
Appendix A

Public Comments

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Appendix A – Public Comments

PUBLIC INVOLVEMENT PROCESS FOR THE 2027-2030 TIP

The public comment period for the Draft 2027-2030 Transportation Improvement Program (TIP) began on April 8th, 2026, and ended on May 8th, 2026. One public meeting was held on April 21st, 2026 – from 6:30 pm to 8:30 pm. During these meetings, H-GAC staff described the contents of the TIP and answered questions raised by meeting participants.

In addition to the public meetings, legal notices, email contacts, social media outreach efforts, flyers, freeway dynamic message signs, and the H-GAC TIP website were used to communicate with the public and provide updated information on the 2027-2030 TIP development process. The H-GAC TIP website reports on the ongoing development and administration of the 2027-2030 TIP program and includes links to various TIP program resources. The TIP website may be viewed at <http://h-gac.com/transportation-improvement-program/default.aspx>.

Staff received as many as forty-four (44) comments from individuals and organizations during the Draft 2027-2030 TIP public comment period. All the comments received were forwarded to the appropriate state or local agency for consideration. The sections that follow contain a list of the public comments along with the official response, where available.

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ID	Organization	Location	Project	Comment	Response
1025	Trinity River Authority of Texas	Chambers County	Freight Movement and Transportation Improvements to include the Port of Liberty	<p>1. More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities.</p> <p>2. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region.</p> <p>3. More funding is needed for the heavy freight corridors, like SH 225 and I-610 East.</p> <p>4. The Transportation Improvement Program (TIP) does not adequately address freight infrastructure needs along the Trinity River corridor. The 2027–2030 TIP should place greater emphasis on freight and multimodal investments along the Trinity River, including the revitalization of the Port of Liberty. While smaller in scale than coastal ports, the Port of Liberty has a strategically important inland location that positions it to support regional freight movement and improve system redundancy.</p> <p>Funding is needed to dredge the lower Trinity River to enable shallow draft navigation and allow barge traffic to reach the City of Liberty. An active Port of Liberty would complement—not compete with—the Port of Houston by diverting appropriate freight to inland barge service, helping reduce congestion, roadway wear, and emissions in the Houston Ship Channel area. This would also improve overall system resilience while supporting economic activity in Liberty County and surrounding areas.</p> <p>There is also a need for restoring rail access into the Port of Liberty. An abandoned rail spur already extends across U.S. Highway 90 toward the port site, and reconnecting this rail infrastructure would create a critical multimodal link tying river, rail, and highway freight together. This may require new alignments or connections, potentially from the east, and should be advanced through project development funding.</p> <p>Investment in the Port of Liberty and Trinity River navigation supports regional freight mobility, enhances resilience across the freight network, and offers a way to expand capacity without further overburdening the Port of Houston. The TIP should prioritize project development and construction funding to advance dredging, rail access, and roadway improvements that also support the Port of Liberty and take another look at how we can make meaningful progress towards freight movement on the Trinity River.</p>	<p>Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities.</p>
1038	Chambers-Liberty Counties Navigation District	Chambers County	2027-2030 Transportation Improvement Program	<p>Dredging the lower Trinity River is necessary to restore shallow-draft navigation and allow barge traffic to reach Liberty. A functioning Port of Liberty would complement Port Houston by shifting suitable freight to inland barge service, reducing congestion, roadway wear, and emissions in the Houston Ship Channel area. This improvement would strengthen system resilience and support economic growth in Liberty County and nearby regions.</p>	<p>Thank you for your comment. H-GAC will engage with the Port of Liberty to discuss potential opportunities.</p>
1029	City of Fulshear, Texas	City of Fulshear		<p>FM 359 between Westpark Tollway/FM 1093 and I-10, and Westpark Tollway/FM 1093 going west to Weston Lakes should be prioritized and moved up the list given the area's massive growth in population, and ongoing and near-term developments that will make future road projects more challenging considering utility conflicts, land acquisition, etc.</p>	<p>Thank you for your comment. Fort Bend County concurs with the statement that these two projects should be prioritized and advanced. Weston Lakes is not a logical termini for TxDOT so the FM 1093 project would have limits of FM 359 in Fulshear to FM 1489 in Simonton.</p>
1026	Center For Transportation and Commerce	City of Galveston		<p>Where are the funding commitments for commuter or light rail services? Not a single dime, really? The public has overwhelmingly expressed its desire for these multi-model services in your RPTCP Community Surveys! Give us options and we will use them.</p>	<p>Thank you for your comment. Commuter rail and light rail service projects have not been submitted to a previous Call for Projects. In 2018, H-GAC's High Capacity Transit Task Force identified multiple rail projects for inclusion in our Regional Transportation Plan. Recently, these projects were moved to our Illustrative List due to a lack of local sponsor.</p>

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1006	ReVolt Battery Technology Corp	City of Houston		<p>Could you please have the option of folks who are unable to attend in person and view via Google meet, Teams or Zoom ?</p> <p>Thanks much</p>	<p>Thank you for your comment. For the 27-30 public meeting, we only had an in-person option. At future meetings, we could provide a virtual option. Please consult our Public Participation Plan to review our public involvement guidelines and see how you can best get involved with H-GAC.</p>
1012		City of Houston		<p>Houston - Galveston is lacking a viable public transportation system for cruise goers. Unlike Fort Lauderdale to Miami Cruise port (Tri-Rail train - \$8-\$12, JFK (Airtrain \$8.50) or LGA (LaGuardia Link bus-Free) to Manhattan Cruise Terminal, or New Orleans MSY to NO cruise port)RTA 202 Airport Express bus - \$1.50. I live in Sugar Land, and can take the Park & Ride bus to downtown Houston and catch another bus to either IAH or Hobby. But there are no available bus to Galveston. With the record growth of people cruising, hotel and parking prices have skyrocketed making the overall price for a cruise out of Galveston out of reach. Why can Naskila Casino Express provide bus services from all over Houston, Humble, New Caney, Spring, Sugar Land, Richmond, Katy, Tomball, Conroe and The Woodlands for only \$10. Hopefully Houston and Galveston can work on a solution for cruisers from the Greater Houston surrounding area.</p>	<p>Thank you for your comment. The 2027-2030 Transportation Improvement Program (TIP) funds transit services for the region. We will take note that transportation for cruise goers should be considered with our transit agencies.</p>
1014		City of Houston		<p>I am a disabled adult who attends HCC as a full-time college student and I'm seeking alternatives to avoiding disruption to my college education. I have exhausted all available options for securing viable and reliable transportation in my city, county, and state. None of the community-based or disability transportation resources I've contacted are able to meet the logistical requirements of my college classes. For several months, I have shared my ongoing concerns with Texas elected officials and legislators letting them know that non-medical transportation remains a significant and persistent barrier to college education for individuals with disabilities and is also a social determinant of health. The numbers are there to justify this. However, the numbers are invisible to some. Limited availability of non-medical transportation services continues to directly impact workforce participation and employment outcomes for the disabled population. We as individuals with disabilities have no political voice. Lack of supportive transportation resources is similar to denying jobs to people who want and are capable of working and I think this is a horrible way to support the economy and reduce inflation. Despite these systemic challenges, I strongly believe that your 2027-2030 Transportation Improvement Program would be vital to my development, growth, and long-term goal of achieving a high level of self-sufficiency, while preserving my dignity as a disabled college student on a path to obtaining my associate's degree at HCC. Thank you for your time and consideration to my cry for help.</p>	<p>Thank you for your comment. H-GAC staff are aware that there are significant challenges in the availability of reliable non-emergency medical transportation (NEMT) across the H-GAC region that negatively affect the mobility of persons with disabilities. H-GAC coordinates with NEMT providers to identify potential opportunities for collaboration and expanded service. H-GAC staff continuously works in collaboration with the region's transit agencies, providers, and the public to search for solutions to limited NEMT resources.</p> <p>If you have not already done so, please visit our Mobility Links page (https://www.h-gac.com/mobility-links) to search for regional transportation providers who may be able to assist you.</p>
1010	Aloema Home	City of Houston		<p>I wish that Metro would extend their services of the curb to curb beyond beltway 8 and south of south Post Oak Road. We have been told they do not service clients under beltway 8 which is South of South Post Oak.</p>	<p>METRO receives all public requests for any proposed service and evaluates them on a continual basis through our service change process. To look at the latest changes and about our policy regarding future changes, please refer to https://www.ridemetro.org/alerts/service-changes.</p>
1044	City of Houston - Public Works	City of Houston	City of Houston Public Works	<p>Mr. Lingala and Mr. Keen,</p> <p>We have completed our review of the draft 2027-2030 TIP project listing and request the below minor modifications be made prior to adoption.</p> <p>MPOID 18034, CSJ 0912-72-615 Antoine Dr, Victory Dr to US 290</p> <p>Request 1: Please add a notation that the City has requested the use of Advanced Construction to facilitate on-time construction while awaiting the availability of federal funds that have been deferred by the MPO to outside the 4-year TIP due to fiscal constraint. ie "(Adv Con Requested)"</p> <p>Request 2: Please correct street name to "Antoine Dr" and ensure the YOE cost and funding totals accurately reflect the amounts programmed.</p> <p>We thank you for your support and will follow-up separately regarding the status of our of Oct 31, 2025 amendment request pertaining to Gessner Rd.</p>	<p>Thank you for your comment. We will add reference to City of Houston's request to use Advanced Construction process and correct these formatting errors and typos for MPOID 18034.</p>

ID	Organization	Location	Project	Comment	Response
1019	City of La Porte	City of La Porte		<p>More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities.</p> <p>More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region.</p> <p>More funding is needed for the heavy freight corridors, like SH 225 and I-610 East.</p>	<p>Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region. Both SH 225 and I-610 East are included.</p>
1020	City of La Porte, Texas	City of La Porte	2027-2030 Transportation Improvement Program (TIP)	<p>More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities.</p> <p>More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region.</p> <p>More funding is needed for the heavy freight corridors, like SH 225 and I-610 East.</p> <p>Port Houston supports millions of jobs and nearly a trillion dollars in national economic impact. The Houston Ship Channel and the industries along it support 19% percent of Texas' total gross domestic product (GDP). It is vital that we keep freight moving, and that includes the need for adequate funding for key roadways.</p> <p>I appreciate your support and collaboration to ensure the needs of both industry and communities are heard.</p>	<p>Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..</p>
1033	City of Liberty	City of Liberty	2027-2030 Transportation Improvement Program (TIP)	<p>Houston-Galveston Area Council Transportation Policy Council 3555 Timmons Lane, Suite 120 Houston, Texas 77027 RE: Support for Freight Mobility and Trinity River Corridor Investments in the 2027–2030 Transportation Improvement Program To Whom It May Concern: On behalf of the administration of the City of Liberty, Texas, I respectfully submit this letter in support of increased transportation and freight infrastructure investments within the east and northeast portions of the Houston-Galveston region, particularly along the Trinity River corridor and in support of the revitalization of the Port of Liberty. As our region continues to experience substantial industrial, residential, and freight-related growth, it is critical that long-term transportation planning reflects the importance of multimodal infrastructure and regional system resilience. The City of Liberty believes the draft 2027–2030 Transportation Improvement Program does not yet adequately address the growing freight mobility needs of our area or the strategic opportunities associated with the Trinity River corridor. The Port of Liberty represents a unique inland opportunity to strengthen regional supply chains, support shallow-draft barge navigation, and provide additional freight capacity that complements existing operations at Port Houston. Investments in the lower Trinity River, including dredging and navigation improvements, could provide meaningful long-term economic and transportation benefits not only to Liberty County, but to the broader region and the State of Texas. Additionally, restoration of rail connectivity into the Port of Liberty area and roadway improvements supporting freight movement would create important multimodal connections between river, rail, and highway transportation systems. These types of investments improve redundancy, reduce congestion pressures on existing infrastructure, and position our region for future economic growth. The City of Liberty strongly encourages HGAC to prioritize additional project development, engineering, and future construction funding for freight and multimodal infrastructure projects serving the Trinity River corridor and surrounding communities. We appreciate HGAC's continued leadership in regional transportation planning and thank you for your consideration of these comments.</p> <p>Sincerely, Bryan Kendrick City Manager City of Liberty, Texas</p>	<p>Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities, and we anticipate including the City of Liberty in those meetings.</p>

ID	Organization	Location	Project	Comment	Response
1015	City of Mont Belvieu	City of Mont Belvieu	IH 10 Ramp Reversal/MPO ID: 19016/CSJ: 050802139	<p>The construction funding currently allocated to this project is not sufficient to deliver the improvements needed for the region. This effort represents a true tri-agency partnership: County-funded design, City-managed delivery, and TxDOT oversight and support, showing a unified commitment to getting critical infrastructure done right and delivered.</p> <p>Based on current estimates, the total construction cost is approximately \$18,612,516.36, leaving a funding gap of \$9,255,298.36. Additional funding support is needed to fully deliver this project and make sure it performs the way it's intended to.</p> <p>Project Goal: The goal of the I-10 Ramp Reversal Project is to improve how the corridor functions today between SH 99 and the Trinity River Bridge, while making sure it continues to work as the region grows.</p> <p>As the City and County continue building out their adopted thoroughfare plans—plans that have been coordinated with and recognized by the Houston-Galveston Area Council, the existing interstate access points within the Beaumont District need to function in a way that supports that network.</p> <p>Right now, the ramp configuration doesn't reflect how traffic is moving today or the growth happening in the corridor. That mismatch is creating operational issues, weaving conflicts, queue spillback, and safety concerns—all of which are driving the need for this project.</p> <p>To address that, the project reconfigures six existing ramps and adds two strategically placed ramps, all within the existing corridor footprint. The goal is to better align with regional mobility plans and improve overall interstate operations. These improvements reduce conflict points, increase queue storage, and help traffic move more efficiently between the mainlanes and frontage roads.</p> <p>At the end of the day, this project improves how the corridor functions, strengthens resiliency, supports freight and evacuation movement, and aligns with regional mobility plans—all while extending the life of the infrastructure we already have and keeping the door open for future improvements when the time is right.</p>	<p>Thank you for your comment. All cost increases to TIP projects are subject to H-GAC's cost overrun policy. We look forward to receiving your cost increase request on MPOID 19016 and the discussion to follow.</p>
1016	City of Mont Belvieu	City of Mont Belvieu	FM 565 North Corridor Growth-Driven Complete Street Project_MPO ID: 19381_CSJ: 1024-01-095	<p>We are requesting that FM 565 North Corridor Growth-Driven Complete Street Project specifically the segment north of I-10 between SH 146 and FM 1409 be reprogrammed for FY 2030 and approximately \$56 million in construction funding. Moving this project up is critical to keeping pace with the level of development happening north of I-10 and making sure the corridor can function safely and efficiently as growth continues.</p> <p>This project represents a major opportunity to transform a rural two-lane roadway into a corridor that better reflects the demand we are actively seeing in the region. It is supported by a strong tri-agency partnership—County, City, and TxDOT—all aligned on delivering a project that meets both current needs and where we know this area is headed.</p> <p>Today, this portion of FM 565 is still operating as a rural two-lane asphalt roadway that no longer matches the activity or type of development occurring along the corridor. As traffic volumes increase, the roadway is becoming more constrained, with limited capacity, reduced safety margins, and no real accommodations for pedestrians or cyclists.</p> <p>This project widens FM 565 to a four-lane urban roadway and includes raised medians, shared-use paths, and roadway lighting. The goal isn't just to add lanes, it's to improve safety, manage access, and create a more complete corridor that works for everyone using it.</p> <p>Beyond mobility, this project has strong community support and will help shape how this corridor develops moving forward. It's not just about widening the road, it's about building something that feels intentional, safer, and better connected to the community.</p> <p>Reprogramming this project to FY 2030 keeps us ahead of growth instead of reacting to it after the fact, and ensures the infrastructure is in place when it's needed.</p>	<p>Thank you for your comment. This project has not received funding approved by the Transportation Policy Council. H-GAC will contact you to request further information on the project.</p>
1024		City of Seabrook		<p>As a citizen of Seabrook, TX, we are already inundated with truck traffic from Bayport Terminal. It affects our ability to access our home in Mystic Village and means to get into to Houston proper via our most direct route on Hwy 146 N to Hwy 225. Hwy 146 has been under construction for years with the by-pass through Seabrook and Kemah and now the construction has shifted to 146 N between Red Bluff Road to 225. Once you reach 225 the road is in absolute horrible shape from 146 to beltway 8 on both the north and southbound sides. With the current truck numbers, the traffic is currently a challenge, and we know this will only get worse. Infrastructure needs with regard to containerized cargoes and the citizens that try to coexist on the roads with the trucks is critical now and for the foreseeable future.</p>	<p>Thank you for your input regarding congestion in and around State Highway (SH) 146 and SH 225 as part of the Houston-Galveston Area Council's public engagement for the proposed 2027-30 Transportation Improvement Program (TIP). The TIP is a four year programming document that identifies projects anticipated to go to construction over the next four years. These projects in the TIP aim to improve safety and mobility for the traveling public and we appreciate your feedback. The specific roadways you mentioned are owned and operated by the Texas Department of Transportation. We are forwarding your input and your contact information to them and asking that they reach out to you regarding your specific concerns.</p>

ID	Organization	Location	Project	Comment	Response
1007	1093 Rails To Trails Local Government Corporation	City of Willis	FM 1093 expansion	Would like the 1093 Rails to Trail project, which is converting the rail corridor to a hike-bike trail, integrated with the FM 1093 lane expansion from Fulshear to the Brazos River. Also, coordinate with Brazos River Lynchpin Project in Simomnton for parking and access to the rail bridge.	Thank you for your comment. Fort Bend County supports the inclusion of a ten foot wide trail/sidewalk on one side of the proposed FM 1093 corridor. The other side would likely be a five foot wide sidewalk in order to meet the design requirements of FM 1093 and the future toll lanes. Fort Bend County does not currently have a preference on whether the trail ends up on the north or south side of the corridor. Fort Bend County would like to work with TxDOT to support the inclusion of all types of uses within the corridor. The current corridor design being done ends just west of FM 1489, so the parking and access to the rail bridge over the Brazos River is a separate topic. Please contact the Fort Bend County Toll Road Authority directly for this issue.
1017	Greater Houston Partnership	East Harris County	Stephen Reynolds	1)More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2)More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3)More funding is needed for the heavy freight corridors, like SH-225 and I-610 East.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East.
1018	EHCMA	East Harris County	2027 - 2030 TIP	From the perspective of the East Harris County Manufacturing Association, we strongly emphasize the need for increased investment in transportation infrastructure across the east and northeast portions of our region. Additional funding for roadway improvements is critical to support efficient freight mobility while also safeguarding the surrounding communities that rely on these corridors every day. Equally important is greater investment in early project development (including environmental review, schematic planning, and design) so that a robust pipeline of projects in these areas is ready for inclusion in the next four-year Transportation Improvement Program (TIP). Without this upfront commitment, east and northeast projects risk being left behind. Finally, targeted funding for major heavy freight corridors, such as SH 225 and I-610 East, is essential to maintaining the flow of goods that drives our regional economy and supports industrial growth.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1021	West Gulf Maritime Association`	East Harris County		We support a regionalized surface transportation plan that significantly increases funding for transportation projects that move products to and from the Port of Houston. As currently proposed, the draft 2027-2030 Transportation Improvement Program (TIP) has very few projects funded for construction in key corridors surrounding the Houston Ship Channel where the majority of our region's freight activity occurs. This imbalance risks creating bottlenecks that will negatively impact industries supporting Ship Channel activities, surrounding communities, and the broader regional economy. Additional funding is needed in three key areas. First, roadway investments in the east and northeast are critical to improving freight mobility and reducing congestion impacts on local communities. Second, increased funding for project development is essential to ensure that future TIP cycles include construction-ready projects in these high-need areas. Third, priority must be given to heavy freight corridors which are vital links in moving goods efficiently. The Port of Houston supports millions of jobs and generates nearly \$1 trillion in national economic impact. Ensuring that goods can move efficiently through this corridor is not just a regional concern, it is a national economic priority. For these reasons, I strongly encourage that the 2027-2030 Transportation Improvement Program include increased investment in freight-related transportation infrastructure in the eastern and northeastern portions of the region.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1022	BGE, Inc.	East Harris County	Harris - Galveston Area Council	1.More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2.More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3.More funding is needed for the heavy freight corridors, like SH 225 and I-610 East.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..

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1027	Economic Alliance Houston Port Region	East Harris County		More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. The 25-mile upper reach of the Houston Ship Channel is home to the world's largest petrochemical complex and accounts for 20% of the state's GDP, yet we have not adequately prioritized the projects supporting this economic engine. If we don't change course now, we put at risk hundreds of billions of dollars in economic activity over the next decade. Thank You.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1028	Port Houston	East Harris County		1. More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3. More funding is needed for the heavy freight corridors, including SH 225 and I-610 East, and the acceleration of SH 146.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1030	AAL Shipping	East Harris County	Draft 2027-2030 TIP	The East and Northeast corridor of Houston is an essential area for freight mobility not only because the Port of Houston is located in that area but also because additional funding will not only keep roads safe, but it will also have a positive impact in the surrounding communities. Additional funding will help create more project opportunities that are essential for this area.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region. Both SH 225 and I-610 East are included.
1031	HNTB Corporation	East Harris County	SH 225 & I 610 East	These projects are heavy freight corridors near the Port of Houston. More funding is needed for roadways in the east and northeast area of our region to support freight mobility or the Port of Houston and the Houston Region will lose business opportunities.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East.
1035	Parsons	East Harris County	Not Provided	We would recommend adding a 4th item for consideration, but we would make it first on the list – funding for a freight shuttle system (FSS) for the expedited movement of cargo in our region which will relieve congestion on the roadways, reduce negative environmental impacts, increase the longevity of our infrastructure, improve roadway safety and reliability, and provide economic efficiencies.	Thank you for your comment. This comment has been transferred to H-GAC's freight team for discussion.
1036	World Trade Distribution, Inc.	East Harris County	2027-2030 Transportation Improvement Program	As a company that only runs intermodal to and from the port of Houston, we need better roadways. The conditions of these roads serve as a factor in a lot of wear and tear on the trucks with freeways that need to be repaired.	Thank you for your comment. H-GAC is committed to providing better roadways for our users.
1037	SK Signet Manufacturing Texas	East Harris County	2027-2030 Transportation Improvement Program (TIP)	<ul style="list-style-type: none"> • More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. • More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. • More funding is needed for the heavy freight corridors, like SH 225 and I-610 East. 	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1023	Dow	East Harris County		More funding is needed for the heavy freight corridors, like SH 225, I-610, and I-10.	Thank you for your comment. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including SH 225, I-610, and I-10.

ID	Organization	Location	Project	Comment	Response
1039		East Harris County	Not Provided	Roads have been causing accident's all thru 225, dangerous and unnecessary truck repairs. Not to mention traffic extremely heavy...	Thank you for your comment. SH 225 is an essential corridor for the region. Please consult our 2045 Regional Transportation Plan Update, which includes SH 225 projects over the next 20 years.
1040		East Harris County	Not Provided	i can not stress enough how wrong its that SH225 its without a doubt one of the corridors that moves more cargo probably in the whole country and how forgotten and neglected its been for several years, its shameful, 4 cities making money out of this road , Houston, deerpark, pasadena, and Laporte imposing fines on truck drivers on ridiculous numbers, so much so that they have created check points just to inspect truckers and sometimes even falsely reporting bogus violations which translate into fines and court fees and not do spend a DIME on fixing SH225 like i said before SHAMEFUL	Thank you for your comment. SH 225 is an essential corridor for the region. Please consult our 2045 Regional Transportation Plan Update, which includes SH 225 projects.
1005		H-GAC wide		It would be nice to have a big dog park with more toys and a walking path to be able to walk while the pups are running.	Thank you for your comment. Sidewalks and shared use paths are funding through our Transportation Alternatives Set-Aside Program, which is currently ongoing. For more information, reach out to Christopher Whaley at christopher.whaley@h-gac.com
1008	Retrain America	H-GAC wide	All Things PAT3 - EV	We are interested in discussing Telcom Construction and EV infrastructure expansion initiatives aligned with industry demands for small businesses Risheem Muhammad www.edsworkdev.tech	Thank you for your comment. Please contact Andrew DeCandis for all EV initiatives at andrew.decandis@h-gac.com
1013		H-GAC wide	N/A	TIP needs an ongoing project to improve traffic signals (lights). Unnecessary and poorly timed signals increase congestion, add travel time, contribute to air pollution, and increase transportation cost. Traffic signals are frequently added but none are removed. Many signals in my neighborhood are unnecessary with little traffic 24x7. They should be removed and replaced with flashing yellow signals or stop signs. Most signals are poorly timed for the main arteries and rush hours. Signals should have smarter sensors and timing software with upgrades for AI. It is very frustrating to sit at red lights when there is absolutely no cross traffic. Traffic signals are added when new commercial areas are developed, but no signals are removed when the same commercial areas are vacated years later.	We encourage existing and future customers to provide their feedback through the agency's public comments portal https://crm.ridemetro.org/new-public-comments/?q=suggestion . As HGAC, feel free to enter the suggestion on behalf of the submission, noting that this comment was provided through HGAC's TIP public comment process.
1041		H-GAC wide	Not Provided	Really good system	Thank you for your comment.
1032	Port of Liberty Commissioners	Liberty County		The Port of Liberty could play a vital role in economic development in the greater Houston-Galveston area. We could develop the port to allow for shallow-draft barge traffic to help alleviate pressure on the Port of Houston. We would like to become a strategic partner of the Port of Houston to support their efforts. The Port of Liberty could relieve congestion and operational strain at the Port of Houston. We believe we are losing port traffic to Louisiana due to the high costs at the Port of Houston due to limited land resources. The Port of Liberty would also strengthen regional supply-chain resilience and drive economic development in Liberty and Chambers Counties. We have relatively easy access to rail and interstate freeways. Please support the potential development at the Port of Liberty!	Thank you for your comment. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities.
1034	Port of Liberty Texas	Liberty County	Port of Liberty Texas	I want to convey to you the critical importance any positive support comments in the Houston-Galveston Area Council's Draft of the 2027-2030 Transportation Improvement Program are to the people in South Liberty County. We are dedicated to building the infrastructure required to sustain and support the industrial and commercial activity inevitable for our home. Liberty county is exploding with growth and now is the time to act. Leaders here have vision and dedication and we are engaging that every day. Your support gives it strength and viability. Freight mobility is a critical path in our future and revitalizing the Port of Liberty along with restoration of the rail spur in Liberty is key to that. Revitalization of that facility would allow shallow draft barge service to Liberty and relieve congestion at the Port of Houston, strengthen supply chain resilience and service economic activity in Liberty and Chambers Counties. We need it and are willing to work for it. Executing tasks like Port Liberty requires hard, calculated work with construction of a barge canal and re-working the port in Liberty. We do have a plan and process underway for that. We understand there are challenges in land transport as well. East West routes are crowded and becoming more so, especially Hwy. 90 in Dayton and Liberty. We know working that will include state and federal partners, chambers, local governments and legislators will be the key on those issues. Funding is essential to get that done and we respectfully ask that our needs are considered carefully and receive your support in the TIP process. It is very important to us. Please. We need your help. Sincerely, Wendell Null Commissioner Port of Liberty Vice Chair Gulf Inland TIRZ Board	Thank you for your comment. H-GAC notes your desire for funding in Chambers and Liberty counties. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities. For projects on US 90, please consult out 2045 Regional Transportation Plan Update project listing.

