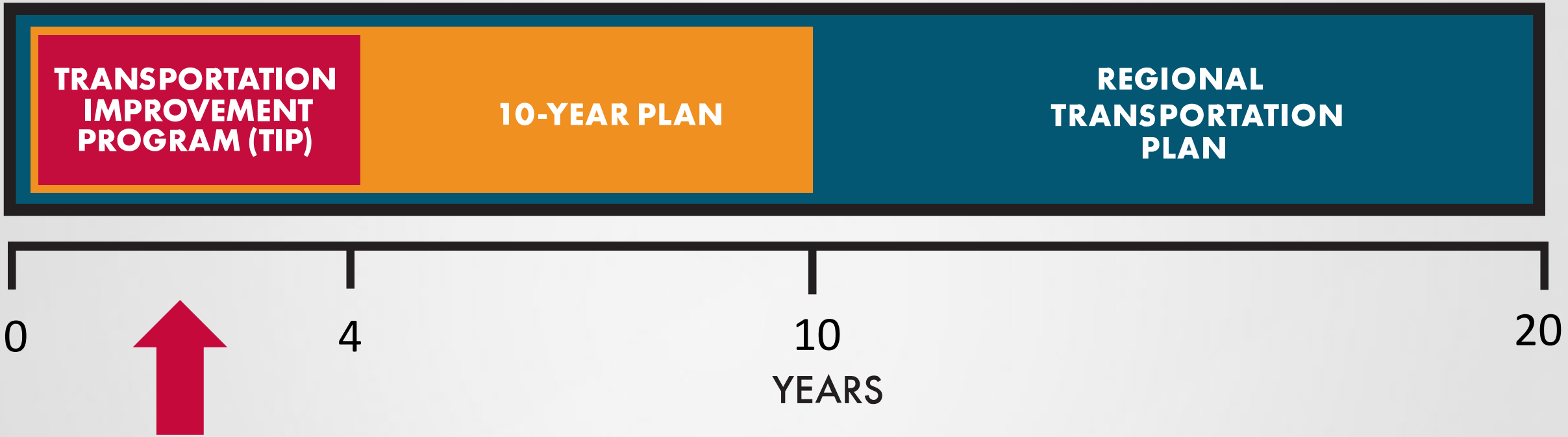
Strategic Policy Refinement



- Integration of the Transportation Development Credits (TDCs),
  - New model requires a **10% local contribution**.
    - Previously required 20% local match
- **Strategic Benefits:**
  - Reduces financial barriers for local sponsoring agencies.
  - Directs funds to Travel Demand Management (TDM) and Unified Planning Work Program (UPWP).



We Are Here


TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
10-YEAR PLAN
REGIONAL TRANSPORTATION PLAN
0
4
10
20
YEARS

Path Toward The Call for Partners



Event	Date
Regional Transit Coordination Subcommittee Information & Feedback	10/8/2026 – 10/28/2026
TAC | Guidelines | Information	10/14/2026
TPC | Guidelines | Information	10/23/2026
TAC | Guidelines | Action	11/4/2026
TPC | Guidelines | Action	11/20/2026
Pre-proposal Workshop	January
Call for Partners Opens	January
Call for Partners Closes	March

Contact Info



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2050 RTP Regionally Significant Projects and Fiscal Forecast

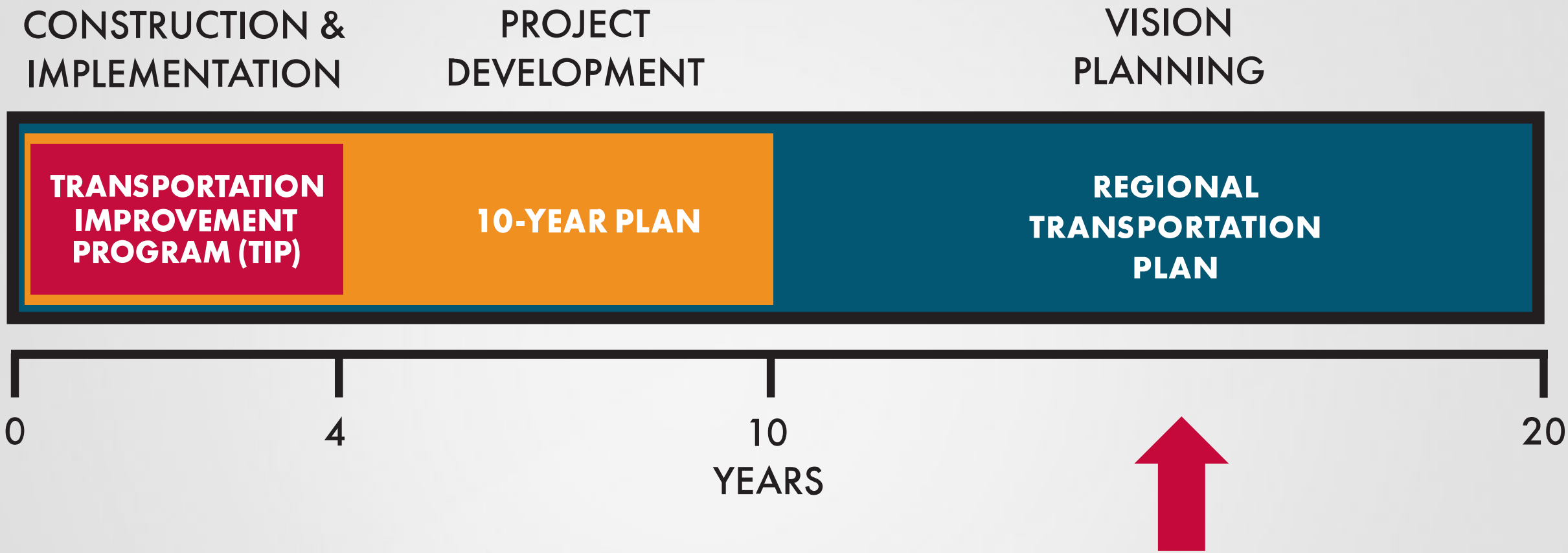



November 4, 2026

Regional Collaboration • Transportation Planning • Multimodal Mobility

Houston-Galveston Area Council

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Purpose of Financial Model

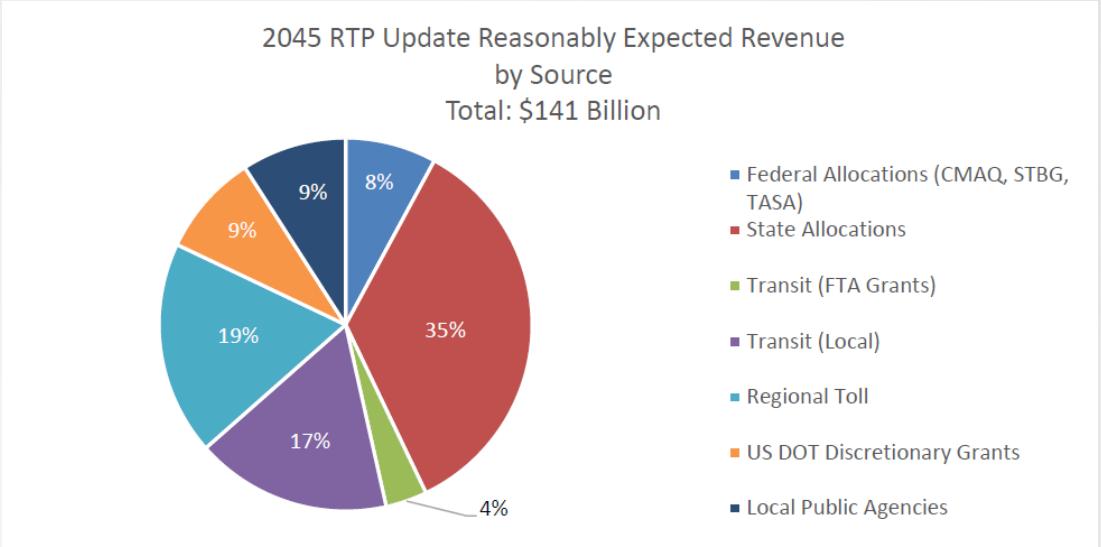


- MPOs must develop a Financial Plan that demonstrates how the RTP can be implemented.
- The Financial Plan must identify reasonable available financial resources to cover the costs of the transportation network outlined in the RTP.
  - Estimate revenues and costs to operate and maintain the highway and transit networks.
  - Estimate revenues and costs to fund identified projects and programs
- The financial model informs the MPO of all reasonably available revenues that could be made available to fund the RTP.
  - Model is developed through **publicly available data**.

