


Item 6. Unified Planning Work Program (UPWP) Amendments


Transportation Policy Council
August 28, 2026

Background

1. Unified Planning Work Program (UPWP) mid-year true-up with H-GAC Agency Budget Mid-Year Cycle. (May Presentation)

2. Review all projects' status and timeframes to determine continuation to FY 2027 from FY 2026. (June Presentation)

3. Identify and presented projects that will be ongoing into FY 2027 from FY 2026-Carried Forward. (July Presentation)

Current Situation

Budget Amendment:

- In a two-year UPWP, funds are carried forward from the first year of the UPWP to the second year to complete ongoing projects.

- TASK V, Subtask 5.7.a, transportation staff is requesting to add two activities to the 2026-2027 UPWP;
  - The Sienna Corridor Plan
  - The Navigation Corridor Study
- ***There will be no increase in funding requested.***

- **Administrative Amendment**-will add language to capture expansion of roadways as possible solutions to improve the movement of people and goods through the region.

Current Situation

FY 2027 TPF- New Budget Totals per Task								
TASK		FY 2026 Funds		FY 2026 Carry Forward Funds		FY 2027 Funds		FY 2027 New Total
				Total				
TASK I	$	5,677,072.00	$	-	$	5,613,366.00	$	**5,613,366.00**
TASK II	$	5,659,313.00	$	389,431.00	$	5,572,746.00	$	**5,962,177.00**
TASK III	$	2,568,188.00	$	674,119.00	$	1,615,984.00	$	**2,290,103.00**
TASK IV	$	6,283,254.00	$	2,668,937.00	$	8,591,810.00	$	**11,260,747.00**
TASK V	$	10,400,449.00	$	2,805,867.00	$	9,798,695.00	$	**12,604,562.00**
Totals:	**$**	**30,588,276.00**	**$**	**6,538,354.00**	**$**	**31,192,601.00**	**$**	**37,730,955.00**

Request for Recommendation

Transportation Advisory Committee recommendation for Transportation Policy Council approval of Resolution No. UPWP 2026/27-03 supporting Unified Planning Work Program (UPWP).

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2026 Transit Asset Management Performance Measures Update


Kareem Heshmat, Senior Planner

August 28, 2026

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

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*

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

- **Subcommittee Feedback**
  - **Thurs 7/9 RTCS**: Connect with other MPOs to see how they track performance measures
  - **Weds 8/12 TIP**: Reconsider improved (lower) Equipment (non-revenue vehicle) targets

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

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

Timeline

RTCS (Information)

RTCS (Endorsement)
TAC/TPC (Approval)

August

July

September

TIP (Information)
TAC/TPC (Information)

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

Action Requested

- Discussion only

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2026 PUBLIC TRANSPORTATION AGENCY PERFORMANCE MEASURES UPDATE


Kareem Heshmat, Senior Planner

August 28, 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).

4. **Subcommittee Feedback**:
    1. **Thurs 7/9 RTCS:** Connect with other MPOs to see how they track performance measures
    2. **Weds 8/12 TIP**: Consider zero fatality targets

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 *(Note: higher is better)*	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 *(Note: higher is better)*	21,000	17,769	18,135	17,499	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	4.715	2.902	3.989	3.27	3.27
	1.1	**Collision Rate (NEW)**	-	-	1.571	1.571	1.571
	1.1.1	**Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0.423	0.423	0.423
	1.1.2	**Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	1.118	1.118	1.118
	2a	Fatalities	0	2	2	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0.062	0.060	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	1.886	2.153	2.115	1	1
	3.1	**Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)**	-	-	0.060	0.060	0.060
	4.1	**Assaults on Transit Workers (NEW)**	-	-	2	2	2
	4b	**Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)**	-	-	0.060	0.060	0.060
	5	System Reliability *(Note: higher is better)*	15,000	45,789	103,414	105,981	105,981

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 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 *(Note: higher is better)*	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 (Information)

RTCS (Endorsement)
TAC/TPC (Approval)

August

July

September

TIP (Information)
TAC/TPC (Information)

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

Action Requested

- Discussion only

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Item 12. Reliability, Congestion and Air Quality Performance Measures