ID	Organization	Location	Project	Comment	Response
1042	Trinity River Authority of Texas	Liberty County	Port of Liberty	<p>1. More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3. More funding is needed for the heavy freight corridors, like SH 225 and I-610 East. 4. The Transportation Improvement Program (TIP) does not adequately address freight infrastructure needs along the Trinity River corridor. The 2027–2030 TIP should place greater emphasis on freight and multimodal investments along the Trinity River, including the revitalization of the Port of Liberty. While smaller in scale than coastal ports, the Port of Liberty has a strategically important inland location that positions it to support regional freight movement and improve system redundancy. 5. Funding is needed to dredge the lower Trinity River to enable shallow-draft navigation and allow barge traffic to reach the City of Liberty. An active Port of Liberty would complement—not compete with—Port Houston by diverting appropriate freight to inland barge service, helping reduce congestion, roadway wear, and emissions in the Houston Ship Channel area. This would also improve overall system resilience while supporting economic activity in Liberty County and surrounding areas. 6. There is also a need for restoring rail access into the Port of Liberty. An abandoned rail spur already extends across U.S. Highway 90 toward the port site, and reconnecting this rail infrastructure would create a critical multimodal link tying river, rail, and highway freight together. This may require new alignments or connections, potentially from the east, and should be advanced through project development funding. 7. Investment in the Port of Liberty and Trinity River navigation supports regional freight mobility, enhances resilience across the freight network, and offers a way to expand capacity without further overburdening Port Houston. The TIP should prioritize project development and construction funding to advance dredging, rail access, and roadway improvements that also support the Port of Liberty and how we can make meaningful progress towards freight movement on the Trinity River.</p>	<p>Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities.</p>
1043	Trinity River Authority of Texas	Liberty County	Port of Liberty	<p>1. More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3. More funding is needed for the heavy freight corridors, like SH 225 and I-610 East. 4. The Transportation Improvement Program (TIP) does not adequately address freight infrastructure needs along the Trinity River corridor. The 2027–2030 TIP should place greater emphasis on freight and multimodal investments along the Trinity River, including the revitalization of the Port of Liberty. While smaller in scale than coastal ports, the Port of Liberty has a strategically important inland location that positions it to support regional freight movement and improve system redundancy. 5. Funding is needed to dredge the lower Trinity River to enable shallow-draft navigation and allow barge traffic to reach the City of Liberty. An active Port of Liberty would complement—not compete with—Port Houston by diverting appropriate freight to inland barge service, helping reduce congestion, roadway wear, and emissions in the Houston Ship Channel area. This would also improve overall system resilience while supporting economic activity in Liberty County and surrounding areas. 6. There is also a need for restoring rail access into the Port of Liberty. An abandoned rail spur already extends across U.S. Highway 90 toward the port site, and reconnecting this rail infrastructure would create a critical multimodal link tying river, rail, and highway freight together. This may require new alignments or connections, potentially from the east, and should be advanced through project development funding. 7. Investment in the Port of Liberty and Trinity River navigation supports regional freight mobility, enhances resilience across the freight network, and offers a way to expand capacity without further overburdening Port Houston. The TIP should prioritize project development and construction funding to advance dredging, rail access, and roadway improvements that also support the Port of Liberty and how we can make meaningful progress towards freight movement on the Trinity River.</p>	<p>Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities.</p>
1011		Montgomery County	18958	<p>The purpose of this project according to Precinct 2 commissioner Charlie Riley is to provide a bypass around the intersection of FM 1488, 1774 and the Union Pacific rail line but FM 249 already provides one. Years ago when this plan was originally designed, Magnolia was physically much smaller, far less populous and FM 249 didn't extend past Tomball. Bypasses are typically situated much farther from the congestion they are intended to skirt than this one will be. The Magnolia Relief Route will originate on the western side of town roughly 4 miles from the 1488/1774/UP intersection and terminate at FM 249 approximately 3 miles from that point on the east. In comparison, FM 336 encircles the city of Conroe between 9 and 10 miles from the center of town. I have a Bachelor's degree in Urban/Regional Planning and this is a bad plan. It is antiquated, redundant, and should be redesigned. I am opposed to it as an impacted landowner, but also as a tax paying resident of Montgomery county who strongly believes that the project will be obsolete by the time it is completed if it isn't already.</p>	<p>Thank you for your input on the Houston-Galveston Area Council's 2027-30 Transportation Improvement Program (TIP). The Magnolia Relief Route is being performed as a partnership between Montgomery County and the Texas Department of Transportation. The project is included in the Regional Transportation Plan and the right of way phase of the project is included in the 2027-30 TIP. The Transportation Policy Council has funded construction of the project in FY 2034. The purpose of the project is to provide a relief route for FM 1488, reduce traffic congestion in the town center, help to improve safety by separating through movements from local traffic, improve freight reliability, provide faster travel time, and create economic development opportunities.</p>

ID	Organization	Location	Project	Comment	Response
1009		North Harris County	FM 2920 West of Cypress Rosehill Rd to US 290	The TxDot Project tracker shows the portion of FM 2920 from US 290 to Becker Road will begin construction to add lanes and widen the highway within 4 years. This is not acceptable. Construction needs to start immediately due to traffic created by housing developments in the Hockley and Waller areas. Even worse, the tracker indicates the section between Becker road and Cypress Rosehill road to begin construction to add lanes and widen the highway within 5-10 years. This is an insanely bad schedule as the traffic is already bumper to bumper in the evenings. Who do I need to contact in order to get these project construction schedules moved to next week?	Thank you for your comment on the proposed improvements to FM 2920 from US 290 to Becker Road as part of the Houston-Galveston Area Council's 2027-30 Transportation Improvement Program. We appreciate your interest and share your concern regarding the tremendous growth that is happening in the northwest region of our service area. We will share your comment and information with the Texas Department of Transportation (TxDOT) – Houston District, the facility owner. We also encourage you to reach out directly to TxDOT to share your concern. You can go to txdot.gov and click "contact us."
1044	BayTran	Liberty County	Not Provided	BayTran strongly supports increased investment in critical freight corridors, particularly in the east and northeast portions of the Houston-Galveston region. These areas are essential to regional and national economic performance yet remain underfunded relative to their importance. To effectively champion regional mobility and economic development, additional funding is needed for roadway capacity, safety, and resilience improvements that support freight movement while protecting adjacent communities. Corridors such as SH 225 and I-610 East are vital links in the regional freight network and require sustained investment to remain reliable and efficient. BayTran also emphasizes the importance of advancing the Pelican Island Bridge replacement, a critical connection supporting port operations, industrial activity, and national maritime interests. The existing bridge has exceeded its useful life and presents reliability and safety concerns, underscoring the need for timely investment in its replacement. Equally important is increased funding for project development—including environmental clearance, schematic, and design phases. Advancing projects in the east and northeast through these early stages is necessary to ensure they are construction-ready and can be included in future TIP cycles. Without this pipeline, critical infrastructure improvements will continue to lag behind demand. The Port Houston complex supports millions of jobs and generates nearly \$1 trillion in national economic impact, with the Houston Ship Channel contributing approximately 19% of Texas' GDP. In addition, ports across BayTran's service area, including Galveston Wharves, Port of Texas City, and Port Freeport—depend on a connected and efficient freight network. Strategic investment in freight mobility is essential to sustaining economic competitiveness, strengthening supply chains, and improving quality of life for surrounding communities.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East.
1045	Port of Liberty	Liberty County	Not Provided	The following comments are submitted regarding the Draft 2027–2030 Transportation Improvement Program with a focus on enhancing regional freight redundancy, mobility, and economic resilience. As the Greater Houston region continues to lead the nation in trade and industrial growth, the East and Northeast subregions—particularly the Trinity River corridor and the Port of Liberty—represent a significant and underutilized opportunity to relieve pressure on the Houston Ship Channel while strengthening the State of Texas' long-term competitive position against neighboring Gulf Coast regions and states. Strategic investment in multimodal freight infrastructure, roadway connectivity, rail restoration, and navigation improvements along the Trinity River corridor would improve system resilience, diversify freight movement options, support economic development, and reduce congestion impacts across the Greater Houston region. Stakeholder Comments: 1. Additional integration of regional transportation efforts and increased funding are needed for roadway infrastructure improvements in the eastern and northeastern portions of the region to support a sustainable and reliable freight network while protecting and strengthening the long-term economic development of local communities. 2. Additional funding and coordination are needed for project development activities—including environmental studies, schematic design, engineering, and freight simulation modeling—in the East and Northeast portions of the region to ensure that the next four-year TIP includes construction-ready projects serving these areas. 3. Increased investment is needed for major freight corridors such as SH 225 and I-610 East, as well as their integration with U.S. Highway 90 eastbound toward the Cities of Dayton and Liberty. Additional improvements should also include TX-146 southbound from Dayton toward I-10 and improvements to Liberty-Wallisville Road connecting toward I-10 to address both existing and future freight and traffic demands. 4. The Transportation Improvement Program should specifically address freight infrastructure needs along the Trinity River corridor. The 2027–2030 TIP should support the integration and development of multimodal and multipurpose freight projects along the Trinity River, including the restructuring and reactivation of the Port of Liberty. The Port of Liberty's strategically important inland location positions it to support regional freight movement while improving overall system redundancy and resilience. 5. Increased collaboration and funding are needed to dredge the lower Trinity River to enable safe navigation and sustainable barge traffic access to the City of Liberty. Development of a multimodal Port of Liberty would complement Port Houston and broader Greater Houston regional growth by diverting significant freight traffic toward the northeast side of the region, thereby reducing congestion, roadway deterioration, and emissions throughout the Houston Ship Channel area and neighboring communities. Such investments would also strengthen regional and statewide economic resilience, support industrial growth in Liberty County and surrounding areas, and help prevent the loss of future trade opportunities, investment, and commercial activity to competing Gulf Coast states. 6. There is also a need to restore rail access into the Port of Liberty. An existing abandoned rail spur currently extends across U.S. Highway 90 toward the port site. Reestablishing this rail infrastructure would create a critical multimodal connection integrating river, rail, and highway freight transportation. This effort may require new alignments or eastern connections and should be advanced through project development and planning funding. 7. Investment in the Port of Liberty, Trinity River navigation improvements, and integration with the Greater Houston transportation network would enhance regional freight mobility, strengthen supply chain resilience, and expand the long-term freight capacity of both Greater Houston and the State of Texas. The TIP should prioritize coordination, project development, and funding necessary to advance dredging, rail restoration, roadway improvements, and commercially viable multimodal infrastructure projects throughout the corridor.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities.

ID	Organization	Location	Project	Comment	Response
1046	Blue Group International LLC	Liberty County	Not Provided	<p>Executive Summary: The following comments are submitted regarding the 2027–2030 Transportation Improvement Program (TIP) with a focus on enhancing regional freight redundancy and economic resilience. As the Greater Houston area continues to lead the nation in trade, the East and Northeast sub-regions—specifically the Trinity River corridor and the Port of Liberty—represent an untapped opportunity to alleviate pressure on the Houston Ship Channel while securing the State’s competitive advantage against neighboring regions." Comments: 1. Integration of the efforts and additional funding are needed for roadways in the east and northeast area of our region to support sustainable and reliable freight network and protect our local communities’ well diversified, sustainable economic development. 2. Integration of the efforts and additional funding are needed for project development (environmental and schematic phase), design for projects and simulation of the solutions specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3. More funding, development and improvements are needed for the heavy freight corridors, like SH 225, I-610 East and their integration with U.S. Highway 90 Eastbound towards City of Dayton and City of Liberty and further developments on TX-146 Southbound from Dayton towards I-10 and Liberty Wallisville Road’s improvement towards I-10 to support existing and future traffic challenges. 4. The Transportation Improvement Program (TIP) should address freight infrastructure needs along the Trinity River corridor. The 2027–2030 TIP should focus on integration of freight and multimodal multipurpose project developments along the Trinity River, including the restructuring and reanimation of the Port of Liberty. Port of Liberty has a strategically important inland location that positions it to support regional freight movement and improve system redundancy. 5. More collaboration and funding are needed to dredge the lower Trinity River to enable safe navigation and sustainable barge traffic to reach the City of Liberty. Multimodal and multipurpose Port of Liberty would complement with Port Houston and developments in Greater Houston area by diverting significant freight traffic to Northeast side of the Greater Houston, to reduce congestion, roadway wear, and emissions not only in the Houston Ship Channel area but Greater Houston and neighboring cities. This would also improve overall system resilience while supporting economic activities in Liberty County, Greater Houston and State of Texas. And avoiding potential, revenue, investor, and client losses to neighboring States and turn around the trend. 6. There is also a need for restoring rail access into the Port of Liberty. An abandoned rail spur already extends across U.S. Highway 90 toward the port site, and reconnecting this rail infrastructure would create a critical multimodal link tying river, rail, and highway freight together. This may require new alignments or connections, potentially from the east, and should be advanced through project development funding. 7. Investment in the Port of Liberty and Trinity River navigation and integration of these efforts with Greater Houston communities supports regional freight mobility, enhances resilience across the trading activities, logistics network, and offers a way to expanding capacity of Greater Houston and State of Texas. The TIP should prioritize integration of these efforts within HGAC, project development and execution including funding to advance dredging, rail access, and roadway improvements for commercially and technically viable developments of the region.</p>	<p>Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC’s Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities. We also anticipate including the City of Liberty in those meetings.</p>
1047	Port of Houston	Liberty County	Not Provided	<p>There are a lack of projects included in the TIP in the eastern and northeastern segment of H-GAC’s 8 county region. The projects in this area that are included in the TIP are SH 225 reconstruction (with ~\$70M of Category 4U funds), SH 225 Director Connectors (with ~\$30M of 3 RTR funds), I-10 (with ~\$780M of Category 12 funds), Jacinto Port/Seaboard Marine Terminals (with ~\$4M of Category 10 funds), Lynchburg Ferry (with ~\$8M of Categories 5 funds and ~\$24M of Category 3 funds) and a truck parking lot (with ~\$3M of Category 10 funds). The projects listed with Categories 2, 5, 7, 9 and 10 funds only account for approximately 2% of all Category 2, 5, 7, 9, and 10 funded projects in the 8 county region. Port Houston has concerns about the lack of projects in this area because of the high freight volumes mixed with community traffic in this area. We would like to continue working with H-GAC as well as TxDOT’s Houston District and Division Office to identify much needed funding for projects within the eastern and northeast area of our region. The SH 225 elevated managed lanes project from I-610 to SH 146 (as well as short- and long-term projects recommended for further analysis as identified in the Planning and Environmental Linkages [PEL] Study) is a priority for our region and would contribute to improved regional mobility within the 8 counties. I-610 E. (also from the PEL study) and SH 146 Direct Connectors at Bayport and Barbours Cut terminals are also critical for our regional mobility. Port Houston would like for H-GAC to consider funding these projects for the environmental/engineering phase in the near future to ensure these projects have a chance to get constructed before the anticipated doubling of freight traffic on these roads within the next 10 years. For a projects like SH 225 elevated managed lanes, the environmental/schematic phase will likely take (under current federal policies) 6-8 years to complete. Some detailed design, utility coordination and right-of-way acquisition could occur concurrent to the environmental/schematic phase; however, there would still likely be an additional 2-4 years with this phase after environmental/schematic phase. Construction would likely take 4 years. So this project could take anywhere from 12 – 16 years to be completed, which is 2-6 years past the date of which trucks would likely be doubled on the SH 225 corridor. Port Houston is contributing their own resources, time and money to conduct stakeholder engagement for the funded portions of SH 225 between I-610 and Beltway 8; however, that effort will only continue through Mid-2027. With appropriate funding, all 3 segments of SH 225 could align to conduct the 1st public meeting together at the same time in early 2028. However, in order to accomplish this, funding would need to be identified very soon. Port Houston will continue to work with H-GAC and TxDOT to try to identify funding to keep SH 225, I-610 and SH 146 Director Connectors at the top of the radar for future funding for the environmental/schematic phase in the Transportation Improvement Program (TIP). Over the next server years, TxDOT has a reduced budget (compared to previous years) for funding environmental/engineering phase for projects. With the reduced number of projects TxDOT is funding for the environmental/engineering phase, this could result in a future lack of projects to be ready for construction; which could result in high carryover balances for our region. We hope H-GAC will consider funding a good percentage of projects in the upcoming “calls for projects” for the environmental/engineering phase (including SH 225, I-610 and SH 146 Direct Connectors).</p>	<p>Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC’s Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East.</p>

2027 – 2030
Transportation Improvement Program

Appendix B

Federal Regulations Compliance

Performance Measures - System Evaluation Report

Updated April 8, 2026
for the Initial 2027-2030 STIP Submittal

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Federal Regulations Compliance (FAST & Infrastructure Investment & Jobs Acts) B-3

Performance Measures System Evaluation ReportB-16

FIXING AMERICA’S SURFACE TRANSPORTATION ACT

Fixing America’s Surface Transportation Act’s (FAST Act) final planning rules for the Metropolitan Planning Process, the Transportation Improvement Program, and the 2045 Regional Transportation Plan Update became effective on May 27, 2018. The FAST Act builds on the changes made by MAP-21 and includes provisions to make surface transportation more streamlined, performance-based, and multimodal. The Act also includes measures to address challenges facing the U.S. transportation system, including safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. In 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was enacted into law and continued the requirements of previous surface transportation legislation.

The FAST Act requirements include planning factors – consideration of intercity bus connections, transit asset management, resiliency, and federally required performance targets. H-GAC adopted performance measure targets within the time constraints imposed by FHWA, utilizing the performance-based planning process. As a data clearinghouse, H-GAC will provide regional data to the Texas Department of Transportation when updates become available. The planning factors and H-GAC’s compliance are identified in following table.

PLANNING FACTORS

Federal Requirements and Planning Factors

Federal Requirement	Federal Provision	Issues Addressed in 2027-2030 TIP	Where Addressed
Public Participation	23 CFR 450.316(a)	H-GAC’s Public Participation Plan (PPP) was updated in 2017 to expand the list of stakeholders to be engaged in transportation planning process.	Public Participation Plan http://www.h-gac.com/transportation-public-outreach/documents/h-gac-public-participation-plan.pdf
Memorandum of Understanding	23 CFR 40.314(h)	The Memorandum of Understanding was executed between H-GAC, TxDOT and the region’s transit providers for the cooperation of development and selection of performance measures.	Memorandum of Understanding https://www.h-gac.com/getmedia/fdcaeef0-93d3-4bcc-b153-d5cc15fd9896/Memorandum-of-Understanding-for-Performance-Measures
Consultation and Cooperation	23 CFR 450.316(b)	2027-2030 TIP was developed with continued consultation and cooperation with state and local officials and takes into consideration the planning activities of other agencies and organizations within the MPO region.	<ul style="list-style-type: none"> Public Participation Plan Disaster Preparedness Travel and Tourism
Resiliency and Reliability	23 CFR 450.206(a)(9)	2027-2030 TIP incorporates an assessment of the vulnerability of transportation assets to extreme weather events and identifies initiatives to improve resiliency and increase the reliability of the regional transportation system.	<ul style="list-style-type: none"> Resiliency and Reliability

Federal Requirement	Federal Provision	Issues Addressed in 2027-2030 TIP	Where Addressed
Stormwater Impacts	23 CFR 450.306(b)(9)	2027-2030 TIP identifies roadways susceptible to impact by stormwater and includes a choice of projects and strategies aimed at mitigating these impacts.	<ul style="list-style-type: none"> Resiliency and Reliability
Disaster Preparedness	23 CFR 450.316(b)	2027-2030 TIP identifies local emergency management operations serving the Houston-Galveston metropolitan region, details the designated hurricane evacuation routes and the Zip-Zone map.	<ul style="list-style-type: none"> Disaster Preparedness
Travel and Tourism	23 CFR 450.306(b)(10)	2027-2030 TIP includes a review of opportunities to engage in recreational travel and tourism in the planning region and considers strategies to promote growth in this transportation sector.	<ul style="list-style-type: none"> Travel and Tourism Public Participation Plan http://www.h-gac.com/transportation-public-outreach/documents/h-gac-public-participation-plan.pdf
Intercity Buses	23 CFR 450.316(b)	2027-2030 TIP examines the existing intercity bus services in the region and identifies opportunities to expand these services and grow additional routes and operations.	<ul style="list-style-type: none"> Intercity Buses
Performance Measures	23 CFR 450.326 (c)(d)	2027-2030 TIP includes the federal performance measures linked to the vision, goals, and project prioritization, establishes targets and documents the condition and performance of the transportation system.	<ul style="list-style-type: none"> Performance Measures System Evaluation Report

IMPROVE RESILIENCY AND RELIABILITY

One of the FAST Act’s planning factors is to improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation. Resiliency is defined as: “the ability of transportation infrastructure to maintain operations and be able to recover from disasters.”

It is anticipated that due to a changing climate, extreme weather events will intensify and occur with greater frequency. In response, H-GAC’s ongoing resiliency planning effort proposes strategies to mitigate the effects of flooding and other extreme weather impacts and incorporates a process to provide the responsible parties with regular update reports.

In 2017, Hurricane Harvey had a major impact on transportation networks and severely disrupted the movement of people and goods across the H-GAC’s Metropolitan Planning Area. All twenty-two major bayous in Houston spilled over their banks with some exceeding 10 feet above the channel banks. Other recent major flooding events have been Tropical Storm Imelda, the Tax Day Flood, Memorial Day Flood, Hurricane Ike, and Tropical Storm Allison.

Expected Impacts to Transportation Infrastructure

Due to its low-lying coastal geography and semi-tropical climate, the Houston-Galveston region is vulnerable to extreme weather events like heat, drought, tropical storms, and flooding. The risk of these extreme events impacting the region’s population, economy, and transportation infrastructure is expected to heighten because of the amplification of related stressors – land use change, explosive population growth, congested transportation systems, and climate change. Transportation systems and infrastructure are particularly vulnerable to extreme weather events. With the projected rise in sea level, temperature increases, and frequency of severe storms, it is anticipated that transportation services and infrastructure will suffer more frequent disruptions or permanent damage which would seriously impede the movement of goods and people throughout the region. A summary of expected impacts is shown in the following table.

Impact of Extreme Weather Events on Transportation Infrastructure

Expected Climate & Extreme Weather Impacts to Transportation Infrastructure		
Climate Variable	Projection	Impact on Transportation Infrastructure
Relative Sea Level	Over the last century, sea level at Galveston has risen more than 26 inches, which is significantly greater than the global average. In the next 50 years, Gulf Coast sea levels are expected to rise by 1 to 6 feet.	A 4-foot increase in relative sea levels would put a quarter of the region's interstates, 10 percent of rail lines, and nearly 75 percent of port facilities at risk.
Temperature	On average, the region already experiences more than 100 days above 90 °F per year. Average temperatures could increase 2° to 4°F by 2050. Temperature increases will be most severe in highly urbanized areas due to the heat island effect.	Higher temperatures will result in higher construction and maintenance costs. At temperatures above 90°F, highways, bridges, and rail lines deteriorate more quickly. Extreme heat can cause immediate damage such as buckling. Power outages may also cause delays.
Hurricanes and Tropical Storms	Expected to become more frequent and powerful as the Atlantic Ocean and Gulf of Mexico warm with potentially higher storm surges.	Associated extreme rainfall, strong winds, storm surge, and coastal flooding will damage infrastructure, cause road and evacuation route closures, and overwhelm storm drains.
Precipitation	Heavy rainfall events and droughts have increased; this trend is expected to continue with longer dry periods between extreme rain events.	Heavy precipitation can result in flash floods with impacts ranging from inconveniences (temporary road closures and transit service disruptions) to permanently destroyed infrastructure. Extreme rain events are also correlated to a higher incidence of crashes and delays.
Sources: <ul style="list-style-type: none"> • Transit and Climate Change Adaptation: Synthesis of FTA-Funded Pilot Projects, August 2014, FTA • The Gulf Coast Study Summary, Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: The Gulf Coast Study, Phase 1 Completed in 2008, FHWA • Gulf Coast Climate Change Adaptation Pilot Study, August 2013, FTA • Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I, March 2008, The Climate Change Science Program • Texas Statewide Transportation Resilience Plan, September 2025, TxDOT 		

Understanding the region’s risk to extreme weather, in 2010, H-GAC and local partners established resiliency as a regional priority in the “Our Great Region 2040” plan and adopted increasing the region’s resiliency to disaster and a changing environment as a major goal. H-GAC planning reports such as “Our Region 2040” and the “Foresight Panel on Environmental Effects” analyze the impacts of weather on the region and its transportation system.

Regional Response to Federal Resiliency Requirements

To meet federal requirements, H-GAC is incorporating resiliency into its transportation planning in the following ways:

a. **Regional Resilience Transportation Improvement Plan**

In 2023, H-GAC applied for \$1.1 million in funding from the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. H-GAC was awarded the funding in 2024. This funding will be used to develop a Regional Resilience Transportation Improvement Plan.

To better equip the eight-county MPO region with implementable project and planning guidance, this project will fine-tune previously developed resilient strategies, expand on previous resiliency planning efforts, and conduct a robust local sponsor and public input process with emphasis on environmental justice principles and disadvantaged communities. The outcome of the plan will include an Implementation Workbook that includes a list of prioritized transportation resilience projects as well as a Resilient Roadways Best Practices Toolkit with local examples for future training and educational use.

H-GAC would align this plan with the requirements for Resilience Improvement Plans under 23 U.S.C. 176(e)(2)(A) as well as the MPO's 2045 Regional Transportation Plan Update's vision for the Houston-Galveston Region: "A Safe, Resilient, Equitable, and Reliable Multimodal Transportation System that Contributes to a Livable Region."

b. **Transportation Resilience and Durability Assessment Study**

In 2018, the Houston-Galveston region was selected to participate in the Federal Highway Administration's (FHWA) Resiliency and Durability Pilot Project. As part of this project, H-GAC worked with federal, state, and local partners to conduct a vulnerability and criticality assessment of major roadways and bridges in relation to the hazards of flooding, storm surge, and sea level rise in the MPO region.