Current 2045 Financial Model



- Last comprehensive update precedes 2040 RTP development
  - Incremental updates completed by staff during 2045 RTP Update and 2045 RTP Update Interim Amendment
- M + O and debt service are considered within capital costs



Appendix B in current RTP

Outreach



Coordination Summary		
Responded	Mentioned data is accurate or provided additional information	10
In Progress	Has responded, but did not fully review the data	2
No Response	Did not respond	2
Total contacted		14

- Outreach expanded from previous iterations of the Financial Model.
- Consultant developed a model for each sponsor for discussion and confirmation.
- Model developed with publicly available data.

2050 Financial Model Proposed



Revenue Source	2045 Financial Model	2050 Financial Model (Proposed)
Capital (in billions)	**$142.50**	**$117.40**
Federal and State	$60.50	$63.50
Toll	$26.20	$32.30
US DOT Discretionary	$12.50	$3.10
Transit*	$33.60	$10.7
Counties and Cities	$9.70	$7.80
M + O*	**$22.20**	**$53.80**
Debt Service*	**$4.20**	**$19.30**
Total	**$142.50**	**$190.50**

*M+O and Debt Service were considered within capital costs for the 2045 Financial Model

MPO Funding Categories



- TPC has discretion over Categories 2, 5, 7, and 9
  - Financial Model projects $20.6 billion through 2050 for these funding categories
    - Based on allocation percentages from the 2027 UTP and TTI Trends Model:

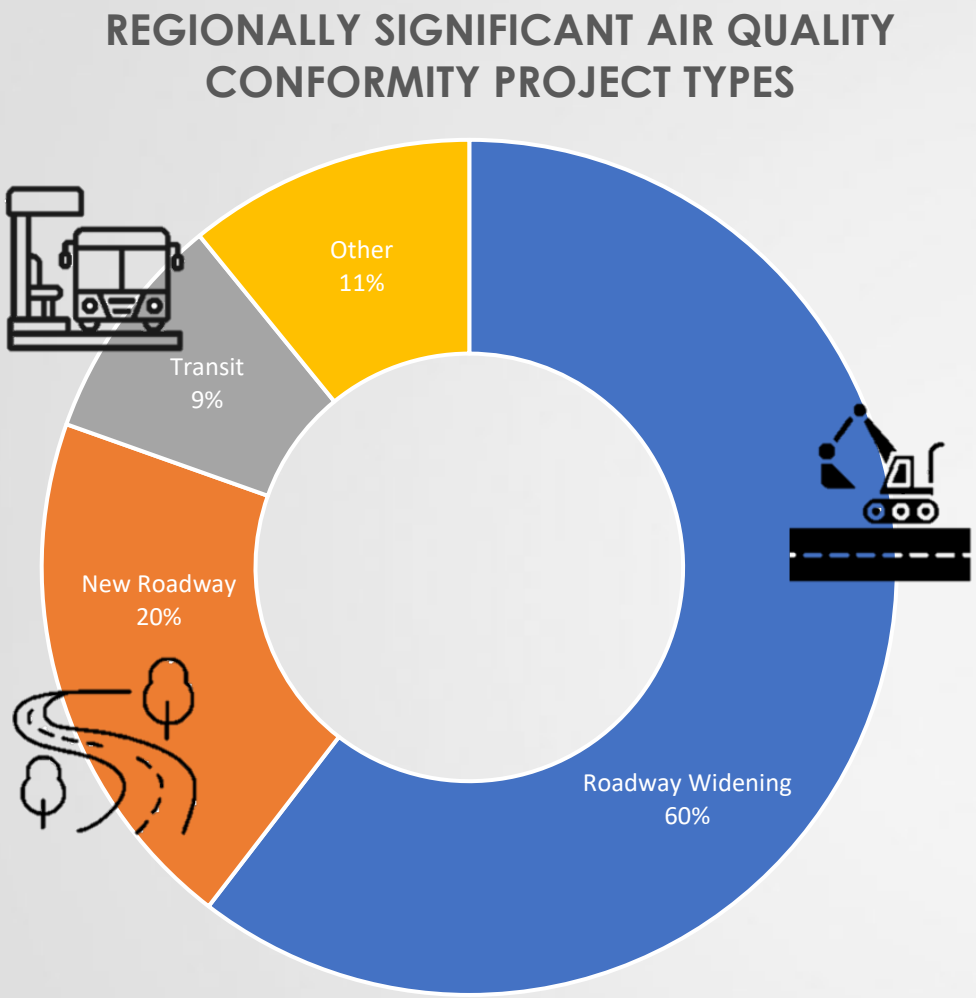
Funding Category	Forecast Allocation %	Forecast Total
Category 2 (On-System)	52%	$10.70
Category 5 (CMAQ)	10%	$2.10
Category 7 (STBG)	34%	$7.00
Category 9 (TASA)	4%	$0.80
Total	**100%**	**$20.60**

How does the Financial Model interact with our Regionally Significant Projects?

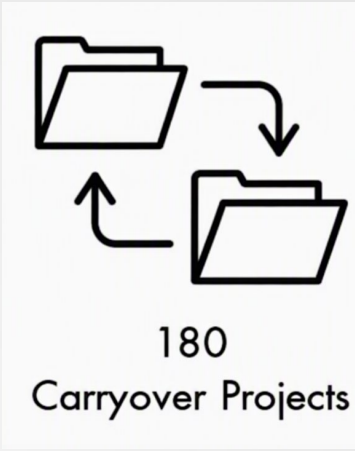


- Regionally Significant Projects and associated funding:
  - Roadway Projects
    - UTP Funding Categories 1-12, including Discretionary grants
    - Local Funds
  - Tollway Projects
    - Category 3 - Toll
    - Local Funds
  - Transit Projects
    - FTA Formula Funds (Sections 5307 and 5337)
    - FTA Discretionary Grants (Sections 5309, and 5339)
    - Local Funds
    - Select UTP Funding Categories