Transportation Policy Council
August 28, 2026

Performance Measures

Reliability

- Personal & Truck Travel on NHS

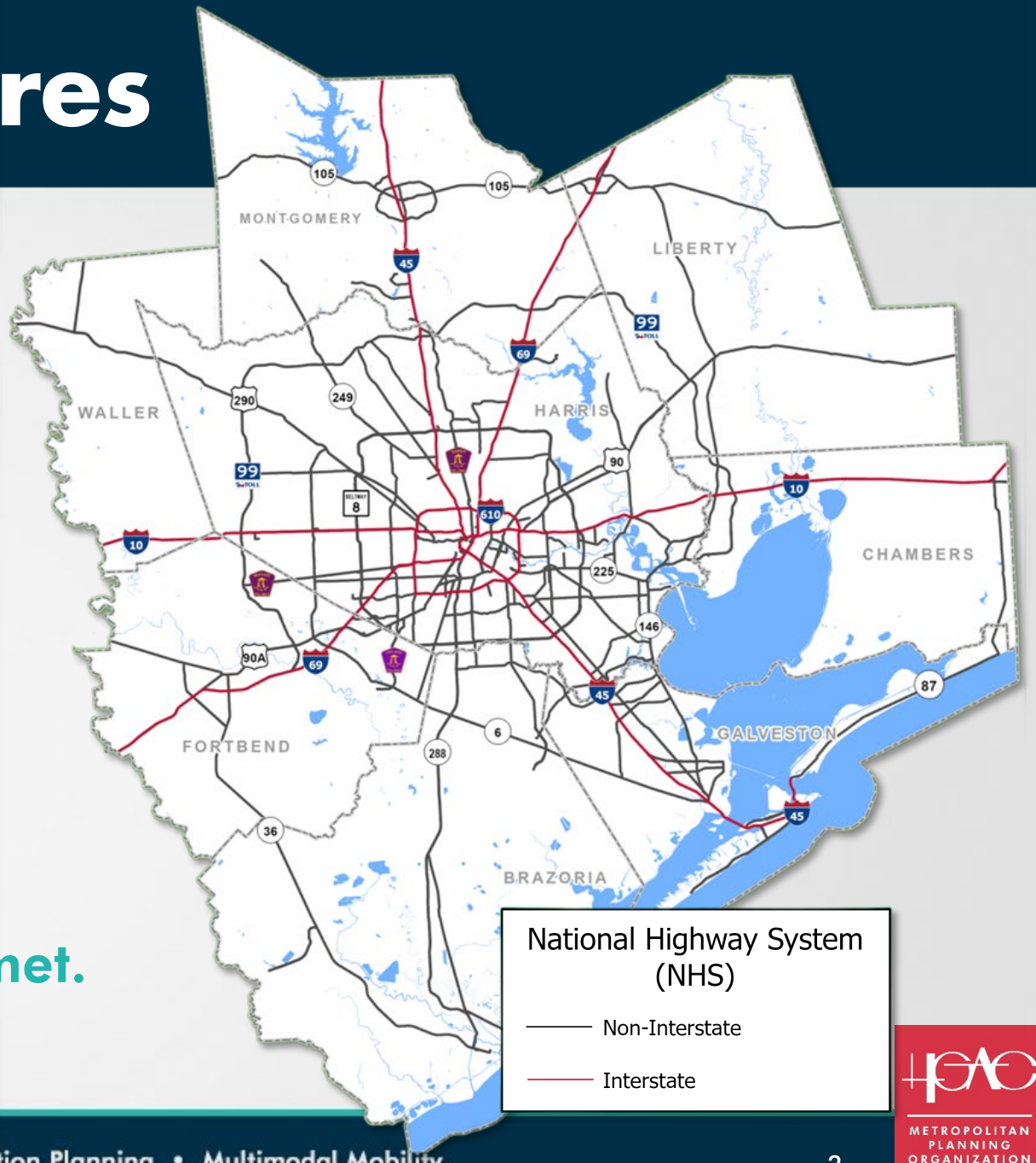
Congestion

- 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 - Reliability

- 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.

Performance Measures- Reliability

Federal Performance Measures	Desired Trend	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

Strategies, Projects & Programs

- Regional Transportation Plan (RTP)/Congestion Management Plan (CMP)
- Transportation Improvement Program (TIP)
- Project Selection Process
  - Operational Improvements & Congestion Management
- Tow and Go Program
- TranStar
- Commute Solutions
- Connect Smart app

Performance Measures - Congestion

- 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

Performance Measures - Congestion

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

On-Road Mobile Source Emission Reductions (kg/day)

Congestion Mitigation Air Quality (CMAQ) Measures

Target Years	NO_X	VOC
2024 Two-Year Targets	221.251	69.939
Two-Year Actuals	19.888	4.325
Two-Year Shortage	**201.363**	**65.614**
2026 Four-Year Targets	601.465	172.864
Four-Year Actuals	172.542	72.432
Four-Year Shortage	**428.923**	**100.432**

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

- Five projects were delayed by project sponsors to FY 2026 or later.
  - Commuter & Transit Pilot Projects, Clean Vehicles Program, and others.

However, one project advanced to FY 2025 due to project readiness.

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 (kg/day)

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.

Congestion Mitigation Air Quality (CMAQ) Measures

Baseline & Target Years	NO_X	VOC
2028 Two-Year Targets (FY 26 & 27)	330.710	36.025
2030 Four-Year Targets (FY 26, 27, 28, & 29)	369.980	47.281

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 and Replacement Tool
- Managed Lanes
- Telework
- Transit Bus Upgrades & System Improvements
- Transit Bus Service & Fleet Expansion
- Travel Advisories

Requested Action

- For discussion only

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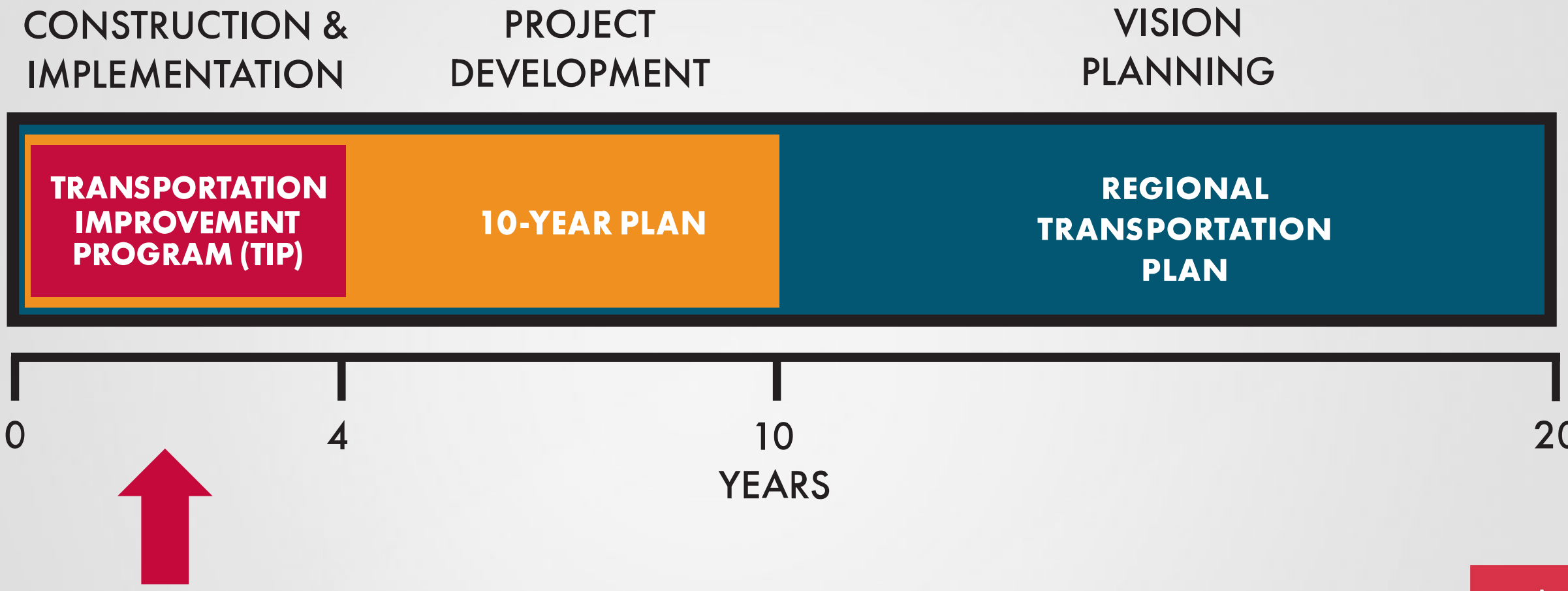
Item 13. Future Amendments to 2027-2030 TIP and 2045 RTP