The Resilience and Durability to Extreme Weather in the H-GAC Region Pilot program Report was finalized and submitted to FHWA in January 2021. The Pilot used FHWA's Vulnerability Assessment Scoring Tool (VAST) and methodology, considering the factors of exposure, sensitivity, adaptive capacity, economic impact, and risk. To assess criticality, a group of stakeholders representing relevant agencies and groups was convened to identify links critical to first responders, emergency evacuation, hospitals, and other critical destinations. The report identified the region's most critical and vulnerable major roadways and bridges, and resiliency recommendations were developed based on the results of the vulnerability and criticality assessments in the form of 25 mitigation strategies. Results will be used to help prioritize funding decisions for future transportation projects.

More information about the Pilot Program can be found at <http://www.h-gac.com/resiliency-planning>. In addition to the report, H-GAC developed an online mapping tool with data developed during the pilot study. The Regional Resilience Tool is accessible by the public to view criticality and vulnerability scores on a sliding scale, from low to high, for the eight-county region, and can be found at <https://datalab.h-gac.com/resilience/>.

c. **Working Group**

In 2019, H-GAC formed a transportation resiliency working group with the initial goal of developing a multi-year strategy to meet resiliency-related federal requirements and identify additional resiliency efforts that would reduce risk and improve safety in the region. Through the working group, H-GAC will host workshops, coordinate resiliency work with emergency management (preparedness and response) efforts, develop a plan to reduce and mitigate storm water impacts on surface transportation and other related community emergency responses.

d. **Texas Resiliency and Planning Workshops**

H-GAC has participated in several resiliency workshops hosted by FHWA, TxDOT, the Texas A&M Transportation Institute (TTI), and other Metropolitan Planning Organizations. The purpose of these workshops has been to exchange information, data sources, and resiliency strategies. As part of its transportation resiliency agenda, H-GAC works to foster a dialogue about mitigating vulnerability regionally.

e. **Cedar Bayou Initiative**

The Cedar Bayou Initiative is a partnership of public and private sector stakeholders in the Cedar Bayou watershed. Its purpose is to identify and pursue priority projects to improve flood management, resiliency, and transportation goals throughout the Cedar Bayou watershed and the greater Chambers, Liberty, and Harris Tri-County area. For more information about this initiative: <https://www.h-gac.com/cedar-bayou-initiative>. Projects identified in 2018 can be grouped into three major categories:

- Dredging and other improvements to the main channel of Cedar Bayou, its tributaries and drainage channels.
- Stormwater infrastructure, detention, and runoff quality improvement.
- Improvements to transportation infrastructure to reduce flooding and improve evacuation capacity.

f. **Designing for Impact**

H-GAC is involved in the “Designing for Impact” study which is exploring strategies to reduce the impact of stormwater on the Houston-Galveston metropolitan region’s infrastructure. Working through a voluntary partnership of engineers, developers, architects, landscape architects, municipal and county representatives, the project is examining the Low Impact Development (LID) strategy as an effective and economically advantageous approach to addressing the region’s stormwater containment problems.

g. **Foresight Panel on Environmental Effects Report Update**

In 2021, H-GAC updated the 2008 Foresight Panel on Environmental Effects Report to reflect findings and recommendations from the Resilience and Durability to Extreme Weather in the H-GAC Region Pilot Program Report, finalized in January 2021. Appendices A, B, and C of the Report were updated to reflect the most recent data, events, and information, such as historical climate trends, impacts to bicyclist and pedestrian infrastructure, impacts on vulnerable population, and Hurricane Harvey flooding impacts. In addition to updating the Report, H-GAC developed an online mapping tool of all scenario layers that can be accessed by the public. The data dashboard also outlines each scenario’s highlights and vulnerable population impacted by each scenario.

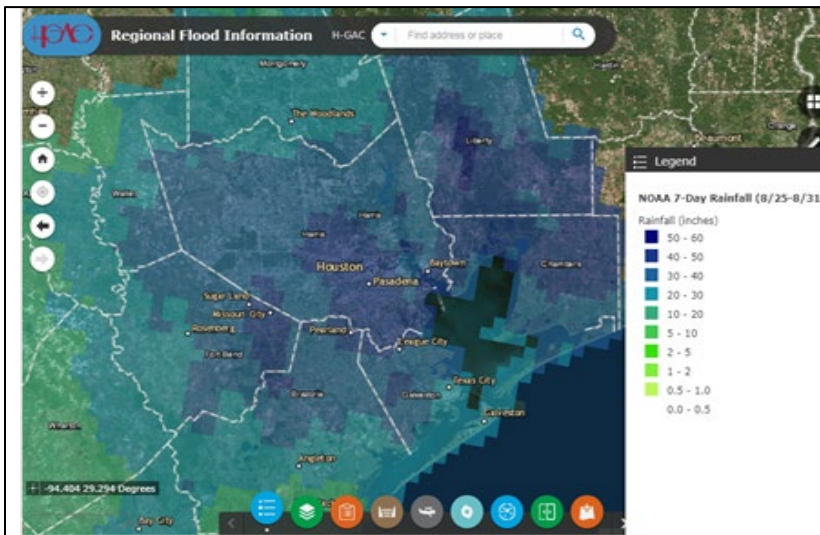
Disaster Preparedness

H-GAC addresses extreme weather preparedness, mitigation, and evacuation through programming and regional partnerships. H-GAC, the Texas Division of Emergency Management (DEM), and 85 local

governments collaborated to develop a comprehensive Regional Hazard Mitigation Plan¹. The plan identifies regional hazards and vulnerabilities and includes over 300 mitigation projects that could be implemented within the Houston-Galveston metropolitan region.

The “Together Against the Weather”² outreach campaign was initiated to help individuals with disabilities and other special needs plan for disruptions caused by hurricanes, floods, and other weather-related emergencies. The program encourages the formation of supportive partnerships that involve family members, community organizations, health care providers, and emergency management personnel, and recommends strategies for addressing the challenges that commonly arise during periods of emergency evacuation. Together Against the Weather offers several tool kits that include educational videos presented in English, Spanish, Vietnamese, and Chinese. Links are also provided to state, county, and municipal offices of emergency management. More information is available at: <http://www.togetheragainsttheweather.com/>.

As a web clearinghouse, the Together Against the Weather campaign offers service providers, emergency management officials, churches, and healthcare providers with materials to help at-risk populations in the event of a major hurricane landfall. Helpful resources available through the program include preparedness information, evacuation route maps, and links to the Office of Emergency Management. A goal of preparedness for natural disasters is also found in the Comprehensive Economic Development Strategy (CEDSS)³ and emphasizes affordable approaches to reducing vulnerability such as using natural landscape for absorbing floodwaters and storm surge and making smarter decisions regarding building locations. For protecting key infrastructure assets, the recommended approach is one that carefully targets structural solutions that keep costs lower. Another supporting strategy is to assist local governments to conduct economic vulnerability assessments, encompassing vulnerability to natural disasters. Along with reducing vulnerability risk, preparedness strategies involve speeding the rate of recovery to improve safety and quality of life.



7-Day Rainfall Totals from Hurricane Harvey

H-GAC provides interactive mapping tools such as the Regional Flood Information viewer (see Fig. B-2) which portrays critical facilities including transportation, high-density areas, and vulnerable populations. H-GAC also administers the Emergency Preparedness program which promotes regional planning and response to man-made and natural disasters. The Regional Homeland Security Coordinating Council (RHSCC) assists and advises elected officials in their decision-making responsibilities on matters

related to regional homeland security and emergency management. H-GAC is working closely with leadership from various counties, cities, and special purpose districts within the region to develop and update Hazard Mitigation Plans (HMP) and will continue to guide and assist HMP updates.

¹ Regional Hazard Mitigation Plan: <http://www.h-gac.com/regional-hazard-mitigation-planning/>

² Together Against Weather campaign: <http://www.togetheragainsttheweather.com>

³ Comprehensive Economic Development Strategy <https://www.h-gac.com/gulf-coast-economic-development-district/regional-economic-development-plan>

Evacuation Plan and Routes

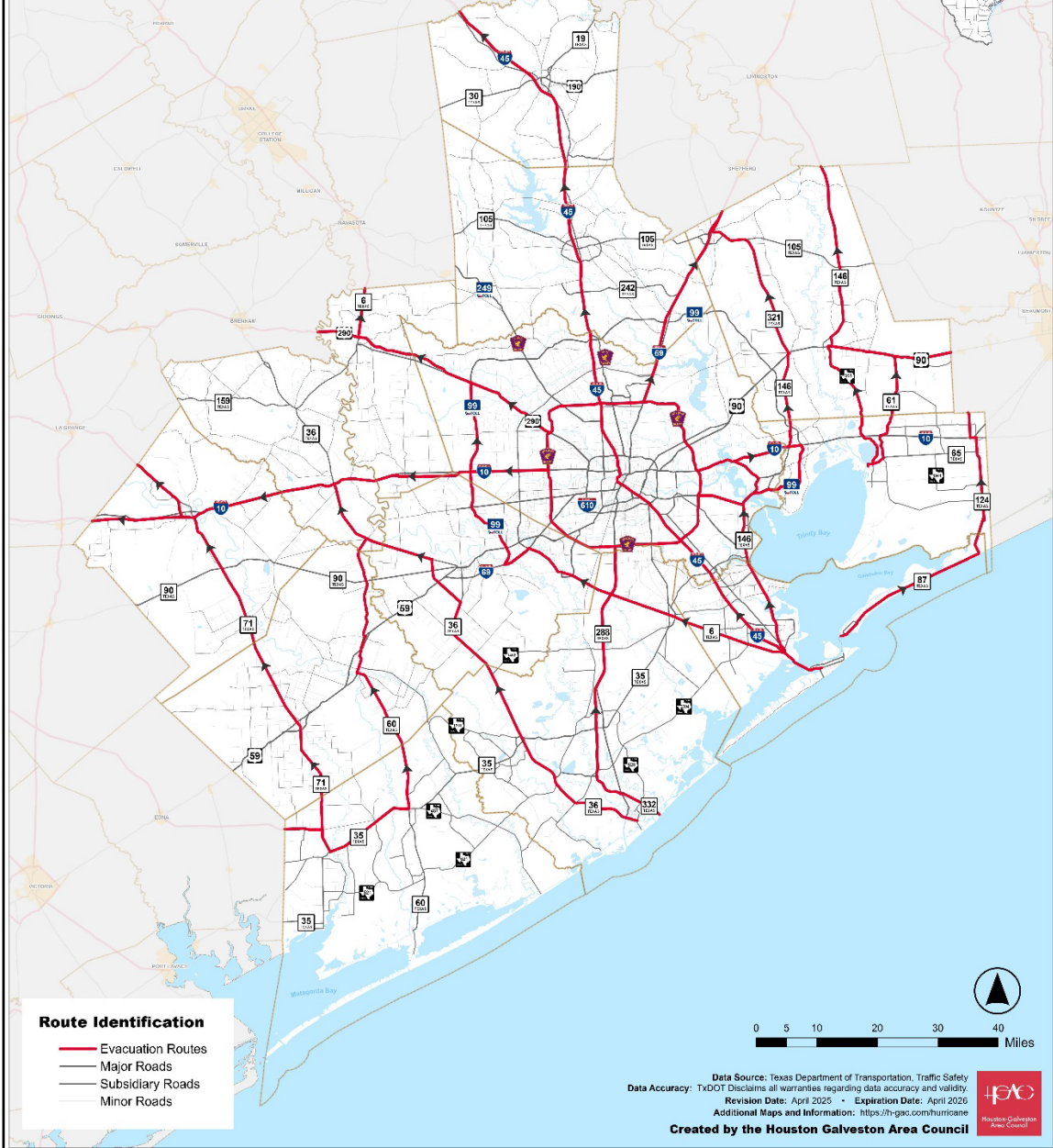
Evacuation routes are designated by the Texas Department of Public Safety (DPS) in coordination with the Texas Department of Transportation, local counties, and municipalities. These routes are designated to evacuate the H-GAC 13 - County Regional Planning Area in the event of a natural or man-made emergency or other threats to public safety. The H-GAC Regional Planning Area has signed, state roadways designated as evacuation routes as identified in the map below. These evacuation routes are described in the Texas DPS Emergency Evacuation Traffic Management Plan.

Houston TranStar serves as the regional emergency center and houses multi-agency operations that manage traffic incidents and respond to regional emergencies such as hurricanes and floods. The TranStar mobile app provides real-time updates on flooded roadways and road closures.

Hurricane Evacuation Zip Zone map for the Houston-Galveston region appears on the next page and online at <https://www.h-gac.com/hurricane>.



Hurricane Evacuation Routes



Hurricane Readiness & Evacuation

Optimized Pathways for Traffic Flow During Evacuation

Evacuation routes are pre-determined and clearly marked roadways specifically chosen to facilitate the safest and most efficient movement of traffic away from coastal and low-lying areas during a hurricane threat; these routes are designed to lead evacuees to safer inland locations.

Primary sign used for Hurricane Evacuation Routes in Texas is a blue circular sign with a white silhouette of hurricane and an applicable white arrow indicating the direction of travel.



Direct Emergency Information:

- Texas Division of Emergency Management (TDEM): <https://emergency.portal.texas.gov/>
- National Weather Service (NWS) Houston/Galveston: <https://www.weather.gov/hgx/HurricaneGuide2024>
- Ready.gov (U.S. Department of Homeland Security): <https://www.ready.gov/> - Provides comprehensive information on hurricane readiness



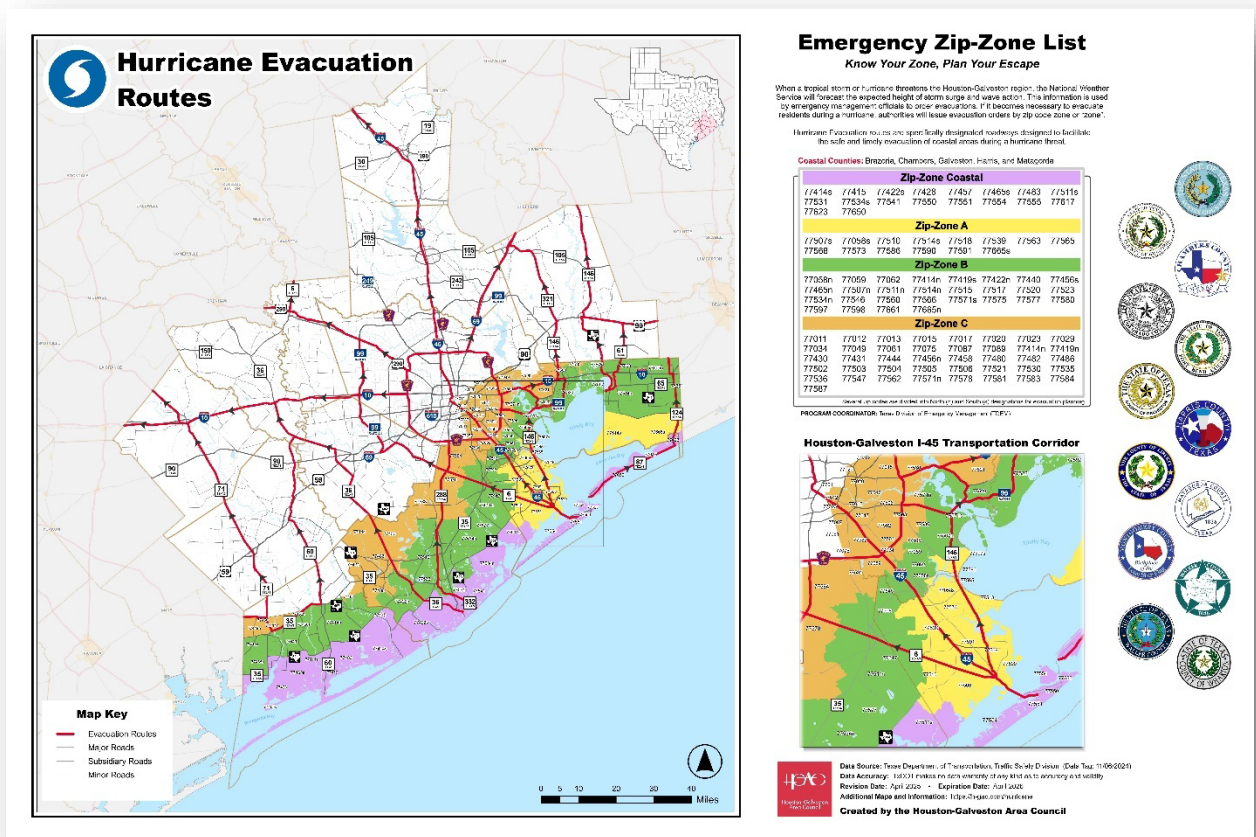
Readiness and Planning Support
Please visit our website



Hurricane Surge Zone Map

Each year, H-GAC produces a Hurricane Surge Zone Map (or “Zip-Zone Map”) for distribution to the public. The Zip-Zone Map is a public information tool which shows the parts of the H-GAC planning region that are most at risk for hurricane-related storm surges over a base map of postal zip codes. The Hurricane Surge Zone Map is super-imposed with the officially designated evacuation corridors and evacuation connections. Designation as an evacuation route is one criterion used in the H-GAC 2045 Regional Transportation Plan Update for prioritizing capital improvement projects. It is a critical safety issue that regional evacuation routes are in good shape and have adequate capacity to handle the high levels of traffic that often ensue in a regional emergency.

The Zip-Zone map will typically be used by elected officials and emergency management personnel to conduct a phased evacuation of coastal counties based on the zip codes of the residents. The Hurricane Evacuation Zip Zone map for the Houston-Galveston region is shown below and is online at <https://www.h-gac.com/hurricane>.



H-GAC Hurricane Evacuation Zip Zone Map

ENHANCE TRAVEL AND TOURISM

The regional transportation network is an integral component of the tourism industry. The H-GAC MPO participated in a consortium to develop the “Our Great Region 2040” plan, consisting of a 24-member partnership who comprised a coordinating committee, government advisory committee, members of the public, local leaders and regional workgroups. Transportation strategies related to travel and tourism that emerged from the study include⁴:

- Optimize existing transportation network through a FIX IT First strategy and by using technology and improved incident management to maximize system capacity.
- Create a regional framework for expanding transit across the Region.
- Develop and implement policies to improve transit, pedestrian, and bicycle access between and within activity centers, connecting residents to job centers.
- Include economic, safety, and quality of life costs and benefits of transportation projects in funding prioritizations.

Travel and tourism is a growing industry in the Houston-Galveston metropolitan region and produces a large infusion of money to the local economy while providing for hundreds of jobs. The Houston-The Woodlands-Sugarland metropolitan statistical area attracts 18.3 million visitors annually and generates up to \$1.1 billion in local and sales tax revenue. Local attractions include the museums, visual and performance arts, community festivals, sports (including special events such as the super bowl, final four, professional golf association tournaments, college and professional football, baseball and basketball), and world renown cuisine. Other local attractions include the Kemah Boardwalk, the Houston Livestock Show and Rodeo, Houston Zoo, Brazoria National Wildlife Refuge, George R. Brown Convention Center, shopping malls, NASA Space Center, and Galveston Cruise Terminals, (see the map on the next page). Galveston Island saw 6.5 million visitors in 2016. Almost 14 percent of these visitors were cruise travelers – an increase of 5 percent over the previous year.⁵ In addition, people come from around the globe for medical treatment to the largest medical complex in the world, the Texas Medical Center with over 10 million patient visits per year.⁶ Travel originating from outside the region is also generated from a significant business presence that includes five Fortune 500 companies and many high-density employment centers. The tourism industry supports more than 140,000 jobs in our region and contributed \$16.5 billion to the local economy in 2017.⁷

The H-GAC 2045 Regional Transportation Plan Update has substantial investments dedicated to improve the roadway, transit, bicycle and pedestrian capacity that provide access to major attractions such as universities, medical facilities and other essential destinations mentioned above. The Economic Development Strategy (CEDS) and “Our Great Region 2040” plan regard tourism as regional needs and provide strategies and recommendations for further travel and tourism improvements. The H-GAC metropolitan planning region has also seen a host of local planning activities supported by Economic Development Administration grants and similar funding geared toward furthering economic development to attract business and encourage tourism.⁸ Similar programs are being implemented by the Cities of Houston, Bay City, Conroe, Dayton, and Galveston among others.

⁴<http://www.ourregion.org/download/OurGreatRegion2040-FINAL.pdf> (pages 30 and 31)

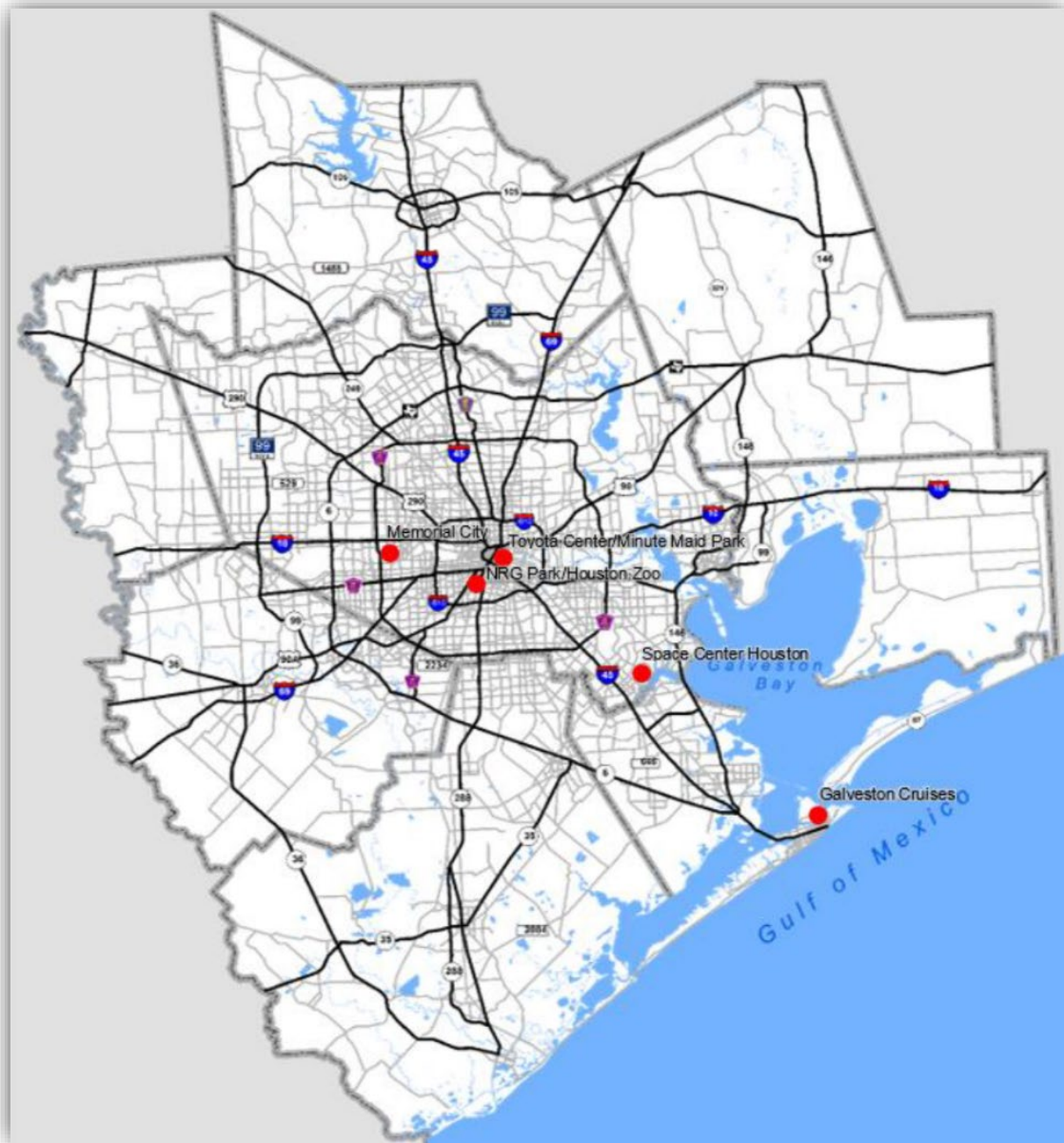
⁵<https://www.chron.com/neighborhood/bayarea/news/article/Galveston-hits-record-high-tourism-revenues11175775.php>

⁶http://www.tmc.edu/wp-content/uploads/2018/07/TMC_FactsFiguresOnePager_07052018-1.pdf

⁷<https://www.visithoustontexas.com/media/press-releases/post/record-218-million-visits-to-houston-in-2017/>

⁸<http://www.h-gac.com/gulf-coast-economic-development-district/regional-economic-development-plan.aspx> (page 13)

An engagement process soliciting the feedback of public officials and members of the public was utilized to perform a SWOT analysis, helping to shape the goals and strategies of the CEDS. These goals have been aligned with the "Our Great Region 2040" plan, including the preservation of natural resources especially along waterways to promote recreation and tourism opportunities. One of the strategies supporting natural resource preservation recommends the creation of a regional campaign to promote eco-tourism, coastal, and wildlife tourism options across the region.



Local Travel and Tourism Destinations

INTERCITY BUS INITIATIVES

Federal planning guidelines now require the “consideration of the role that intercity buses may play in reducing congestion, pollution and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems including those that are privately owned and operated”.⁹

The Houston-Galveston region was the location of an innovative intercity bus project between the Brazos Transit District (BTD) and a private organization for several years. Since 2007, the Charles Wilson Veterans Administration (VA) Shuttle bus has been providing trips for disabled veterans traveling from Lufkin, Texas to medical appointments at the Michael E. DeBakey VA Medical Center in the Texas Medical Center in Houston. The veterans are transported daily along the 248 mile route (round trip) at no cost to them; as of 2022 ridership was averaging 35 to 40 passengers a week. In the spring of 2022, operation of the Shuttle was transferred from the BTD to the VA itself.



Charles Wilson VA Shuttle

Based on prior planning studies, there are several other emerging opportunities in the Houston-Galveston region to establish similar mobility options for veterans and other residents along major freeway corridors into Houston. These opportunities would involve developing relationships with representatives of private inter-city carriers to incorporate intermediate stops along their established routes. These stops could become intermodal facilities where passengers could have options to transfer to-and-from local and express buses in addition to carpools, vanpools, taxis, and other multimodal options.

Several locations within the H-GAC planning region have been identified as potential sites for such facilities. One potential location is along Interstate Highway 10 East, near State Highway 146. That location was identified in the Transit Plan for Liberty and Chambers counties as a potential site for a multi-modal transfer facility that would facilitate north-south and east-west travel patterns.¹⁰ Another potential location for an intermodal terminal was identified along Interstate Highway 45 North Freeway in the City of Huntsville. This location was recommended in the Walker County Transit Plan, which envisioned moving the current Greyhound bus terminal from a small facility located near the center of downtown Huntsville to a larger multimodal facility closer to the I-45 Freeway corridor.¹¹

Finally, H-GAC has begun a study of a potential Regional Bus network. This service type, which does not currently exist in the Houston-Galveston region, but exists in other parts of Texas, is recommended in the High Capacity Transit Task Force Priority Network (discussed in the following paragraphs). It would connect outlying communities to each other as well as the urban core and serve a variety of trip purposes, including access to healthcare, education, and public services.

