



Item 5. MPO Directors' Report



Transportation Policy Council
September 25, 2026

2026 Association of Metropolitan Planning Organizations Conference

2026 Association of Metropolitan Planning Organizations Conference



Award
Winner!

2026 Outstanding
Overall Achievement
Large MPO



2026 Association of Metropolitan Planning Organizations Conference



STIP Exception Report



100% Approval!

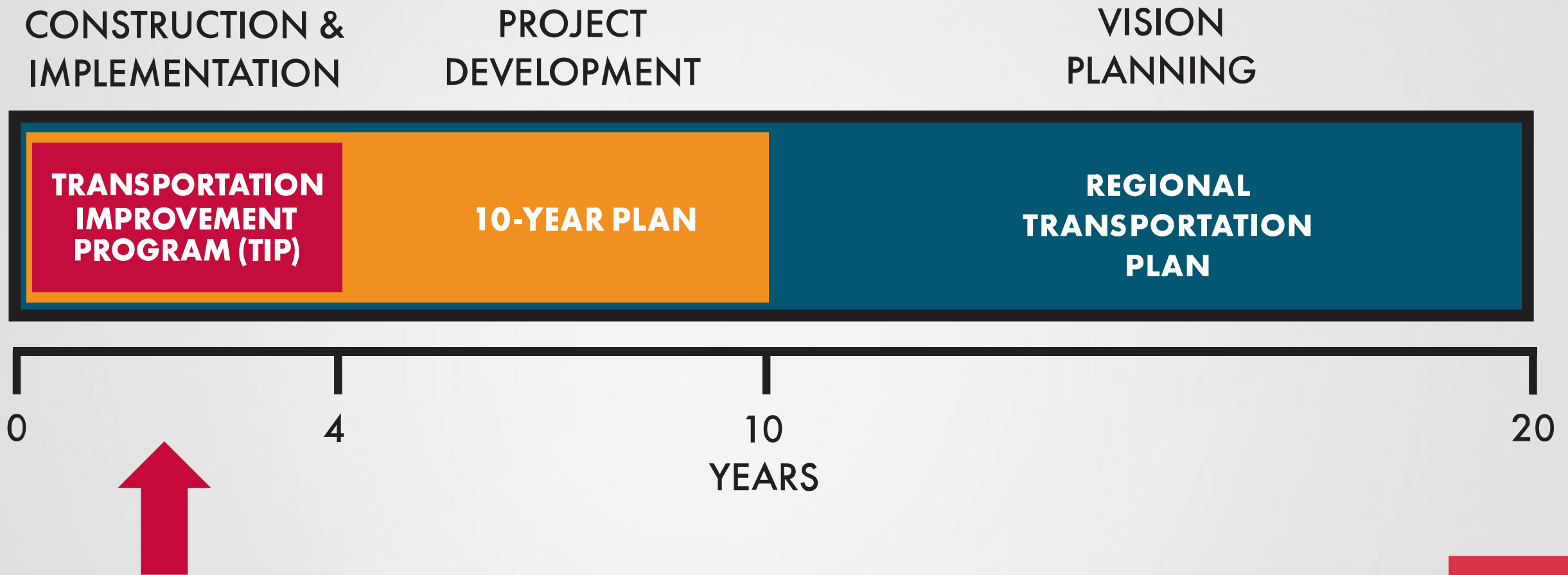


Item 6B. Amendments to 2027-2030 TIP and 2045 RTP



Transportation Policy Council
September 25, 2026

We Are Here



Future 2027-2030 TIP Amendments

Program in 2027-2030 TIP				
Sponsor	Description	Fiscal Year	MPOIDs	Funding (\$M)
City of Sugar Land	Engineering and Construction of US 90 A Railroad monitoring system	2027, 2028	19014, 19017	\$1.7
TxDOT BMT	Construction of SH 99 from 2 to 4 Lane Widening	2027, 2028	19395, 19402, 19403, 19404	\$522.7
Brazoria County	Engineering and Right-of-Way acquisition for Pearland Parkway extension	2027, 2028	19613, 19614	\$8.5
Montgomery County	Right-of-Way and Engineering Review for Old Conroe Road widening and add new construction segment	2027 2029	19580, 19600	\$135.0
	Right-of-Way for IH 45 N Auxiliary Lane and Braided ramps project	2027	19611	\$15.0
TxDOT HOU	Construction of SH 99 Frontage Road	2027	19615	\$46.0
	Group FM 1464 LED Safety lighting project in statewide program	2027	19599	\$2.7

Future 2027-2030 TIP Amendments

Update scope in 2027-2030 TIP

Sponsor	MPOIDs	Description	Fiscal Year	Funding (\$M)
METRO	19081, 19104, 19113, 19612	Safety & security from operating to capital. Program surplus funds for transit center roof replacements.	2027	\$2.0, \$25.0, \$17.3, \$16.1
City of Galveston	19210	Update Stewart Road rehabilitation scope of work	2027	\$6.5
Island Transit	19546	Rescope FTA Section 5337 software acquisition to meet new FTA procurement requirements	2027	\$0.3

Future 2027-2030 TIP Amendments

Update Costs in 2027-2030 TIP

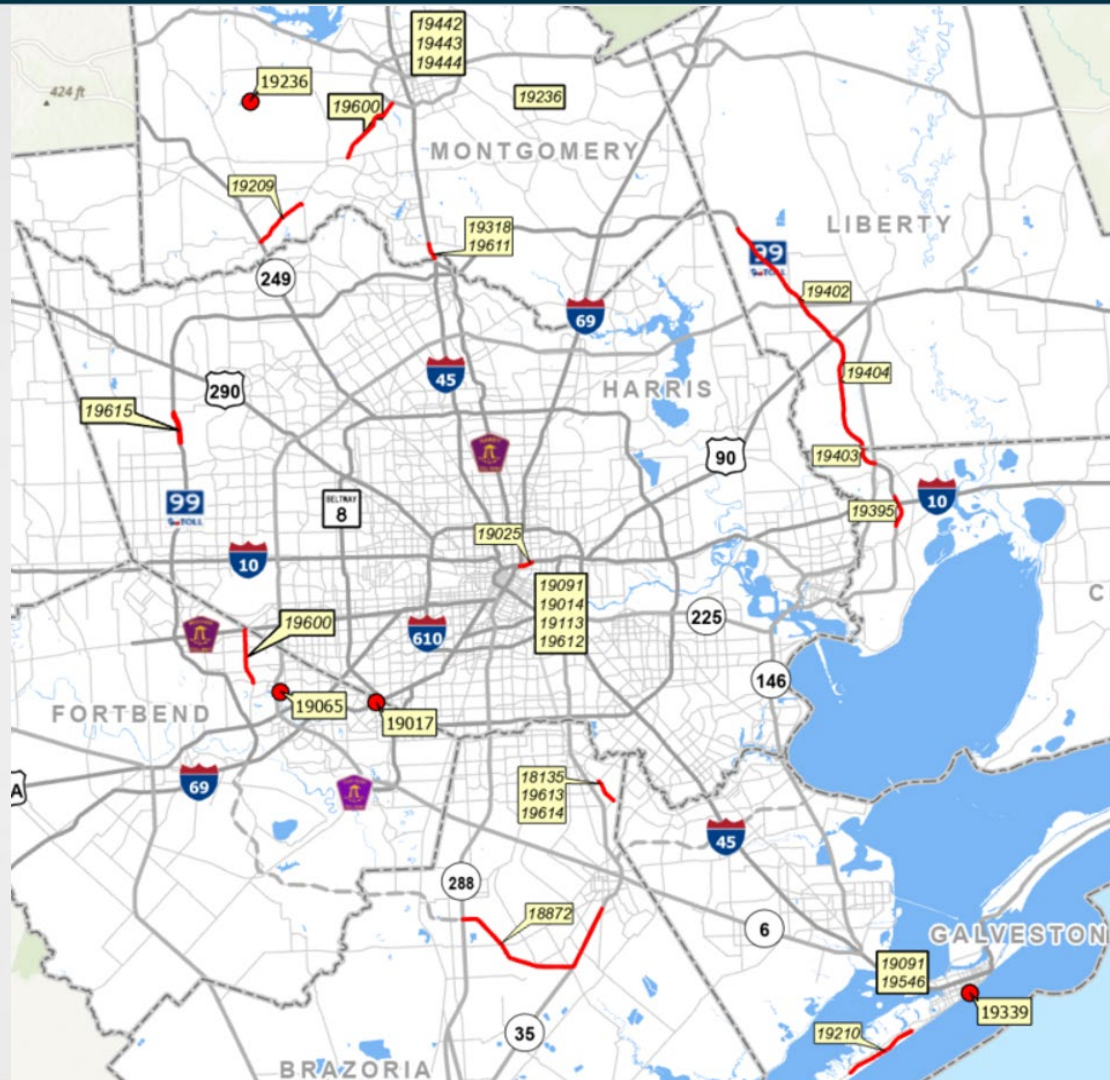
Sponsor	MPOIDs	Description	Fiscal Year	Funding (\$M)
City of Conroe	19442, 19444	Update FTA Section 5307 capital and operating costs to actual allocations	2027	\$0.1, \$0.3
City of Sugar Land	19065	Add \$1.9M of STBG at 50/50 Federal/Local to cover cost overrun on Gannoway Lake Trail Improvements	2027	\$5.7
Montgomery County	19236	Add \$3.5M of CMAQ with matching TDCs to Traffic Monitoring System project due to new industry standards	2026	\$14.5

Future 2027-2030 TIP Amendments

Delays and Cancellations in 2027-2030 TIP

Sponsor	MPOIDs	Description	Fiscal Year	Funding (\$M)
Brazoria County	18872	Delay SH 99 Seg. B construction from 2027 due to change in priorities	2035	\$604.0
TxDOT HOU	19025	Delay IH 10 (NHHIP Seg. 3C-1) reconstruction from 2028 to align with drainage project in the same corridor	2032	\$226.0
TxDOT HOU	18896 & 19101	Cancel truck parking lot construction projects dues to change in priorities	2026	\$1.6, \$3.4
City of Conroe	19443	Cancel FTA Section 5307 operating project and move funding to MPOID 19444	2027	\$0.1
Island Transit	19091	Cancel proposed trolley facility due to not being selected	2027	\$0.1
City of Galveston	19339	Cancel traffic signalization project because of Galveston's decision to use local funds	2027	\$0.6
Montgomery County	19209	Cancel Hardin Store Road rehabilitation project due to change in priorities	2026	\$9.5

Future 2027-2030 TIP Amendments



Action Requested

- Transportation Policy Council approval of Resolution 2026-24

Staff Contact



Jim Dickinson

Senior Planner

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Item 7. 2026 Legislative Priorities of the Transportation Policy Council



Transportation Policy Council
September 25, 2026

Legislative Policy Priorities ad hoc Committee Members

- Judge Mark Keough – Chair – Montgomery County
- Commissioner Lesley Briones – Harris County
- Council Member Sally Branson – City of Friendswood
- Council Member Suzanne Whatley – City of Sugar Land
- Mr. Kerrick Henny – Port Houston
- Dr. Shelley Sekula-Gibbs – The Woodlands Township

2026 TPC Legislative Priorities

1. Increase allocation to the State Highway Fund by increasing revenue shares from Proposition 1 and Proposition 7 and reducing funding to the Enterprise Fund.
2. Increase the cap on Sales/Use Tax from \$2.5B to \$5B and increase the percentage share of revenue from Motor Vehicle Sales/Use Tax.
3. Restrict the use of toll-road surplus revenues to only roadway infrastructure related projects.
4. Increase the allocations to address unsafe at-grade railroad crossings.
5. Preserve the legislative intent of the Federal-Aid Highway Act of 1956 by modifying 43 TAC 16.153 and remove the application of TxDOT funding categories to regional MPOs and restore decision making authority to local elected officials.
6. Reauthorize the County Transportation Infrastructure Fund to include roadways impacted by industrial activities, and open additional dedicated funding for high-growth areas.