Regionally Significant for Air Quality Projects





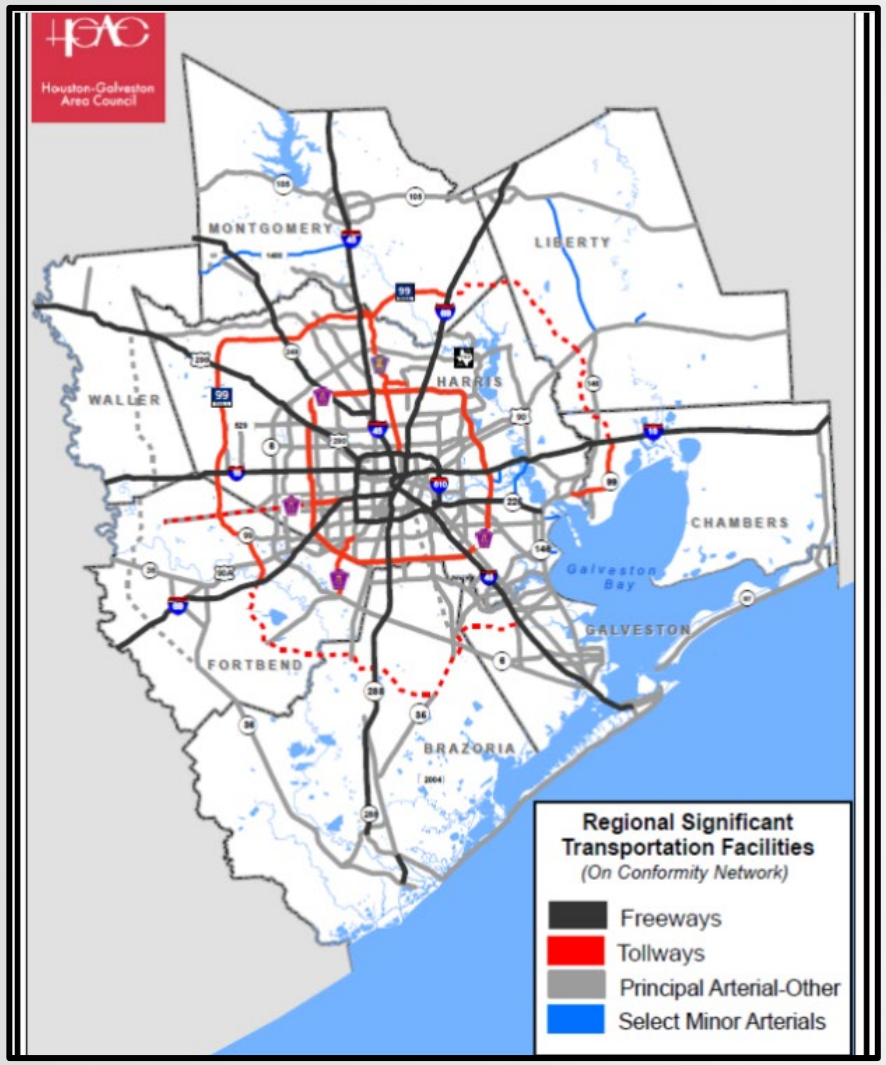




- Once the 2050 RTP is approved, further regionally significant projects cannot be added until our next conformity determination.

RS Air Quality Conformity Projects





- Added Capacity on roadways principal arterial or higher (>1 mile)
  - Includes new roadways
- New alignment bypass
- Construct interchange that adds access
- Remove interchange that removes access
- Fixed guideway projects

Regionally Significant Projects For Air Quality



- Regionally Significant projects cost figures (right) are based off the following assumptions:
  - All RS tollway projects will be funded through Category 3 - Toll funds, or local funds.
  - RS transit projects are Bus Rapid Transit and Light Rail projects.
    - Park and Rides, Transit Centers and HOV lanes are categorized as roadway projects

Project Type	Proposed Forecast	RS for Air Quality	Difference
Tollway	$32.3	$12.7	+ $18.7
Transit	$10.8	$10.7	+ $0.1
Roadway	$63.5	$46.7	+ $16.8

Next Steps



- Staff will work with TPC and TAC to finalize RTP Programs and assign funding
  - Example programs: Railroad Grade Separations, Transportation Systems Management and Operations (TSMO), Transit, Active Transportation, Freight, and Safety.

Request



- Request TAC Recommendation for Regionally Significant for Air Quality Projects List
- Financial Model item for information only



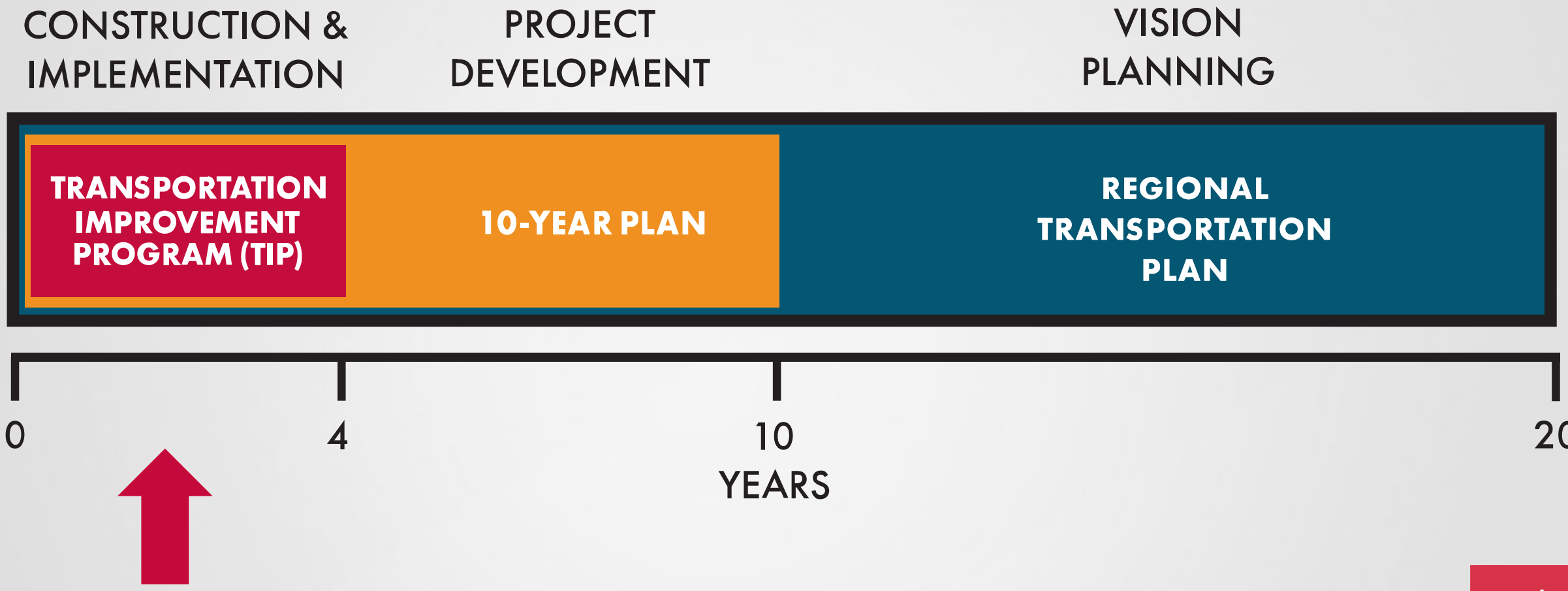

Item 8. Future Amendments to 2027-2030 TIP and 2045 RTP




Technical Advisory Committee

November 4, 2026

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VISION PLANNING
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10-YEAR PLAN
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YEARS
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Future 2027-2030 TIP Amendments

Sponsor	Description	Amendment Action	FY	MPO ID	Funding
TxDOT Houston District	US 90 WIDENING TO 6-LANES	Program re-letting in FY 2028.	2028	60	$47.5M
	IH 10 West Reconstruction and widen/add managed lanes	Add Cat-4 funding to match approved 2027 Unified Transportation Program.	2029	13864	$54.3M
	IH 10 NHHIP Realign/Construction (SEG 3C-3)	Add Cat-4 funding to match approved 2027 Unified Transportation Program.	2027	19026	$398.4M
	IH 45/IH 69/IH 10 Interchange reconstruction: NHHIP SEG-3C-2	Add Cat-4 & Cat-12 funding to match approved 2027 Unified Transportation Program.	2028	16330	$3.0B
	SH 99 Direct Connectors Construction (SEG G)	Program with State Toll funding in FY 2030.	2030	17232	$72.2M
	IH 45 NHHIP SEG-2A	Delay to FY 2035 due to statewide level-letting	2035	16332	$535.0M

Future 2027-2030 TIP Amendments

Sponsor	Description	Amendment Action	FY	MPO ID	Funding
TxDOT Houston District	FM 2920 WIDENING TO 4 LANES	Delay to FY 2032 due to statewide level-letting.	2032	18102	$53.0M
	IH 45/IH 69 INTERCHANGE RECONSTRUCTION	Delay to FY 2033 due to statewide level-letting.	2033	16329	$1.1B
METRO	BUS PREVENTATIVE MAINTENANCE: 5307 FY2026 APPORTIONMENT	Update Description, FTA Section 5307 funding/TDCs per actual federal allocation.	2027	19120	$60.3M
	METROLIFT ADA SUPPORT: 5307 FY2026 APPORTIONMENT	Update the FTA Section 5307 funding/TDCs per actual federal allocation.	2027	19121	$12.5M
	METRO SAFETY & SECURITY IMPLEMENTATION: 5307 FY2026 APPORTIONMENT	Update Description, FTA Section 5307 funding/TDCs per actual federal allocation.	2027	19122	$15.0M
	CAPITAL COST OF CONTRACTING: 5307 FY2026 APPORTIONMENT		2027	19123	$13.8M