⁹ [23 U.S.C. 134(i)(2)(H)]

¹⁰ Liberty County Transit Plan, Houston-Galveston Area Council (H-GAC), 2009; Chambers County Transit Plan, H-GAC, 2009.

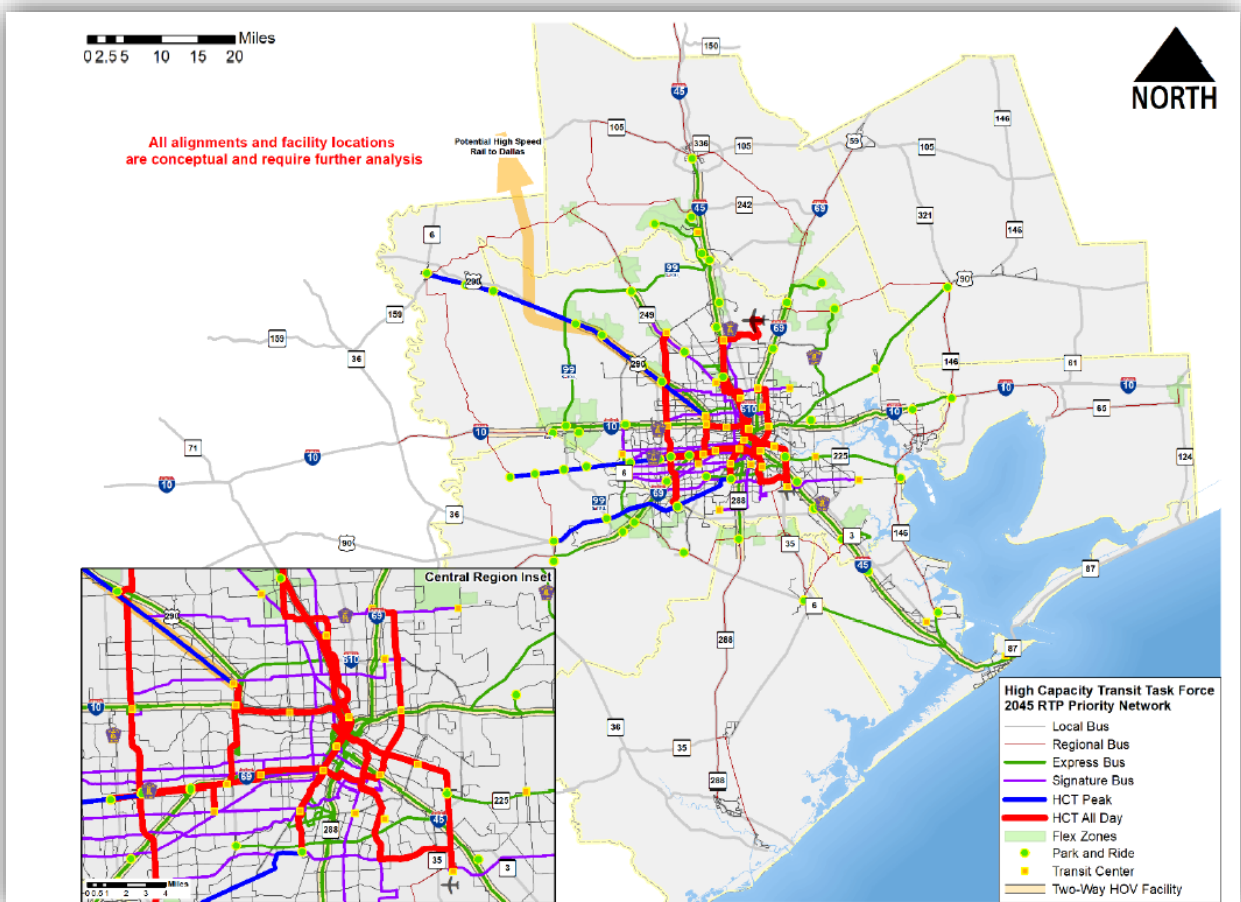
¹¹ Walker County Transit Plan, H-GAC, 2012.

High Capacity Transit

The High Capacity Transit Task Force was created by the H-GAC Transportation Policy Council to research the need and opportunity for high capacity transit in the MPO planning region and, produced a financially constrained Priority Network for comprehensive regional transit service. The Priority Network was incorporated into the 2045 Regional Transportation Plan as its transit element. The services specified in the High Capacity Transit (HCT) Priority Network are mode-, technology- and alignment neutral. All recommendations in the Priority Network are conceptual and are subject to further analysis and design. For more information, the High Capacity Transit Summary Report is located at <http://www.h-gac.com/high-capacity-transit-task-force/default.aspx>.

The Priority Network contains a variety of service types, including Express and Regional Bus services connecting outlying communities to the region's core as well as to each other. These Express and Regional services are intended to provide transit service to all eight counties in the H-GAC metropolitan planning area. Eventually, those express bus or cross-county routes could be designed to provide feeder bus services to larger multimodal terminals along the interstate highway system.

High Capacity Transit Task Force Priority Network



PERFORMANCE MEASURES SYSTEM EVALUATION REPORT

The Moving Ahead for Progress in the 21st Century (MAP-21), the Fixing America's Surface Transportation (FAST) Act, the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, legislations enacted Transportation Performance Management into the Federal Highway Program, addressing challenges that face the transportation system on a national level, including:

- Improving safety
- Maintaining infrastructure condition
- Reducing traffic congestion
- Improving the efficiency of the system and freight movement
- Protecting the environment

The objective of transportation performance management is to focus federal funds on the achievement of national goals, increase accountability and transparency, and improve investment decision-making through performance-based planning and programming of transportation projects. The federal rulemaking requires metropolitan planning organizations and state departments of transportation to set targets for several performance measures and to periodically report on the progress made towards achieving those targets. H-GAC has administrative responsibility for performance measures in the key areas of Safety, Pavement and Bridges, Reliability, Congestion, Air Quality, Transit Asset Management, and Public Transportation Agency Safety Plans.

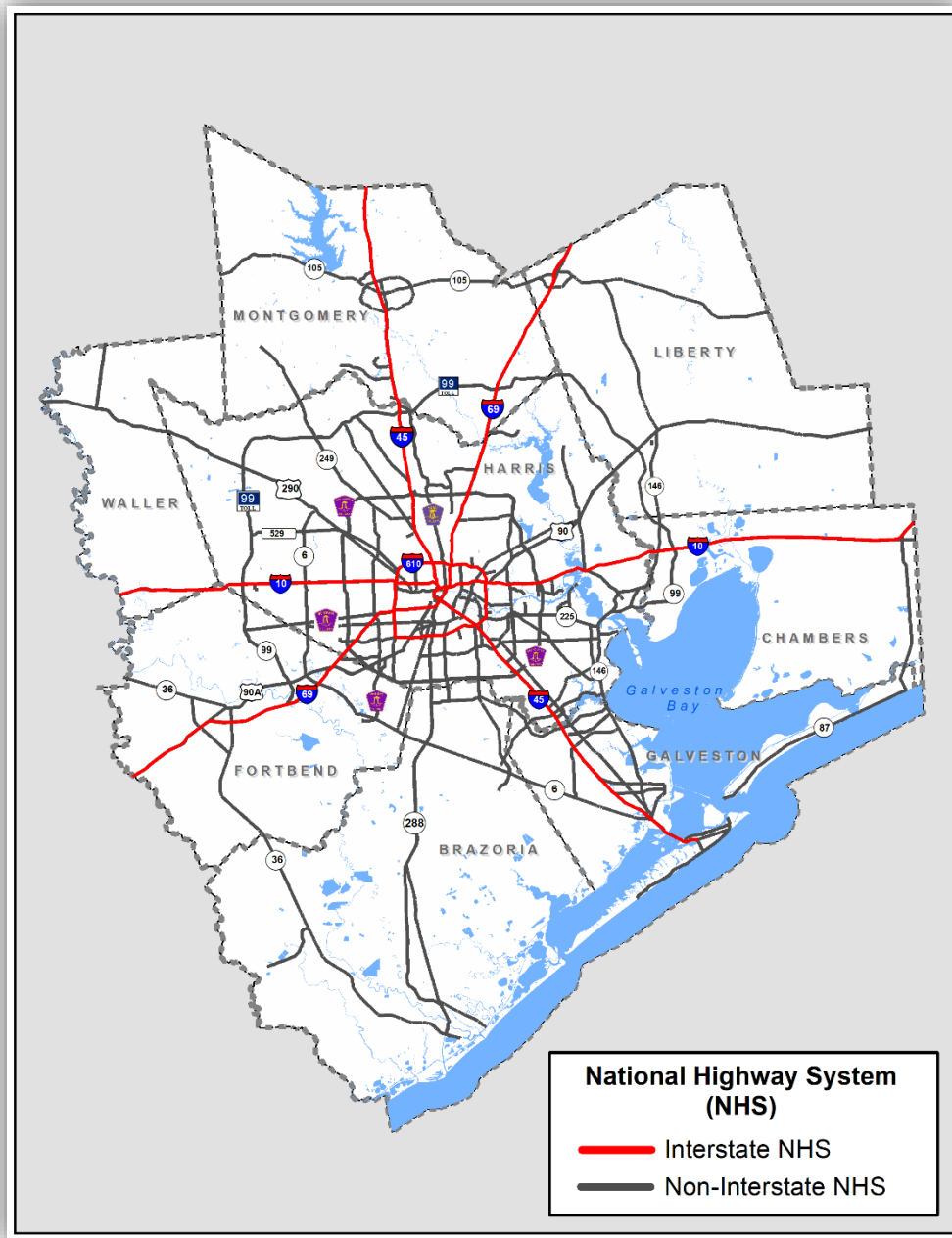
The final planning rules for the metropolitan planning process and the Regional Transportation Plan implementing the Fixing America's Surface Transportation (FAST) Act became effective on May 27, 2018. The FAST Act builds on changes made by MAP-21 to address challenges facing the U.S. transportation system – including provisions to make surface transportation more streamlined, performance-based, and multimodal. Under these rules, metropolitan planning organizations may support the state targets or establish their own regional targets. In 2018, H-GAC adopted performance targets with the performance-based planning process required by FHWA. The final set of performance targets were adopted on October 26, 2018. During the formulation of the planning targets, extensive collaboration occurred between the Texas Department of Transportation, public transportation providers and H-GAC.

Transportation Performance Management (TPM) is not a new concept to H-GAC. Many of the federal performance measures align with and complement H-GAC's existing performance measures. Performance management is a powerful analytical tool for tracking regional performance over time and can illustrate how the greater Houston region compares to other regions nationwide. Target setting, tracking and reporting of performance measures are conducted in a relatively short timeframe: from one to four years. TPM gives transportation planners the opportunity to link short-term performance to long-range priorities for the region. One of the positive outcomes of performance management tracking is that it generates a heightened awareness in the transportation planners and fosters a renewed focus by on key performance areas that will likely remain at the forefront of planning practice for years to come. Additionally, the requirement to report the progress made towards achieving the performance measures improves accountability and transparency of the planning agencies.

Emphasis on the National Highway System

The federal performance measures place a strong emphasis on the National Highway System (NHS). The NHS is a network of highways that are considered critical to the nation's economy, defense and mobility, and include those assets that link major airports, ports, public transportation facilities, rail and truck intermodal terminals. The H-GAC 2045 Regional Transportation Plan is focused on maintaining all major roads of the metropolitan planning region's transportation network and not just those on the National Highway System. However, as many as 8,784 lane-miles of highways in the H-GAC metropolitan planning region are on the National Highway System.

The National Highway System in the H-GAC Planning Region



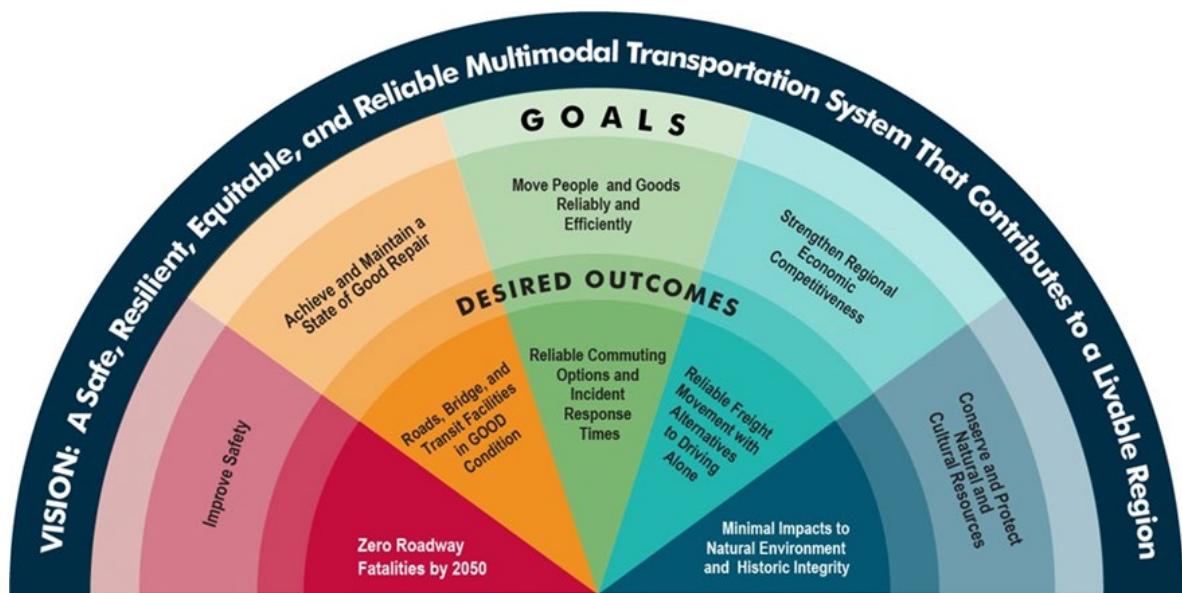
TRANSPORTATION PERFORMANCE MEASURES AND THE 2045 RTP UPDATE

As discussed earlier, the federal government passed three transportation bills, the Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 and the Fixing Surface Transportation in the 21st Century (FAST) Act in 2015, the Infrastructure Investment Jobs Act (IIJA) and Bipartisan Infrastructure Law (BIL) in 2021, have substantially changed the milieu of transportation planning practice. Among other things, the bills require Metropolitan Planning Organizations (MPOs) to establish performance-based planning routines. In order to comply with federal legislation, MPOs across the country adopted and implemented programs and performance targets, and set priorities based on performance measures. The FAST Act, the IIJA and the BIL reaffirm these requirements.

According to the laws, performance will be judged on a system-wide level and should be tied to project prioritization. As such, the 2045 Regional Transportation Plan (RTP) Update proposes certain performance measures to represent this principle at a regional level. Because MAP-21 requires that transportation system challenges be addressed through a data driven, performance-based approach, measures selected were chosen mainly because they were focused on system performance and assets, sensitive to various transportation modes, and had a nexus to the established goals.

The following section describes each performance measure, detailing the way it is measured and describing the desired outcome. The performance measures include factors like asset management, congestion, safety, environment, and economic competitiveness, which are intended to help the assessment of progress towards meeting the 2045 RTP Update plan's vision and goals. While the desire is to see a dramatic improvement in each performance measure area, limited funding and other factors that influence system utilization may work in such a way that selected performance measures might not always be reduced in absolute terms.

2045 Regional Transportation Plan Update Vision, Goals, and Performance Measures



Highway and Transit Performance Measures

Category	Performance Measure	Applicability	Reporting Frequency
Safety	Number of fatalities	All public roads	Annually
	Rate of fatalities		
	Number of serious injuries		
	Rate of serious injuries		
	Number of non-motorized fatalities and serious injuries		
Pavement and Bridge Condition	Percentage of pavements of the Interstate System in Good condition	Interstate System	Biennially with four-year performance periods
	Percentage of pavements of the Interstate System in Poor condition	Non-Interstate NHS	
	Percentage of pavements of the non-Interstate NHS in Good condition		
	Percentage of pavements of the non-Interstate NHS in Poor condition	National Highway System (NHS)	
	Percentage of NHS bridges classified in Good condition		
	Percentage of NHS bridges classified in Poor condition		
System Performance	Percent of the person-miles traveled on the Interstate that are reliable (Level of Travel Time Reliability)		Interstate System
	Percent of the person-miles traveled on the Non-Interstate NHS that are reliable (LOTTR)	Non-Interstate NHS	
	Truck Travel Time Reliability (TTTR) Index	Interstate System	
	Annual Hours of Peak Hour Excessive Delay Per Capita	National Highway System (NHS)	
	Percent of Trips with Non-Single Occupancy Vehicles	Urbanized area	
	Total Emissions Reduction	Urbanized area	
Transit Asset Management	Rolling Stock - percentage of revenue vehicles that exceed the Useful Life Benchmark (ULB)	Region's transit providers who are recipients and subrecipients of federal transit assistance	Every Four Years
	Equipment - percentage of non-revenue service vehicles that exceed the ULB		
	Facilities - percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale		
	Infrastructure - percentage of rail track segments (by mode) that have performance restrictions	METRO & Island Transit	
Transit Safety	Fatalities - total amount and rate of fatalities per total vehicle revenue miles	Region's public transit providers who are recipients and subrecipients of federal transit assistance	Each Transit Provider establishes a process & timeline for annual review and update of Safety Plans
	Injuries - total amount and rate of injuries per total vehicle revenue miles		
	Safety Event - total amount and rate of safety events per total vehicle revenue miles		
	System Reliability (State of Good Repair) – mean distance between major mechanical failures		

The investments identified in the 2045 RTP Update were guided by a vision and supported by the goals and strategies. This framework articulated the regional needs and priorities in four key areas of transportation investments.

Mobility - Alternative Modes - Air Quality - Planning

The 2045 RTP Update Vision, Goals, and Strategies were established by the Transportation Policy Council (TPC), Technical Advisory Committee (TAC), and relevant TPC and TAC subcommittees. Building on the investment area structure established in the 2045 RTP Update, the TPC established 21 investment categories aligned with the 2045 RTP Update goals and strategies, as priority areas of investments. The crosswalk table below illustrates the linkage between the 2045 RTP Update Investment Type, 2045 RTP Update Investment Strategy, 2045 RTP Update Investment Categories, and the performance measures and targets they directly contribute towards achieving.

Relationship Between Investment Type, 2045 RTP Update Strategy, Investment Category & Performance

Investment Type	RTP Strategy	Investment Category	Performance Measures						
			Safety	Pavement & Bridge	Reliability	Freight (Truck Travel Time)	Congestion/Air Quality	Transit Asset Management	Transit Safety
Mobility, Alternative Modes, Air Quality	Expand, Manage, Maintain	Major Investments	●	●	●	●	●	●	●
Mobility	Expand	Roadway Added Capacity/New Construction	●	●	●	●			
		Innovative Freight Movement	●	●	●	●	●		
	Manage	Incident Management (Towing)	●		●	●	●		
		Incident Management (MAP)	●		●	●	●		
		Access Management/Safety/Grade Separations	●	●	●	●	●		
		Intelligent Transportation System Infrastructure	●	●	●	●	●		
	Maintain	Infrastructure Resiliency	●				●		
		Roadway Reconstruction and Rehabilitation	●	●					
Alternative Modes	Expand, Manage, Maintain	Active Transportation	●						●
	Expand	Transit Expansion (Vehicle Purchase)	●		●	●	●	●	●
		Transit Passenger Facilities	●		●	●	●	●	●
	Manage	Transit Priority Infrastructure	●		●	●	●		●
		Transit Regional Fare Collection	●		●	●	●		
	Maintain	Transit Passenger Facility State of Good Repair	●		●		●	●	●
Air Quality	Expand	Regional ITS (TranStar)	●		●	●	●		●
		Pilot Commuter Transit			●	●	●		
		Regional Vanpool			●	●	●		
	Manage	Commute Solutions			●	●	●		
	Maintain	Clean Cities/Clean Vehicles					●		
Planning	Expand, Manage, Maintain	Sub-Regional Planning							

Out of twenty-one Investment categories, eight categories were recommended to be programmed and funded annually for the 10-year period from FY 2019 through FY 2028, identified in table below. This was approved in a cooperative consultative process involving the local governments, and state transportation agencies, the Transportation Policy Council, the Technical Advisory Committee, and relevant subcommittees.

2045 RTP Update Investment Categories in the H-GAC 10-Year Plan (2019-2028)

2040 RTP Update Investment Type	2045 RTP Update Strategy	2045 RTP Update Investment Category
Mobility	Manage	Incident Management (Towing)
		Incident Management (MAP)
Alternative Modes	Manage	Transit Regional Fare Collection
Air Quality	Expand	Regional ITS (TranStar)
		Pilot Commuter Transit
		Regional Vanpool
	Manage	Commute Solutions
	Maintain	Clean Cities/Clean Vehicles

2018 Call for Projects Evaluation Criteria:

The 2018 Call for Projects evaluation and selection criteria were developed in a cooperative manner by consulting with local agencies, the Transportation Policy Council (TPC), the Technical Advisory Committee, and relevant subcommittees. All projects submitted through the 2018 Call for Projects (2018 CFP) were evaluated based on 50% score (100 points) given to its benefit/cost ratio and 50% score (100 points) given to various planning factors. The benefit cost analyses were calculated within a spreadsheet template that evaluated the project’s benefits in three major areas:

- Safety – reduction in crashes
- Delay – reduction in travel delay
- Emissions – reduction of on-road vehicle emissions

The remaining 50% of the score was based on multiple planning factors with a direct linkage to performance measures and the 2045 Regional Transportation Plan Update goals and strategies and relative to each investment category. Planning factors for highway and transit projects include, but are not limited to, the improvement to multimodal level of service; freight system priority/evacuation route, life cycle maintenance strategies, corridor level of travel time reliability, reduction in vehicle miles traveled, connectivity to employment, transit reliability, transit vehicle and facility life cycle maintenance strategies.

The 2018 Call for Projects application submittal period began on September 4th and concluded on October 31, 2018. During this period, H-GAC received a total of 193 applications from various local partners and TxDOT. Out of 193 project applications, a total of thirty-six (36) projects in various investment categories

were recommended for funding for the 10- year period, between FY 2019 and FY 2028. The TPC approved projects across thirteen Investment Categories, listed in the following table, through the competitive Call for Projects process.

TPC Approved Projects Across Investment Categories

2045 RTP Update Investment Type	2045 RTP Update Strategy	2045 RTP Update Investment Category
Mobility, Alternative Modes, Air Quality	Expand, Manage, Maintain	Major Investments
Mobility	Expand	Roadway Added Capacity/New Construction
		Innovative Freight Movement
	Manage	Access Management/Safety/Grade Separations
		Intelligent Transportation System Infrastructure
		Autonomous and Connected Vehicle Infrastructure
	Maintain	Infrastructure Resiliency
		Roadway Reconstruction and Rehabilitation
Alternative Modes	Expand, Manage, Maintain	Active Transportation
	Expand	Transit Expansion (Vehicle Purchase)
		Transit Passenger Facilities
	Manage	Transit Priority Infrastructure
	Maintain	Transit Passenger Facility State of Good Repair

Transportation Improvement Program and the Project Selection Process

The project selection process utilized during development of the 2027-2030 TIP assessed major investment-level applications based on the 2045 RTP Update’s five goals and performance measures. By incorporating 2045 RTP Update goals into short-range programming activity, the performance measures have achieved a strong coordination between the region’s vision for the future and the investments made today.

Relationship Between Investment Type, Project Selection Process - Investment Categories & Performance

Project Selection Process Investment Category	Performance measures						
	Safety	Transit Safety	Pavement & Bridge	Transit Asset Management	Reliability	Freight (Truck Travel Time)	Congestion /Air Quality
Major Projects	X	X	X	X	X	X	X
Regional Goods Movement	X		X		X	X	X
High Growth Area Needs	X		X		X	X	X
Operational Improvements and Congestion Management	X		X		X	X	X
Resiliency and State of Good Repair	X		X	X			
Transit	X	X		X		X	X
Active Transportation	X					X	X
Safety	X	X	X	X	X		X

HIGHWAY SAFETY

Safety is a top regional priority. Although motorists are the largest group of system users injured or killed in crashes, pedestrians and cyclists are also at risk. Addressing this goal will not only benefit regional health, but the community's quality of life and economic competitiveness. A safe regional transportation system operates reliably, delivers goods and services on time, and returns users home at the end of their trip.

The Houston-Galveston Regional Safety Plan sets a baseline for safety crash data, analyzes regional trends, and is used to inform performance target setting. The report data serves as a baseline for subsequent years to measure whether there was significant improvement compared to previous years. The Texas Strategic Highway Safety Plan estimates the probable number of fatalities and serious injuries for the target year of 2022. Federal rulemaking requires Metropolitan Planning Organizations to either support state targets or establish their own specific targets for the five safety performance measures for all public roads in the MPO planning area, within 180 days after the State establishes statewide targets. The MPO then reports targets to the State, when requested. Statewide, when at least four out of five targets are met or the outcome for the performance measure is better than the baseline performance for the year prior to the target year, a determination of significant progress will be made.

During safety target setting discussions of the Transportation Policy Council (TPC) and the Transportation Advisory Committee (TAC), aspirational goals for the long-term were expressed. While the H-GAC

region is forecasted to experience a high level of economic and population growth, subsequently, it results in a rise in travel, crashes, and fatalities. For the purposes of short-term target setting, the targets were set to reflect the probable number of fatalities and serious injuries. However, the increasing trends in fatalities and crashes do not reflect the intent and commitment of the TPC to improve traffic safety in the Houston-Galveston region. H-GAC has committed to participate in advancing crash reduction strategies through the Regional Safety Plan and will annually analyze and assess trends and progress on Safety Performance Measures while reviewing TxDOT’s annual updates to statewide targets.

In February 2017, H-GAC’s Transportation Policy Council approved a resolution to support the State’s adopted safety targets for the five performance measures. H-GAC set targets that represent a two percent (2%) reduction from the trend line projection in the five (5) safety performance measures for the period from 2017 to 2022. The decline is expected to begin gradually in 2018 and progress to the two percent (2%) reduction by the target year 2022.

H-GAC, by the passage of Resolution 2019-05 on February 22, 2019, agreed to support the State’s effort to achieve its safety performance measure targets. Supporting the State’s efforts includes using the same or similar methodology to set these targets. The State methodology uses a five-year rolling average to set the targets for the State safety performance measures. H-GAC has adopted a similar methodology to calculate the regional safety performance measure targets. The data used to calculate the targets is from the Texas Department of Transportation (TxDOT) Crash Record Information System (CRIS) data from 2018 to 2022 to calculate the 5-year rolling average for the yearly targets. H-GAC submits the Region’s Safety Performance Measure Targets to TxDOT in February, annually.