Action Requested

Transportation Policy Council approval of the 2026 TPC Legislative Priorities.





Item 8. Approval of Ex-Officio Member



Transportation Policy Council
September 25, 2026

Ex-Officio Member Appointment

- ✓ TPC Bylaws authorize the TPC Chair to appoint non-voting ex-officio representative to the TPC.
- ✓ Subject to approval by a majority of the TPC's voting membership.
- ✓ TPC Chair Beckendorff requests appointment of State Senator Brett Ligon as an ex-officio member.

State Senator Brett Ligon

- State Senator Brett Ligon represents Texas State Senate District 4, which includes (within the H-GAC MPO area) Chambers County and portions of Galveston, Harris, and Montgomery Counties.
- Senator Ligon is nominated for this position due to his ability to serve as an important connection between regional transportation priorities identified by the TPC capacity to communicate regional needs and priorities to state policymakers.

Action Requested

TPC Approval of Ex-Officio Member State Senator Brett Ligon.





Item 9. 2026 Transit Asset Management Performance Measures Update



Transportation Policy Council
September 25, 2026

TRANSPORTATION PERFORMANCE MEASURES BRIEFING BOOK



Transit Asset Management (TAM) and Public Transportation Safety Agency

State of Good Repair Performance Measure

Percentage of equipment (non-revenue vehicles) that have either met or exceeded their Useful Life Benchmark

Percentage of rolling stock (revenue vehicles) that have either met or exceeded their Useful Life Benchmark

Percentage of infrastructure (rail fixed guideway track) that have performance restrictions

Percentage of facilities (buildings and structures) that are rated below condition 3 on the Transit Economic Requirement Model scale

Public Transportation Safety Performance Measures

Total number of fatalities

Total number of injuries

Total number of safety events

Rate of fatalities per vehicle revenue mile (VRM)

Rate of injuries per VRM

Rate of safety events per VRM

Mean distance between major mechanical failures

Asset Categories & Metrics

Asset Category	Performance Measure
Rolling Stock	Age - % of Revenue Vehicles exceeding their Useful Life Benchmark (ULB)
Equipment	Age - % of Non-revenue Vehicles exceeding their Useful Life Benchmark (ULB)
Facilities	Condition - % of Facilities with a condition rating below 3 on the TERM scale (Marginal or Poor)
Rail Infrastructure	Performance - % of Rail track segments, signals and systems with performance restrictions

H-GAC & Transit Agency Roles

H-GAC:

- Coordinate with regional transit providers
- Establish regional TAM performance targets
- Use the most recent available provider data
- Reflect TAM performance in the RTP and TIP
- Document data sources and provider coordination

Transit Agencies:

- Maintain a TAM Plan
- Update the TAM Plan at least every 4 years
- Set annual TAM performance targets
- Report asset condition data to the NTD
 - *2024 NTD data is available as of June 2026*

DRIVING EXCELLENCE: The Link Between Asset Condition and Transit Performance

Illustrating the critical relationship between the condition of transit assets and the safety, reliability, and cost-effectiveness of the transportation system.

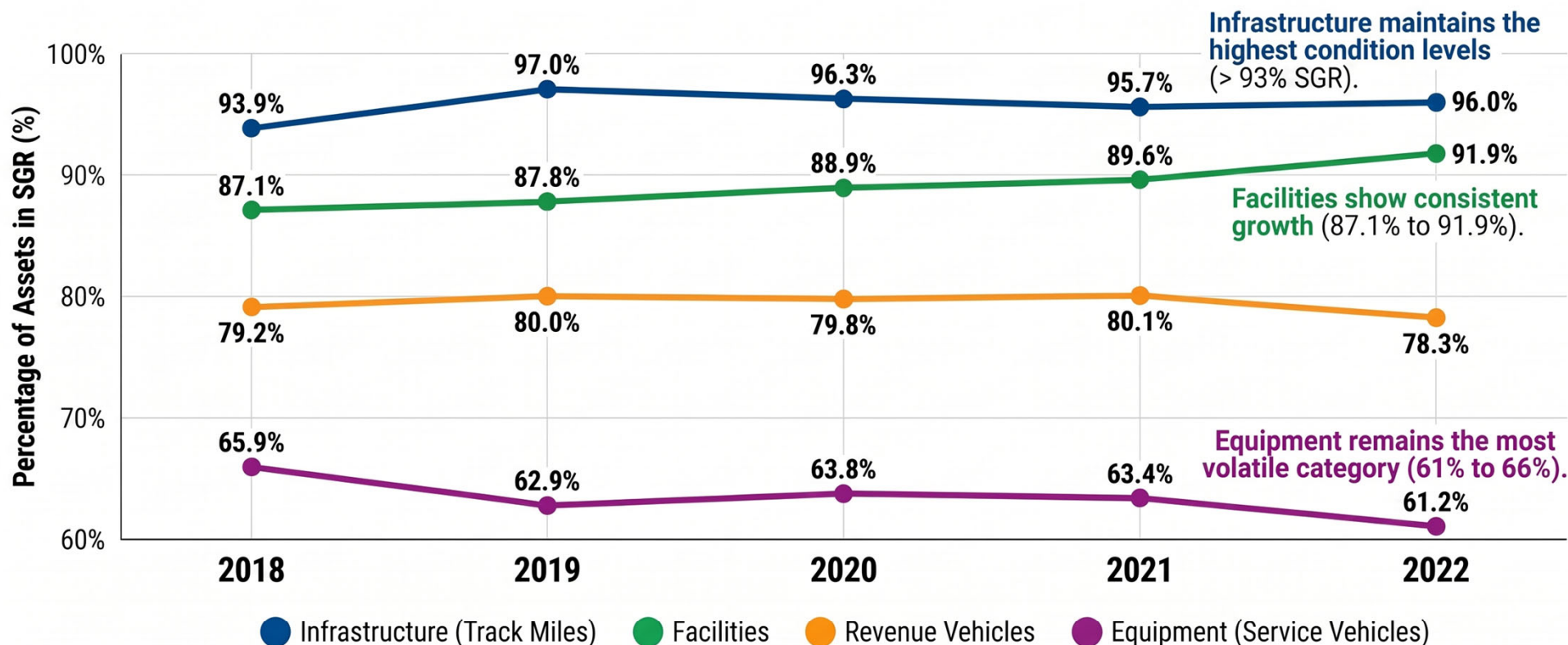




National Trends: State of Good Repair (SGR)



National Transit Assets in State of Good Repair (2018-2022)



Performance Definitions



Revenue Vehicle SGR

Based on the percentage of vehicles that have not exceeded their Useful Life Benchmark.



Infrastructure SGR

Measured as the percentage of track miles free from performance restrictions (slow zones).

Source: FTA 2022 TAM Data Summary Report

2026 TAM Data Approach

- **For the 2026 update, H-GAC used:**
 - Updated 2026-cycle TAM Plans where submitted
 - Most recent agency-submitted TAM data where no newer data was available
- **Excluded from regional calculations:**
 - Brazos Transit District — unable to itemize H-GAC MPA asset condition data
 - Colorado Valley Transit — reports through TxDOT statewide group plan
 - Sugar Land On Demand — does not utilize FTA funds; exempt from reporting

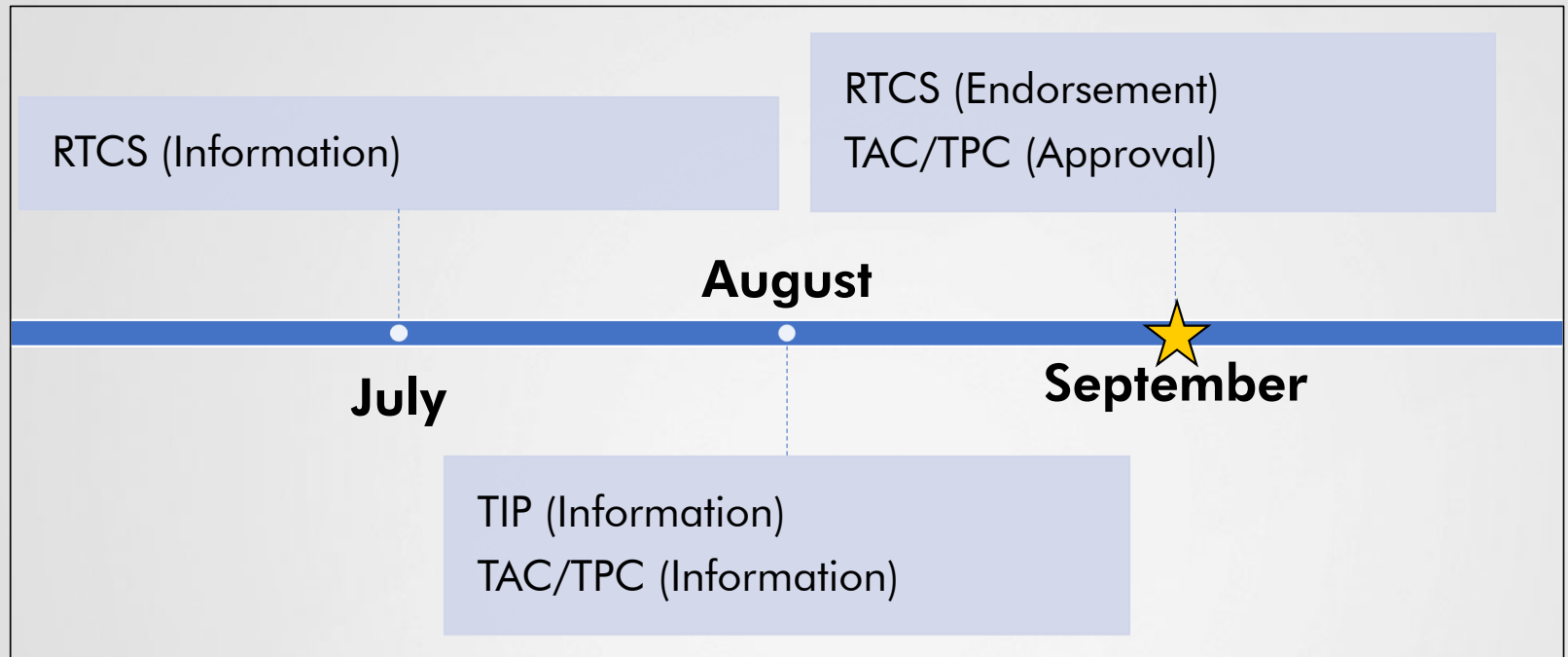
Regional TAM Performance Targets

Performance Targets and Actuals by Year											
Asset Category	2022			2024			2026			Proposed Targets*	
	Targets	Actuals	Met	Targets	Actuals	Met	Targets	Actuals	Met	2028	2030
Rolling Stock (revenue vehicles)	10%	10%	✓	10%	20%	✗	20%	19%	✓	20%	20%
Equipment (non-revenue vehicles)	46%	46%	✓	46%	55%	✗	55%	32%	✓	30%	30%
Facilities (buildings and structures)	54%	45%	✓	45%	28%	✓	28%	8%	✓	8%	8%
Infrastructure (rail tracks, signals & systems)	0%	0%	✓	0%	1%	✗	1%	1%	✓	1%	1%
Note: A lower percentage indicates better condition of transit assets											