Future 2027-2030 TIP Amendments

Sponsor	Description	Amendment Action	FY	MPO ID	Funding
METRO	RAIL PREVENTATIVE MAINTENANCE: 5337 FY2026 APPORTIONMENT	Update FTA Section 5337 funding/ TDCs per actual federal allocation.	2027	19124	$24.0M
	PURCHASE OF TWENTY 40-FOOT BUSES: FY2026 APPORTIONMENT	Update the Description, FTA Section 5307 funding/TDCs per the actual federal allocation.	2027	19125	$21.0M
	PURCHASE OF TWELVE 45-FOOT TRANSIT BUSES	Update the Description, FTA Section 5339 funding/TDCs per actual federal allocation.	2027	19126	$10.7M
	ADA PARATRANSIT SERVICE: 5310 FY2026 APPORTIONMENT	Update the FTA Section 5310 funding/TDCs per actual federal allocation.	2027	19127	$3.4M
	5310 Operating: FY 26 apportionment	Program FY 26 FTA Section 5310 funding for METRO Partnership Program.	2027	19824	$750K

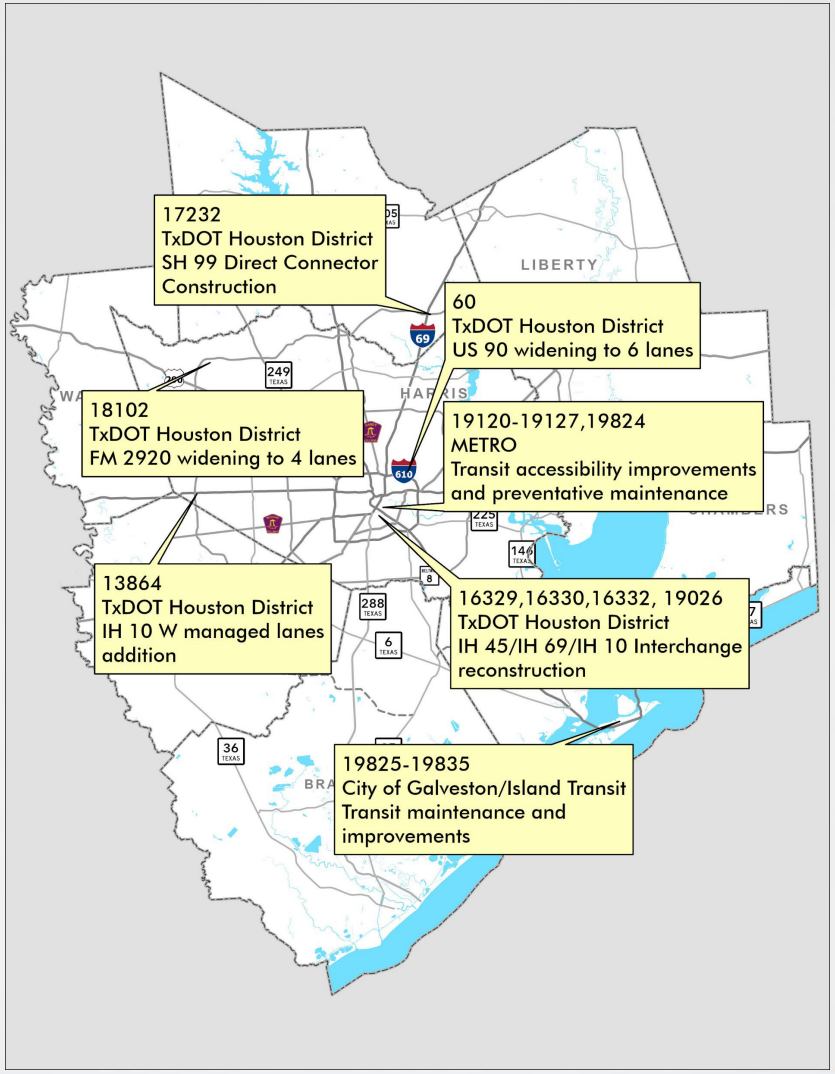
Future 2027-2030 TIP Amendments

Sponsor	Description	Amendment Action	FY	MPO ID	Funding
City of Galveston/ Island Transit	FY 2028 5307 for Operations, Planning, Maintenance and ADA Paratransit	Program in TIP.	2028	19825	$2.9M
	FY 2029 5307 Operating, Maintenance, Planning & ADA Paratransit		2029	19826	$3.0M
	FY 2030 5307 Formula Funding for Operations, Maintenance, Planning		2030	19827	$3.1M
	FY 2028 5339 funding for Electronic Fares Media and Hardware		2028	19828	$132K
	FY 2029 5339 for maintenance facility equipment		2029	19829	$131K
	FY 2030 5339 funding for Security System		2030	19830	$132K

Future 2027-2030 TIP Amendments

Sponsor	Description	Amendment Action	FY	MPO ID	Funding
City of Galveston/ Island Transit	FY 2028 5337 funding for replacement of inground fuel tank	Program in TIP.	2028	19831	$330K
	FY 2029 5337 funding for rail trolley shelter replacement		2029	19832	$330K
	FY 2030 5337 installation & replacement of rail trolley shelters		2030	19833	$342K
	Purchase Street rail Support Vehicle		2027	19834	$330K
	FY 2027 5337 Procurement of Support Vehicle		2027	19835	$330K

Future 2027-2030 TIP Amendments



Action Requested

- Review and discussion only

Staff Contact



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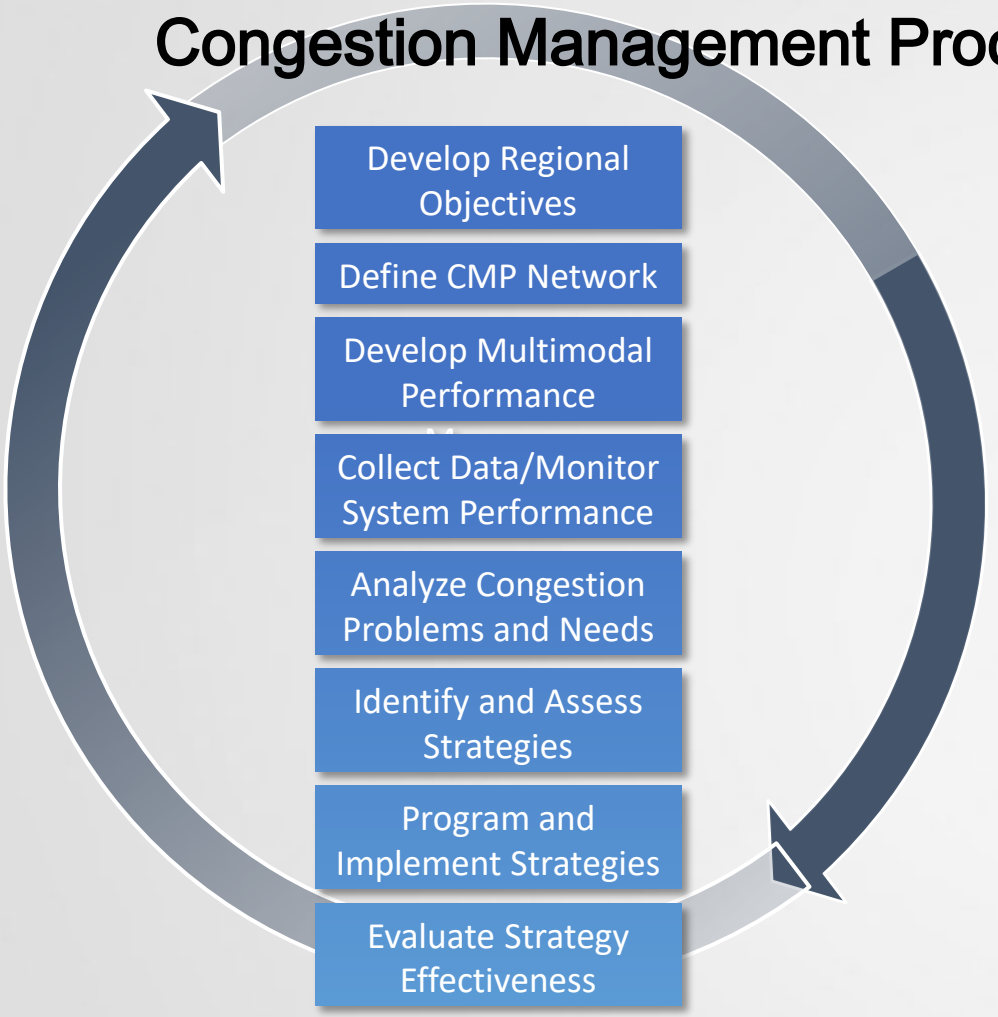