Transportation Policy Council

August 28, 2026

We Are Here


CONSTRUCTION & IMPLEMENTATION
PROJECT DEVELOPMENT
VISION PLANNING
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
10-YEAR PLAN
REGIONAL TRANSPORTATION PLAN
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YEARS

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

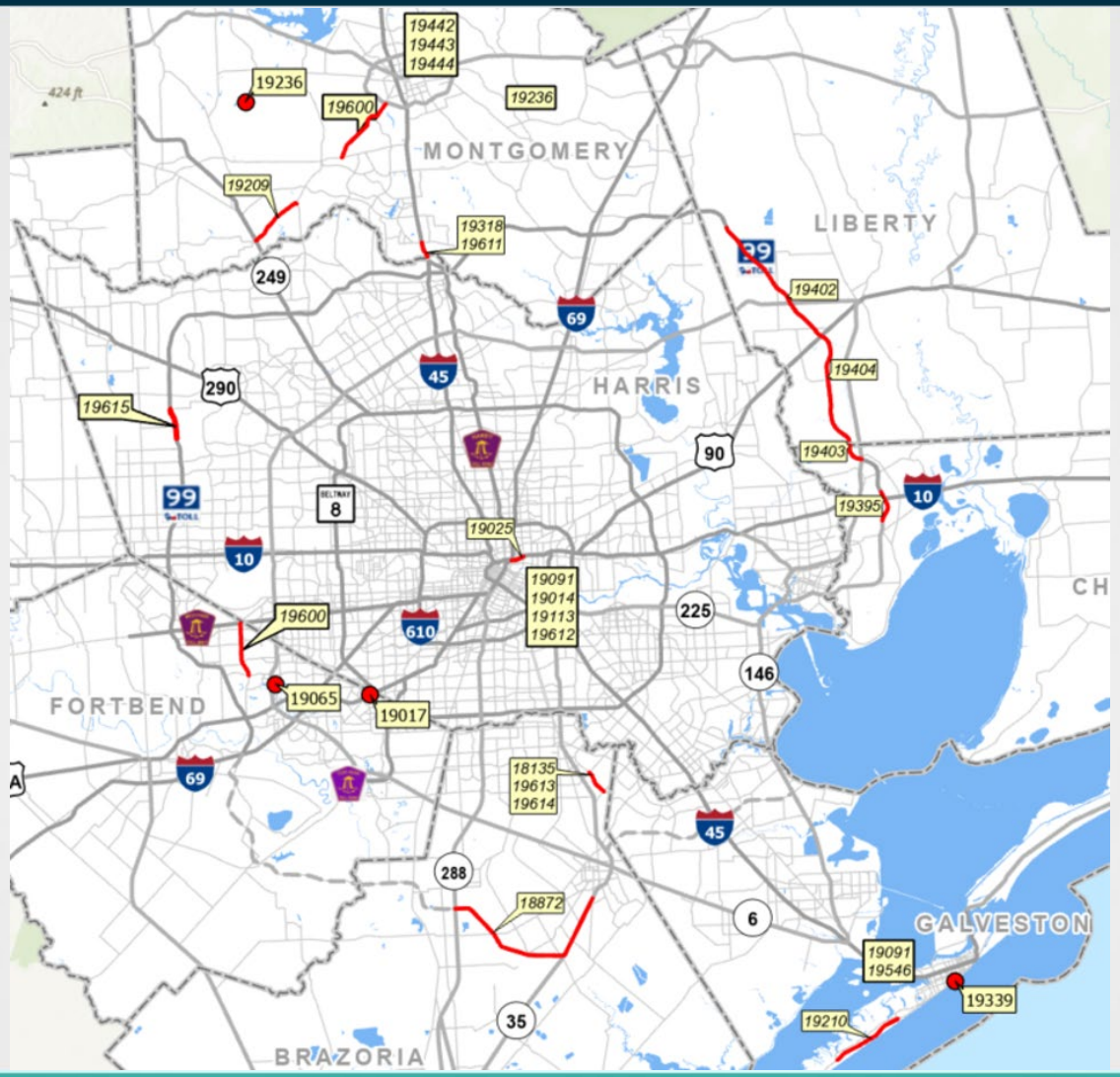
Future 2027-2030 TIP Amendments

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



H-GAC METROPOLITAN PLANNING ORGANIZATION

Action Requested

- Review and discussion only

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Item 14. Call for Subregional Planning Requests


Transportation Policy Council
August 28, 2026

Call for Subregional Planning Requests

- Background
  - Subregional Planning: beginning of the pipeline for potentially including projects that have been through a formal public participation process in the Regional Transportation Plan (RTP) and eventually the Transportation Improvement Program (TIP).
  - TPC approved criteria in April 2026 outlining sponsor eligibility, evaluation criteria, and eligible planning activities.
  - Originally planned for Summer 2026, postponed to September 2026 so sponsors could focus on the RTP 2050 Call for Projects.