Transit Investments to Watch

- **\$1.9B:** Total federal funding programmed through 2030 for transit agency as capital or infrastructure projects

Timeline



RTCS- Regional Transit Coordination Subcommittee
TIP – Transportation Improvement Plan Subcommittee
TAC – Transportation Advisory Committee
TPC- Transportation Policy Council

Staff Recommendation

- H-GAC staff recommends the Regional Transit Coordination Subcommittee **endorse** the Regional Transit Asset Management Performance Targets proposed for 2028 and 2030.



Slide 12

OJ1

Hide this slide until next month.

Owens, Jamila, 2026-07-07T20:01:44.198

Action Requested

- H-GAC staff recommends the Regional Transit Coordination Subcommittee **endorse** the Regional Transit Asset Management Performance Targets proposed for 2028 and 2030.



Action Requested

- Transportation Policy Council approval of Resolution No. 2026-21



Next Steps

- Staff will present to TAC this month.
 - **Action Requested at TAC:** “Technical Advisory Committee recommendation for Transportation Policy Council approval of Resolution No. 2026-21”



Action Requested

- Discussion only



Staff Contact



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Supervisor of Transportation Safety

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Item 10. 2026 Public Transportation Agency Performance Measures Update



Transportation Policy Council
September 25, 2026



Safety Performance Measures

All Applicable Transit Agencies

All agencies subject to the PTASP regulation must set Safety Performance Targets (SPTs) for these 14 general safety performance measures in the National Safety Plan

- Agencies must set individual SPTs for each modal group they operate
- FTA does not require a specific target-setting methodology for these measures

General Safety Performance Measures

1a: Major Events	2.1: Transit Worker Fatality Rate (NEW)
1b: Major Event Rate	3a: Injuries
1.1: Collision Rate (NEW)	3b: Injury Rate
1.1.1: Pedestrian Collision Rate (NEW)	3.1: Transit Worker Injury Rate (NEW)
1.1.1: Vehicular Collision Rate (NEW)	4a: Assaults on Transit Workers (NEW)
2a: Fatalities	4b: Rate of Assaults on Transit Workers (NEW)
2b: Fatality Rate	5: System Reliability

Setting 2028 and 2030 Regional Targets

- 1. Methodology:** For existing targets, regional weights are applied to individual agency PTASPs based on Vehicle Revenue Miles (VRM)
- 2. Vision Zero Approach:** Staff recommends using TPC's adopted Vision Zero framework as the baseline for fatalities.
- 3. Continuous Improvement:** H-GAC intends to reevaluate these regional targets as more granular data for the seven new performance targets are reported to the National Transit Database (NTD).

Tier I – METRO and Island Transit (Bus)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Bus	1a	Major Safety Events	136	398	438	260	260
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.33	0.942	0.948	0.500	0.500
	1.1	Collision Rate (NEW)	-	-	0.491	0.490	0.490
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.03	0.03	0.03
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.429	0.429	0.429
	2a	Fatalities	0	6	3	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0.014	0.006	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	175	387	438	233	233
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.425	0.916	0.948	0.45	0.45
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.002	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	14	14	14
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0.03	0.03	0.03
	5	System Reliability <i>(Note: higher is better)</i>	6,750	6,219	5,934	6,627	6,627

Tier I – METRO and Island Transit (Paratransit)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Paratransit	1a	Major Safety Events	39	52	63	36	36
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.289	0.304	0.313	0.19	0.19
	1.1	Collision Rate (NEW)	-	-	0.194	0.18	0.18
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0.01	0.01
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.184	0.17	0.17
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0	0	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	35	58	62	29	29
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.174	0.339	0.308	0.15	0.15
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	5	System Reliability <i>(Note: higher is better)</i>	21,000	17,769	18,135	17,499 ⁵	17,499

Tier I – METRO and Island Transit (Rail)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Rail	1a	Major Safety Events	100	93	132	111	111
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	4.72	2.90	3.99	3.27	3.27
	1.1	Collision Rate (NEW)	-	-	1.57	1.57	1.57
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.42	0.42	0.42
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	1.12	1.12	1.12
	2a	Fatalities	0	2	2	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0.06	0.06	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	45	69	70	50	50
	3b	Injury Rate per 100k Vehicle Revenue Mile	1.89	2.15	2.12	1	1
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.06	0.06	0.06
	4.1	Assaults on Transit Workers (NEW)	-	-	2	2	2
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0.06	0.06	0.06
	5	System Reliability <i>(Note: higher is better)</i>	15,000	45,789	103,414	105,931	105,981

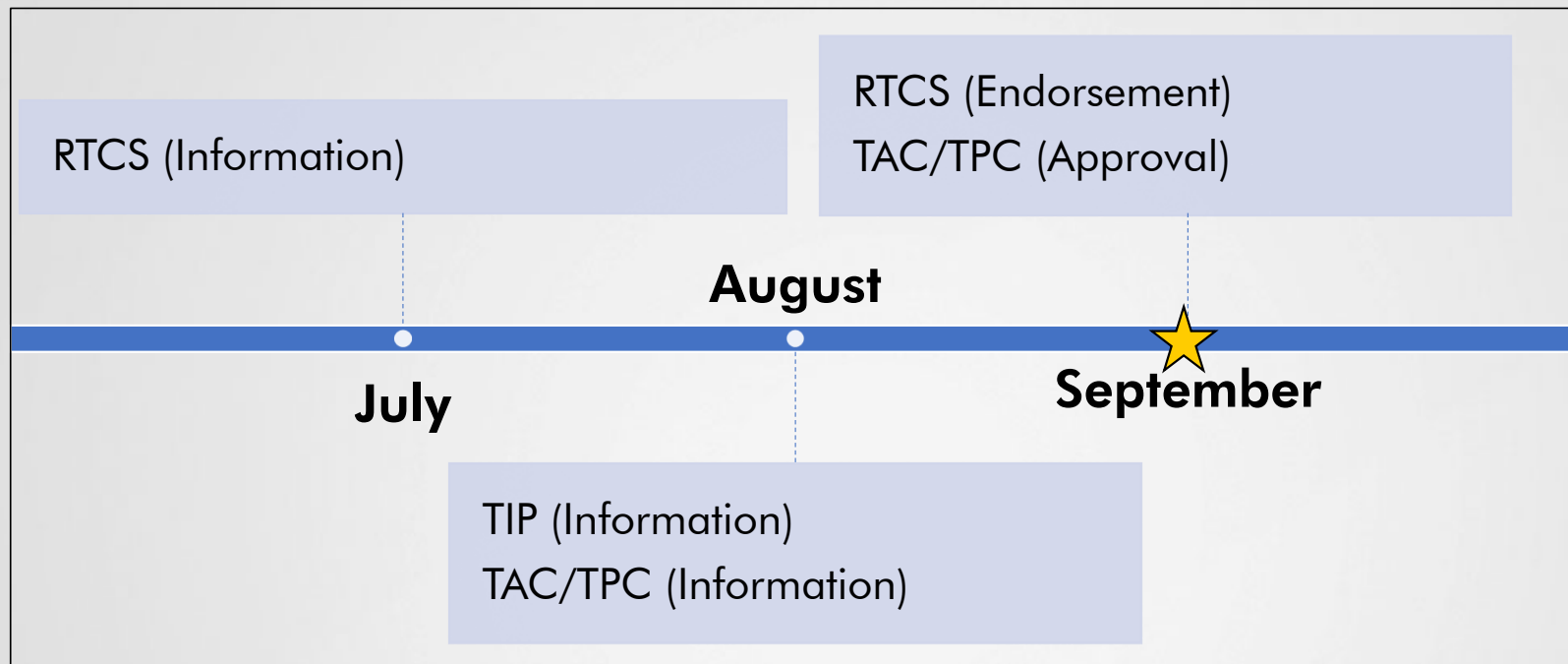
Tier II Transit Agencies (Bus)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Bus	1a	Major Safety Events	0.53	2.28	1.64	1.05	1.05
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.20	0.27	0.36	0.56	0.56
	1.1	Collision Rate (NEW)	-	-	0.19	0	0
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0.186	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0	0	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	0.28	1.66	0.26	0.61	0.61
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.15	0.20	0.036	0.21	0.21
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	5	System Reliability <i>(Note: higher is better)</i>	150,207	32,640	60,917 (2024)	98,005	98,005

Tier II Transit Agencies (Demand Response)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Demand Response	1a	Major Safety Events	1.90	0.94	0	1.24	1.24
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.20	0.090	0	0.19	0.19
	1.1	Collision Rate (NEW)	-	-	0	0	0
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0	0	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	1.68	1.41	0.36	1.07	1.07
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.15	0.13	0.058	0.10	0.10
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	5	System Reliability (Note: higher is better)	288,488	221,234	174,176	251,590	251,590

Timeline



RTCS- Regional Transit Coordination Subcommittee
 TIP – Transportation Improvement Plan Subcommittee
 TAC – Transportation Advisory Committee
 TPC- Transportation Policy Council

Slide 9

OJ1

Please add RTCS endorsement in August. You all will need a special call meeting.

Owens, Jamila, 2026-07-07T20:01:11.886

Action Requested

- Discussion only



Action Requested

- H-GAC staff recommends the Transportation Improvement Program Subcommittee **endorse** the Regional Transit Asset Management Performance Targets proposed for 2028 and 2030.



Action Requested

- H-GAC staff recommends the Regional Transit Coordination Subcommittee **endorse** the Regional Transit Asset Management Performance Targets proposed for 2028 and 2030.