Item 9-The 2026 Congestion Management Plan




Technical Advisory Committee
November 4, 2026

CMP: Ongoing Process and a Plan

Congestion Management Process

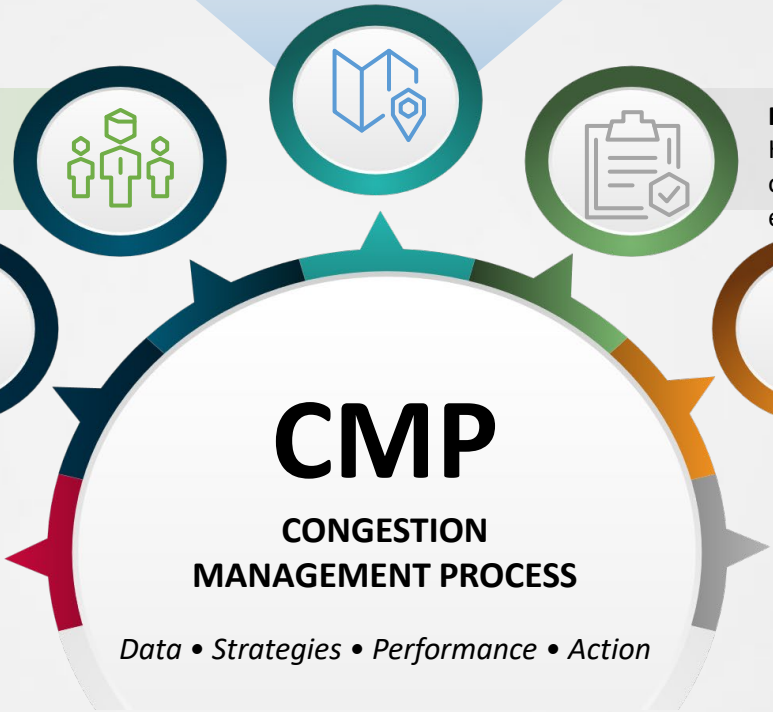


2026 Congestion Management Plan

- Ongoing Process
- Objectives tied to the 2050 RTP goals
- Define network for future years
- Expand measures beyond roadways to transit, freight, and active transportation
- Performance metrics define how, when, and which data will be collected and monitored
- Allow review and analysis of data received
- Increase available strategies to manage congestion
- Assess impact of prior transportation capital projects
- Evaluate projects and systemwide performance
- Provide more frequent updates of congestion management conditions

Connection to Other Plans

Informing a more connected, strategic, and data-driven transportation future for the H-GAC region.



REGIONAL TRANSPORTATION PLAN (RTP)
Identifies system needs, supports strategy selection, and informs long-range investments.

TECHNICAL ADVISORY COMMITTEE (TAC)
Provides technical input on performance, strategies, and evaluation methods.

PROJECT PROGRAMMING
Helps prioritize and shape projects in the TIP based on congestion performance and strategy effectiveness.

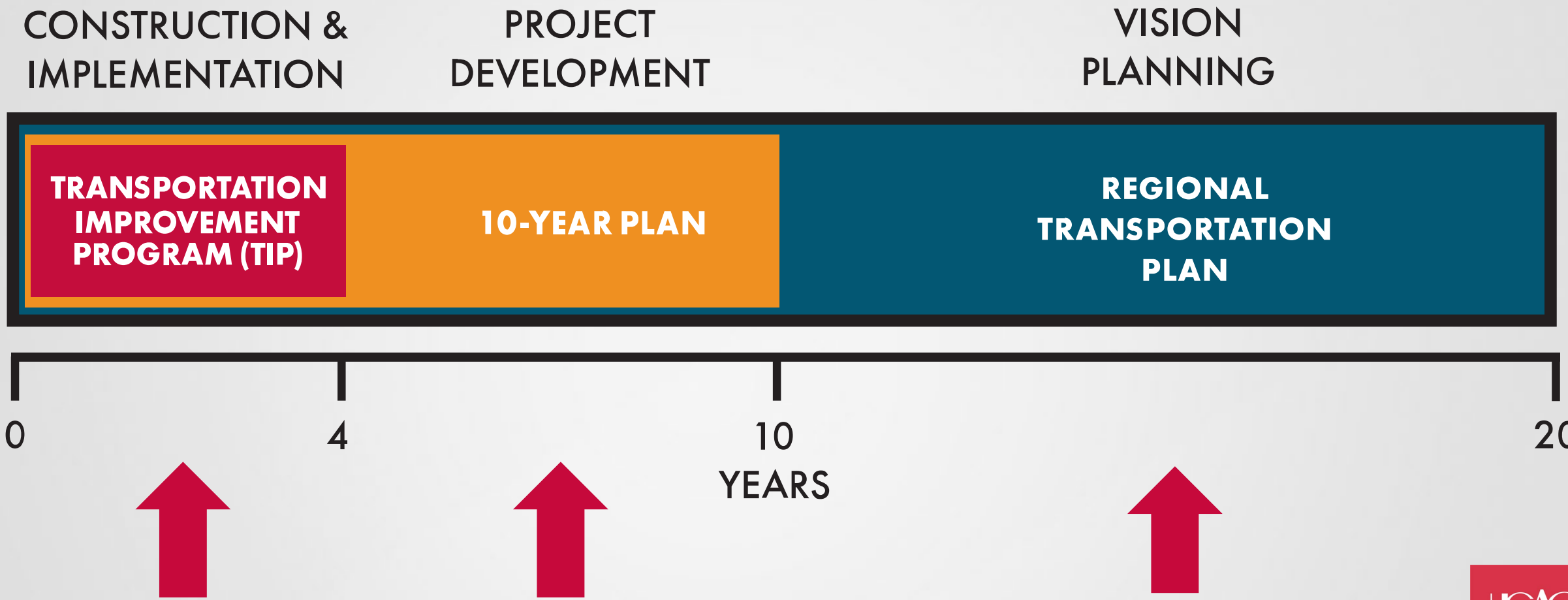
AIR QUALITY
Identifies congestion reduction strategies that support cleaner air and attainment goals.

SAFETY
Informs investments that reduce crashes and improve multimodal safety outcomes.

FREIGHT
Supports strategies to improve truck reliability, goods movement, and economic competitiveness.

RESILIENCE
Helps identify strategies that improve system reliability and prepare for future risks and disruptions.