Call for Subregional Planning Requests

- Evaluation Criteria

CRITERIA	DESCRIPTION
Recency of Studies	Preference for areas without prior studies, or that have not had a plan update within last 5 years
High Growth Areas	Areas experiencing rapid development and need transportation solutions
Regionally Significant Roads	Major roadways and freight corridors within study area
Congestion Levels	Corridor on the Congestion Management Plan network or Top 100 Congested Roads identified in Texas A&M Transportation Institute (TTI) Urban Mobility Report
Funding Allocation	Local, state, or federal funding for other phases

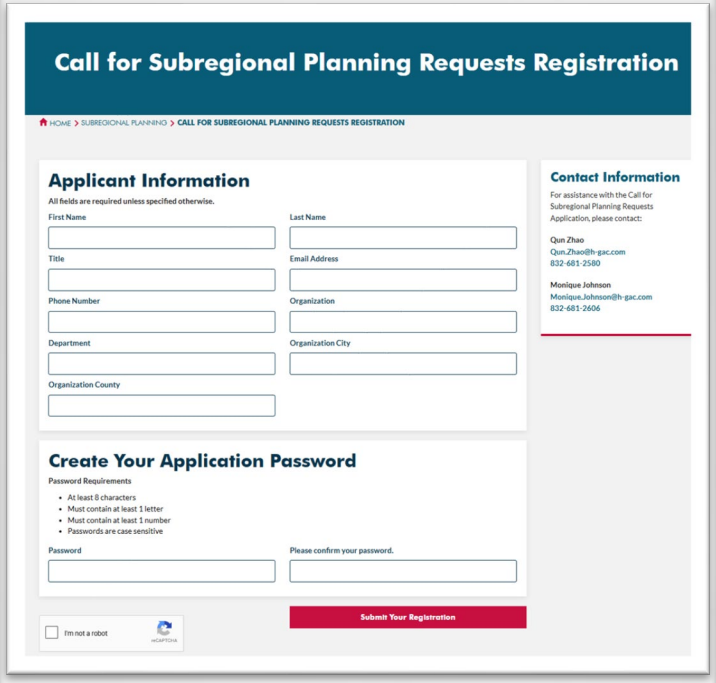
Call for Subregional Planning Requests

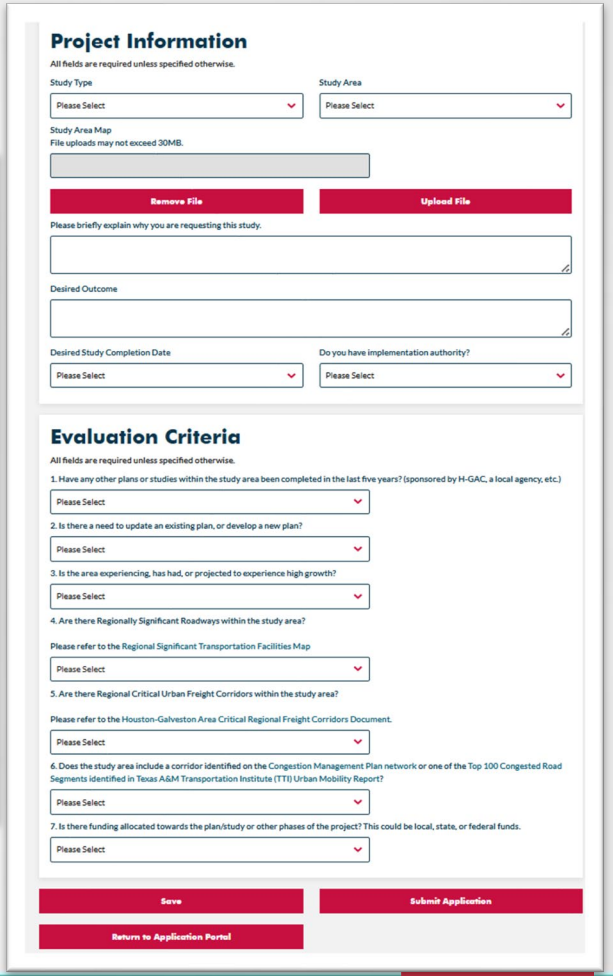
- Plan/Study Types

TYPE	DESCRIPTION
Mobility Plan	Single or multiple modes, vision, goals, performance measures, project, program, and policy recommendations (list of projects)
Thoroughfare Plan	Specific recommendations related to right-of-way, connectivity, typical cross sections, and street classifications (not a list of projects)
Corridor Study/Plan	Single or multiple modes, alignment/cross section alternatives/multiple scenarios, access management
Feasibility Study	Single or multiple modes, analyzes alternatives/multiple scenarios to determine the feasibility of a project or program
Other	Anything else that may not fit into any of the above categories (ex. intersection study or other specific transportation topics)

Call for Subregional Planning Requests

- Submission via online portal located on H-GAC's website
  https://www.h-gac.com/subregional-planning





Call for Subregional Planning Requests

- Notification via TPC, TAC, Subcommittees, and social media

Staff Contact

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Subregional Planning Manager

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832-681-2606

FIFA WORLD CUP 2026
Scenario Planning and Modeling

Transportation Policy Council Meeting
August 28th, 2026

Regional Collaboration • Transportation Planning • Multimodal Mobility

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METROPOLITAN PLANNING ORGANIZATION

H-GAC Scenario Planning Study

- Support the **H-GAC MPO region** in successfully hosting FIFA World Cup 2026.
- Develop data-driven traffic scenarios and traffic models for event and background traffic.
- Provide insights and solutions to support agency planning and stakeholder coordination (with TranStar).
- Deliver a comprehensive post-event summary with key findings, lessons learned, and recommendations.
- Create a tool/data management plan and guidance report to support future large-scale event planning

Data Collection | Define Scenarios | Model Scenarios | Share Recommendations

Houston Event By The Numbers

7

Matches. Five group stage and two knockout stage.