Action Requested

- Transportation Policy Council approval of Resolution No. 2026-22



Next Steps

- Staff will present to TAC this month.
 - **Action Requested at TAC:** “Technical Advisory Committee recommendation for Transportation Policy Council approval of Resolution No. 2026-22”



Staff Contact



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Slide 15

- TM1** Use this slide as the final
Tucker, Marcus, 2026-07-07T14:45:57.024
- OJ1 0** And of course update your information :)
Owens, Jamila, 2026-07-07T20:01:57.011

Tier II Transit Agencies (Commuter/Fixed Route)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Commuter/Fixed Route	1a	Major Safety Events	0.53	2.28	1.64	1.05	1.05
	1b	Major Safety Event Rate per Vehicle Revenue Mile	0.0000020	0.00000271711	0.000003601	0.000005554	0.000005554
	1.1	Collision Rate (NEW)	-	-	0.00000186	0	0
	1.1.1	Pedestrian Collision Rate per Vehicle Revenue Mile (NEW)	-	-	0	0	0
	1.1.2	Vehicular Collision Rate per Vehicle Revenue Mile (NEW)	-	-	0.00000186	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per Vehicle Revenue Mile	0	0	0	0	0
	2.1	Transit Worker Fatality Rate per Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	0.28	1.66	0.26	0.61	0.61
	3b	Injury Rate per Vehicle Revenue Mile	0.000001543	0.00000204	0.00000036	0.00000210	0.00000210
	3.1	Transit Worker Injury Rate per Vehicle Revenue Mile (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers per Vehicle Revenue Mile (NEW)	-	-	0	0	0
	5	System Reliability <i>(Note: higher is better)</i>	150,207	32,640	60,917 (2024)	98,005 ¹⁶	98,005

Tier II Transit Agencies (Demand Response)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Demand Response	1a	Major Safety Events	1.90	0.94	0	1.24	1.24
	1b	Major Safety Event Rate per Vehicle Revenue Mile	0.0000020	0.0000008969	0	0.000001921	0.000001921
	1.1	Collision Rate (NEW)	-	-	0	0	0
	1.1.1	Pedestrian Collision Rate per Vehicle Revenue Mile (NEW)	-	-	0	0	0
	1.1.2	Vehicular Collision Rate per Vehicle Revenue Mile (NEW)	-	-	0	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per Vehicle Revenue Mile	0	0	0	0	0
	2.1	Transit Worker Fatality Rate per Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	1.68	1.41	0.36	1.07	1.07
	3b	Injury Rate per Vehicle Revenue Mile	0.0000015	0.00000013	0.00000058	0.00000100	0.00000100
	3.1	Transit Worker Injury Rate per Vehicle Revenue Mile (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers per Vehicle Revenue Mile (NEW)	-	-	0	0	0
	5	System Reliability <i>(Note: higher is better)</i>	288,488	221,234	174,176	251,590	251,590

Overview

- **Mandatory Requirement:** Transit agencies are required by the Federal Transit Administration to develop comprehensive safety plans. TM1 TM2
- **Plan Components:** Must include historical safety data and defined targets for fatalities, injuries, safety events, and system reliability (mean distance between failures)
- **MPO Responsibility:** H-GAC must develop aggregated regional targets based on individual agency plans. TM3 TM4 TM6
- **Two tiers of targets** – Tier 1 (METRO and Island Transit) – fixed guideway service, and Tier 2 (all others) TM5

Slide 18

- TM1** are
Tucker, Marcus, 2026-07-08T19:37:18.133
- TM2** Federal Transit Administration
Tucker, Marcus, 2026-07-08T19:37:46.025
- TM3** Receive
Tucker, Marcus, 2026-07-08T19:38:29.010
- TM4** is this needed?
Tucker, Marcus, 2026-07-08T19:39:13.262
- KH4 0** Moved the sub bullet points to the speaker notes. Helps reduce visual clutter
Heshmat, Kareem, 2026-07-08T20:28:21.534
- TM5** Submit to who?
Tucker, Marcus, 2026-07-08T19:39:54.435
- TM6** Delete "we are" begin sentence with Required
Tucker, Marcus, 2026-07-08T19:40:24.014

Infrastructure and Investment Jobs Act (IIJA)/FTA Updates

- Updated FTA National Public Transportation Safety Plan regulations incorporate Bipartisan Infrastructure Law mandates:
 - (New) **Assaults on Transit Workers** are added to the safety events tracking list.
 - (New) **Rolling Averages:** Agency targets must use a **3-year rolling average** of the data submitted to the National Transit Database (NTD).
 - (New) **10% improvement:** The ultimate goal of regional targets is to achieve a **10% improvement** from the calculated regional baseline.

The 14 National Public Transportation Safety Performance Measures

1. Major Events

Major Events & General Fatality/Injury Rates

Monitors total counts and rates per vehicle revenue mile (VRM) for all reportable major events, including fatalities and injuries.

Total Major Events

Major Event Rate (per VRM)

2. Collisions (Expanded) **NEW**

Collisions

Now tracks specific Collision Rates for general, Pedestrian, and Vehicular incidents separately.

Collision Rate **NEW**

Pedestrian Collision Rate **NEW**

Vehicular Collision Rate **NEW**

3. Fatalities

General Fatalities

Includes total count and rate per VRM.

Total Fatalities

Fatality Rate

4. Injuries

General Injuries

Includes total count and rate per VRM.

Total Injuries

Injury Rate

5. Assaults on Transit Workers **NEW**

Assaults on Transit Workers

Includes total annual assaults and the rate of assaults per vehicle revenue mile.

Transit Worker Fatality Rate **NEW**

Transit Worker Injury Rate **NEW**

6. System Reliability

System Reliability (MDBF)

Measures Mean Distance Between Failures to assess fleet maintenance and operational safety.

Mean Distance Between Failures (MDBF)

Following the 2024 National Public Transportation Safety Plan update, the FTA expanded required safety performance measures from 7 to 14 to provide more granular data for precise target setting and risk mitigation.

Slide 19

TM1 This is better known as the IJA (Infrastructure and Investment Jobs Act).
Tucker, Marcus, 2026-07-08T19:41:53.189

KH1 0 Thank you - revised
Heshmat, Kareem, 2026-07-08T20:29:23.216



Performance Measures



The Regional Safety Performance Target Calculation Process

Metropolitan Planning Organizations (MPOs) typically calculate regional **Safety Performance Targets (SPTs)** every four years, aggregating data from all Tier I and Tier II transit providers to meet federal Infrastructure and Investment Jobs Acts (IIJA). H-GAC updates Safety Performance Targets **once every two years**.

Three-Step Aggregation Process



Step 1: Gather Provider Targets

MPOs compile annual safety targets adopted by individual Tier I and Tier II agencies.

Note: Tier I agency targets are typically based on a 3-year rolling average.

Tier I & II Agency Targets (Annual)

Note: Tier I agency targets are typically based on a 3-year rolling average baseline.

Step 2: Modal Segmentation



Rail

Safety measures are calculated separately for each mode.



Fixed-Route Bus

Safety measures are calculated separately for each mode.



Non-Fixed-Route Bus

Safety measures are calculated separately for each mode.

Modal Group Summary

Modal Group	Examples of Included Services
Rail	Light Rail, Streetcar, Heavy Rail
Fixed-Route Bus	Motorbus, Bus Rapid Transit (BRT)
Non-Fixed-Route Bus	Demand Response, Vanpool



Step 3: Perform Calculations

MPOs aggregate data into total counts and frequency rates per revenue mile.

14
Required
Safety
Measures

Calculating Event Rates

$$\text{Rate} = \frac{\text{Total Events (Fatalities, Injuries, etc.)}}{\text{Vehicle Revenue Miles (VRM)}}$$

Calculating System Reliability (MDBF)

$$\text{System Reliability} = \frac{\text{Total VRM}}{\text{Total Major Mechanical Failures}}$$

Slide 21

- OJ1** Please check with Vishu. Guidance for PTASP states - The MPO then revisits the its targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP).
<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/metropolitan-planning-organiza>
Owens, Jamila, 2026-07-08T21:31:33.312
- OJ1 0** This may be every two years for us, but please double check.
Owens, Jamila, 2026-07-08T21:31:47.547



Item 11. Reliability, Congestion and Air Quality Performance Measures



Transportation Policy Council
September 25, 2026

Performance Measures

Reliability

- Personal & Truck Travel on NHS

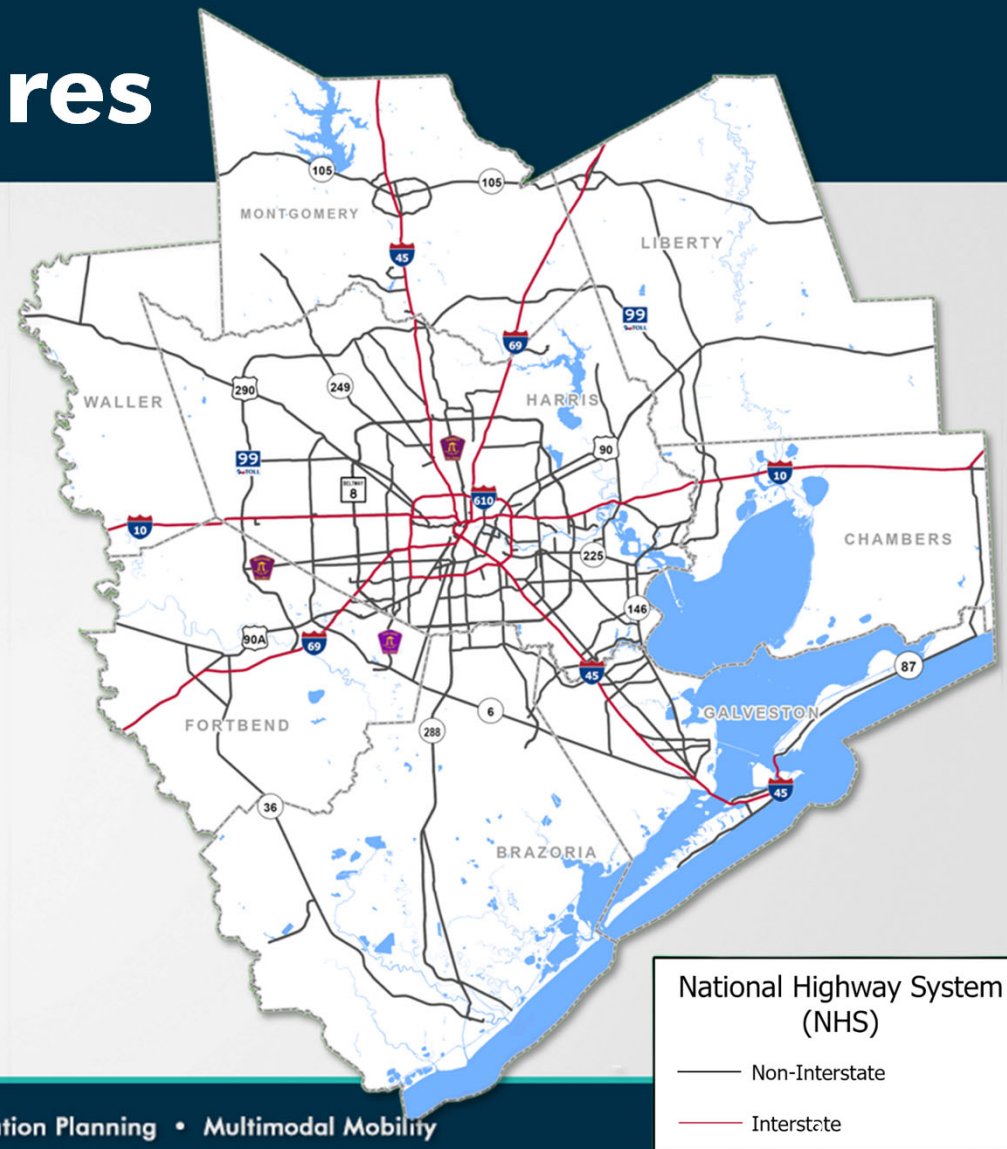
Congestion

- Peak Hour Excessive Delay
- Non-Single Occupant Vehicles Trips

Air Quality

- Tailpipe emission reductions from Congestion Mitigation Air Quality (CMAQ) project

There are no penalties if targets aren't met.