The TPC passed resolutions in February 2017 and February 2019, supporting the State's safety targets. In 2020, the Transportation Policy Council (TPC) approved a Vision Zero policy by resolution (Resolution 2020-26) on October 23, 2020, committing to support transportation projects and programs to eliminate traffic fatalities in the region by the year 2050. The TPC receives the safety measures reporting that is submitted to TxDOT annually, therefore, according to H-GAC policies, resolutions are not passed each year because TPC previously approved supporting the State's safety targets.

Trends and progress are reviewed and discussed by the Transportation Safety Committee. Additionally, TxDOT’s annual updates to statewide targets are reviewed. Annually, by the end of February, H-GAC reports on the progress toward meeting regional targets to the TPC and to TxDOT.

The table below shows the H-GAC safety performance measure targets and the actuals or observed performance totals, based on data as of January 2026.

H-GAC Safety Performance Measure Results

Performance Measure	2023 Targets	2023 Actuals	2024 Targets	2024 Actuals	2025 Targets	2025 Actuals	2026 Targets
Fatalities	727	779	765	767	792	810	807
Fatality Rate	1.23	1.13	1.26	1.15	1.29	1.20	1.30
Serious Injury	3,668	4,239	3,911	4,099	4,090	4,213	4,249
Serious Injury Rate	6.18	6.13	6.42	6.15	6.67	6.23	6.73
Non-Motorized Fatalities & Serious Injuries ††	713	883	764	821	796	869	835

Actuals based on TxDOT Crash Records Information System (CRIS) data as of January 2026; Injury rates are based on projected Annual VMT. The targets are expressed as a five-year rolling average.

Trends and progress are reviewed and discussed by the Transportation Safety Committee each year. Additionally, TxDOT's annual updates to statewide targets are reviewed. Annually, by the end of February, H-GAC reports on the progress toward meeting regional targets to the Transportation Policy Council and to TxDOT.

The safety performance measures, methodology, applicability and reporting frequency are identified below.

Fatalities

Measure – Five-year rolling averages of the number and rate of vehicular fatalities in the H-GAC region.

Methodology – Fatality numbers and rates are obtained from the national Fatality Analysis Reporting System (FARS). Fatality rates are calculated per 100 Million Vehicle Miles Traveled in the region.

Applicability – All public roads and highways

Reporting Frequency - Annually

Serious Injuries

Measure – Five-year rolling averages of the number and rate of vehicular serious injuries in the H-GAC region.

Methodology – Serious injury numbers and rates are obtained from the Texas Crash Records Information System (CRIS) databases. Serious injury rates are calculated per 100 Million Vehicle Miles Traveled (VMT) in the region.

Applicability – All public roads and highways

Reporting Frequency – Annually

Non-Motorized Fatalities and Serious Injuries

Measure – Five-year rolling average of the number non-motorized fatalities and non-motorized serious injuries for bicyclists and pedestrians in the H-GAC region.

Methodology – Serious injury numbers and rates are obtained from the national Fatality Analysis Reporting System (FARS) and the Texas Crash Records Information System (CRIS) databases.

Applicability – All public roads and highways

Reporting Frequency – Annually

Integrating Safety Performance Measures into the Transportation Planning Process

“The Regional Safety Plan was developed as a comprehensive plan that addresses the region’s safety issues and offers feasible solutions. It serves as a framework for strategies and implementation actions to leverage safety programs and resources to the greatest extent possible. The performance measure targets in this plan are tangible goals for the region to work towards to support the State of Texas’ crash reduction efforts, and its strategies support the State Highway Safety Plan and federal safety initiatives.”
(Source: 2020 HGAC Regional Safety Plan)

The Regional Safety Plan identifies five traffic safety focus areas. These focus areas were crash types with the highest percentage of fatalities in the region. The Transportation Safety Committee has been charged with developing implementation plans to address the focus areas over the next four years. The MPO will continue to publish an annual State of Safety Report to assess progress toward reducing the number of crashes, fatalities, and serious injuries throughout the region. In addition, the MPO launched a series of intersection safety audits at high crash frequency intersections to identify crash characteristics and develop low-cost recommendations to address traffic safety issues at each location. The MPO continues to coordinate its efforts with federal, state, and local partners to leverage resources and maximize results to enhance traffic safety in the Houston-Galveston area.

H-GAC incorporates performance measures into its programming activities by designating safety as one of the five foundational goals of the Regional Transportation Plan. Furthermore, H-GAC integrates the safety targets in the form of quantifiable strategies and goals within the regional transportation planning process. The primary method for the programming of projects is the Call for Projects issued by H-GAC. Embedded in the Call for Projects (CFP) selection criteria, the safety benefit cost analysis template indicates the number of crashes that will be reduced for each CFP project. Linking the programming of projects to quantifiable performance targets validates the success of performance-based planning.

2027–2030 TIP and 2045 RTP Update transportation investments targeting safety improvements

H-GAC, along with state and local government partners, has made significant investments in transportation infrastructure improvements through the 2027-2030 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan Update. H-GAC adopted the Regional Safety Plan to recommend crash reduction strategies. A total investment of \$148 million of Intelligent Transportation Systems, safety projects and programs is programmed in the 2027-2030 Transportation Improvement Program which is expected to contribute towards achieving the safety targets. Additionally, the Houston and Beaumont TxDOT Districts have programmed \$41 million of Category 8 Safety funding that will enhance safety.

H-GAC developed a Regional Safety Plan that identifies traffic safety focus areas, recommends crash reduction strategies and countermeasures. The Regional Safety Plan is anticipated to be updated in fiscal year 2025. The fiscally constrained 2045 RTP Update recommends a significant level of investments in ITS and safety projects and programs. This combined effort of planning, programming of projects, implementation of the safety plan, and critical transportation investments are expected to support and contribute to achieving the safety performance targets while greatly enhancing traffic safety for the region. The fiscally constrained 2045 RTP Update recommended approximately \$579 million of investments in ITS and Safety projects and programs. These investments are not part of the Corridor-based Major Investments of the 2045 RTP Update.

2045 RTP Update Investments in ITS and Safety Programs

2045 RTP UPDATE STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
ITS/Safety: <i>(Includes certain roadway improvements, installation of computerized traffic control systems, Incident Management)</i>	\$517,457,158	\$62,269,438	NA	\$579,726,596

Safety Resources

Highway Safety Improvement Program <https://safety.fhwa.dot.gov/hsip/>

Strategic Highway Safety Plan <https://www.texasshsp.com/>

Regional Safety Plan <http://www.h-gac.com/transportation-safety-program/default.aspx>

Transportation Safety Committee <https://www.h-gac.com/transportation-policy-council/transportation-safety-committee>

PAVEMENT CONDITIONS

Ensuring the preservation of pavements and bridges is critical to safety, the movement of goods and people, economic development. While the demand on the transportation system is greater than ever, pavements and bridges are steadily deteriorating due to traffic, weather and time. In effect, this highlights the importance for an emphasis on asset management and the preservation of pavement. "Pavement preservation programs and activities employ a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety, and meet road user expectations." (Source: PL 112-141, Moving Ahead for Progress in the 21st Century Act.)

Implementing pavement asset management, along with performance target setting, provides an opportunity for moving the transportation system to a state of good repair, protects our investments in the transportation roadway system and stretches taxpayer dollars, as far as possible. An asset management program can improve system resiliency in the aftermath of extreme weather events, such as Hurricanes Harvey and Ike, changing climate conditions, and shifts in the regional economy.

Roadways on the National Highway System, (NHS) are mostly owned, maintained, and operated by the Texas Department of Transportation; however, a portion of the NHS is under the jurisdiction of cities, counties, and toll authorities. Federal Performance Asset Management prescribes the establishment of pavement targets for all roadways on the interstate and non-interstate highway system, regardless of ownership. While the federal performance measures are focused on National Highway System, H-GAC is concerned with the conditions of all pavements and bridges. In the state of Texas, there are 69,000 National Highway System lane miles; approximately 14% are in the H-GAC region.

Pavement condition data is a critical component of any pavement management system. TxDOT is responsible for collecting the necessary measurements and inspections to determine the condition ratings defined by the federal performance measures rules. The federal criterion bases the pavement condition on the International Roughness Index (IRI), cracking, and rutting if the pavement is asphalt or faulting, if the pavement is concrete. Essentially, the IRI is the overall ride quality of a roadway. The pavement analysis is based on distress ratings and ride quality measurements. TxDOT uses historical measurements of pavement and bridge conditions to establish statewide targets.

Federal transportation bills require TxDOT to implement transportation asset management practices and set performance targets to a desired condition. The federal performance measures place a high priority on maintaining the good pavements and on raising the pavements in poor condition to a state of good repair. A good condition pavement rating suggests that no major investment is necessary, and conversely, a fair condition suggests that major reconstruction of the pavement is needed.

The pavement condition thresholds applicable to National Highway System roadways are shown in the table below.

Pavement Condition Ratings

Interstate & Non-Interstate Highway System Rating Thresholds			
	Good	Fair	Poor
IRI (in/mile)	< 95	95 - 170	> 170
Cracking %	< 5	5 - 10	> 10
Rutting (in)	< 0.2	0.2 - 0.4	> 0.4
Faulting (in)	< 0.05	0.05 - 0.15	> 0.15

The calculations of the pavement performance for Interstate and Non-Interstate roadways are explained in the table below.

Rating the Interstate & Non-Interstate Roadways of the National Highway System (NHS)			
	Pavement Types		
Overall Condition Rating	3 metric ratings ACO - (IRI, Cracking, Rutting) JCP - (IRI, Cracking, Faulting)	2 metric ratings CRCP - (IRI and Cracking)	Measures
Good	All three metrics rated "Good"	Both metrics rated "Good"	% Lane Miles in "Good" Condition
Fair	All other combinations	All other combinations	% Lane miles in "Fair" Condition
Poor	≥ 2 Metrics rated "Poor"	Two metrics rated "Poor"	% Lane miles in "Poor" Condition

Key= Asphaltic Concrete Overlay (ACO), Joint Concrete Pavement (JCP), Continuously Reinforced Concrete Pvmnt.(CRCP)

The historical pavement condition data from the Texas Department of Transportation’s Pavement Management Information System (PMIS) were translated into the corresponding pavement condition measures. The data was used to develop the historical trends for pavement condition measures. A five-year moving average was used to calculate the performance targets.

The second federal performance period began January 1, 2022, and ends December 31, 2025 and is for the Calendar Years (CY) of 2022 to 2025. Updates to H-GAC’s regional targets are formulated with the analyses of TxDOT’s statewide data and TxDOT’s revisions to statewide targets at the beginning of the performance period and may be adjusted at the mid-point of the performance period. In 2025, at the mid-point of the performance period, the Transportation Policy Council approved the reporting of the 2024 target performance and did not adjust the 2026 targets.

Pavement Conditions – Interstate and Non-Interstate National Highway System

Measure – Percentage of pavements of the interstate and non-interstate National Highway System with a condition rating of “good” and “poor” relative to the ride quality.

Methodology – Pavement conditions are based on the evaluation scores of the International Roughness Index (IRI), cracking, and rutting, if the pavement is asphalt, or faulting, if the pavement is concrete. The condition scores are obtained from the Highway Performance Monitoring System (HPMS) and TxDOT’s Pavement Management Information System (PMIS) databases.

Applicability – Interstate highways and Non-interstate highways of the National Highway System

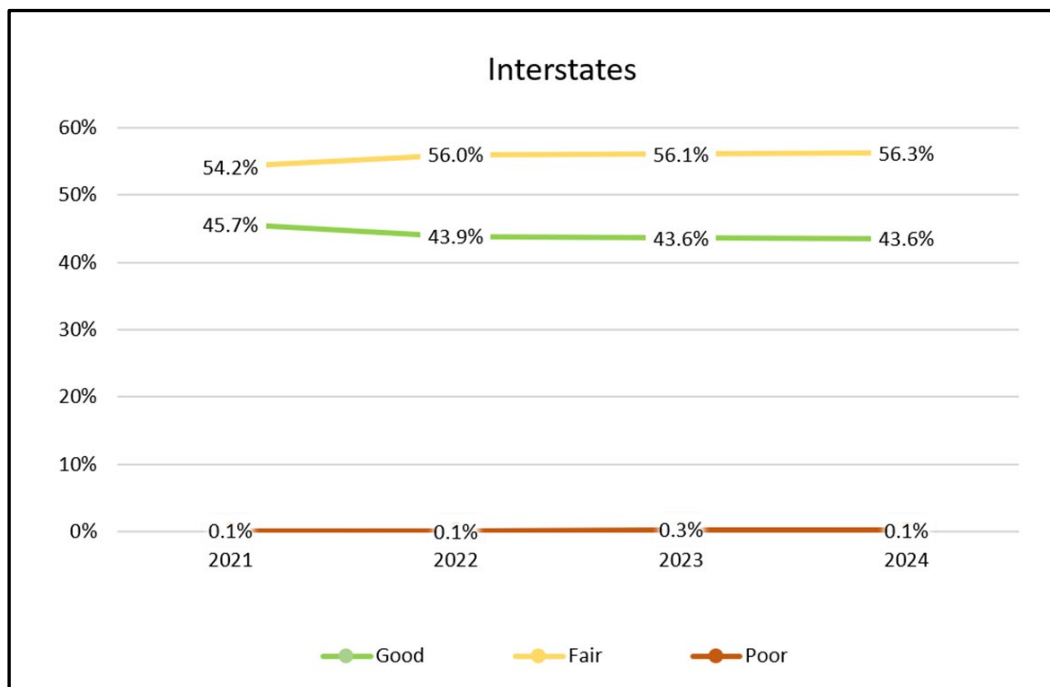
Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions - Despite the fact that historical trends indicate pavement conditions are declining over time, H-GAC adopted 2024 targets based on future estimates based on 4-year moving

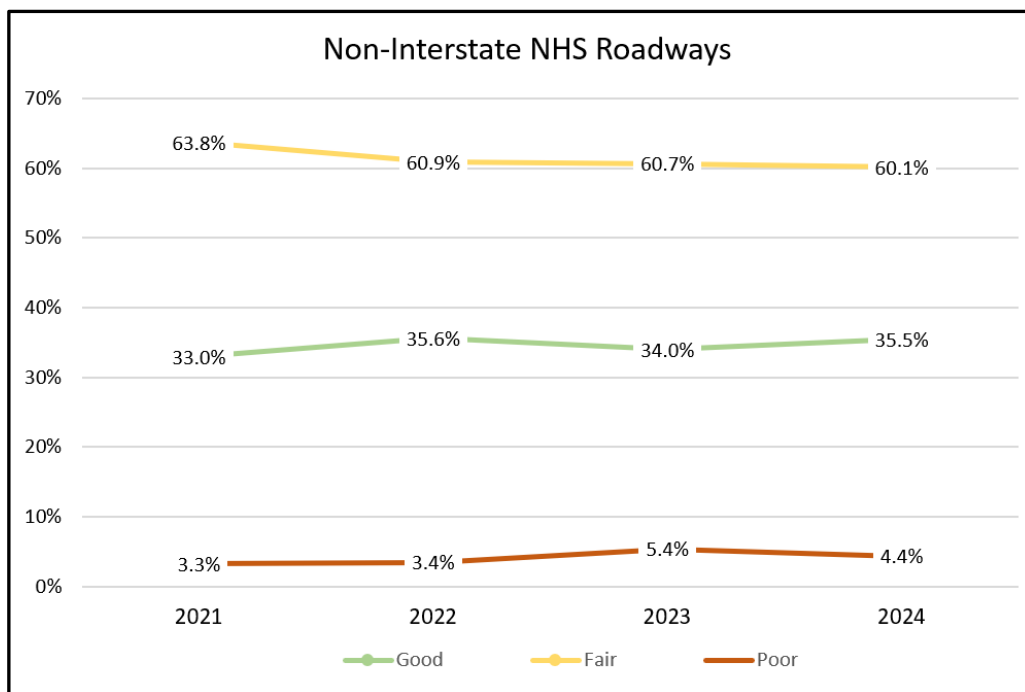
average for 2024 and the 2026 targets were held flat with the goal of maintaining current conditions and a desire for aspirational goals that indicate improvement of pavement conditions in the long-term.

PAVEMENT PERFORMANCE AND TARGETS				
Performance Measure	Desired Trend	2024 Targets / Actuals	2024 Targets achieved	2026 Targets
Interstate NHS pavement in good condition	↑	45.7% / 43.6%	No	45.7%
Interstate NHS pavement in fair condition	↓	54.2% / 56.3%	No	54.2%
Interstate NHS pavement in poor condition	↓	0.1% / 0.1%	Yes	0.1%
Non-Interstate NHS pavement in good condition	↑	34.7% / 35.5%	Yes	34.7%
Non-Interstate NHS pavement in fair condition	↓	62.1% / 60.1%	Yes	62.1%
Non-Interstate NHS pavement in poor condition	↓	3.2% / 4.4%	No	3.2%

Interstate National Highway System (NHS) Pavement Conditions



Non-Interstate National Highway System (NHS) Pavement Conditions



BRIDGE CONDITIONS

Asset management seeks to optimize lifecycle costs by setting and sustaining a desired target condition with the goals of improving durability and extending the life of the region’s bridges.

Performance measures and targets are applicable to all bridges on the National Highway System (NHS), which include on and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership. A portion of the NHS system is under the jurisdiction of cities, counties, and toll authorities. For the approximately 2,700 bridges in the H-GAC region, 82% are owned by TxDOT and 18% are owned by other entities. The consideration of bridge performance targets should be determined from asset management analyses to achieve a state of good repair over the life cycle of assets.

Bridge conditions are based on the National Bridge Inventory evaluation ratings for the bridge’s deck, superstructure, substructure, and culvert. The condition rating of good, fair, or poor are determined by the lowest rating of the deck, superstructure, substructure, or culvert. For example, if the lowest rating of one or more of the four bridge components is less than or equal to four, the bridge’s condition rating is classified as poor.

Bridge Condition Ratings

	Good	Fair	Poor
Bridge Inventory Rating	≥ 7	< 7 and > 4	≤ 4

The bridge targets are expressed in the percent of total bridge deck area. Deck area is computed using the structure length and deck width. For bridge culverts, the deck area is calculated using the approach roadway width and structure length.

The historical pavement condition data was gathered from the Texas Department of Transportation’s (TxDOT) Bridge Inventory. TxDOT surveys all bridges on the National Highway System and reports the

conditions to the National Bridge Inventory. Historical bridge condition trends are based on a trend-line analysis. Historical trends indicate bridge conditions are slowly declining. Due to the lengthy lead time associated with environmental clearance, right of way purchase, design and the construction of a bridge, any new bridge being considered right now will have little or no influence on bridge conditions for the next three to five years.

The second performance period began January 1, 2022, and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 to 2025. Updates to H-GAC’s regional targets are formulated with the analyses of TxDOT’s statewide data and TxDOT’s revisions to statewide targets at the beginning of the performance period and may be adjusted at the midpoint the four-year performance period. In 2025, at the mid-point of the performance period, the Transportation Policy Council approved the reporting of the 2024 target progress and did not adjust the 2026 targets.

Bridge Conditions – National Highway System

Measure – Percentage of bridge deck area of the National Highway System with a condition rating of “good” and “poor”.

Methodology – Bridge deck conditions are based on the evaluation scores of the National Bridge Inventory.

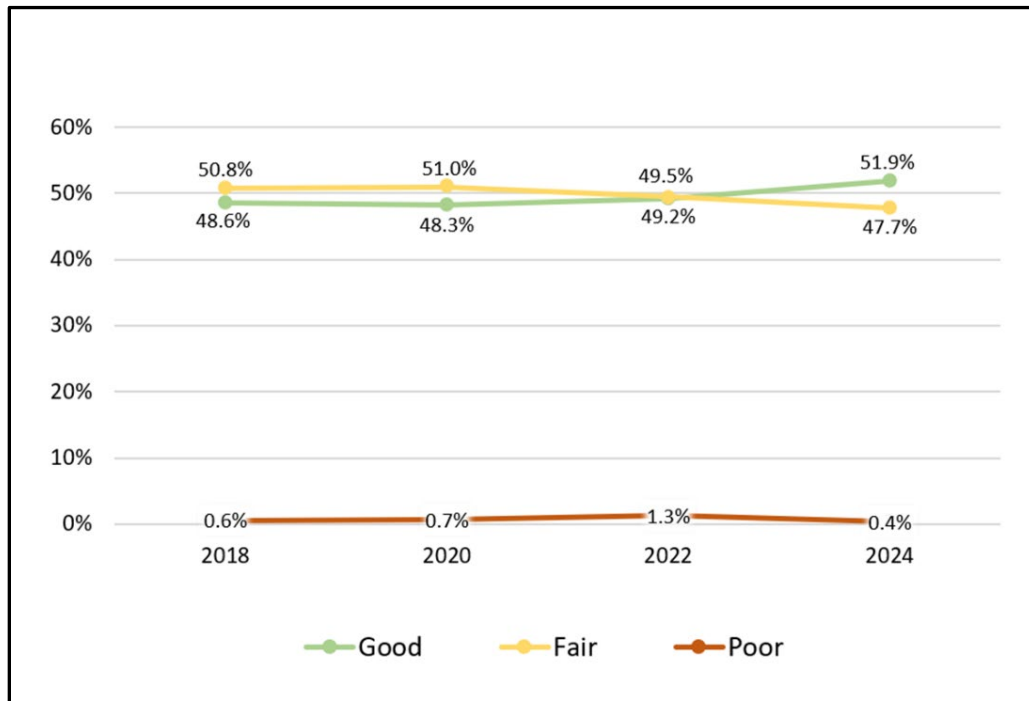
Applicability – Bridges on the National Highway System

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions – Despite the fact that historical trends indicate bridge conditions are slightly declining over time, H-GAC adopted 2024 targets based on future estimates based on 4-year moving average for 2024 and the 2026 targets were held flat with the goal of maintaining current conditions and a desire for aspirational goals that indicate improvement of bridge conditions in the long-term.

BRIDGE PERFORMANCE & TARGETS				
Performance Measure	Desired Trend	2024 Targets / Actuals	2024 Targets achieved	2026 Targets
National Highway System bridge deck area in good condition	↑	49.9% / 51.9%	Yes	49.9%
National Highway System bridge deck area in fair condition	↓	48.8% / 47.7%	Yes	48.8%
National Highway System bridge deck area in poor condition	↓	1.3% / 0.4%	Yes	1.3%

National Highway System Bridge Conditions



Integrating Pavement and Bridge Performance Measures into the Transportation Planning Process

Both the short and long-range planning processes afford the opportunity for advancing the transportation system to a State of Good Repair. One of the core strategies of the Call for Projects is Maintain Asset Management: to improve and preserve the condition of existing transportation infrastructure at the least practicable cost through the application of sound asset management techniques. The 2045 RTP Update project evaluation system was designed to be performance-based when prioritizing projects for the region. To highlight the significance of maintaining pavement and bridge infrastructure, the Call for Projects designated a separate category for Rehabilitation and Reconstruction aimed at improving the State of Good Repair for the region's infrastructure. Additionally, investments in the 2045 RTP Update investment category, Infrastructure Resiliency, will contribute to improved conditions of the transportation system.

Given the fiscal constraints of transportation funding, performance-based planning can help identify the best cost-effective projects to so the investment decisions in our transportation system will be allocated to the highest priorities of the pavement or bridge asset preservation program. In addition to designated reconstruction and rehabilitation projects, every added capacity, new construction, Complete Street, grade separation and access management project will contribute to achieving the pavement and bridge performance targets. As a result, the projects programmed in the 2045 RTP Update are expected to have a positive impact on achieving the pavement and bridge performance targets.

The challenge with transportation asset management is that H-GAC has the responsibility to report progress, but doesn't control the asset management of the transportation assets. Not all NHS roadways are owned and maintained by the TxDOT. For the non-interstate NHS roadways, 66% are owned by TxDOT and 34% are owned by other agencies. For the interstates, 100% are state-owned. H-GAC is coordinating NHS pavement data sharing between TxDOT and Non-TxDOT agencies.

H-GAC facilitates the dialogue and discussion between TxDOT and local agencies to serve as the conduit for information sharing. In addition, H-GAC is facilitating coordination with other agencies, data sharing, understanding how each agency measures and collects data, discussing uniform data

collection, and understanding the future investment plans for NHS roadways with TxDOT. Currently, the TxDOT is committed to expanding their data collection to align with the federal measures. One of the positive outcomes of Transportation Asset Management is that it affords the opportunity to focus and collaborate with all agencies responsible for the maintenance of our critical transportation network.

Of particular challenge, the tremendous increase in population and truck traffic, expected in the Houston-Galveston region over the next twenty-five years, will add additional wear and tear and will impact the targets for pavements and bridges.

2027–2030 TIP and 2045 RTP Update transportation investments targeting pavement and bridge improvements

H-GAC, along with state and local government partners, has made significant investments in transportation infrastructure improvements through the 2040 Regional Transportation Plan, the 2027-2030 Transportation Improvement Program (TIP), and the 2045 Regional Transportation Plan Update. The investments of new roadways, roadway expansions, preventive maintenance, rehabilitation, and bridges are expected to contribute towards achieving the Pavement and Bridge Performance Targets. A combined effort of planning, programming of projects, collaborative data sharing, and critical transportation

investments are expected to support and contribute to achieving the asset management targets for pavement and bridge while moving the system to a State of Good Repair. In the 2027-2030 TIP, a total of approximately \$543 million is programmed for Category 1 (Preventive Maintenance and Rehabilitation) that includes \$433 million specifically for National Highway System roadways. In the 2027-2030 TIP, a total of approximately \$266 million is programmed for Category 6 (Structures Replacement and Rehabilitation) that includes \$132 million specifically for National Highway System bridges. These are programming amounts by the Texas Department of Transportation Houston and Beaumont Districts.

H-GAC has made strategic investments in transportation infrastructure improvements through the 2045 RTP Update. The fiscally constrained 2045 RTP Update recommends a significant level of investment in pavement and bridges and recommends approximately \$48 billion of investments for State of Good Repair projects and programs. Other types of projects, such as new roadways and highways, thoroughfare expansions, reconstructions, Complete Streets, and other improvements are expected to make additional contributions toward the State of Good Repair.

2045 RTP Update Asset Management Investments

2045 RTP Update	Strategy 2 - MAINTAIN [Asset Management]
Corridor-Based Major Investments & Regional Investment Programs	\$48,464,706,593

Pavement and Bridge Resources

TxDOT Pavement and Bridge conditions dashboard

<https://www.txdot.gov/data-maps/performance-dashboard/preserve-our-assets.html>

Condition of Texas Pavements: Pavement Management Information System (PMIS) Annual Report -

<https://library.ctr.utexas.edu/Presto/content/Detail.aspx?ctID=UHVibGJiYXRpb25fMTE2MTA=&rlD=MjcwODU=&ssid=c2NyZWVuSURfMTQ2MDk=>

TxDOT Asset Management Plan - <https://ftp.dot.state.tx.us/pub/txdot-info/brg/transportation-asset-management-plan-2022.pdf>

National Bridge Inventory - <https://www.fhwa.dot.gov/bridge/nbi.cfm>

SYSTEM PERFORMANCE

The System Performance Group contains a set of performance measures aimed at evaluating and improving the overall performance of the National Highway System. These measures focus on personal travel, as well as freight, reducing congestion and tailpipe emissions, and increasing multi-occupancy vehicles use. Improving the system performance of the transportation network means there will be more reliable and less congested roadways, an increased use of alternative transportation modes and an increase in multi-occupancy commuting vehicles, resulting in less vehicle emissions.