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RTP Goals with CMP Objectives

Safety	Objective 1.1: Increase Travel Safety
	Objective 1.2: Prioritize Safety Investments Using Data Driven Decision Making
	Objective 1.3: Improve System Safety Performance Through Coordination and Accountability
Optimized Mobility & Economic Vitality	Objective 2.1: Strengthen Multimodal Connectivity to Support Economic Centers
	Objective 2.2: Improve System Reliability and Travel Time Consistency
	Objective 2.3: Optimize Transportation Choice and Operations to Reduce Delay and Congestion
Integrated & Innovative Network	Objective 3.1: Integrate Multimodal Networks for Seamless Regional Connectivity
	Objective 3.2: Expand Access Through Innovative Mobility Solutions
	Objective 3.3: Leverage Advanced Technologies to Improve System Performance and User Experience
Resiliency & Adaptability	Objective 4.1: Reduce Environmental Impacts of Transportation Infrastructure and Operations
	Objective 4.2: Increase System Resilience to Flooding, Extreme Weather, and Climate Impacts
	Objective 4.3: Improve System Recovery and Continuity Following Disruptive Events

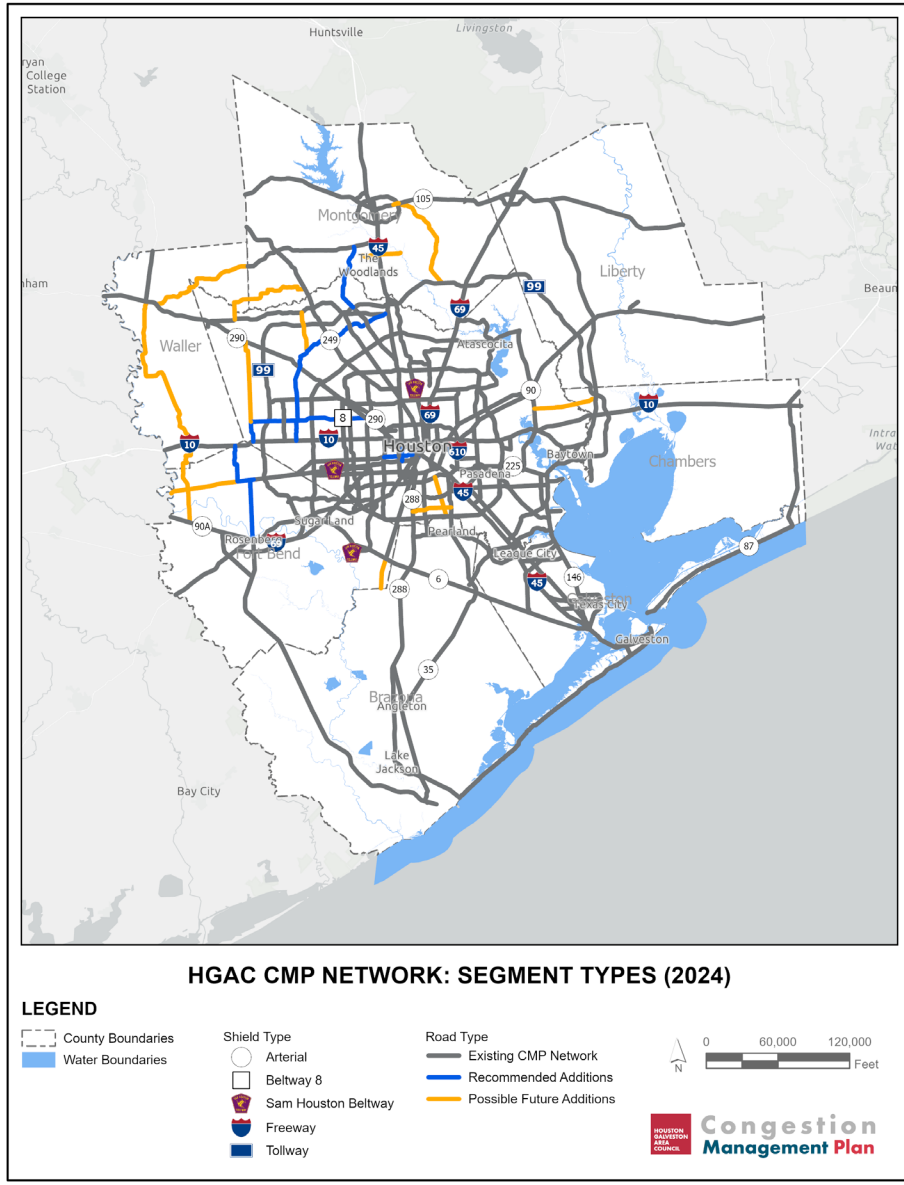
RTP Goals

- Safety
- Optimized Mobility & Economic Vitality
- Integrated & Innovative Network
- Resiliency & Adaptability

Expanded Congestion Management Map



- Existing and historic network in gray
- Higher levels of congestion (added for 2026 Plan) in blue
- Growing levels of congestion monitored for future inclusion in yellow



Congestion Management Strategic Priorities



1) ITS and Transportation System Management
2) Roadway/Mobility
3) Transportation/Travel Demand Management
4) Public Transportation
5) Freight
6) Bicycle and Pedestrian
7) Land Use
8) Roadway Capacity Expansion

CMP Project Schedule

Task	Feb-26	Jun-26	Jul-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27
Project Kickoff								
Public Engagement Round 1								
Existing Conditions Review								
Revised Map and Performance Measures								
Status Update to TAC and TPC								
Draft Final Report Submitted								
Public Engagement Round 2								
Comment Period								
Review of Final Report by TAC/TPC								
Approval of 2026 Update								

Thank You



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OFFICE OF THE COUNTY ENGINEER

HARRIS COUNTY • TEXAS

Harris County Transportation Master Plan & Geometric Design Guidelines Update

PRESENTED BY

Inas Aweidah, P.E., Project Manager

DATE

November 4, 2026

What is included in the Transportation Master Plan?

Harris County Transportation Master Plan



Major Thoroughfare & Freeway Plan (MTFP)



Active Transportation Plan (ATP)

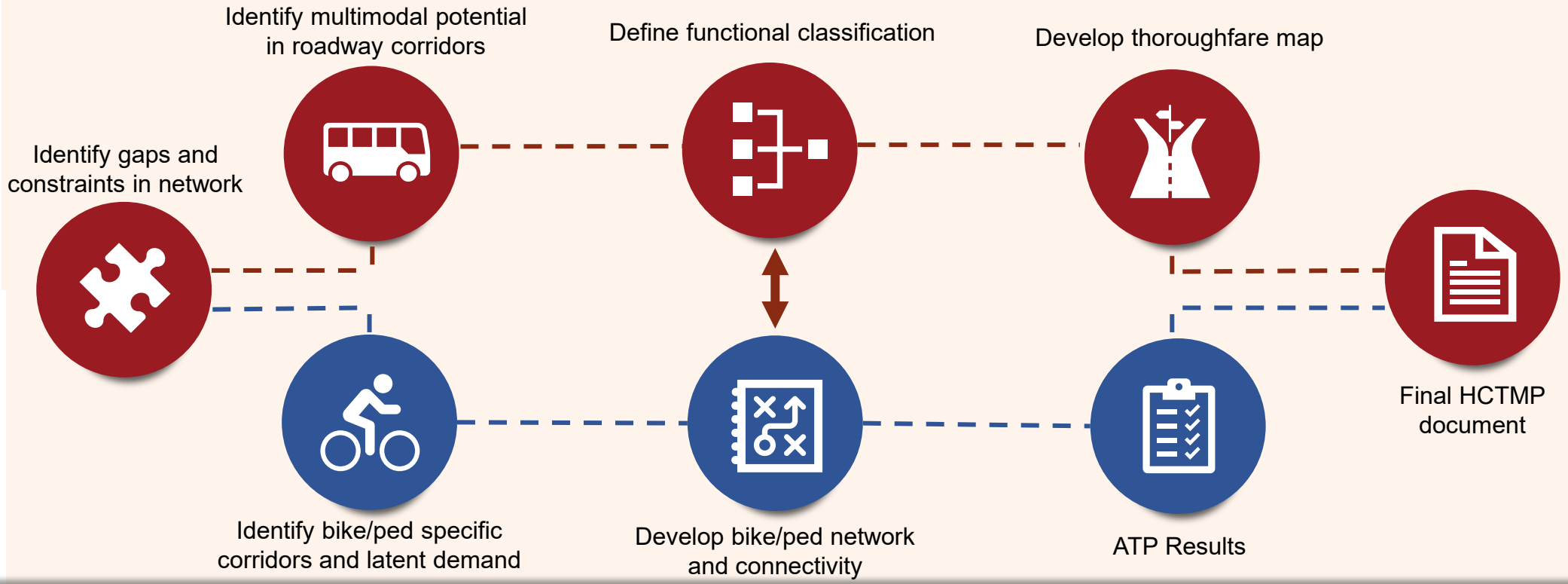


Vision Zero Action Plan

Continuous engagement with county, precincts, transportation agencies, and stakeholders.