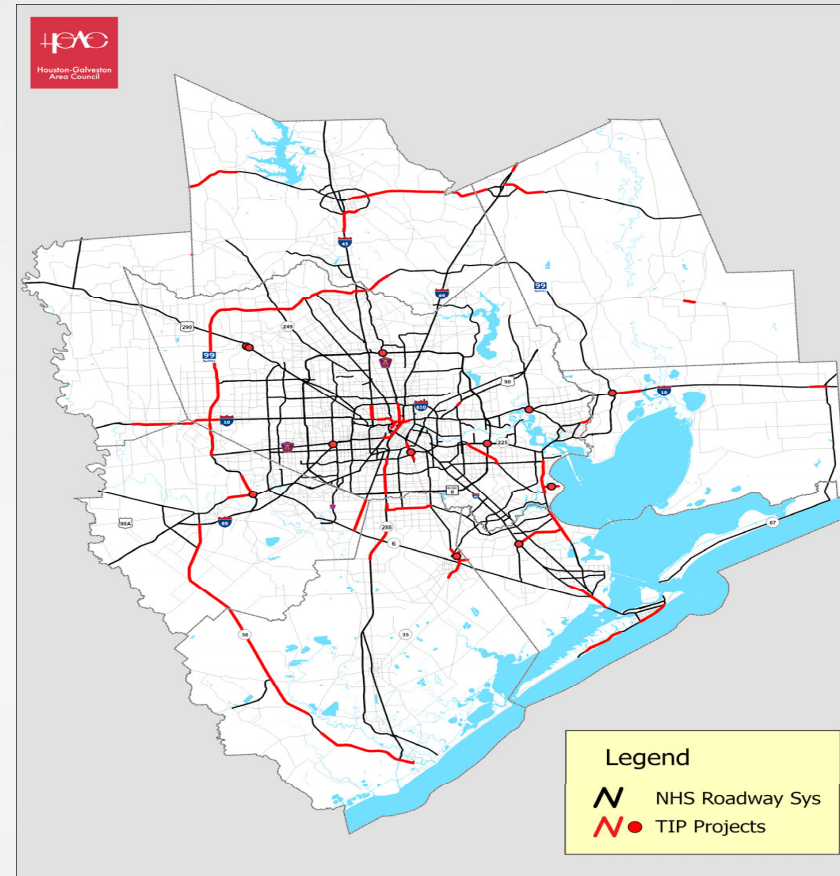
Performance Measures

- Interstate and Non-Interstate Reliability
- Level of Travel Time Reliability (LOTTR) = Ratio of the 80th percentile (bad traffic) / 50th percentile (normal traffic)
- Truck Travel Time Reliability
- Truck Travel Time Reliability (TTTR) Index is the time a truck driver adds to a median trip length to arrive on-time, 95% of the time.
- Peak Hour Excessive Delay
- The annual average hours of extra travel time on the National Highway System in excessive conditions per capita.
- Non-Single Occupant Vehicle Travel
- Percent of Work Trips made in Non-Single Occupant Vehicles (such as, carpooling, riding public transportation, walking, bicycling, taxicab or other means, or travel avoided by working from home)
- American Community Survey (ACS) 5-year averages

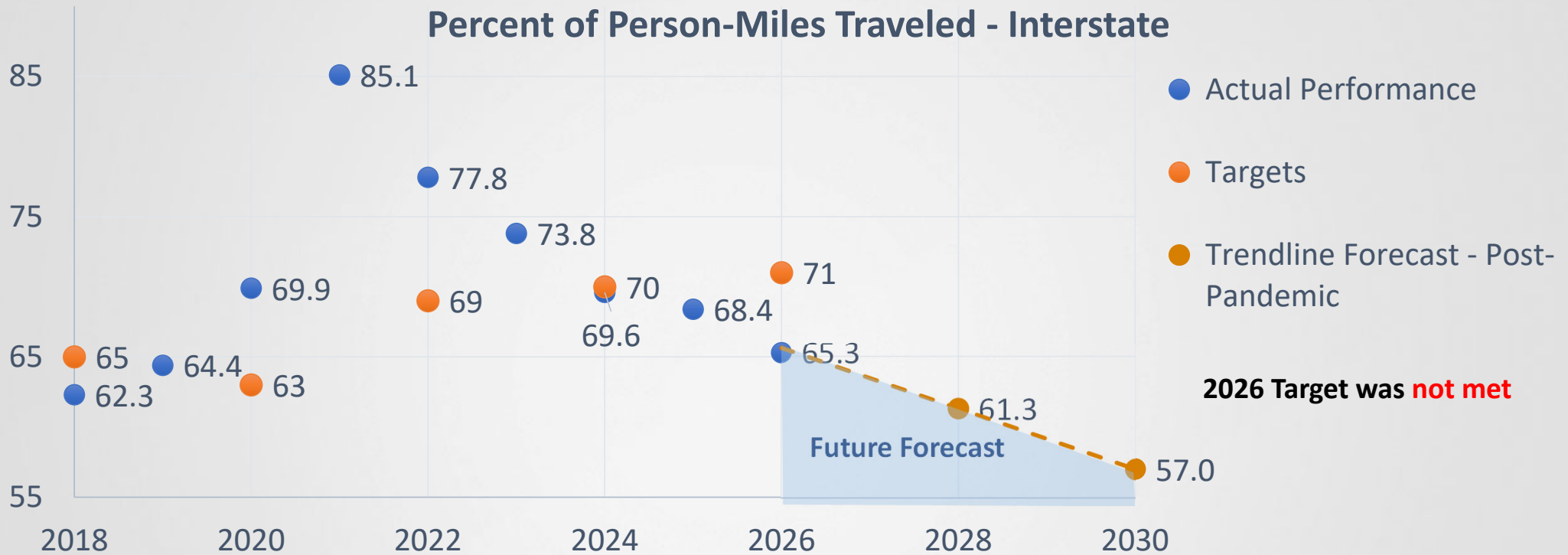
Factors Affecting Reliability and Congestion:

Factors Affecting Reliability and Congestion:

- Traffic demand
- Capacity constraints
- Vehicle crashes
- Work zones
- Weather conditions
- Special events



Interstate Reliability



Performance Measures – Reliability

Federal Performance Measures	Desired Goal	2026 Target	2026 Actual Performance	2026 Target Met?	2028 Target	2030 Target
Interstate Reliability		71%	65.6%	No	62%	57%
Non-interstate Reliability		77%	78.1%	Yes	76%	73%
Truck Travel Time Reliability Index		2.2	1.9	Yes	2.0	2.0

Performance Measures – Congestion

Federal Performance Measures	Desired Goal	2026 Target	Actual Performance	2026 Target	2028 Target	2030 Target
Peak Hour Excessive Delay - Houston		17 hours	17.9 hours* 16.9 hours	No	19 hours	20 hours
Peak Hour Excessive Delay – The Woodlands/Conroe		8 hours	15.4 hours* 10.3 hours	No	16 hours	18 hours
Non-Single Occupant Vehicles Travel - Houston		22.6%	29.3%	Yes	30%	30%
Non-Singles Occupant Vehicles Travel – Conroe		21.6%	28.3%	Yes	30%	30%

* Note: The 2026 actual performance was calculated using the 2010 census population data

Strategies, Projects and Programs



- Congestion Management Process (CMP)
- Regional Transportation Plan (RTP)
- Project Selection Process
 - Operational Improvements & Congestion Management
- H-GAC & TxDOT Programs
 - Tow and Go Program
 - TranStar
 - Commute Solutions
 - Connect Smart app



On-Road Mobile Source Emission Reductions

CMAQ Emission Reduction Measures (kg/day)

Target Years	NO _x	VOC
2024 Targets	221.251	69.939
2024 Actuals	19.888	4.325
2024 Shortage	201.363	65.614
2026 Targets	601.465	172.864
2026 Actuals	172.542	72.432
2026 Shortage	428.923	100.432

CMAQ = Congestion Mitigation Air Quality Improvement Program

Targets were **not met** due to the following:

- Five projects were delayed to FY 2026 and beyond. Examples include:
 - Commuter & Transit Pilot Projects
 - Clean Vehicles Program, and others.
- One project advanced to FY 2025.

Projects with emission reductions but without CMAQ funding do not count toward these performance measures.



Desired Trend
for Improvement



On-Road Mobile Source Emission Reductions

Two- and four-year targets were set using a **project delivery success rate** to compensate for project delays and shifts that normally occur when programming projects.

CMAQ Emission Reduction Measures (kg/day)

Baseline & Target Years	NO _x	VOC
2026 Baseline	195.260	21.853
2028 Targets	330.710	36.025
2030 Targets	369.980	47.281

CMAQ = Congestion Mitigation Air Quality Improvement Program

CMAQ Eligible Projects & Programs

- Adaptive Traffic Control Systems
- Alternative Fuel Vehicles & Infrastructure
- Bicycle, Pedestrian, & Shared Micromobility
- Carpooling and Vanpooling
- Congestion Reduction & Traffic Flow Improvements
- Construction & Intermodal Equipment
- Diesel Idle Reduction Strategies
- Diesel Truck and Engine Retrofit & Replacement
- Dust Mitigation
- Electronic Open-Road Tolling
- Freight Modal Shift
- Locomotive & Marine Engine Retrofit & Replacement Tool
- Managed Lanes
- Telework
- Transit Bus Upgrades & System Improvements
- Transit Bus Service & Fleet Expansion
- Travel Advisories

Requested Action

- Transportation Policy Council approval of Resolution No. 2026-23.