For the System Performance measures, States and MPOs must establish two and four-year targets and may adjust four-year targets at the mid-point of the four-year performance period. The second federal performance period began January 1, 2022, and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 - 2025.

Reliability

One of the goals of System Performance Measures is to assess the reliability of the National Highway System. Travel reliability is when the travel time on a roadway remains consistent. Reliability measures the difference of travel time across hour and day for both personal travel and freight and examines peak travel over a year.

Three travel time reliability performance measures are:

1. Personal travel time on the interstates of the National Highway System
2. Personal travel time on the non-interstate roadways of the National Highway System
3. Truck travel time on the interstate

PERSONAL TRAVEL RELIABILITY

Measure –The Travel Time Reliability is the percentage of person-miles traveled on the National Highway System that are reliable. For example, for a trip that normally takes 30 minutes, when it takes up to 45 minutes, the trip is considered to be “reliable”. A trip is considered “unreliable” if the 30-minute trip takes 45 minutes or longer.

Methodology – The percentage of reliable person-miles are calculated using data from the National Performance Management Research Data Set (NPMRDS) which contains travel time by roadway segment every 15 minutes. For each roadway segment, this measure is calculated by comparing a bad day of travel time to a normal day using a ratio of the 80th (bad day of travel time) to the 50th (normal travel time) percentile on the segment. A roadway with a ratio below 1.5 is “reliable”; and a ratio of 1.5 or greater is “unreliable”. If the road is “unreliable” during any one of the four time periods, the roadway segment is labeled as “unreliable”.

Reporting is divided into four time periods:

Weekday AM Peak (6 a.m. to 10 a.m.)
Weekday PM Peak (4 p.m. to 8 p.m.)

Weekday Mid-day Peak (10 a.m. to 4 p.m.)
Weekend Peak (6 a.m. to 8 p.m.)

Applicability – All roadways on the National Highway System

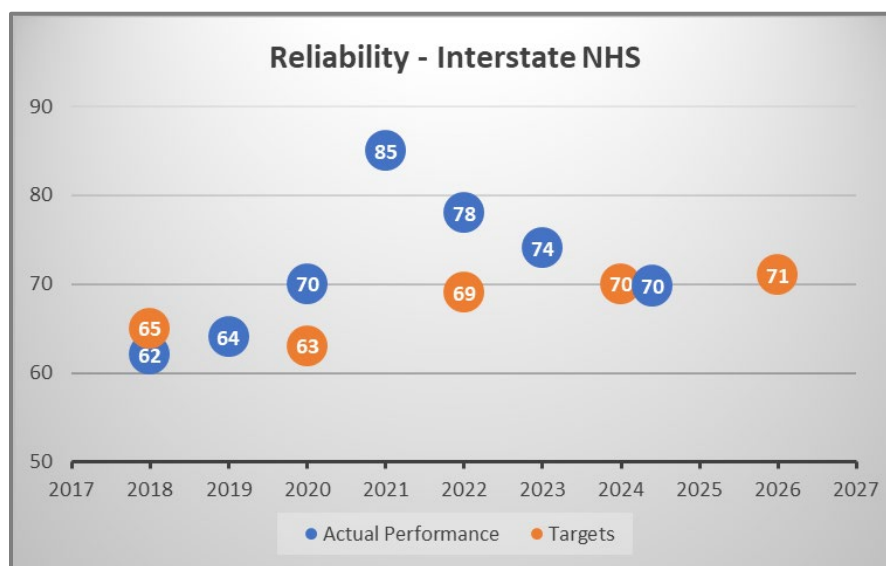
Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions - In 2024, for the 8-county region, 70% of the person-miles traveled on the Interstate are reliable and 81% are reliable on the Non-Interstate roadways of the National Highway System. The 2021 and 2022 actuals were a result of the COV-19 pandemic when fewer cars were on the road and working from home increased significantly, producing the highest reliability. Even though the projected trend lines indicate that reliability conditions for personal travel are worsening, H-GAC chose to adopt relatively flat targets with a desire for aspirational goals that indicate better reliability in the long-term. The region’s population continues to grow significantly which will increase vehicle miles traveled and, in turn, will increase congestion. From a performance-based perspective, one of the Investment Categories of H-GAC’s Project Selection Process is Operational Improvements and Congestion Management that will assist meeting the reliability targets. A list of regional strategies, plans, programs, and projects focused on reducing congestion and improving reliability will greatly assist improved reliability for personal travel. They are identified in detail at the end of the System Performance measures section.

RELIABILITY TARGETS						
Performance Measure	2022 Baseline	2024 Targets/ Actuals	2024 Targets Achieved?	Desired Trend	2026 Targets	2026 Target Adjustments
Interstate Reliability of Person Miles Traveled	78%	70% / 70%	Yes	↑	71%	No adjustment
Non-Interstate Reliability of Person Miles Traveled	89%	75% / 81%	Yes	↑	77%	No adjustment

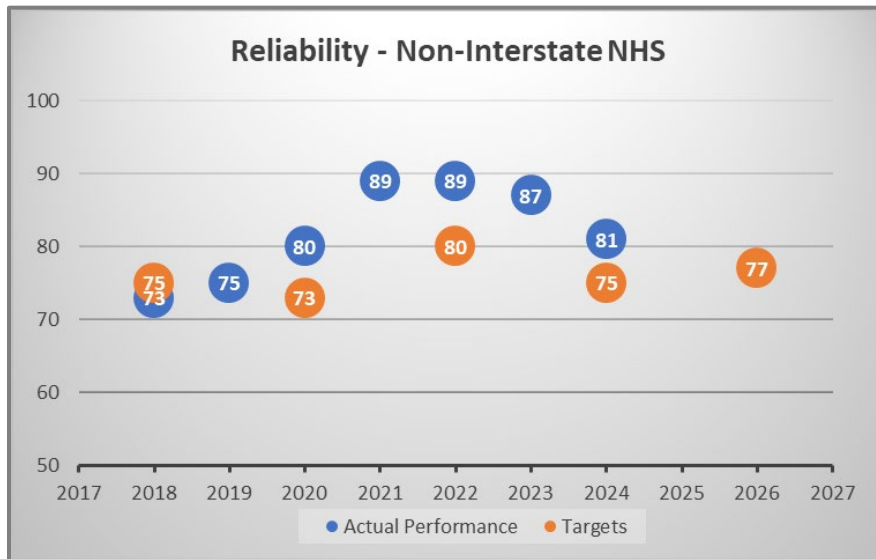
(An increased value indicates improvement.)

Historical Conditions & Targets



(An increased value indicates improvement.)

Historical Conditions & Targets



(An increased value indicates improvement.)

FREIGHT TRAVEL RELIABILITY

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index on the interstate. The truck reliability measure considers factors that are unique to the freight industry, such as the use of the transportation system during all hours of the day and the need to consider impacts to the system in planning for on-time deliveries and arrivals. Recognizing the importance of on-time deliveries, this measure assesses the reliability of freight movement on the interstate with a high standard of making on-time deliveries, 95% of the time.

Measure (TTTR) – Truck Travel Time Reliability Index is calculated by dividing the 95th percentile travel time (very bad day of traffic) by the 50th percentile (normal) travel time for each roadway segment of the interstate. The TTTR index is generated by multiplying each segment’s largest ratio of the five time periods by its length, then dividing the sum of all length-weighted segments by the total length of the interstate.

Reporting is divided into five time periods:

Monday through Friday:

- Morning peak 6 a.m. to 10 a.m.
- Mid-day 10 a.m. to 4 p.m.
- Evening peak 4 p.m. to 8 p.m.

Weekends: 6 a.m. to 8 p.m.

Overnights for all days: 8 p.m. to 6 a.m.

Methodology – The TTTR index is calculated using data from the National Performance Management Research Data Set (NPRMDS) which contains travel time by roadway segment every 15 minutes. The truck index is the amount of time a truck driver needs to add to a median trip length to arrive on-time, 95% of the time. For example, for a truck trip of 30 minutes, using the regional baseline of 2.1, a total time of 63 minutes would need to be scheduled for the truck to arrive, on-time, 95% of the time. (30 mins x 2.1 baseline = 63 mins)

Applicability – Interstate highways

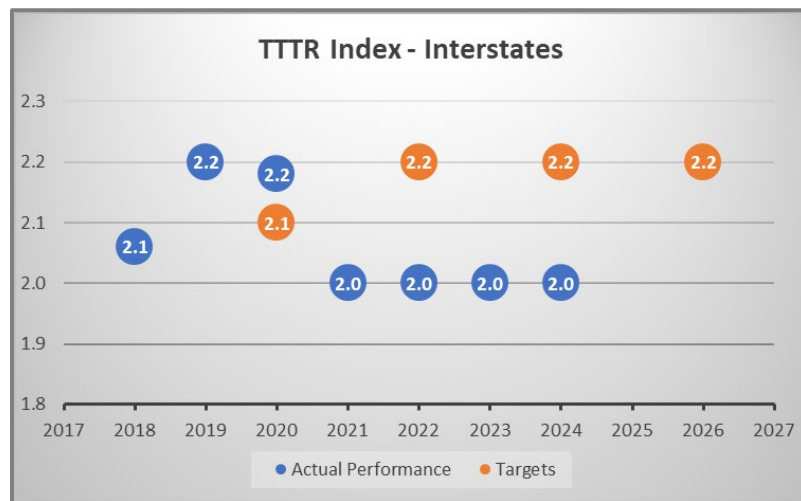
Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions - In 2024, the Truck Index was 2.0 for the interstates in the 8-county region. Since 2021, the truck index has remained steady at 2.0. H-GAC chose to adopt relatively flat targets with a desire for aspirational goals that indicate better truck reliability in the long-term. The region’s population continues to grow significantly which will increase the demand for goods and freight deliveries. From a performance-based perspective, one of the Investment Categories of H-GAC’s Project Selection Process is Regional Goods Movement which will have a positive influence on target achievement. The Regional Goods Movement Plan and a list of regional strategies, plans, programs, and projects focused on reducing congestion and improving reliability will move the needle to better reliability. They are identified in detail at the end of the System Performance measures section.

TRUCK / FREIGHT RELIABILITY TARGETS						
Performance Measure	2022 Baseline	2024 Targets/ Actuals	2024 Targets Achieved?	Desired Trend	2026 Targets	2026 Target Adjustments
Interstate Truck Travel Time Reliability Index	2.0	2.2 / 2.0	Yes	↓	2.2	No adjustment

(A decreased value indicates improvement.)

Historical Conditions & Targets
Truck Travel Time (TTTR) Reliability Index



(A decreased value indicates improvement.)

Congestion

FHWA established two performance measures to assess traffic congestion applicable to metropolitan planning organizations who receive Congestion Mitigation Air Quality (CMAQ) funding. These measures are designed with a goal of improved air quality.

- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicles

Annual Hours of Peak Hour Excessive Delay (PHED) – This measure refers to the additional time spent in congested traffic, in addition to the regular peak hour congestion, based on an established speed threshold. The federal threshold for excessive delay on a roadway is 60% of the speed limit. On a segment with a speed limit of 60 mph, the excessive delay (60% of 60 mph) would be 36 mph. Peak periods are defined as Monday through Friday 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.

Measure (PHED) – Annual Hours of Peak Hour Excessive Delay (PHED) per capita. This is the amount of extra travel time spent in peak traffic, under excessive delay conditions, annually.

Methodology – PHED is calculated using all vehicle data from the National Performance Management Research Data Set (NPMRDS) which contains travel time by roadway segment every 15 minutes, with volumes in the Highway Performance Monitoring System (HPMS).

Applicability – National Highway System in the Houston Urban Area and in The Woodlands-Conroe Urban Area

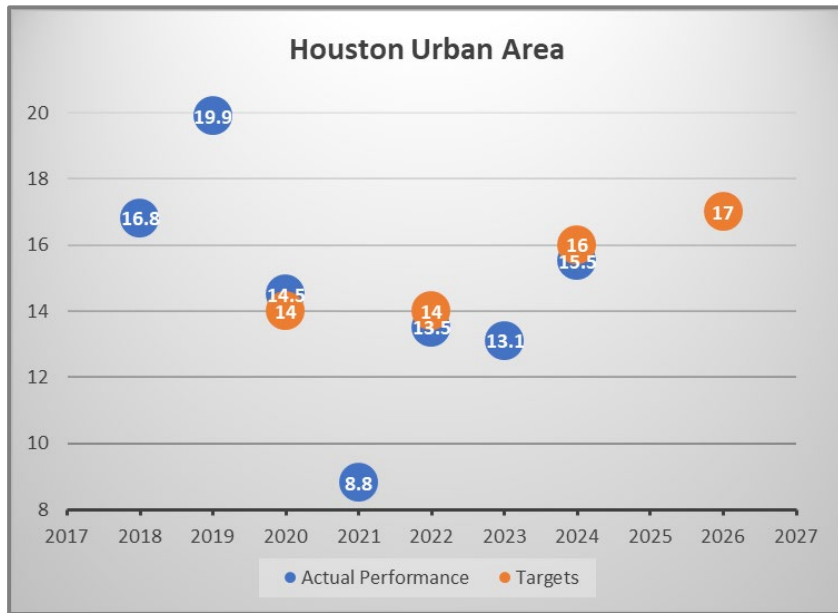
Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions - In 2024, for the Houston Urban Area, the PHED was 15.5 hours. Since 2022, PHED has been increasing. Based on the trend line, PHED is projected to be 18 or higher by 2026, however, H-GAC adopted a 2026 target of 17.0 hours, lower than the expected performance with a desire for aspirational goals that indicate better reliability in the long-term. In 2024, for The Woodlands-Conroe Urban Area, PHED was 9.0 hours. Based on the trend line, PHED is projected to be 10 or higher by 2026, however, H-GAC adopted a 2026 target lower than the expected performance, 9.0 hours, with a desire for aspirational goals that indicate better reliability in the long-term. The region's population in both urban areas continues to grow significantly and construction zones are prevalent which will cause more travel delays. H-GAC has included a travel delay measure in the project selection process for TIP and RTP projects, and in other planning initiatives, policies, and projects. Collectively, these multiprong efforts are anticipated to reach target achievement in the future. A list of regional strategies, plans, programs, and projects focused on reducing congestion and improving reliability will move the needle to better reliability. They are identified in detail at the end of the System Performance measures section.

PEAK HOUR EXCESSIVE DELAY TARGETS						
Performance Measure	2022 Baseline	2024 Targets/ Actuals	2024 Targets Achieved?	Desired Trend	2026 Targets	2026 Target Adjustments
Peak Hour Excessive Delay – Houston Urban Area	13.5	16.0 / 15.5	Yes	↓	16.0	17.0
Peak Hour Excessive Delay – The Woodlands-Conroe Urban Area	8.0	8.0 / 9.0	No	↓	8.0	No adjustment

(A decreased value indicates improvement.)

Historical Conditions & Targets
Peak Hour Excessive Delay



decreased value indicates improvement.)

(A

Peak Hour Excessive Delay



(A)
decreased value indicates improvement.)

Percent of Trips that are made in Non-Single Occupancy Vehicles (Non-SOV) – The goal of this measure is focused on reducing congestion by implementing programs and projects that increase the number of work trips where commuters are sharing a ride with others, such as carpooling, using regional vanpool, riding public transportation, and walking, bicycling, and other means.

Measure (Non-SOV) – Percent of commuting trips made in non-single occupancy vehicles made in a travel mode other than driving alone in a motorized vehicle, including travel avoided by telecommuting.

Methodology – Percent of Trips that are Non-SOV is derived from Method A, from the American Community Survey 5-year averages for commuter travel.

Applicability – All roadways in the Houston Urbanized Area and in The Woodlands-Conroe Urbanized Area.

Reporting Frequency – Biennially with four-year performance periods

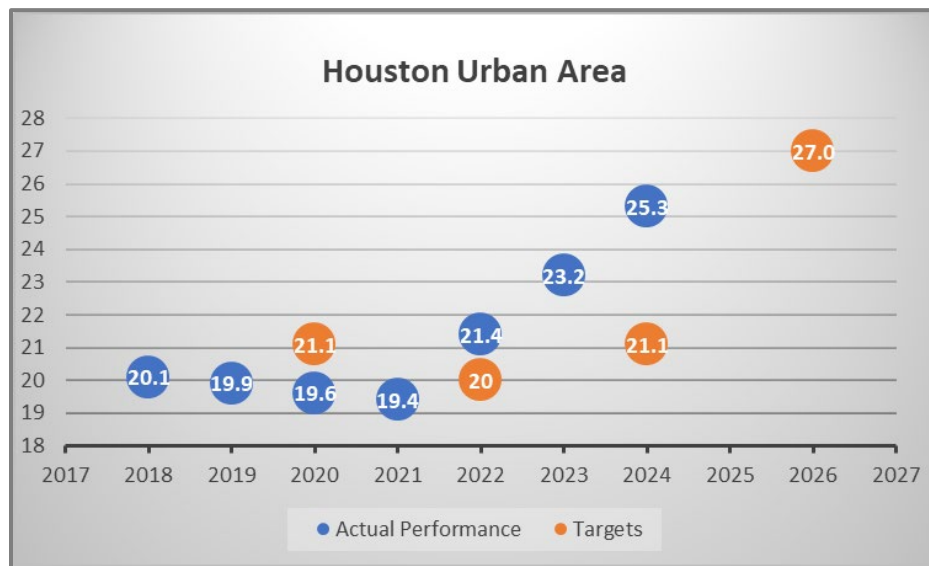
Targets and Conditions – In 2024, for the Houston Urban Area, the percentage of Non-SOV trips is 25.3% and for The Woodlands-Conroe Urban Area is 22.9%. H-GAC adopted a 2026 target of 27.0% and 24.0% respectively with a desire for aspirational goals that indicate an increase of Non-SOV travel in the long-term for both urban areas. The travel demand management program Commute Solutions, transit pilot projects, the expansion of transit commuter routes, active transportation projects, and other programs and projects throughout the region contribute to increased Non-SOV travel. Goals of the RTP have an emphasis for projects that support Non-SOV travel. Future bus rapid transit projects, expansion of commuter transit improvements and other projects and programs affecting Non-SOV are present in the Regional Transportation Plan. A list of regional strategies, plans, programs, and projects focused on reducing congestion and improving reliability will move the needle to better reliability. They are identified in detail at the end of the System Performance measures section.

NON-SINGLE OCCUPANCY VEHICLE TARGETS						
Performance Measure	2022 Baseline	2024 Targets/ Actuals	2024 Targets Achieved ?	Desired Trend	2026 Targets	2026 Target Adjustments
Non-Single Occupancy Vehicle Trips – Houston Urban Area	21.4%	21.1%/25.3%* and 21.2*	Yes	↓	22.0%	27.0%
Non-Single Occupancy Vehicle Trips – Conroe-The Woodlands Urban Area	19.7%	20.0%/22.9%* and 21.2%	Yes	↓	20.0%	24.0%

(An increased value indicates improvement.)

*Discrepancy notation: the 2024 actual performance using the 2018-2022 American Community Survey (ACS) 5-year averages is 25.3% for the Houston Urban Area, and 22.9% for The Woodlands-Conroe Urban Area. The values of 25.3% and 22.9% were calculated by H-GAC staff, based on federal guidance for this measure which states: “the actual performance will be derived from the latest data collected through the midpoint of the performance period”, which is the 2018-2022 ACS 5-year averages released by the Census Bureau in the spring of 2024. The 2024 actual performances of 25.3% and 22.9% were presented to the TAC and TPC for review in May to September 2024 and adopted by the Transportation Policy Council. In mid-September 2024, H-GAC was notified that FHWA determined the 2024 actual performance to be 23.3% and 21.2% using the 2016-2020 ACS 5-year averages because it’s consistent with the data FHWA used to determine which urban areas need to report, which goes back to the 2010 Census data. The latest 2018-2022 ACS data is no longer consistent with the 2010 data.

Historical Conditions and Targets
Non-Single Occupancy Vehicle Trips

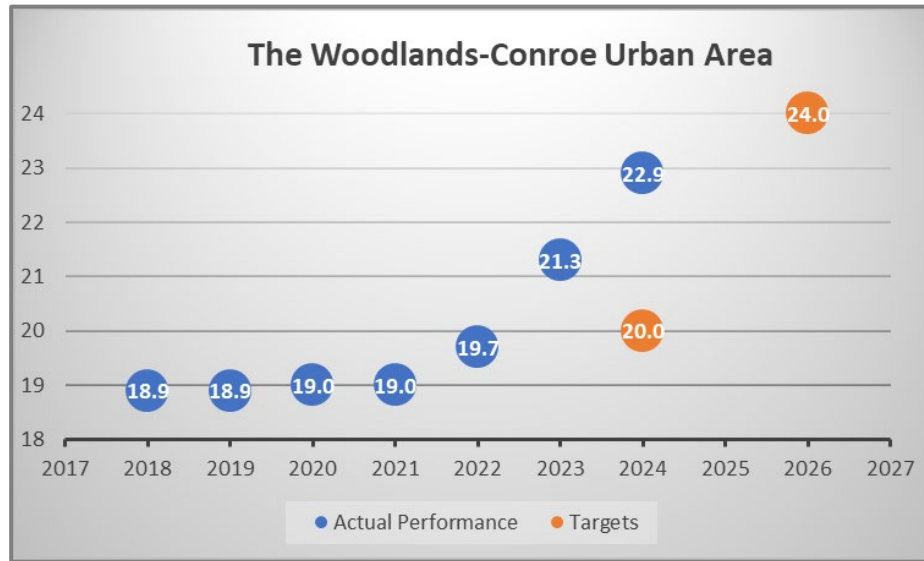


(An

value indicates improvement.)

increased

Historical Conditions and Targets
Non-Single Occupancy Vehicle Trips



(An increased value indicates improvement.)

Air Quality / On-Road Mobile Source Emissions Measures

FHWA established air quality performance measures to assess vehicle emissions with a goal of reducing emissions resulting in better air quality. Congestion Mitigation Air Quality performance measures are applicable to areas designated nonattainment or maintenance for ozone, carbon monoxide or particulate matter. The Houston-Galveston Area Council is required to set targets for on-road mobile source emission reductions and to develop a [CMAQ Performance Plan](#). For these measures, the reporting period is biennially, with four-year performance periods.

On-Road Mobile Source Emission Reduction Measures are the two-and four-year cumulative reported emission reductions for the projects funded with Congestion Mitigation Air Quality (CMAQ) funds by the applicable criteria pollutant and precursors of Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC) for the years of 2022 through 2025.

Methodology and Target Setting

H-GAC staff developed an initial estimate of on-road mobile source emission reductions related to CMAQ-funded projects within the agency's service area from the Transportation Improvement Program (TIP). For this initial target, emission reduction estimates attributed to TIP projects in federal fiscal years 2022-2025 were summed in kg/day to determine target estimates. This time span, agreed upon through discussions with TxDOT, as well as other MPOs within Texas, used NOx and VOC emissions estimates from programmed TIP projects anticipated to begin or obligate the CMAQ funding from 2022 through 2025. To develop targets, staff then applied a project delivery success rate to the base estimate to determine

the final two- and four- year targets to compensate for project delays and shifts that normally occur when programming projects. The project delivery success rate is developed by comparing the planned emission reductions over the period from 2018 through 2023 with the actual emission reductions recorded for funded projects over the same period. Applying this ratio helps to account for challenges in moving programmed TIP project towards receiving federal obligation on time, as scheduled. Project delays due to environmental clearance issues and right-of-way acquisition are some of the regular and challenging realities that effect on-time project delivery.

Assessing Two-year Target Progress

After the mid-point of the performance period, H-GAC staff analyzed the emission reductions attributable to TIP projects went to letting within the fiscal years of 2022 and 2023 and were reported to the Federal Highway Administration’s (FHWA) CMAQ Public Access System. In fiscal years 2022 and 2023, there were five CMAQ projects with emission benefits totaling 19.9 kg/day for NOx and 4.3 kg/day for VOCs. There has been significantly less progress on the initial two-year target than was anticipated when these targets were initially developed in 2022. As a result, the Houston region was unable to meet these two-year targets. Reasons for the shortfall of meeting the two-year target is due to the delay of thirteen (13) CMAQ funded project which were moved to fiscal years 2024 and 2025 and seven (7) CMAQ projects moved to fiscal year 2026 or later.

Four-year Target

Despite not meeting the two-year performance targets for the region’s CMAQ performance measures, H-GAC staff opted to leave the four-year targets unchanged from the baseline report. While there have been project delays and funding reallocations that delayed the region meeting its targets, H-GAC’s project delivery team has been working diligently to move these projects forward. This effort is making progress and staff anticipates that the region may be able to meet the original four-year target estimates.

Targets and Conditions – H-GAC adopted the emission reduction baseline and performance targets for Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC) expressed in kilograms per day.

CONGESTION MITIGATION AIR QUALITY TARGETS						
On-Road Mobile Source Emission Reductions						
Performance Measure	2022 Baseline	2024 Targets/ Actuals	2024 Targets Achieved?	Desired Trend	2026 Targets	2026 Target Adjustments
Emission Reductions of NOx (kg/day)	1,383.040	221.251 / 19.964	No	↑	601.465	No adjustment
Emission Reductions of VOC (kg/day)	98.863	69.939 / 4.343	No	↑	172.864	No adjustment

(An increased value indicates improvement.)

Nitrogen Oxides (NOx)
Volatile Organic Compounds (VOC)

For the On-Road Mobile Source Emissions measures, States and MPOs must establish two and four-year targets and may adjust four-year targets at the mid-point of the four-year performance period. The second performance period began on October 1, 2021, and ends on September 30, 2025, and is based on emission reductions from CMAQ funded projects in the Federal Fiscal Years of 2022 to 2025.

Integrating System Performance Measures into the Transportation Planning Process

Moving People and Goods Efficiently and Strengthen Regional Economic Competitiveness are two of the five foundational goals of the Regional Transportation Plan, H-GAC is integrating the System Performance targets in the form of quantifiable strategies within the regional transportation planning process. H-GAC incorporates performance measures into its programming activities through the core strategy, Manage, as related to system management and operations.