Active Transportation Plan vs. Major Thoroughfare & Freeway Plan

Major Thoroughfare & Freeway Plan (MTFP)



Active Transportation Plan (ATP)

Both elements provide a guide for future growth and infrastructure development.

What is included in the 2026 MTFP?

Plan Purpose



What does the Major Thoroughfare & Freeway Plan <u>do</u>?	What does the Major Thoroughfare & Freeway Plan ***<u>not</u> <u>do</u>***?
✓ Defines street classifications as a guide to preserve and dedicate ROW at the time of platting	x Recommend specific roadway projects or programs
✓ Creates a theoretical grid of functionally spaced corridors	x Identify or commit funds to purchase ROW or construction
✓ Identifies opportunities and constraints for both transportation and land use, present and future	x Provide specific timing or geometric design elements
✓ Presents a build-out concept given this point in time	x Prescribe how the roadway will be developed inside of the preserved and dedicated ROW
	x Establish priorities

Technical Updates and Current Status

Major Thoroughfare & Freeway Plan

Mapping Analysis Complete

- Current Thoroughfares
- Right of Way
- Congestion
- Transit Propensity
- Priority Corridors
- Removals | Realignments
- Open House Review with Precincts
- Updates to Collector network
- Review updates with OCE

In Progress

- Stakeholder input and final revisions

Active Transportation Plan

Mapping Analysis Complete

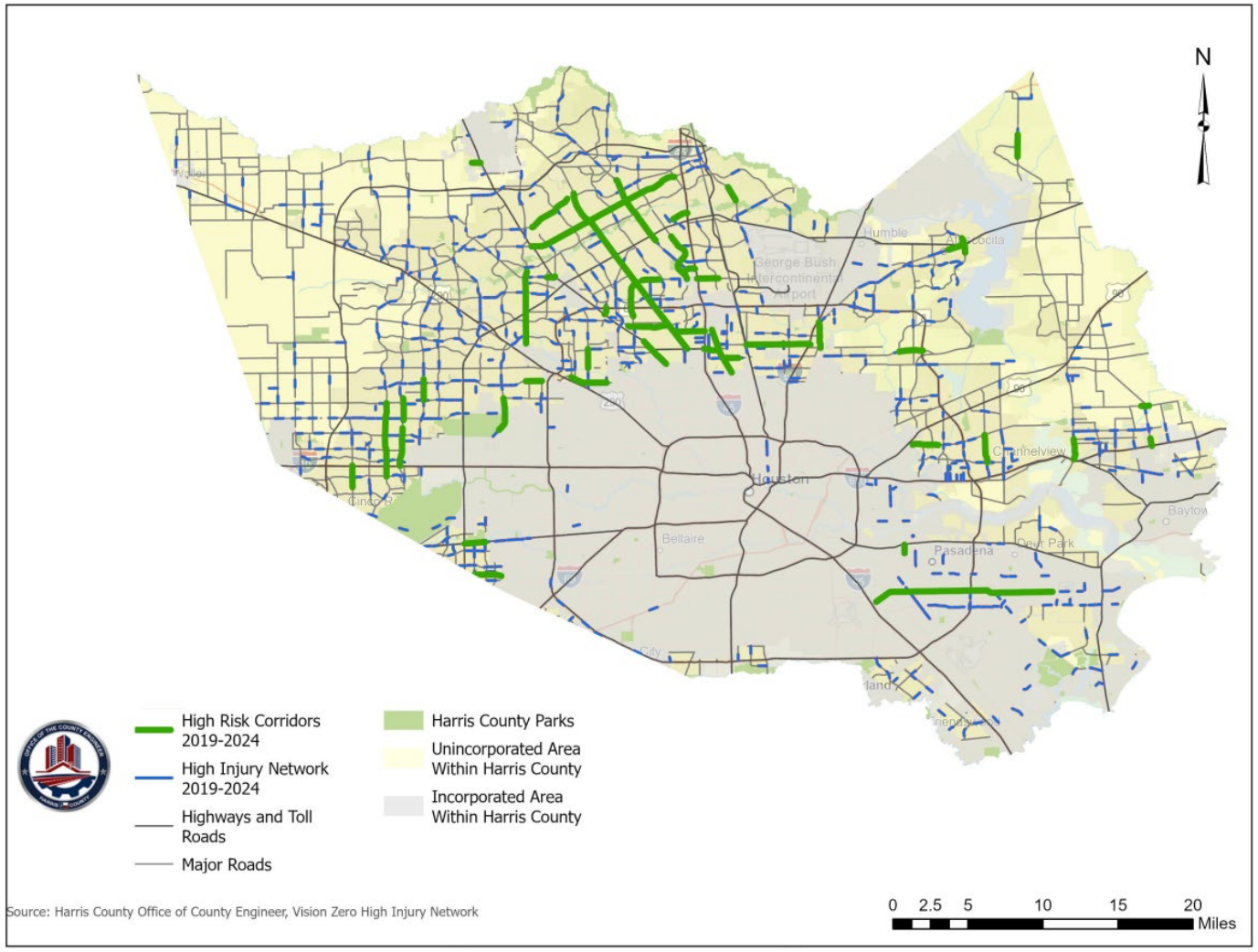
- High Crash Intersections
- High Crash Corridors
- Latent Demand
- Bike and Pedestrian Propensity
- Critical Corridors
- Gather Precinct Plans and Projects
- Update Networks
- Open House with Precincts
- Review updates with OCE

In Progress

- Stakeholder input and final revisions

High Injury Network (HIN) and High Risk Corridors

- Updated 2018 Vision Zero HIN methodology to reflect recent crash data: 2019-2024
- Examined optional methodologies to develop updated HIN, including ADTs and VMTs
- Presented results and implications of optional methodologies to Steering Committee
- Achieved a consensus on calculating the updated HIN using original methodology for the following reasons:
  - Consistency
  - Comparability
- Updated HIN used to refine existing and add new High-Risk Corridors.

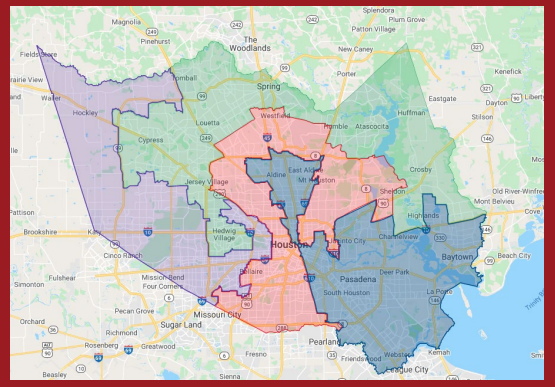


Why We Are Updating the Current Geometric Design Guidelines

Embed Vision Zero Principles

Harris County VISION ZERO
Safer Streets. Safer You.

Consistency Across Jurisdictional Boundaries



Safe System Approach



Source: https://visionzeronetwork.org/fundamentals-of-the-safe-system-approach/

Key Changes: Speed and Cross-Section

Cross-sections follow the MTFP classes and target speeds, reallocating width to sidewalks, bikeways and medians

Current practices are either not established or not uniform across the Precincts in unincorporated Harris County.