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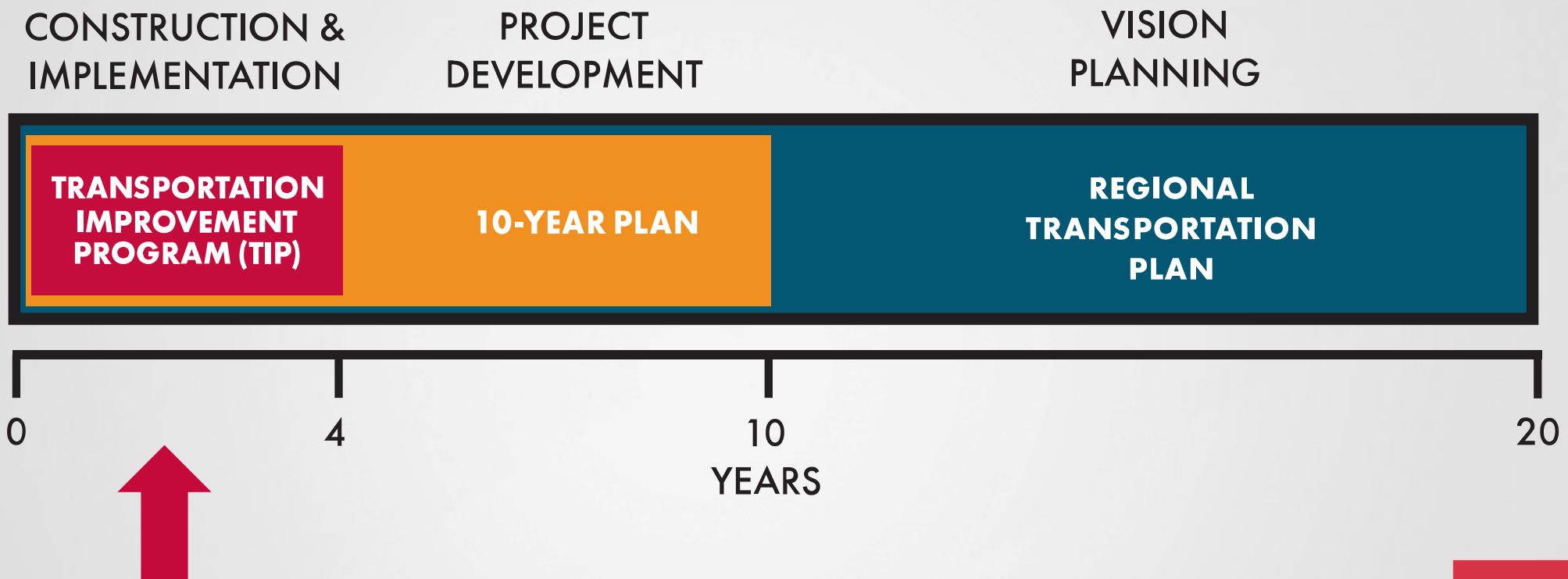


Item 12. Future Amendments to 2027-2030 TIP and 2045 RTP



Transportation Policy Council
September 25, 2026

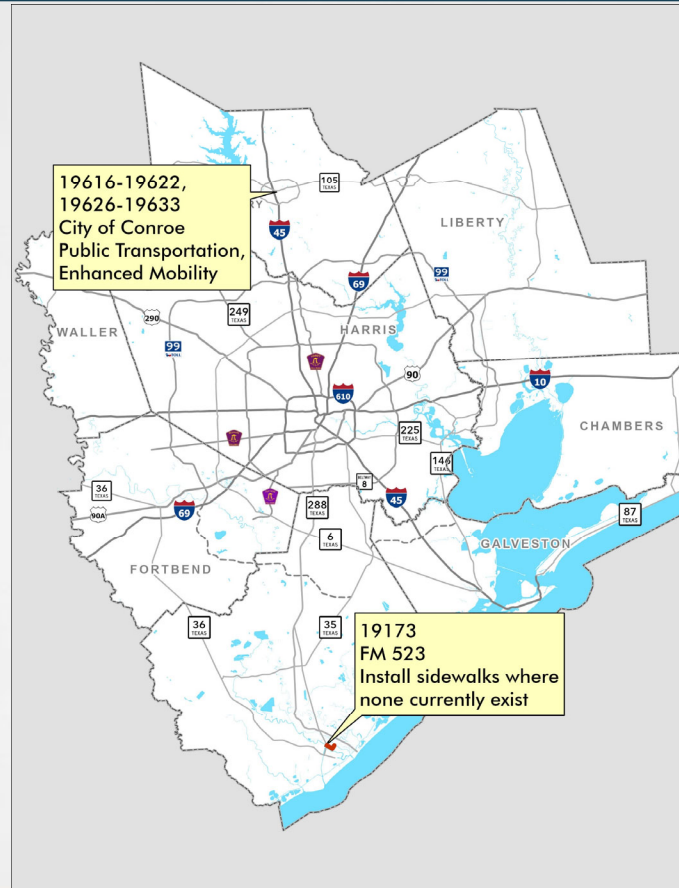
We Are Here



Future 2027-2030 TIP Amendments

Sponsor	Description	Fiscal Year	MPO ID	Funding
TxDOT HOU	Rescope FM 523 and split out reconstruction to Grouped Projects	2029	19173	\$1.1M
City of Conroe	Program FY 2027 & 2028 FTA formula funds for capital, operating, planning & administrative expenditures	2027, 2028	19616-19622, 19626-19630, 19631-19633	\$4.8M

Future 2027-2030 TIP Amendments



Action Requested

- Review and discussion only

Staff Contact



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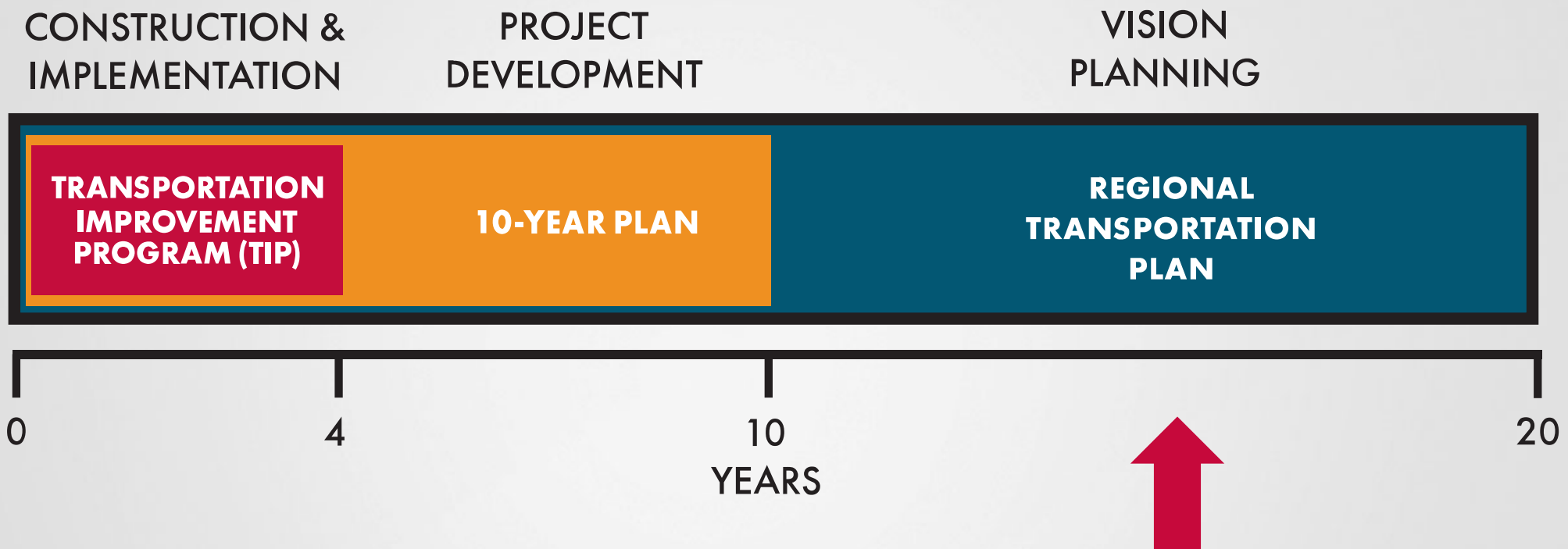


Item 13. 2050 RTP Regionally Significant Project List for Air Quality Conformity



Transportation Policy Council
September 25, 2026

We Are Here



RTP2050 Vision and Goals

ViSiON

A world class innovative and integrated transportation network that moves people and goods efficiently, reduces travel time, preserves the environment, ensures safety, and accessibility for all.

Safety

GOAL 1

Prioritize safety for all users by eliminating fatalities and serious injury due to crashes.

Optimized Mobility & Economic Vitality

GOAL 2

Develop a reliable transportation system that supports economic growth by moving people and freight seamlessly, minimizing congestion and reducing travel times.

Integrated & Innovative Network

GOAL 3

Improve regional connectivity and ensure accessibility for all by integrating multimodal options and applying unique and cutting-edge solutions and technologies.

Resiliency & Adaptability

GOAL 4

Develop a transportation system that minimizes adverse environmental impacts while withstanding and quickly recovering from disruptions.

The 2050 RTP Must...



Meet Federal Regulations

- Air quality nonattainment area, the H-GAC region must identify, and model all projects that could significantly impact air quality
- Projects that could significantly alter travel/traffic pattern
- Fiscally Constrained