The 2045 RTP Update project evaluation system was intended to be performance-based for prioritizing projects for the region. The primary method for the programming of projects is the Call for Projects. Fifty percent of the project’s score is calculated from benefit cost analyses in three key areas: reduction of travel delay, on-road vehicle emissions reductions, and safety improvements to reduce crashes. With a heightened focus on improving the performance of the transportation system, the benefit cost analysis types have a direct linkage to reliability, congestion, and air quality performance measures.

2027–2030 TIP and 2045 RTP Update transportation investments targeting improvements to System Performance

Improved conditions for reliability, congestion, and air quality are priorities for the Transportation Policy Council. The investment categories of H-GAC’s Project Selection Process are closely tied to performance measures. Two of the investment categories, Operational Improvements and Congestion Management and Regional Goods Movement will assist meeting the reliability and congestion targets. This reflects a commitment to identify projects using performance as a priority. H-GAC has included the travel delay measure in the project selection process for TIP and RTP projects, and in other planning initiatives, policies, and projects that is anticipated to help target achievement in the future.

The region has invested in numerous projects, programs, and strategies in the 8-county region, shown below, that are expected to help move the needle to better conditions.

RELIABILITY

- Transportation Improvement Program (TIP) projects
- Regional Transportation Plan (RTP) projects
- Regional Goods Movement Plan (RGMP) that contains an action plan to prioritize and implement the plan’s recommendations
- Project Selection Process’ Investment Categories
 - Operational Improvements & Congestion Management
 - Regional Goods Movement
- Tow and Go Program – freeway incident management program
- Houston TranStar – region-wide transportation management facility
- Commute Solutions Program
- Connect Smart app



CONGESTION

- Projects & Programs
 - Clean Vehicles Program
 - Commute Solutions Program
 - Regional Vanpool
 - Commuter and Transit Pilot Projects
 - Replacement of diesel transit buses with electric buses
 - Congestion Management Plan
- Infrastructure Projects
 - Intelligent Transportation Systems (ITS) Equipment & Infrastructure
 - Traffic Signal Communication Systems
 - Access Management Improvements

H-GAC, along with state and local government partners, have made strategic investments in transportation infrastructure and programs through the 2045 RTP Update. The fiscally constrained 2045 RTP Update recommends a significant level of investments for System Performance. A combined effort of planning, programming of projects, improved data collection, and critical transportation investments are expected to support and contribute to achieving the targets for System Performance.

Reliability and Congestion – The fiscally-constrained 2045 RTP Update recommended approximately \$37 billion of investments of Corridor-based Major Investments and Regional Investment Programs from the 2045 RTP Update Strategy 1, Manage for addressing Reliability and Congestion, as shown in the table below.

2045 RTP Update Corridor-Based Major Investments/Regional Investment Programs

2045 RTP Update	Strategy 1 - MANAGE [System Management and Operations]
Corridor-Based Major Investments & Regional Investment Programs	\$37,004,441,916

Additionally, a total of \$7.6 billion is programmed in the 2027-2030 Transportation Improvement Program which is expected to contribute towards achieving the Reliability and Congestion targets.

2027-2030 TIP Funds Programmed Towards Achieving Reliability and Congestion Targets

Transportation Improvement Program Investments	
Category 2 – Metropolitan and Urban Area Corridor Projects	\$2,068,248,872
Category 4 – Statewide Connectivity Corridors Projects	\$2,071,124,958
Category 5 – Congestion Mitigation and Air Quality Improvement	\$851,106,216
Category 7 – Surface Transportation Block Group/ Metropolitan Mobility &	\$1,097,325,761
Category 12 – Strategic Priority	\$1,509,119,404
Total	\$7,596,925,211

Air Quality – Total Emission Reductions - The fiscally-constrained 2045 RTP Update recommended approximately \$46.7 billion of investments of in the categories of ITS/Safety, Local High Capacity Transit, Pedestrian/Bicycle, Transit Capital Program and Air Quality projects and programs for improving air quality and achieving the performance targets, as described in the table below. These investments are not part of the Corridor-based Major Investments of the 2045 RTP Update.

2045 RTP Update Air Quality - Total Emission Reduction Investment

2045 RPT UPDATE STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
Air Quality Related	\$254,598,000	NA	NA	\$254,598,000
ITS/Safety: (Includes certain roadway improvements, installation of computerized traffic control systems, Incident Management)	\$517,457,158	\$62,269,438	NA	\$579,726,596
Local High Capacity Transit: (Includes non-corridor light rail, park and ride, transit centers, demand management strategies)	\$15,908,231,556	\$99,598,227	\$13,790,549,267	\$29,798,379,050
Pedestrian/Bicycle: (Includes on-street facilities, hike and bike trails and paths, and reconstruction)	\$130,247,249	\$51,178,297	\$1,626,470,674	\$1,807,896,220
Transit Capital: (Includes all other new or expanded facilities, services, and vehicles)	\$4,272,120,809	\$2,404,429,566	\$7,669,280,587	\$14,345,830,962
TOTAL	\$20,082,654,772	\$2,617,475,528	\$23,086,300,528	\$46,786,430,828

Air Quality

Additionally, a total of \$911.7 million is programmed in the 2027-2030 Transportation Improvement Program which is expected to contribute towards achieving the air quality targets. While projects funded with Category 9 – Transportation Alternatives Program funding may address air quality, only projects funded with Category 5 - CMAQ funding are used to determine progress towards achievement of the emission reduction targets.

2027-2030 TIP Investments Towards Achieving Air Quality Targets

Transportation Improvement Program Investments	
Category 5 – Congestion Mitigation Air Quality (CMAQ) Improvement	\$851,106,216
Category 9 – Transportation Alternatives Program (TAP) /TA Set Aside (Grouped Projects)	\$60,689,421
Total	\$911,795,637

TRANSIT ASSET MANAGEMENT

The Moving Ahead for Progress (MAP-21), Final Rule 49 USC 625 established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. This rule became effective October 2016 and includes the definition of “Transit Asset Management Plan” (TAM) and “State of Good Repair”. Additionally, the rule establishes performance measures for equipment, rolling stock, infrastructure, and facilities asset categories to assist when making investment decisions. Transit providers that receive federal funds and either own, operate or manage capital assets used in providing public transportation are required to develop and implement TAM Plans and submit performance measures, annual condition assessments, and targets to the National Transit Database.

Transit Asset Management is a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The capital asset inventories include transit rolling stock (revenue vehicles), non-revenue vehicles, equipment, facilities, and rail infrastructure. Investment prioritizations, decision support tools, as well as, risk mitigation, maintenance, acquisition and renewal strategies are the core activities of the TAM Plans.

The majority of the assets in our region belong to Tier I provider METRO. The Tier II providers that receive FTA Section 5307, 5310 & 5311 funding can either set their own targets, as direct recipients, or opt to be included in TxDOT’s Group Plan. Colorado Valley Transit was the only provider that opted to be included in TxDOT’s Group Plan. H-GAC collaborated with TxDOT, Tier I, and Tier II providers to set regional targets, as required by the Final Rule.

Tier I transit providers:

- METRO (Harris County Metropolitan Transit Authority)
- Island Transit (Galveston)

Tier II transit providers:

- Brazos Transit District
- Colorado Valley Transit
- Connect Transit / Gulf Coast Transit District
- Conroe Connection Transit
- Fort Bend Transit
- Harris County Transit
- The Woodlands Transit

The Regional Transit Coordination Committee held meetings during 2017 and 2018 to discuss the process required to formulate TAM Plans and targets. In May 2018, the Transportation Policy Council (TPC) approved an interagency Memorandum of Understanding between the region’s transit operators, TxDOT, and H-GAC to facilitate regional collaboration and promote a performance-based planning process.

H-GAC led the coordination efforts for initial target setting and TAM Plan development with the Regional Transit Coordination Subcommittee (RTCS) and the Texas Department of Transportation in 2018. The RTCS established a TAM Plan Working Group with the objective of developing H-GAC regional targets and promoting State of Good Repair of capital assets. The working group formulated a methodology for the regional targets in the four areas of rolling stock, equipment, facilities, and infrastructure. The TAM Plan Working Group endorsed a methodology for setting the region’s targets based on a weighted average of asset management scores for Tier I and Tier II transit providers for their rolling stock, equipment, facilities, and rail infrastructure.

Transit Asset Management Performance Measures	
Rolling Stock (revenue vehicles)	Percent of vehicles that have met or exceeded their Useful Life Benchmark*
Equipment (non-revenue vehicles)	Percent of non-revenue vehicles that have met or exceeded their Useful Life Benchmark*
Facilities (buildings and structures)	Percent of facilities with a condition rating of Marginal or Poor (rating below 3.0 on the TERM Scale**)
Infrastructure (rail tracks, signals & systems)	Percent of rail infrastructure with performance/speed restrictions

***Useful Life Benchmark (ULB)** is the expected lifecycle of a capital asset for a transit provider’s operating environment, or the acceptable period of use in service for a transit provider’s operating environment.
****Transit Economic Requirements Model (TERM) Scale:** Facility condition assessments reported to the National Transit Database (NTD) have one overall TERM rating per facility.

TERM Scale Condition Rating	Rating Range
Excellent	5.0 – 4.8
Good	4.7 – 4.0
Adequate	3.9 – 3.0
Marginal	2.9 – 2.0
Poor	1.9 – 1.0

The FTA requires public transportation providers to update their Transit Asset Management (TAM) Plans annually, adjust targets and report progress toward their targets. Additionally, H-GAC is required to update the regional TAM targets and report progress with each new or update to the Transportation Improvement Program (every two years) and the Regional Transportation Plan (RTP) every four years. Annually, H-GAC monitors and gathers updates to the transit provider’s TAM Plans for their impact to the regional targets. Updates to H-GAC’s regional TAM targets are formulated with the review and analyses of the region’s transit providers, the Regional Transportation Coordination Subcommittee, and the Transportation Advisory Committee. The Texas Department of Transportation is represented in these H-GAC committees. At the mid-point of the performance period, in 2020, H-GAC reported the achievement of the 2020 targets, and the 2022 regional TAM target for Rolling Stock was adjusted from 11% to 10%, due to the improved State of Good Repair of the region’s assets. The 2020 Mid-Performance Period Performance Report documents the 2020 target achievements and adjustments to the 2022 Rolling Stock TAM target.

In 2022, based on data collection of the region’s transit provider’s TAM Plans, and an improvement to the region’s assets, H-GAC reported target achievement of 2022 targets across the four asset categories. Notably, for the Facilities measure, the percent of facilities with a condition rating of Marginal or Poor was 55% in 2020 and the assets improved to 45% in 2022. Since a lower percentage indicates better conditions of the transit assets, this is an indication of the region’s transit assets are moving to a State of Good Repair. There are over \$40 million transit investments in the region from METRO, the City of Conroe, and The Woodlands Township that are expected to help move the region’s assets to an improved State of Good Repair. Additionally, Fort Bend County Transit is investing in 28 buses for a new service to downtown.

Based on the weighted average method, the 2024 and 2026 regional targets were reviewed and approved by the Regional Transit Coordination Subcommittee and the Transportation Advisory

Committee in 2022. The Transportation Policy Council approved the regional transit targets on May 20, 2022, as described in the following table.

Transit Asset Management (TAM) Performance Measures Targets by Asset Category

TAM Performance Targets and Actuals by Year									
	2018	2020			2022			Targets	
Asset Category	Baseline	Targets	Actuals	Target Met?	Targets	Actuals	Target Met?	2024	2026
Rolling Stock (revenue vehicles)	11%	11%	10%	✓	10%	10%	✓	10%	10%
Equipment (non-revenue vehicles)	46%	46%	46%	✓	46%	46%	✓	46%	46%
Facilities (buildings and structures)	55%	55%	55%	✓	54%	45%	✓	45%	45%
Infrastructure (rail tracks, signals & systems)	0%	0%	0%	✓	0%	0%	✓	0%	0%

Note: A lower percentage indicates better conditions of the transit assets.

TRANSIT SAFETY

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP), Final Rule, which requires transit providers who are recipients and subrecipients of federal transit assistance under FTA's Urbanized Area Formula Grants (5307) to develop safety plans and Safety Management Systems focused on protecting passengers and employees. The objective of Safety Management Systems is to create a collaborative approach for management and labor to work together to identify risk, control risk and allocate resources to mitigate risk.

The requirements of a Public Transportation Agency Safety Plan (PTASP) include:

- Processes and procedures to implement Safety Management Systems
- Safety Performance Targets
- Employee Reporting Program
- Emergency Preparedness Plan (applies to rail agencies)

Public Transportation Agency Safety Plan Performance Measures

Measure	Metric
Fatalities	Total amount and rate of fatalities per total vehicle revenue miles by vehicle mode. Fatalities are a confirmed death within 30 days of a reported event.
Injuries	Total amount and rate of injuries per total vehicle revenue miles. Injuries requiring medical attention for two or more individuals are reported.
Safety Events	Total amount and rate of safety events per total vehicle revenue miles. Events are a collision, derailment, fire, hazardous material spill, or evacuation.
System Reliability	Mean distance between major mechanical failures is calculated by the total number of vehicle revenue miles divided by major mechanical failures.

Public transit operators must certify they have a safety plan in place to meet the requirements of the FTA Final Rule and set safety performance targets by December 31, 2020. Transit operators report past performance along with setting targets for future goals. All transit agencies incorporated Vision Zero with respect to fatalities in their targets. The Public Transportation Agency Safety Plan (PTASP) must be updated and certified by the transit agencies annually. As the Metropolitan Planning Organization (MPO), H-GAC set regional transit safety targets. FTA suggests that MPOs identify one regionwide target for each of the seven measures by transit mode. The goal is to enable the MPO to assess progress towards region-wide attainment of transit safety and a State of Good Repair and better determine how funding decisions support regional targets. In addition, the FTA Final Rule establishes new requirements for MPOs to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents.

In early 2021 and 2023, in coordination with the region's transit providers, the Texas Department of Transportation, the Regional Transportation Coordination Subcommittee, the Transportation Safety Committee, the TIP and RTP Subcommittees, and the Transportation Advisory Committee, H-GAC formulated Public Transportation Agency Safety Plan (PTASP) the performance targets as stipulated in 23 CFR 450.306 (d) (4). Consistent with FTA guidelines for Transit Asset Management, H-GAC divides transit agencies into two reporting tiers to develop aggregate targets. H-GAC developed performance targets for Tier I and Tier II transit agencies based on the transit agency's PTASPs. The FTA requires public transportation providers to update their PTASP annually and report progress toward achieving targets. Additionally, H-GAC is required to update public transportation safety targets and report progress with each new or update to the Transportation Improvement Program every two years and the Regional Transportation Plan (RTP) every four years.

Tier I Target Setting Methodology and Results

Tier I public transportation providers are transit agencies that operate a rail fixed guideway public transportation system or have 101 or more vehicles in revenue service during peak regular service. Tier I agencies include the Metropolitan Transportation Authority of Harris County (METRO) and Island Transit in Galveston. METRO comprises approximately 95% of all total transit vehicle revenue miles in the Houston-Galveston region. Targets for Tier I are driven primarily by METRO's data due to the size of the agency's transit service.

In alignment with the region's goals of Vision Zero, METRO and Island Transit have set aspirational targets of zero fatalities related to all three modes: rail, fixed route, and demand response, and the Tier II transit agencies have set future targets to zero to align with the region's Vision Zero Policy set by the Transportation Policy Council. Targets for injuries, safety events, and Mean Distance Between Failures (MDBF) remain relatively consistent with their five-year rolling averages between 2015 and 2019, as submitted to FTA with its 2020 targets. For Tier I, across all modes, roughly half of the targets were met.

For targets that were not met, the effects of COVID and driver shortages and higher turnover rates may have played a role in targets that weren't achieved. For both Tiers, the region's 2023 targets are set for the absolute number of injuries to improve or remain level across service areas as compared with the 2021 Target or 2021 actual performance. With vehicle revenue miles in flux due to service changes related to COVID, the injury rates in some cases may see a slight increase. The one exception is for the Bus Rapid Transit mode, which is a new service set to expand with insufficient history to analyze a five-year average.

The Tier I 2021 regional PTASP targets, detailed in the following table were approved by the Transportation Policy Council on June 25, 2021, and the 2023 targets on April 28, 2023. The 2023 targets are the most recently approved targets and are current.

Tier I* Regional Performance and Targets
Transit agencies operating rail service or greater than 100 vehicles
Public Transportation Agency Safety Plan

Rates per 100,000 Vehicle Revenue Miles	Mode	2021 Targets	2021 Actuals	2023 Targets
Fatalities	Bus	0	4	0
Fatality Rates		0	0.008	0
Injuries		194	203	175
Injury Rates		0.258	0.426	0.425
Safety Events		136	265	136
Safety Event Rates		0.258	0.556	0.33
Mean Distance Between Failures		10,084	7,503	6,750
Fatalities	Paratransit	0	0	0
Fatality Rates		0	0	0
Injuries		35	41	35
Injury Rates		0.174	0.258	0.174
Safety Events		39	32	39
Safety Event Rates		0.19	0.202	0.289
Mean Distance Between Failures		22,039	25,346	21,000
Fatalities	Rail	0	1	0
Fatality Rates		0	0.032	0
Injuries		50	32	45
Injury Rates		1.466	1.035	1.886
Safety Events		121	81	100
Safety Event Rates		3.51	2.62	4.715
Mean Distance Between Failures		9,292	17,975	15,000
Fatalities	Bus Rapid Transit	N/A**	0	0
Fatality Rates		N/A**	0	0
Injuries		N/A**	1	10
Injury Rates		N/A**	0.67	2.651
Safety Events		N/A**	2	10
Safety Event Rates		N/A**	1.339	2.651
Mean Distance Between Failures		N/A**	5,417	4,000

The 2021 Actuals are shown in green text for targets achieved, and in red text for targets not achieved.

*Tier I public transportation providers operate a rail fixed guideway transportation system or have 101 or more vehicles in revenue service during peak regular service.

** Bus Rapid Transit service began in August 2020, therefore, there was insufficient data to calculate a 5-year rate.

Tier II Target Setting Methodology and Results

Tier II small public transportation providers have 100 or fewer vehicles in revenue service during peak regular service and do not operate a rail fixed guideway transportation system. Five transit agencies comprise Tier II in the Houston-Galveston region. They are Fort Bend County Transit, Harris County Transit, The Woodlands Township, Gulf Coast Transit District, and Conroe Connection. H-GAC has developed seven regional performance targets for fixed routes (including commuter service) and demand response service for this tier. The five agencies in Tier II used a consultant hired by TxDOT to complete their Public Transportation Agency Safety Plan reports. In alignment with the region’s goals of Vision Zero, every Tier II transit provider set aspirational targets of zero fatalities related to the two modes of fixed route and demand response. According to the most recent 2019 National Transit Database, the level of vehicle revenue miles for fixed route and demand response services of these five agencies varies considerably. As a result, a calculation of weighted averages to vehicle revenue miles among the Tier II agencies was used to develop the remaining targets. The Tier II 2021 regional PTASP targets, detailed in the following table were approved by the Transportation Policy Council on June 25, 2021, and the 2023 targets were approved on April 28, 2023. For Tier II, all 2021 targets were met. The 2023 targets are the most recently approved targets and are current.

Tier II* Regional Performance and Targets
Transit agencies operating 100 or fewer revenue vehicles
Public Transportation Agency Safety Plan

Rates per Vehicle Revenue Mile	Mode	2021 Targets	2021 Actuals	2023 Targets
Fatalities	Fixed Route	0	0	0
Fatality Rates		0	0	0
Injuries		0.49	0	0.28
Injury Rates		0.0000008	0	0.0000010
Safety Events		0.82	0.04	0.53
Safety Event Rates		0.000002	0.0000018	0.000002
Mean Distance Between Failures		82,544		150,207
Fatalities	Demand Response	0	0	0
Fatality Rates		0	0	0
Injuries		1.34	3.58	1.68
Injury Rates		0.0000013	0.0000044	0.0000015
Safety Events		1.93	1.8	1.9
Safety Event Rates		0.0000015	0.0000026	0.0000020
Mean Distance Between Failures		386,106	---	288,488

The 2021 Actuals are shown in green text for targets achieved, and in red text for targets not achieved.

*Tier II small public transportation providers have 100 or fewer vehicles in revenue service during peak regular service and do not operate a rail fixed guideway transportation system.

Integrating Transit Asset Management and Transit Safety Performance Measures into the Transportation Planning Process

Both the short and long-range planning processes afford the opportunity for advancing the transportation system to a state of good repair while improving safety and reliability. Two (2) of the core strategies of the Call for Projects applicable to Transit Asset Management are: 1). Maintain Asset Management: to improve and preserve the condition of existing transportation infrastructure at the least practicable cost through the application of sound asset management techniques; and 2). Expand Multimodal Network Capacity: add capacity across all modes of travel with a focus on the interconnections between different networks and services that provide users with greater choices. The 2045 RTP Update project evaluation system was designed to be performance-based when prioritizing projects for the region. To highlight the significance of managing the assets of the transit programs that also has positive impacts on transit safety, the Call for Projects designated four transit investment categories: Transit Priority Infrastructure, Transit Facility State of Good Repair, Transit Passenger Facilities, and Transit Expansion for vehicle purchases. The Transit Investment Strategies for the 2045 RTP Update are highlighted in the table below.

Transit Investment Strategies

Transit Investment Strategies		
MANAGE <i>System Management & Operations</i>	MAINTAIN <i>Asset Management</i>	EXPAND <i>Transportation Network Capacity</i>
<ul style="list-style-type: none"> Regional Fare Collection Transit Priority Infrastructure 	<ul style="list-style-type: none"> Vehicle Replacement and Overhaul Facility State of Good Repair 	<ul style="list-style-type: none"> Passenger Facilities (Park & Ride/Pool, Transfer Points, Super Stops, Shelters) Vehicle Purchase

Given the fiscal constraints of transportation funding, performance-based planning can help identify the best cost-effective projects to so the investment decisions in our transportation system will be allocated to the highest priorities of the Transit Asset Management (TAM) Program and Public Transportation Agency Safety Plans (PTASP). As a result, the projects programmed in the 2045 RTP Update are expected to support and contribute towards achieving the TAM and PTASP performance targets.

2025–2028 TIP and 2045 RTP Update transportation investments targeting improvements to Transit Asset Management and Public Transportation Agency Safety Performance Measures

Regional transit provider’s TAM Plans summarize revenue rolling stock vehicles, including buses and light rail vehicles, non-revenue service vehicles, light rail track maintenance right of way assets, public facilities, and operating facilities. TAM Plans have outlined how each provider will monitor, update, and evaluate the TAM plan to ensure continuous improvement. On an annual basis, transit providers will track their agency’s progress toward the targets, report on their progress, and have the option to revise their targets, if needed.

Funding will be used to focus on Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP), and planning, life cycle and safety of equipment, vehicles and other assets and infrastructure used by transit agencies, such as buses and vans, building and other rail assets. Through

the implementation of TAM Plans and PTASP, each of the region’s transit providers are carefully evaluating their funding for projects that will contribute to achieving their individual transit asset management and transportation agency safety performance targets. As a result of these activities, TAM Plans are expected to have a significant impact toward achieving the Transit Asset Management and Public Transportation Agency Safety targets.

H-GAC, along with state and local government partners, have made strategic investments in transit projects and programs through the 2045 RTP Update. The fiscally constrained 2045 RTP Update recommends a significant level of investment for transit operations and asset management. A combined effort of collaborative planning, programming of projects, and critical investments in the region’s transit system are expected to support and contribute to achieving the targets for Transit Asset Management and Public Transportation Agency Safety Plans. The fiscally constrained 2045 RTP Update recommended approximately \$14 billion investment in the Transit Capital category to achieve a State of Good Repair over the life cycle of transit assets. These investments are not part of the Corridor-based Major Investments of the 2045 RTP Update.

2045 Regional Transportation Plan Update Transit Capital Investments to Achieve a State of Good Repair and Improve Public Transportation Safety

2045 RTP UPDATE STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
Transit Capital: (Includes all other new or expanded facilities, services, and vehicles)	\$4,272,120,809	\$2,404,429,566	\$7,669,280,587	\$14,345,830,962

Additionally, a total of \$395.9 million is programmed in the 2027-2030 Transportation Improvement Program which is expected to contribute towards achieving the Transit State of Good Repair and the Public Transportation Agency Safety performance targets.

2027-2030 Transportation Improvement Program Investments to Achieve Transit State of Good Repair and the Public Transportation Safety Performance Targets.

Transportation Improvement Program Investments	
FTA Section 5337 – State of Good Repair	\$110,946,193
FTA Section 5339 – Bus & Bus Facilities	\$284,967,486
Total	\$395,913,679

Appendix C
Status of Major Projects from the
2027 – 2030 TIP

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Appendix C — Status of Major Projects from the 2027 – 2030 TIP

Appendix C of the 2027-2030 Transportation Improvement Program lists projects with a total project cost in excess of \$10 million that were programmed in the previous TIP – the 2025-2028 TIP, as adopted by the Transportation Policy Council on June 28, 2024. This project listing is sorted by county, street name, CSJ Number and MPOID.