4.5 million

Passengers through IAH and HOU (June 12 to July 6)

1.2 million

Total ridership (June 14 – July 4)

480,186

Total match attendance at Houston Stadium (68,598 per match)

1,086,499

Total participations attended FIFA WC 2026 events

524,000

Estimated additional ridership due to FIFA

551,313

Fan Festival attendance

81%

Outside Houston region

44%

International

100,466

Total Red Line boardings at NRG Stadium for 7 match days

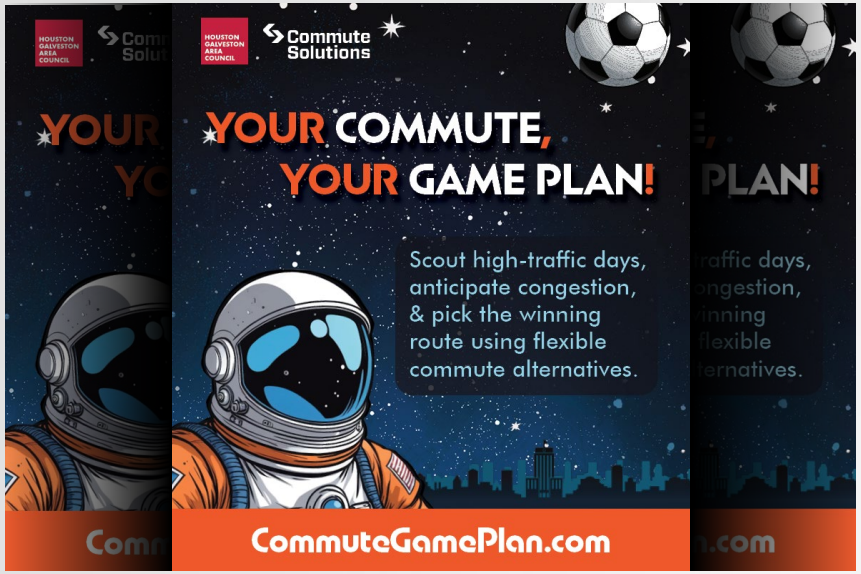
Sources: FIFA World Cup 2026 Houston Host Committee, Houston METRO and Houston Airport System (HAS)

Stakeholder Engagement – The Core

- Houston Host Committee
- Houston Airport System (HAS)
- Houston METRO
- Houston TranStar
- NRG Stadium
- TxDOT Houston District
- City of Houston
- Houston Police Department
- Harris County Sheriff's Office
- Harris County
- Fort Bend County
- Brazoria county
- Montgomery County
- The Woodlands Township
- City of Conroe
- Harris County Toll Road Authority
- City of Sugar Land
- Greater Houston Partnership
- Downtown Houston Management District
- East End District
- Uptown Houston District
- H-GAC
- Port of Houston
- Texas Medical Center
- Pearland Emergency Management
- City of Lake Jackson
- Texas Trucking Association
- Private Sector (Uber and Lyft)