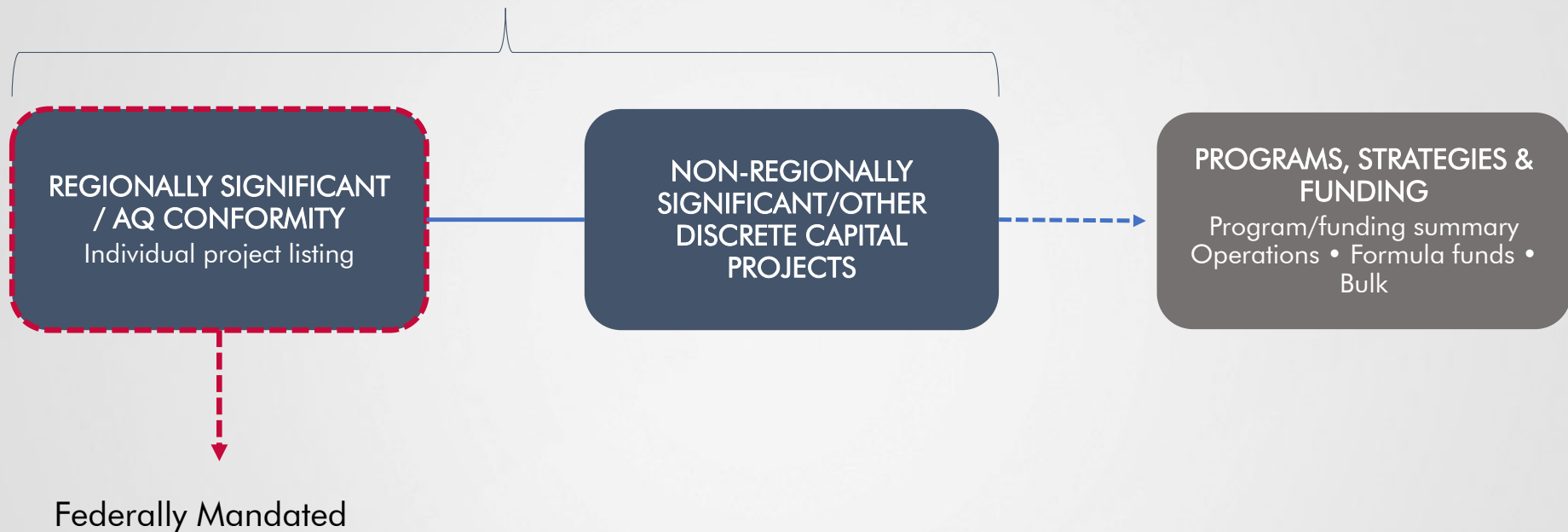


Adopted Goals and Identified Regional needs

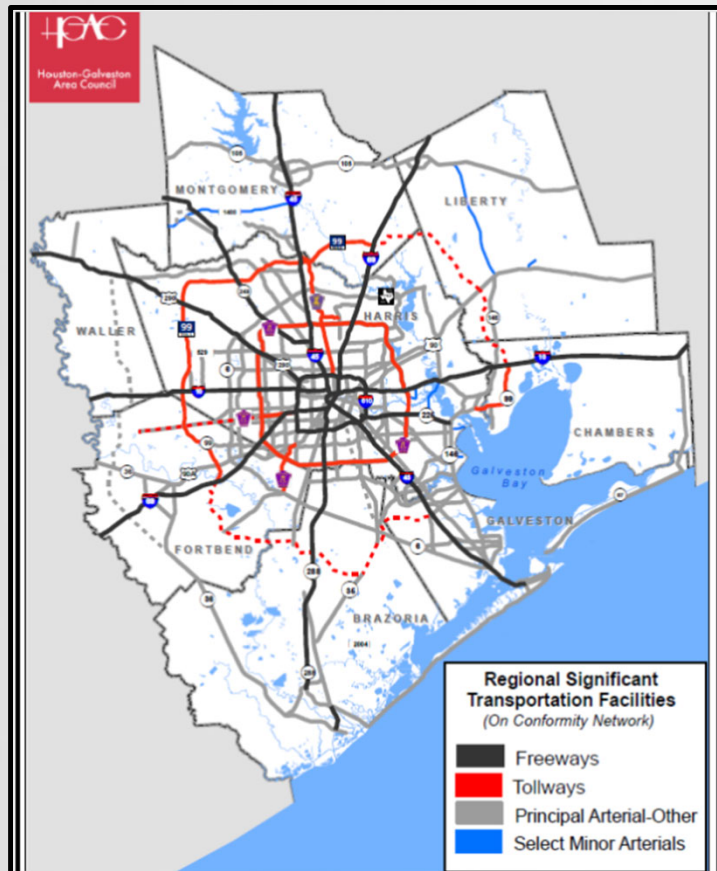
- Identified Gaps
- Goals: Safety; Optimized Mobility and Economic Vitality; Integrated and Innovative Network; Resilience and Adaptability

Proposed Structure of Projects List

CATEGORIZATION ASSIGNMENTS BASED ON GOALS AND REGIONAL NEEDS



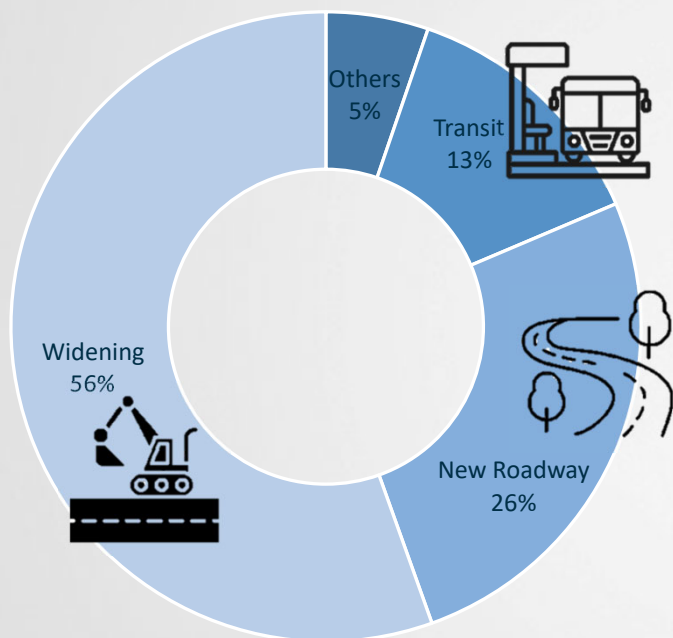
RS Air Quality Conformity Projects



- 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

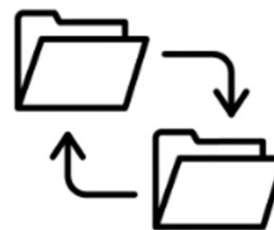
RS AQC Project List

REGIONALLY SIGNIFICANT AIR QUALITY
CONFORMITY PROJECT TYPES



247

Total Projects



195

Carryover Projects



52

New Submissions

- Once approved, projects cannot be added or removed

Other Project Types

- Interchanges, Grade separations, Ferry landing

Next Steps

- October Action Item: will request TAC recommendation and TPC approval next month
- TPC approval will allow the Air Quality team to proceed with 2026 Conformity
- The 2050 RTP will be presented to the TAC and TPC in early 2027
 - Will include full RTP listing



Listing QR Code

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Brian P. Alcott, P.E.

RTP Subcommittee Chair

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Listing QR Code



Item 14. Transportation Conformity Process

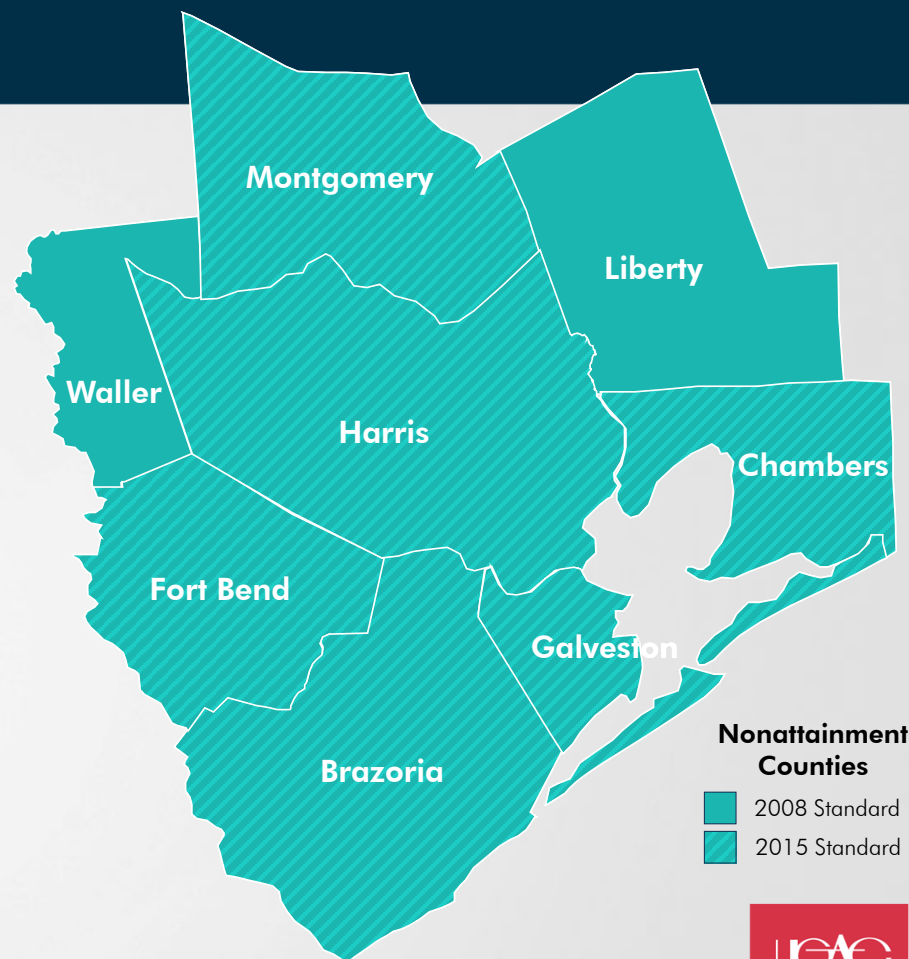


Attainment Status

The Houston-Galveston-Brazoria region is designated nonattainment for ground-level ozone under two standards:

Pollutant	Primary NAAQS	Averaging Period	Designation
Ozone	0.070 ppm (2015 standard)	8-hour	Serious Nonattainment
	0.075 ppm (2008 standard)		Severe Nonattainment

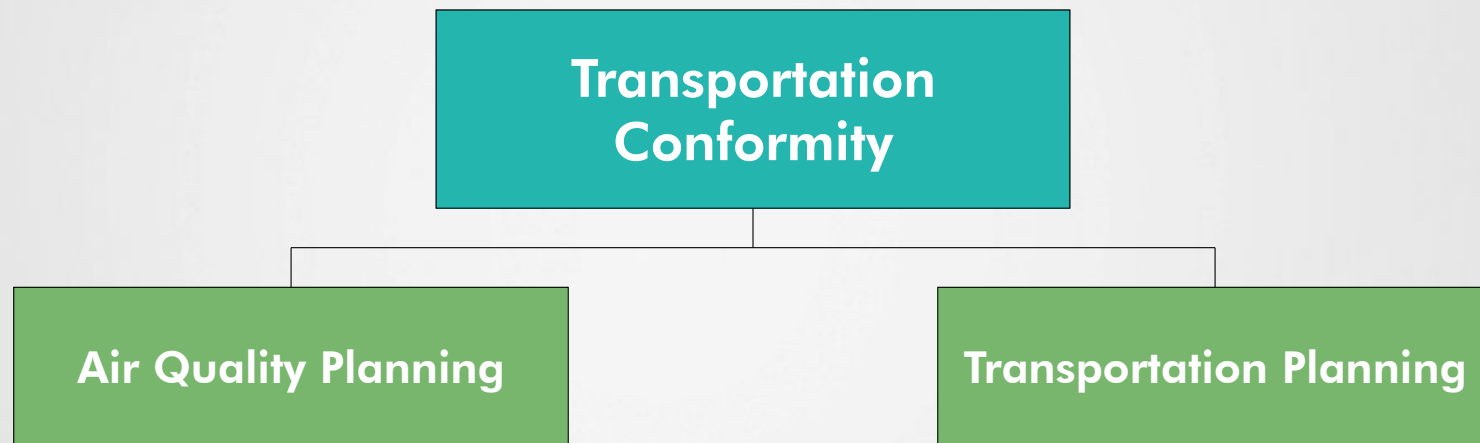
Note. Adopted from *Houston-Galveston-Brazoria: Current Attainment Status* by the Texas Commission on Environmental Quality.