Design Element	Proposed Update
Classification and right-of-way	Aligned with MTFP functional classes; Principal Thoroughfare 100–120 ft by context; Local 50 ft minimum, 60 ft recommended
Speed	Design speed equals the target (posted) speed; Safe System targets by class
Lane width	Lane widths of 10–12 ft by class with a 10-ft absolute minimum; 12-ft outside lane on truck and bus routes
Medians and pedestrian refuge	Raised median on thoroughfares and major collectors with 4+ lanes; 6-ft pedestrian refuge in the functional area of each crossing
Sidewalks	Sidewalk or shared-use path on both sides of new and reconstructed County roads; sidewalks 5–6 ft by context, 8 ft recommended on HIN segments with pedestrian crashes
Bicycle facilities	Off-street shared-use path by default on thoroughfares and collectors; on-street facility only where off-street is infeasible, selected by speed and traffic volume

65–89% reduction in pedestrian crashes along roadways with sidewalks
FHWA PSC: Walkways

56% reduction in pedestrian crashes with pedestrian refuge islands
FHWA PSC: Medians and Refuge Islands

19–47% reduction in total crashes from four-to-three-lane road diets
FHWA PSC: Road Diets

Sources: Draft Harris County Geometric Design Manual V2.8 (Oct. 2026); FHWA Proven Safety Countermeasures (PSC); Tex. Loc. Gov't Code §232.102; Tex. Transp. Code §545.355

Key Changes: Intersections and Operations

Intersections favor slower turns and shorter crossings; new policies address roundabouts, parking and lighting

Current practices are either not established or not uniform across the Precincts in unincorporated Harris County.

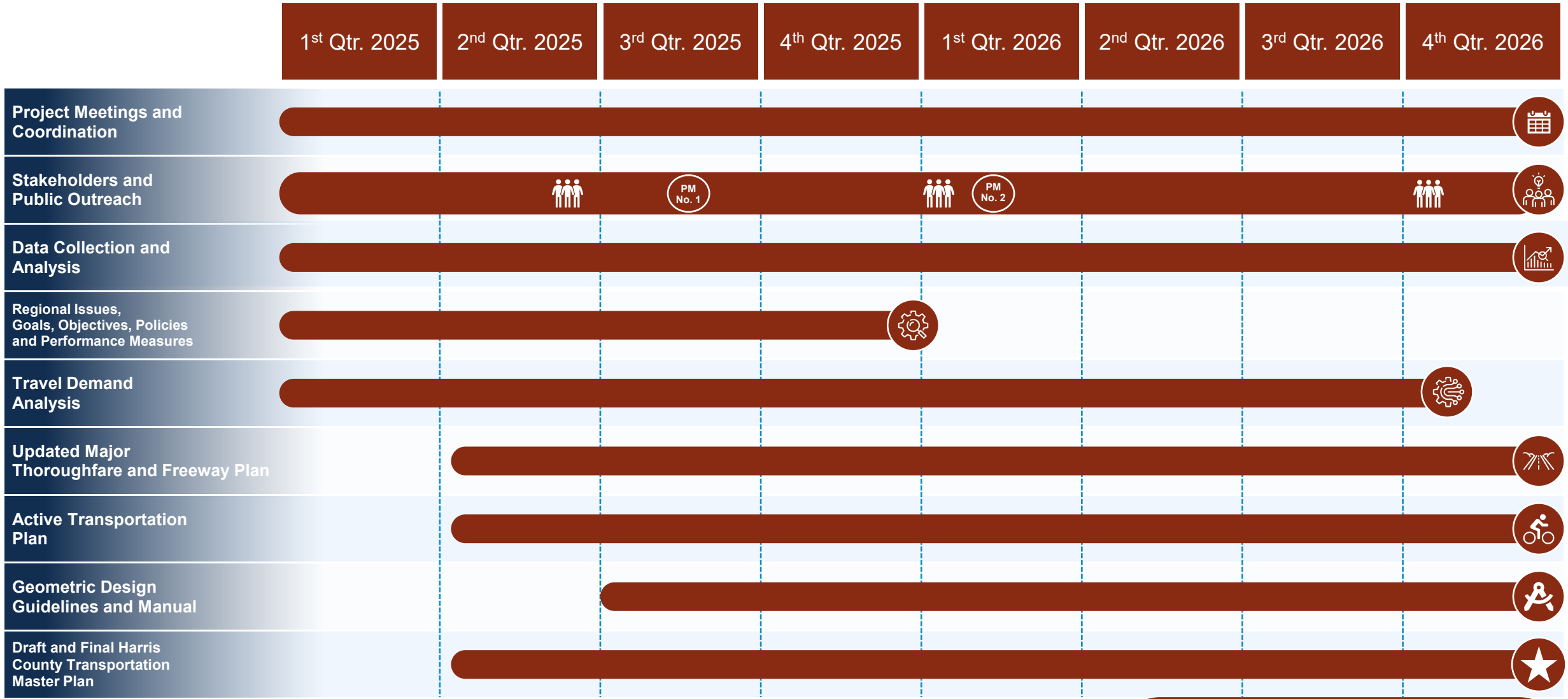
Design Element	Proposed Update
Curb radius and design vehicle	Smallest practical radius by context, with a 15-ft default in urban and high-pedestrian areas; larger radii only with documented turning analysis; design vehicle by class, with fire apparatus and buses checked as control vehicles
Roundabouts	New policy for roundabouts in County ROW, applied through platting and infrastructure acceptance; considered where angle or turning crashes, speed management or capacity needs warrant
On-street parking	Not permitted on thoroughfares; by context on collectors; permitted on local streets where compatible, excluding open-ditch sections; 8 ft × 22 ft stalls
Illumination	Intersection and crossing lighting per the FHWA Lighting Handbook and ANSI/IES RP-8; luminaires on all new and rebuilt signals; continuous lighting where warranted
Guideline sheets	GG-01 to GG-11 guideline sheets are being updated for MTFP classes

82% reduction in fatal and injury crashes, two-way stop to roundabout
FHWA PSC: Roundabouts; AASHTO HSM

78% reduction in fatal and injury crashes, signal to roundabout
FHWA PSC: Roundabouts; AASHTO HSM

42% reduction in nighttime pedestrian injury crashes at lit intersections
FHWA PSC: Lighting

Sources: Draft Harris County Geometric Design Manual V2.8 (Oct. 2026); FHWA Proven Safety Countermeasures (PSC); AASHTO Highway Safety Manual (HSM); FHWA Lighting Handbook; ANSI/IES RP-8


1st Qtr. 2025
2nd Qtr. 2025
3rd Qtr. 2025
4th Qtr. 2025
1st Qtr. 2026
2nd Qtr. 2026
3rd Qtr. 2026
4th Qtr. 2026
Project Meetings and Coordination
Stakeholders and Public Outreach
PM No. 1
PM No. 2
Data Collection and Analysis
Regional Issues, Goals, Objectives, Policies and Performance Measures
Travel Demand Analysis
Updated Major Thoroughfare and Freeway Plan
Active Transportation Plan
Geometric Design Guidelines and Manual
Draft and Final Harris County Transportation Master Plan
Stakeholder Meetings
Meetings with Steering Committee and Focus Groups held throughout Plan development.
Commissioners Court Adoption and Review
December 17, 2026

Stakeholder and Public Engagement

Stakeholder Meeting #1

September 30, 2025

Details:
- **75 attendees**
- Virtual Teams meeting

Feedback:
HCTMP live survey with **48 participants**

Virtual Public Meeting #1

December 2025 – February 2026

Details:
- Recorded live presentation posted on the HCOCE website

Feedback:
Online ATP Survey with **135 participants**

Stakeholder Meeting #2

April 2026

Details:
- **58 attendees**
- Virtual Teams meeting

Feedback:
Interactive online review of the ATP and MTFP maps with **16 participants**

Public Meeting #2

Spring 2026

Details:
- **9 public attendees**
- In-person meetings at 3 locations by precinct

Feedback:
A total of **37 participants** provided feedback on MTFP and ATP through map reviews, survey and comment form.

Stakeholder Meeting #3

November 17, 2026

Commissioners Court Adoption & Review

December 17, 2026

Vision Zero workshops with Precincts

Steering Committee and Focus Group Meetings

8 in-person community pop-up meetings

How to Provide Feedback

Scan the QR code to view the Draft Geometric Design Guidelines in detail

Complete the survey at the same link

Provide all comments by Friday, November 20, 2026

The draft is marked not for permitting, design, or construction until codified by the Commissioners Court

For additional questions or comments, contact the team at HCTMP@harriscountytx.gov

OFFICE OF THE COUNTY ENGINEER

HARRIS COUNTY • TEXAS

Thank You.

Toward safer, self-enforcing streets for everyone in Harris County.

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