Plan to Implement

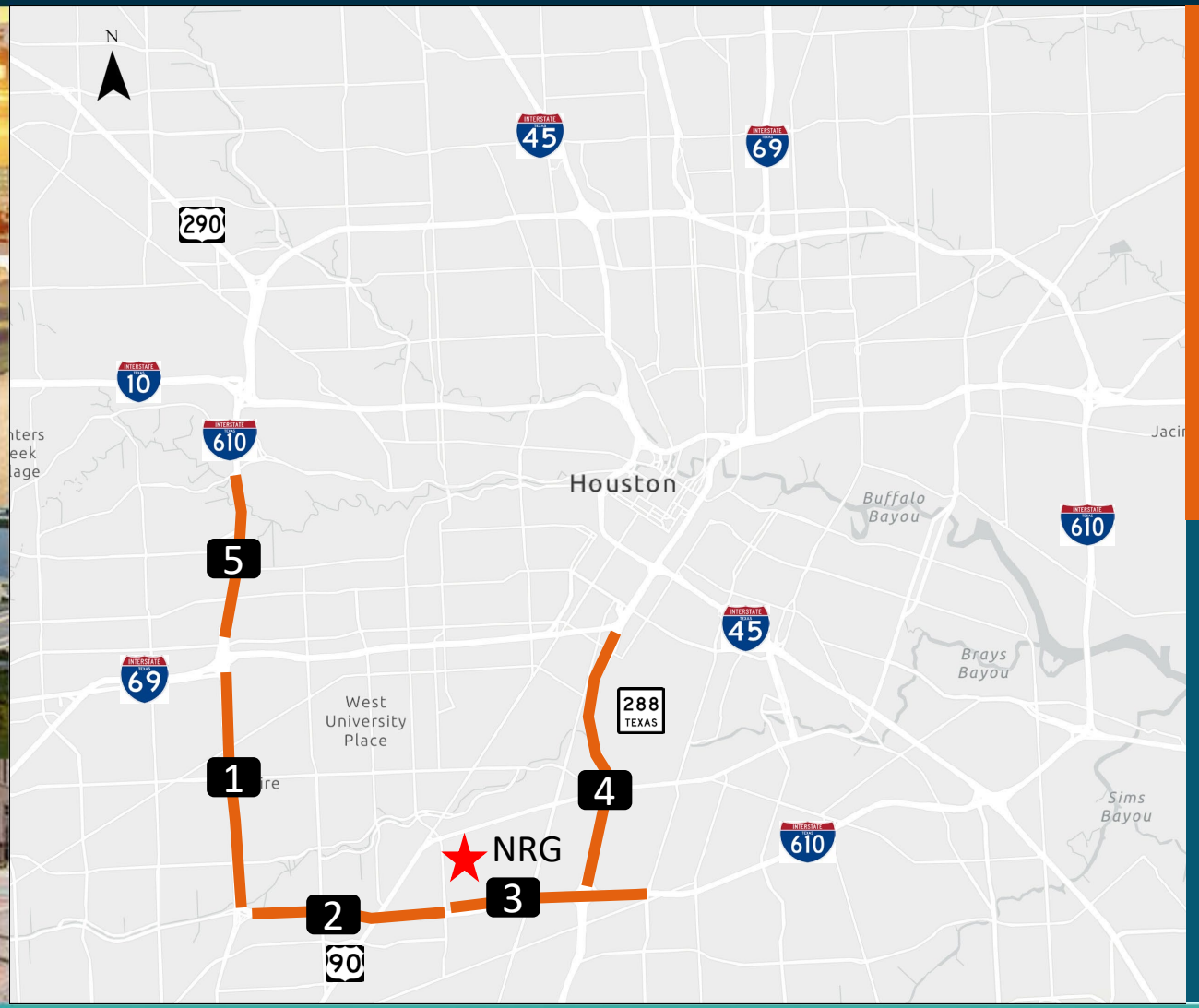
H-GAC Commute Solutions and Tow & Go



H-GAC Commute Solutions: CommuteGamePlan.com **Travel Demand Management toolbox** to help spectators, workers, and businesses know high-traffic days in advance and plan flexible routes/ schedules ahead of games.

Tow & Go Program – H-GAC: Strategically positioned additional tow trucks near congestion hotspots (During Houston's second FIFA match, program completed **444 vehicle tows** and responded to **125 roadside incidents** involving mechanical failures and flat tires.)

Example - Freeway Operations Strategy



Key Freeways:

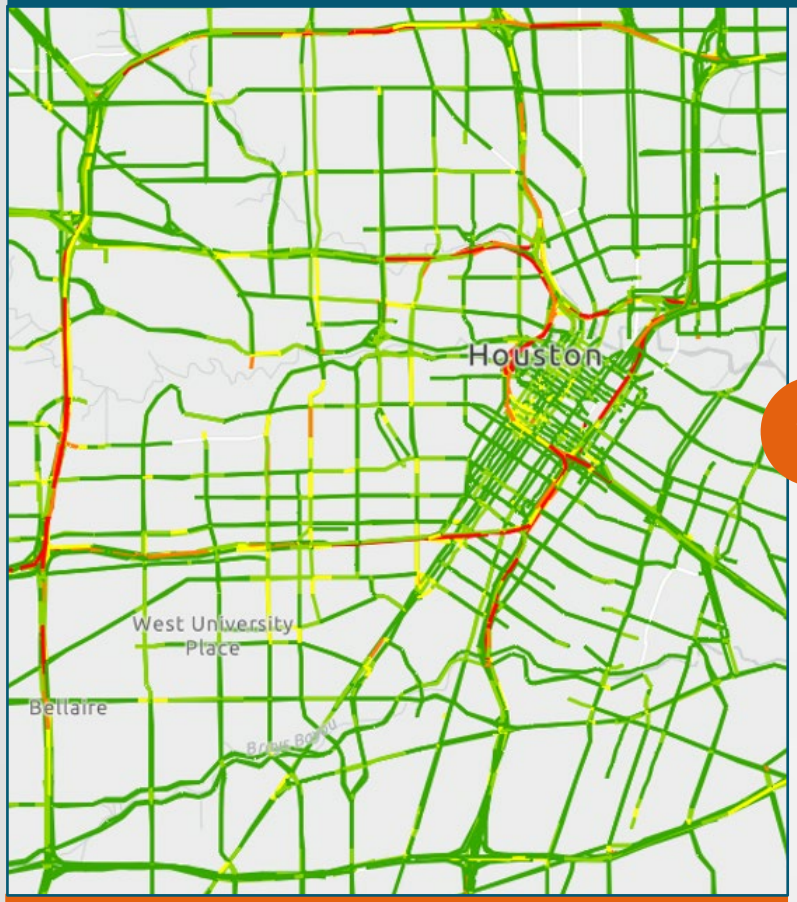
1. I-610 West Loop (I-69 to S Post Oak Rd)
2. I-610 South Loop (S Post Oak Rd to Kirby Dr)
3. I-610 South Loop (Kirby Dr to Scott St)
4. SH 288 (I-610 South Loop to I-69)
5. I-610 West Loop (I-69 to Woodway Dr)

Operations Enabler – TranStar Freeway and Emergency Management

- ✓ Targeted Staging
- ✓ Incident Management
- ✓ ICM Lite - Frontage & Arterials
- ✓ Focused Bottlenecks and Slowdowns