NAAQS = National Ambient Air Quality Standards • ppm = parts per million

Transportation Conformity

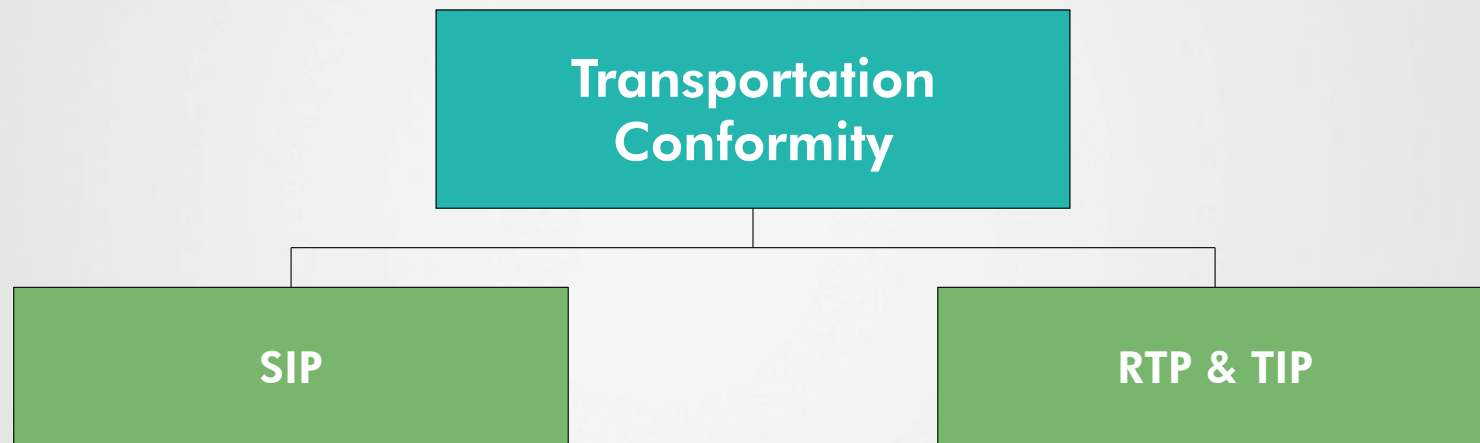
This process links air quality and transportation planning by showing that our region will not be negatively impacted by new transportation plans, programs, and projects.



SIP = State Implementation Plan · RTP = Regional Transportation Plan · TIP = Transportation Improvement Program

Transportation Conformity

This process links air quality and transportation planning by showing that our region will not be negatively impacted by new transportation plans, programs, and projects.



SIP = State Implementation Plan · RTP = Regional Transportation Plan · TIP = Transportation Improvement Program

Transportation Conformity

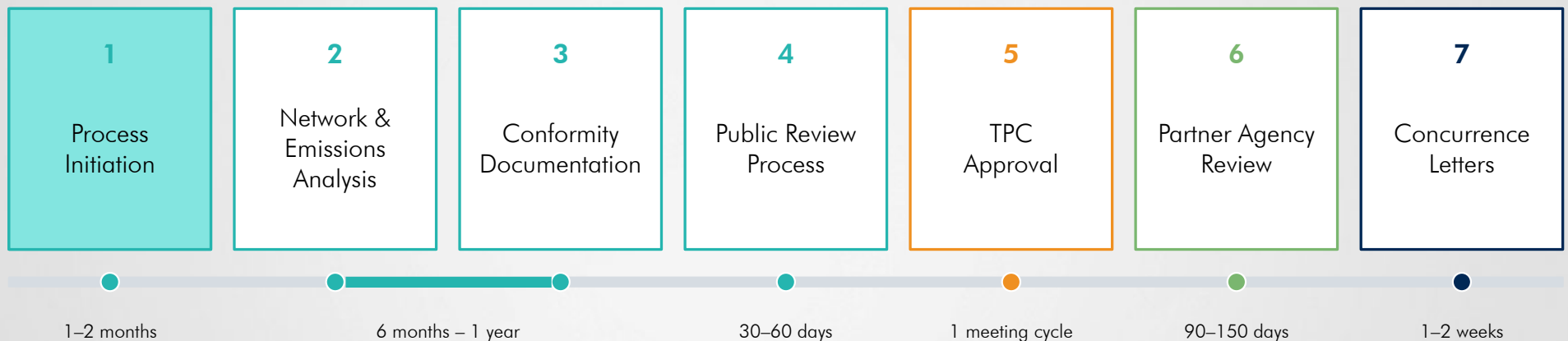
A new transportation conformity determination is required at least every four years but may be required more often:

Action	Conformity?
Plan or program update	✓
Amendment affecting one or more non-exempt projects	✓
Amendment affecting only exempt projects	✗
Administrative modification	✗
Significant change to the design concept or scope of a modeled project	✓
New nonattainment designation	✓
EPA approval or adequacy finding on new budgets	✓

EPA = Environmental Protection Agency

Transportation Conformity

The conformity analysis is a 12–20-month process that runs parallel to the RTP and TIP:



TPC = Transportation Policy Council

Transportation Conformity Risks

During the 2025 Transportation Conformity Determination, over **47%** of the process duration was dedicated to partner agency review.

477 days

time elapsed from the first consultation meeting to the final concurrence letter

225 days

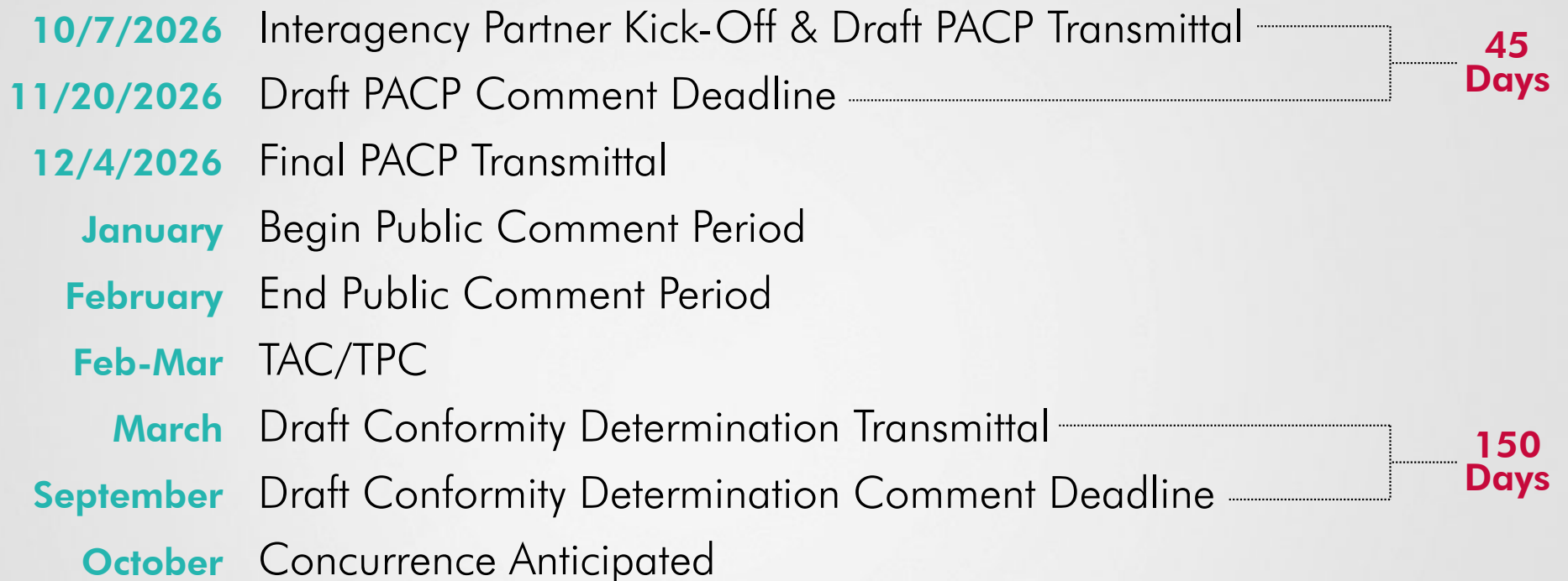
for partner agency review, which was the only phase that missed anticipated timeline milestones

129 days

between documentation transmittal and delivery of last new comment set

No agency was slow, but the process has no formal or binding comment deadlines.

Proposed Timeline



PACP = Pre-Analysis Consensus Plan • TAC = Technical Advisory Committee • TPC = Transportation Policy Council

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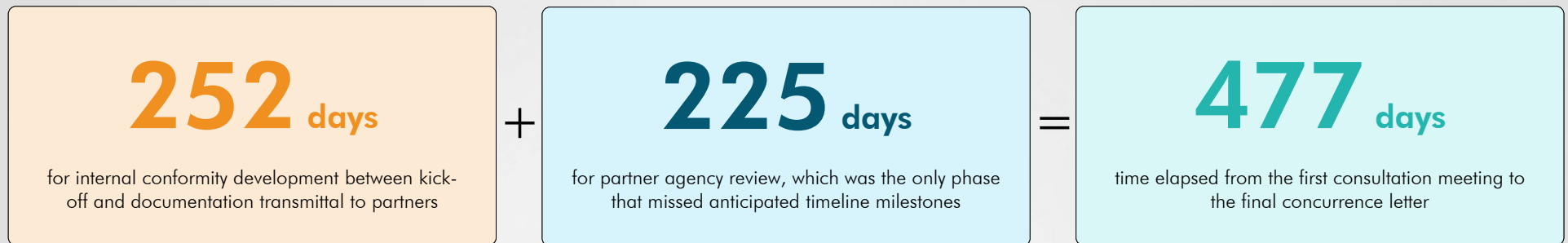


Item 15. Proposed Planning and Conformity Process Recommendations



Transportation Policy Council
September 25, 2026

Transportation Conformity Risks



- Staff has been working to streamline the conformity process
- Additional difficulties can be traced to federal policies and the regulatory process.
- Based on conversations with Dr. Shelley Sekula-Gibbs, staff has drafted a list of policy proposals that may improve efficiency in the transportation planning, programming, and conformity processes

Proposed Process Improvements

1. Delegate approval of transportation conformity determinations from the federal level to the state level
2. Institute a framework to ensure that all conformity partners review and comment on conformity documentation on an agreed schedule
3. Allow MPOs more options on conformity analysis years to increase planning flexibility
4. Review and revise what constitutes an exempt project for transportation conformity purposes
5. Provide a federally sanctioned glossary or a dictionary to assist with writing project descriptions

Discussion

Open the floor to discussion of these proposed process improvements

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