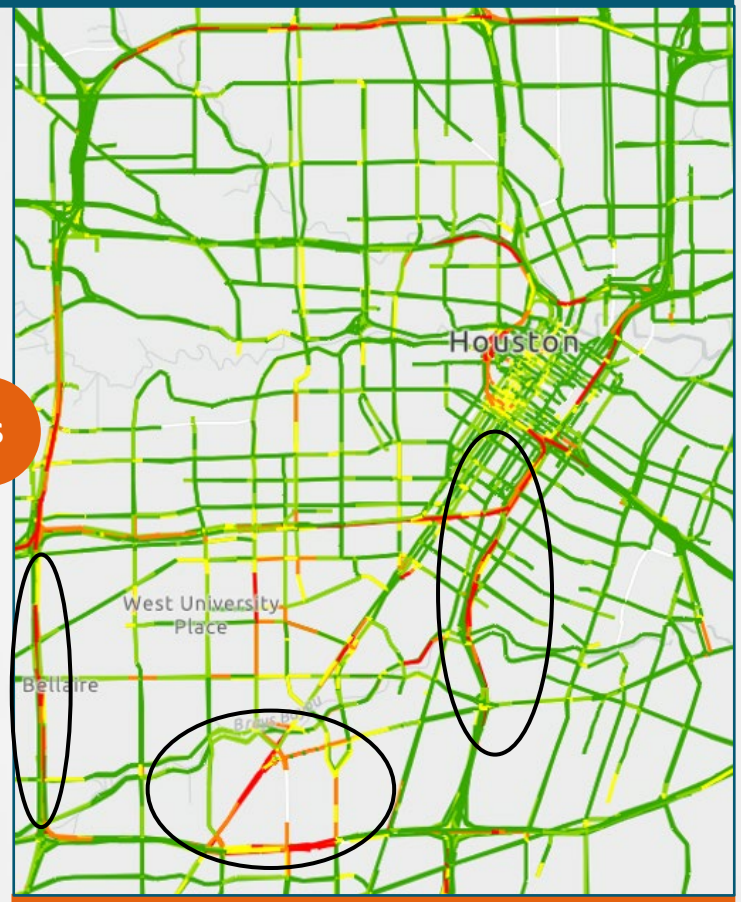
Model Vs. Reality

Observed – INRIX Data – 2:00 – 3:00 PM



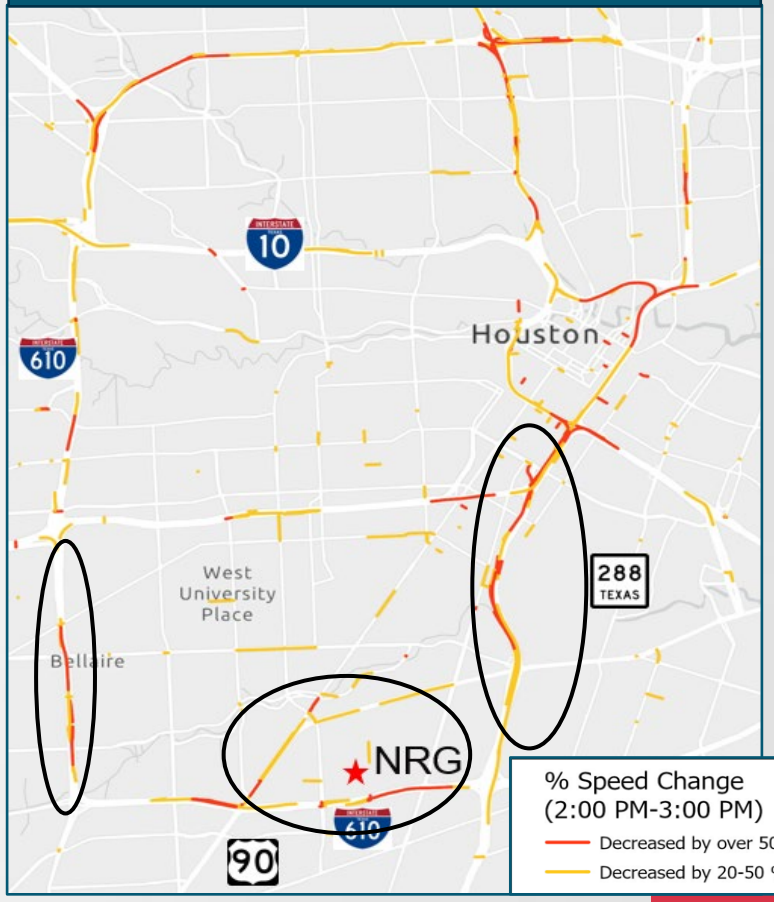
Typical 2025 Summer Weekday

vs

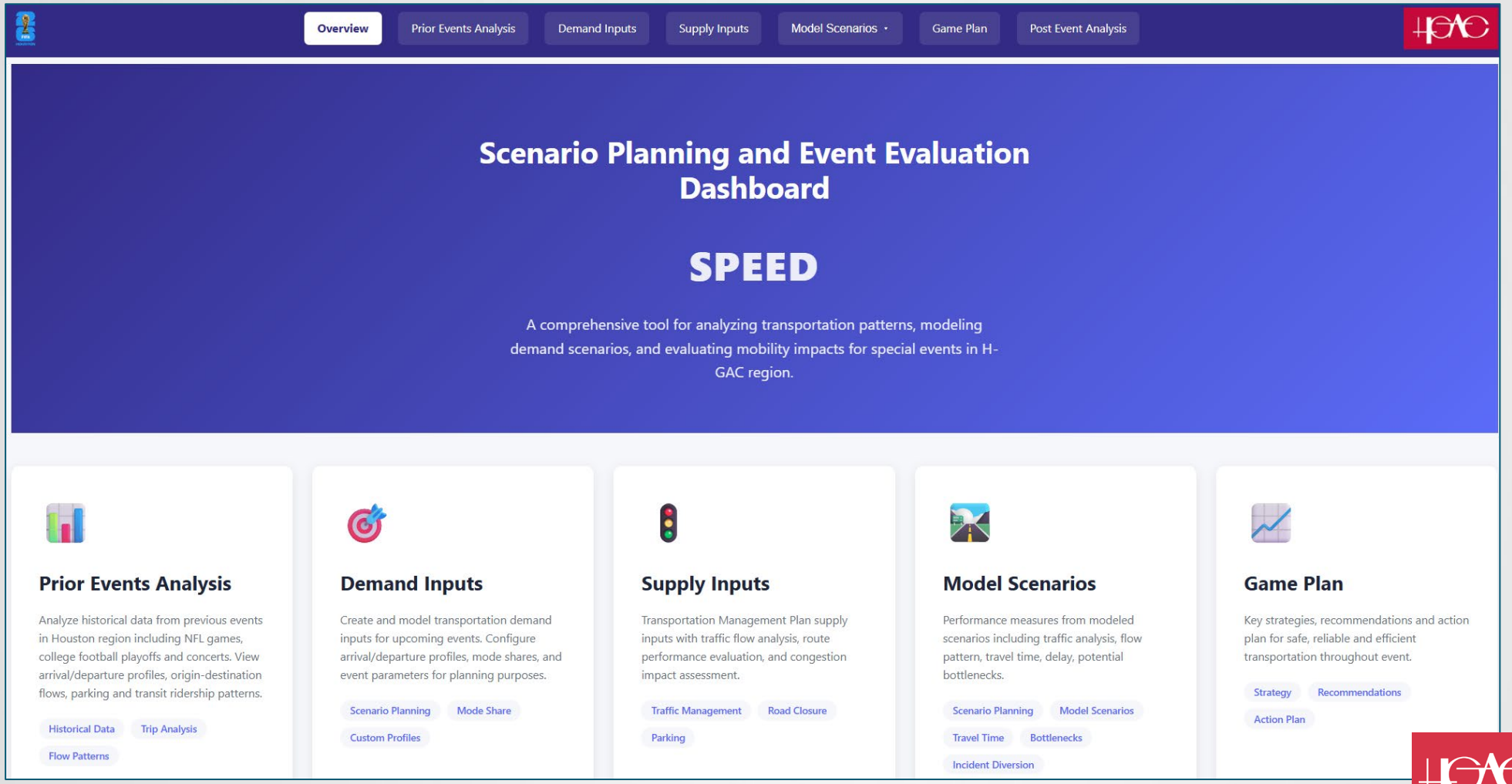


FIFA Game Day — Tuesday, June 23, 2026
Portugal vs. Uzbekistan | Noon Game

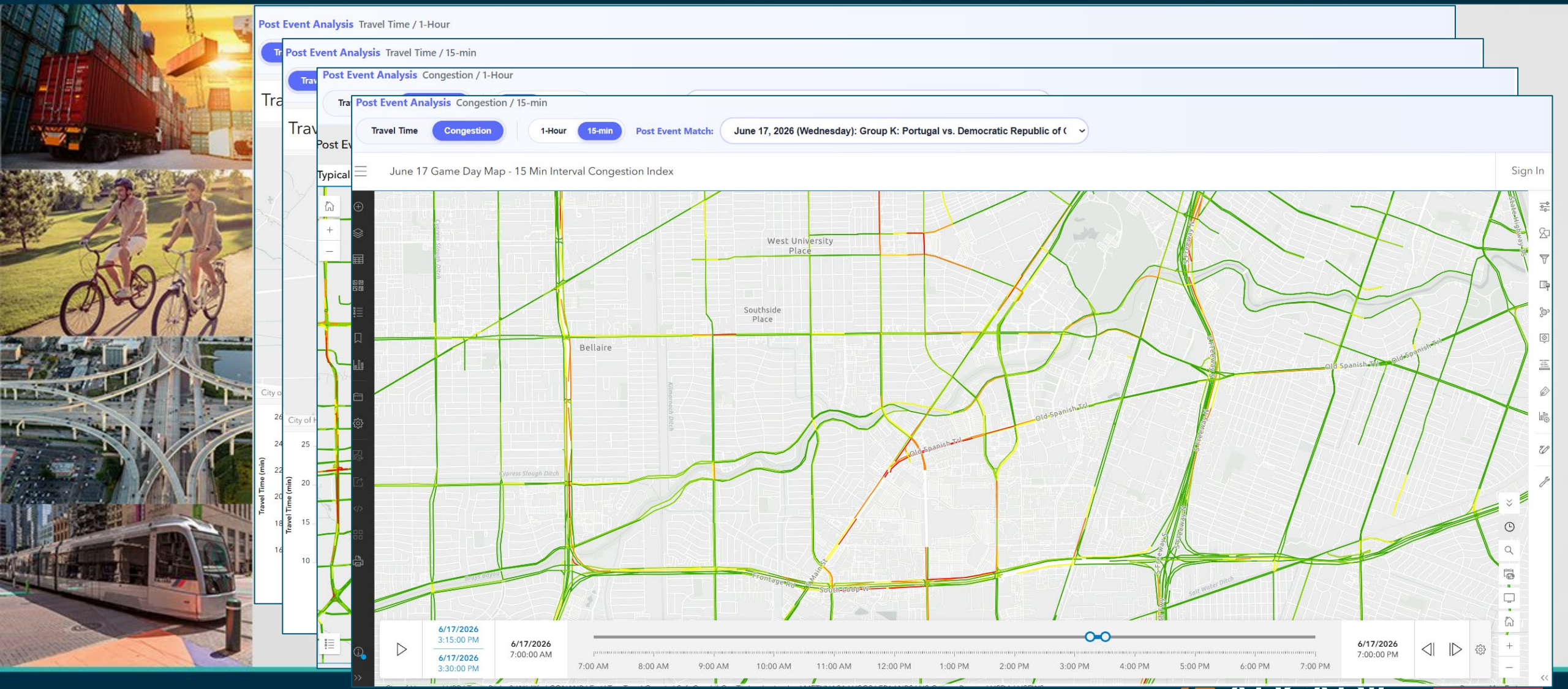
Modeled



Digital Tool (SPEED)



Post-Event Dashboard



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Best Practices

- Scenario-based planning and modeling
- Build confidence through validation
- Maintain strong interagency coordination
- Common data and visualization platform
- Active arterial and freeway management
- Performance measures driven post-event evaluation
- Document lessons learned

Continuous Improvement Mindset

Evolving event information

Shared data framework across agencies

Inter-agency coordination

Timely Funding

SPEED tool - A reusable framework

Build Repository of plans and leverage big-data

Questions / Comments

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