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APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2025-2028 TIP

COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF MAY 2026			
										LET	COMPLET ED	DELAYED	CANCELL ED
BRAZORIA	0178-02-092	TXDOT HOUSTON DISTRICT	18027	SH 35	BS 35 C N (NORTH GORDON ST)	STEELE RD	ADDED CAPACITY	2026	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRAZORIA	3510-02-001	TXDOT HOUSTON DISTRICT	257	SH 99	S OF FM 2403	GALVESTON C/L	ADDED CAPACITY	2026	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRAZORIA	3510-02-003	TXDOT HOUSTON DISTRICT	8088	SH 99	AT SH 35	-	ADDED CAPACITY	2026	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BRAZORIA	3416-01-012	TXDOT HOUSTON DISTRICT	10132	FM 518	SH 288	FM 865	ADDED CAPACITY	2027	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRAZORIA	0976-02-086	TXDOT HOUSTON DISTRICT	10133	FM 518	FM 865	SH 35	ADDED CAPACITY	2027	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRAZORIA	1003-01-061	TXDOT HOUSTON DISTRICT	512	FM 523	SH 332	S OF FM 1495	ADDED CAPACITY	2027	-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRAZORIA	1414-02-016	TXDOT HOUSTON DISTRICT	7564	FM 528	BS 35/GORDON ST	SH 6	ADDED CAPACITY	2027	2033	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRAZORIA	3510-02-008	BRAZORIA COUNTY	18872	SH 99	N OF FM 2403	SH 288	ADDED CAPACITY	2027	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRAZORIA	0178-03-161	TXDOT HOUSTON DISTRICT	19368	ANGLETON INTERMODAL FACILITY	AT S DOWNING ST & ORANGE ST	-	OTHER	2028	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BRAZORIA	1002-01-006	TXDOT HOUSTON DISTRICT	16320	FM 517	GALVESTON C/L	SH 35	ADDED CAPACITY	2028	2032	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRAZORIA	0912-31-319	CITY OF PEARLAND	17082	MYKAWA RD	HARRIS C/L	FM 518	ADDED CAPACITY	2028	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BRAZORIA	1524-01-047	TXDOT HOUSTON DISTRICT	525	SH 332	E OF FM 521	SH 288	ADDED CAPACITY	2028	2037	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CHAMBERS	1024-01-077	TXDOT BEAUMONT DISTRICT	17113	FM 565	SH 146	SH 99	ADDED CAPACITY	2025	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2025-2028 TIP

COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF MAY 2026			
										LET	COMPLET ED	DELAYED	CANCELL ED
CHAMBERS	3510-10-022	TXDOT HOUSTON DISTRICT	15594	SH 99	AT FUTURE THOROUGHFA RE A		ADDED CAPACITY	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CHAMBERS	3187-02-010	TXDOT BEAUMONT DISTRICT	14248	SH 99	AT IH 10 E	-	GRADE SEPARATION	2025	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FORT BEND	1258-03-045	FORT BEND COUNTY	16192	FM 1093	FM 1463/FM 359	W OF FM 723	ADDED CAPACITY	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FORT BEND	0543-02-064	FORT BEND COUNTY	8014	FM 1093/FM 359	W OF TEXAS HERITAGE PKWY	FM 1463/FM 359	ADDED CAPACITY	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FORT BEND	0111-03-067	TXDOT HOUSTON DISTRICT	18984	FM 521	CR 56	SH 6	RIGHT OF WAY	2025	2034	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FORT BEND	-	FORT BEND COUNTY	12622	HARLEM RD	MORTON RD	N OF W AIRPORT BLVD	ADDED CAPACITY	2025		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FORT BEND	-	METRO	18924	MISSOURI CITY PARK & RIDE, BURNETT PLAZA	AT SH 6/FORT BEND PARKWAY TOLLROAD, 1450 N MAIN ST		TRANSIT	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FORT BEND	3510-04-039	FBCTRA	14239	SH 99	AT FM 1093/WPT	-	GRADE SEPARATION	2025		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FORT BEND	0912-34-241	FORT BEND COUNTY PUBLIC TRANSPORTATION	19073	THOMAS TAYLOR PKWY & TEXAS PKWY	VA	VA	TRANSIT	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FORT BEND	0027-08-147	TXDOT HOUSTON DISTRICT	18029	US 90A	FM 359	SH 99	ADDED CAPACITY	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FORT BEND	0271-05-049	TXDOT HOUSTON DISTRICT	18402	IH 10 W	WALLER C/L	W OF SNAKE CREEK	ADDED CAPACITY	2026	2033	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FORT BEND	3510-04-071	FORT BEND COUNTY	19201	SH 99 NB FR	WESTHEIMER PKWY	S FRY RD	ADDED CAPACITY	2026	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FORT BEND	3510-04-066	FORT BEND COUNTY	19198	SH 99 SB FR	BAY HILL BLVD	CINCO RANCH BLVD	ADDED CAPACITY	2026	2026	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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										LET	COMPLET ED	DELAYED	CANCELL ED
FORT BEND	3510-04-069	FORT BEND COUNTY	19200	SH 99 SB FR	S FRY RD	WESTHEIMER RKWY	ADDED CAPACITY	2026	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FORT BEND	0111-03-064	TXDOT HOUSTON DISTRICT	18501	FM 521	BRAZORIA C/L	SH 6	ADDED CAPACITY	2027	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FORT BEND	0271-05-025	TXDOT HOUSTON DISTRICT	10334	IH 10 W	W OF SNAKE CREEK	FORT BEND/HARRIS COUNTY LINE	ADDED CAPACITY	2027	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FORT BEND	0271-05-052	TXDOT HOUSTON DISTRICT	19024	IH 10 W	WALLER C/L	CANE ISLAND PKWY	ADDED CAPACITY	2027	2033	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FORT BEND	0188-01-016	TXDOT HOUSTON DISTRICT	263	SH 36	IH 69 S	FM 2218	ADDED CAPACITY	2027	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GALVESTON	1002-02-022	TXDOT HOUSTON DISTRICT	18995	FM 517	FM 646	BRAZORIA C/L	RIGHT OF WAY	2025	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GALVESTON	3049-01-022	TXDOT HOUSTON DISTRICT	514	FM 646	EDMUNDS WAY	FM 1266	ADDED CAPACITY	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GALVESTON	3049-01-023	TXDOT HOUSTON DISTRICT	10920	FM 646	FM 1266	FM 3436	ADDED CAPACITY	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GALVESTON	0912-73-219	CITY OF GALVESTON	7739	GALVESTON CBD	VA	VA	BICYCLE & PEDESTRIAN	2025	2026	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GALVESTON	0912-73-251	CITY OF GALVESTON	19174	GALVESTON CBD	HARBORSIDE DRIVE TO CHURCH STREET	27TH STREET TO 14TH STREET	BICYCLE & PEDESTRIAN	2025		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
GALVESTON	0912-73-222	TXDOT HOUSTON DISTRICT	19086	GALVESTON FERRY	AT SH 87	-	OTHER	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GALVESTON	-	CITY OF GALVESTON	19184	CITY OF GALVESTON	VA	VA	TRAFFIC SYSTEM MANAGEMENT	2026	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GALVESTON	-	CITY OF GALVESTON	19208	SEAWALL BLVD	BROADWAY	61ST STREET	PREVENTATIVE MAINTENANCE	2026		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GALVESTON	3510-01-001	TXDOT HOUSTON DISTRICT	283	SH 99	IH 45 S	BRAZORIA C/L	GRADE SEPARATION	2026		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GALVESTON	3510-01-003	TXDOT HOUSTON DISTRICT	14249	SH 99	AT IH 45 S	-	GRADE SEPARATION	2026	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GALVESTON	0500-01-119	TXDOT HOUSTON DISTRICT	282	IH 45 S	S OF CAUSEWAY	61ST ST	ADDED CAPACITY	2027	2031	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GALVESTON	-	CITY OF GALVESTON	9403	61ST ST	BROADWAY ST/SH 87	HARBORSIDE DR/SH 275	ADDED CAPACITY	2028		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GALVESTON	1002-02-016	TXDOT HOUSTON DISTRICT	38	FM 517	FM 646	BRAZORIA C/L	ADDED CAPACITY	2028	2032	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF MAY 2026			
										LET	COMPLET ED	DELAYED	CANCELL ED
GALVESTON	0912-73-213	GALVESTON COUNTY	18085	PELICAN ISLAND BRIDGE	SH 275	SEAWOLF PKWY	RECONSTRUCTION	2028	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-790	MONTROSE REDEVELOPMENT AUTHORITY	19042	ALABAMA ST W	SHEPHERD FR	SP 527	BICYCLE & PEDESTRIAN	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-826	WESTCHASE MANAGEMENT DISTRICT	19176	ELLA LEE LN	VA	VA	BICYCLE & PEDESTRIAN	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	2941-01-041	TXDOT HOUSTON DISTRICT	18991	FM 2920	SH 249	CYPRESS-ROSEHILL RD	RIGHT OF WAY	2025	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	2941-01-027	TXDOT HOUSTON DISTRICT	18990	FM 2920	BS 290	BECKER RD	RIGHT OF WAY	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	2941-01-035	TXDOT HOUSTON DISTRICT	18892	FM 2920	BECKER RD	CYPRESS-ROSEHILL RD	RIGHT OF WAY	2025	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	1006-01-085	TXDOT HOUSTON DISTRICT	18997	FM 529	WALLER C/L	KATY-HOCKLEY CUTOFF RD	RIGHT OF WAY	2025	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-359	CITY OF BAYTOWN	17096	GARTH RD	IH 10	S OF ARCHER RD	TRAFFIC SYSTEM MANAGEMENT	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-608	HCTRA	15208	HARDY TOLL RD	IH 610	IH 69	ADDED CAPACITY	2025	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-609	HCTRA	16076	HARDY TOLL RD	AT SL 8	-	GRADE SEPARATION	2025	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-00-752	HOUSTON TRANSTAR	19179	H-GAC METROPOLI TAN PLANNING AREA	VA	VA	TRAFFIC SYSTEM MANAGEMENT	2025	-	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0508-01-390	TXDOT HOUSTON DISTRICT	18989	IH 10 E	W OF MAGNOLIA ST	W OF THOMPSON RD/E OF SS 330 INTERCHANGE	RIGHT OF WAY	2025	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0271-07-326	TXDOT HOUSTON DISTRICT	19011	IH 10 W	HEIGHTS BLVD	IH 45	ADDED CAPACITY	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0500-03-608	TXDOT HOUSTON DISTRICT	19010	IH 45	AT IH 69 S	-	RIGHT OF WAY	2025	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0500-03-613	TXDOT HOUSTON DISTRICT	19009	IH 45	IH 69	IH 10	ADD CD CAPACITY	2025	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0500-08-002	TXDOT HOUSTON DISTRICT	18977	IH 45 N	AT IH 69/IH 10	-	RIGHT OF WAY	2025	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0500-03-619	TXDOT HOUSTON DISTRICT	18983	IH 45 N	IH 610 N	AIRLINE DR	RIGHT OF WAY	2025		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF MAY 2026			
										LET	COMPLETED	DELAYED	CANCELLED
HARRIS	0500-03-616	TXDOT HOUSTON DISTRICT	18976	IH 45 N	AT IH 10	-	RIGHT OF WAY	2025	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0500-03-615	TXDOT HOUSTON DISTRICT	18978	IH 45 N	IH 610 N	IH 10	RIGHT OF WAY	2025	2031	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0500-03-614	TXDOT HOUSTON DISTRICT	18979	IH 45 N	AT IH 610 N	-	RIGHT OF WAY	2025		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-774	UPTOWN HOUSTON DISTRICT	19172	IH 610 WEST LOOP FRONTAGE ROAD & POST OAK BLVD	MEMORIAL DR TO POST OAK BLVD	FRONTAGE ROAD TO UPTOWN PARK BLVD	BICYCLE & PEDESTRIAN	2025		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0177-11-161	TXDOT HOUSTON DISTRICT	19007	IH 69	IH 69/ST EMANUEL ST FROM MCILLHENNY ST	IH 45	OTHER	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0027-13-237	TXDOT HOUSTON DISTRICT	19197	IH 69	S OF BISSONNET ST	N OF SOUTH RICE AVE	PREVENTATIVE MAINTENANCE	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0027-13-200	TXDOT HOUSTON DISTRICT	7428	IH 69 S	IH 45	SH 288	ADD CD CAPACITY	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0271-07-332	METRO	11473	INNER KATY CORRIDOR	IH 610 W	KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP	TRANSIT	2025	2033	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0271-07-354	METRO	19087	INNER KATY CORRIDOR	STUDEMONT ST	IH 45	TRANSIT	2025	2033	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-833	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DEPT.	19238	LYNCHBURG FERRY	AT 1001 INDEPENDENCE PKWY N	-	OTHER	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	DOWNTOWN MANAGEMENT DISTRICT	19234	MAIN ST	DALLAS ST	COMMERCE ST	RECONSTRUCTION	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0027-13-221	TXDOT HOUSTON DISTRICT	16337	MCGOWEN, TUAM AND ELGIN ST	AT IH 69		RECONSTRUCTION	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-784	WESTCHASE MANAGEMENT DISTRICT	18098	MEADOWGL EN WEST	WOODLAND PARK DR	ROGERDALE RD	BICYCLE & PEDESTRIAN	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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										LET	COMPLET ED	DELAYED	CANCELL ED
HARRIS	-	METRO	15246	METRO SERVICE AREA	VA	VA	TRANSIT	2025		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HARRIS	-	METRO	19096	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	18002	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-00-726	METRO	11268	METRO SERVICE AREA	VA	VA	TRANSIT	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	18760	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	19102	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	18370	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	18371	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-00-729	METRO	15265	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-00-639	METRO	15243	METRO SERVICE AREA	VA	VA	TRANSIT	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	19104	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	18155	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	19106	METRO SERVICE AREA	VA	VA	TRANSIT	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	19103	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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										LET	COMPLET ED	DELAYED	CANCELL ED
HARRIS	-	METRO	18009	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	19105	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	19107	METRO SERVICE AREA	VA	VA	TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-541	CITY OF WEBSTER	17081	NASA RD 1 BYPASS	FM 528	LANDING BLVD/NASA 1 BYPASS AT IH 45S	ADDED CAPACITY	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	15549	NORTHLINE TRANSIT CENTER			TRANSIT	2025	2026	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	PORT OF HOUSTON AUTHORITY	19365	PORT OF HOUSTON	VA	VA	TRANSIT	2025	2026	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0502-01-217	HCTRA	16340	SH 225	AT SL 8	-	GRADE SEPARATION	2025		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0502-01-244	TXDOT HOUSTON DISTRICT	18960	SH 225	W OF SL 8	E OF SL 8	RECONSTRUCTION	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0720-03-150	TXDOT HOUSTON DISTRICT	18999	SH 249	SL 8	IH 45 N	RIGHT OF WAY	2025	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	1685-05-134	TXDOT HOUSTON DISTRICT	18993	SH 6	PINE FOREST LN	ROYAL MILE LN	GRADE SEPARATION	2025	2031	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-616	CITY OF HOUSTON	18417	SHEPHERD-DURHAM CORRIDOR	W 15TH ST	IH 10 WB FR	ROAD DIET	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	PORT OF HOUSTON AUTHORITY	10532	SPENCER HWY	AT MAINLINE DOUBLE-RAILTRACK		GRADE SEPARATION	2025		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-696	CITY OF HOUSTON	18933	TELEPHONE RD	LAWNDALE ST	IH 610 S	RECONSTRUCTION	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0028-02-074	TXDOT HOUSTON DISTRICT	10268	US 90	W OF PURPLE SAGE	E OF PURPLE SAGE	GRADE SEPARATION	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0028-02-097	TXDOT HOUSTON DISTRICT	18504	US 90	W OF GREENS BAYOU	E OF GREENS BAYOU	BRIDGE	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	15547	WHEELER INTERMODAL TERMINAL			TRANSIT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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										LET	COMPLET ED	DELAYED	CANCELL ED
HARRIS	0912-72-687	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	18879	ANTOINE DR	W MOUNT HOUSTON RD	VICTORY DR	RECONSTRUCTION	2026	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	16240	BUFFALO BAYOU DAY LOT	-	-	TRANSIT	2026	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-831	HOUSTON PARKS BOARD	19190	CENTERPOINT ENERGY CORRIDOR	BRAYS BAYOU	KEEGANS BAYOU	BICYCLE & PEDESTRIAN	2026		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	HOUSTON PARKS BOARD	19191	CITY OF HOUSTON	VA	VA	BICYCLE & PEDESTRIAN	2026		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	1685-01-108	TXDOT HOUSTON DISTRICT	17088	FM 1960	SH 249	IH 45 N	TRAFFIC SYSTEM MANAGEMENT	2026		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	1062-02-011	TXDOT HOUSTON DISTRICT	290	FM 2100	SH 99	HUFFMAN-CLEVELAND RD (NORTH)	ADDED CAPACITY	2026	2035	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	2941-01-026	TXDOT HOUSTON DISTRICT	18102	FM 2920	BS 290	BECKER RD	ADDED CAPACITY	2026	2031	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	2941-01-034	TXDOT HOUSTON DISTRICT	18516	FM 2920	BECKER RD	CYPRESS-ROSEHILL RD	ADDED CAPACITY	2026	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0050-06-092	HARRIS COUNTY MUD #500	18052	GREENHOUSE RD	MOUND RD	SKINNER RD AT US 290	GRADE SEPARATION	2026		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	HARRIS COUNTY	19206	HARRIS PRECINCT 4	VA	VA	TRAFFIC SYSTEM MANAGEMENT	2026		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	CITY OF HOUSTON	19235	HARWIN DR, HILLCROFT AVE	HARWIN: FORNEY DRIVE HILLCROFT: N OF IH-69 FR	HARWIN: E OF HILLCROFT HILLCROFT: S OF WESTPARK TOLLWAY	TRAFFIC SYSTEM MANAGEMENT	2026		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-821	DOWNTOWN MANAGEMENT DISTRICT	19205	HOUSTON CBD	VA	VA	PREVENTATIVE MAINTENANCE	2026		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	CITY OF HOUSTON	19194	IH 69	MAIN ST	ALMEDA RD, BRIDGES AT ELGIN, MC GOWEN, AND TAUM	OTHER	2026	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0027-13-201	TXDOT HOUSTON DISTRICT	155	IH 69 S	SH 288	SP 527	ADDED CAPACITY	2026	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-00-519	CITY OF LEAGUE CITY	17080	LANDING BLVD/NASA RD 1 BYPASS	NASA 1 BYPASS AT IH 45 S	FM 518	ADDED CAPACITY	2026	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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										LET	COMPLET ED	DELAYED	CANCELL ED
HARRIS	-	HARRIS COUNTY	19199	LOUETTA RD	CHAMPION FOREST	W OF I-45	PREVENTATIVE MAINTENANCE	2026		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-00-542	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	17103	MEMORIAL TO SAN FELIPE HIKE & BIKE TRAIL	MEMORIAL DR	SAN FELIPE ST	BICYCLE & PEDESTRIAN	2026		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	3510-05-047	TXDOT HOUSTON DISTRICT	18724	SH 99	WEST RD	IH 10 W	ADDED CAPACITY	2026		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	3510-05-048	TXDOT HOUSTON DISTRICT	18725	SH 99	US 290	WEST RD	ADDED CAPACITY	2026		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	3256-01-127	TXDOT HOUSTON DISTRICT	18035	SL 8	IH 10 W	IH 69 S	TRAFFIC SYSTEM MANAGEMENT	2026	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	HARRIS COUNTY	19204	SPRING CYPRESS RD	TC JESTER BLVD	W OF I-45	PREVENTATIVE MAINTENANCE	2026		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	HOUSTON PARKS BOARD	19195	VA	VA	VA	BICYCLE & PEDESTRIAN	2026		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	2941-01-028	TXDOT HOUSTON DISTRICT	18156	FM 2920	BS 249	IH 45 N	ADDED CAPACITY	2027	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	2941-02-056	CITY OF TOMBALL	17085	FM 2920	BS 249	WILLOW ST	ADDED CAPACITY	2027	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	1006-01-074	TXDOT HOUSTON DISTRICT	18514	FM 529	KATY HOCKLEY CUTOFF	WALLER C/L	ADDED CAPACITY	2027	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	1006-01-079	TXDOT HOUSTON DISTRICT	17210	FM 529	KATY HOCKLEY CUTOFF	SH 99	ADDED CAPACITY	2027	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	18162	GREEN & PURPLE METRO LINES	THEATER DISTRICT	MUNICIPAL COURTHOUSE	TRANSIT	2027	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0508-01-397	TXDOT HOUSTON DISTRICT	19026	IH 10	W OF WHITE OAK BAYOU	W OF MCKEE ST	ADDED CAPACITY	2027	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0508-01-396	TXDOT HOUSTON DISTRICT	19025	IH 10	E OF GREGG ST	E OF WACO ST	ADDED CAPACITY	2027	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0271-06-117	TXDOT HOUSTON DISTRICT	13864	IH 10 W	FORT BEND C/L	MASON RD	ADDED CAPACITY	2027	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0271-16-111	TXDOT HOUSTON DISTRICT	18048	IH 610	AT SH 35	-	GRADE SEPARATION	2027	2032	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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HARRIS	-	METRO	19123	METRO SERVICE AREA	VA	VA	TRANSIT	2027	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	19120	METRO SERVICE AREA	VA	VA	TRANSIT	2027	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	19124	METRO SERVICE AREA	VA	VA	TRANSIT	2027	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	19121	METRO SERVICE AREA	VA	VA	TRANSIT	2027	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-797	PORT OF HOUSTON AUTHORITY	19013	PORT RD	AT BAYPORT CONTAINER TERMINAL	-	GRADE SEPARATION	2027		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HARRIS	0720-03-131	TXDOT HOUSTON DISTRICT	17224	SH 249	SL 8	IH 45 N	ADDED CAPACITY	2027	2031	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0178-09-019	TXDOT HOUSTON DISTRICT	210	SH 35	DIXIE DR	LONG DR	ADDED CAPACITY	2027	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0178-09-020	TXDOT HOUSTON DISTRICT	209	SH 35/SP 5	DIXIE DR	N OF GRIGGS RD	ADDED CAPACITY	2027	2032	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	3510-06-022	TXDOT HOUSTON DISTRICT	15591	SH 99	AT IH 45 N	-	GRADE SEPARATION	2027	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0050-06-093	METRO	17041	US 290	AT CYPRESS P&R	-	TRAFFIC SYSTEM MANAGEMENT	2027	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-615	CITY OF HOUSTON	18034	ANTOINE DR	VICTORY DR	US 290	ADDED CAPACITY	2028		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-381	CITY OF HOUSTON	17093	FONDREN RD	BRAESWOOD BLVD S	AIRPORT BLVD W	TRAFFIC SYSTEM MANAGEMENT	2028	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-382	CITY OF HOUSTON	77	GESSNER DR	N OF BRIAR FOREST	WESTHEIMER ST	ADDED CAPACITY	2028	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-384	CITY OF HOUSTON	17112	GESSNER DR S	AT WESTHEIMER RD	-	GRADE SEPARATION	2028		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HARRIS	0912-72-383	CITY OF HOUSTON	17111	GESSNER DR S	WESTHEIMER RD	RICHMOND AVE	ADDED CAPACITY	2028		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HARRIS	0912-71-836	CITY OF HOUSTON	5030	GREENS RD	JFK BLVD	IH 69	ADDED CAPACITY	2028	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0508-01-379	TXDOT HOUSTON DISTRICT	18707	IH 10 E	MAGNOLIA AVE	THOMPSON RD	ADDED CAPACITY	2028	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0500-08-001	TXDOT HOUSTON DISTRICT	16330	IH 45	AT IH 69/IH 10	-	ADDED CAPACITY	2028	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2025-2028 TIP

COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF MAY 2026			
										LET	COMPLET ED	DELAYED	CANCELL ED
HARRIS	0500-03-599	TXDOT HOUSTON DISTRICT	16328	IH 45 N	AT IH 10	-	ADDED CAPACITY	2028	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0500-03-632	TXDOT HOUSTON DISTRICT	18982	IH 45 N	AIRLINE DRIVE	S OF SHEPHERD DR	RIGHT OF WAY	2028	2035	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0110-06-148	TXDOT HOUSTON DISTRICT	18981	IH 45 N	S OF SHEPHERD	S OF WEST RD	RIGHT OF WAY	2028	2035	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	0110-06-149	TXDOT HOUSTON DISTRICT	18980	IH 45 N	S OF WEST RD	N OF SL 8	RIGHT OF WAY	2028	2035	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	18405	INNER KATY CORRIDOR	IH 610 W	KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP	TRANSIT	2028	2033	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-618	LAKE HOUSTON REDEVELOPMENT AUTHORITY	18732	NORTHPARK DR	MONTGOMERY C/L	WOODLANDS HILL DR	ADDED CAPACITY	2028	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-798	HARRIS COUNTY	19019	RANKIN RD	IN-45 NBFR	RANCH VIEW TRAIL	TRAFFIC SYSTEM MANAGEMENT	2028	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	3510-06-019	TXDOT HOUSTON DISTRICT	18723	SH 99	HOLZWARTH RD	KUYKENDAHL RD	ADDED CAPACITY	2028		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HARRIS	-	METRO	18176	UNIVERSITY LINE CORRIDOR	WESTCHASE PARK AND RIDE	TIDWELL TRANSIT CENTER	TRANSIT	2028	2040	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-388	CITY OF HOUSTON	17067	WEST BELT RR	AT NAVIGATION BLVD/COMMERCE ST		GRADE SEPARATION	2028	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	0912-72-401	CITY OF HOUSTON	11380	WEST BELT RR	AT YORK ST		GRADE SEPARATION	2028	2028	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
HARRIS	1685-05-105	TXDOT HOUSTON DISTRICT	18721	SH 6	AT FM 529	-	TRAFFIC SYSTEM MANAGEMENT	2025	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
LIBERTY	0338-05-028	TXDOT HOUSTON DISTRICT	16338	SH 105	MONTGOMERY C/L	BS 105	ADDED CAPACITY	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LIBERTY	0028-04-069	TXDOT BEAUMONT DISTRICT	16347	US 90	FM 160	SH 61	ADDED CAPACITY	2025	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
LIBERTY	0028-03-111	TXDOT BEAUMONT DISTRICT	18036	US 90	AT UP RAILROAD		GRADE SEPARATION	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2025-2028 TIP

COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF MAY 2026			
										LET	COMPLETED	DELAYED	CANCELLED
LIBERTY	0028-04-077	TXDOT BEAUMONT DISTRICT	172	US 90	FM 563	FM 160	ADDED CAPACITY	2025	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
LIBERTY	0028-03-107	TXDOT BEAUMONT DISTRICT	19187	US 90	AT FM 1413	-	GRADE SEPARATION	2026		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0523-07-003	TXDOT HOUSTON DISTRICT	18985	FM 1488	BF 1488-P	SH 249 AT FM 1488	ADDED CAPACITY	2025	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0912-37-259	MONTGOMERY COUNTY	18120	FORD RD	IH 69 N	HARRIS C/L	ADDED CAPACITY	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0110-04-202	TXDOT HOUSTON DISTRICT	17221	IH 45	S OF SHENANDOAH PARK DR	SH 242	GRADE SEPARATION	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0912-37-267	MONTGOMERY COUNTY	19236	MONTGOMERY COUNTY	VA	VA	TRAFFIC SYSTEM MANAGEMENT	2025	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0912-37-232	LAKE HOUSTON REDEVELOPMENT AUTHORITY	87	NORTHPARK DR	IH 69	RUSSELL PALMER RD	ADDED CAPACITY	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0338-07-019	TXDOT HOUSTON DISTRICT	7706	SH 105	SAN JACINTO C/L	LIBERTY C/L	ADDED CAPACITY	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0338-11-056	TXDOT HOUSTON DISTRICT	16343	SL 336	LADERA CREEK TRACE	IH 45 N	ADDED CAPACITY	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0912-37-269	THE WOODLANDS TOWNSHIP	19192	THE WOODLANDS TOWNSHIP	VA	VA	TRANSIT	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0912-72-791	THE WOODLANDS TOWNSHIP	19043	WOODLANDS TOWNSHIP SERVICE AREA	VA	VA	TRANSIT	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	-	MONTGOMERY COUNTY	19203	DOBBIN HUFFSMITH RD	FM 2978	SP 149	RECONSTRUCTION	2026	2027	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0912-37-245	LAKE HOUSTON REDEVELOPMENT AUTHORITY	18033	NORTHPARK DR	RUSSELL PALMER RD	HARRIS C/L	ADDED CAPACITY	2028	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0338-02-032	TXDOT HOUSTON DISTRICT	965	SH 105	GRIMES C/L	FM 149	ADDED CAPACITY	2028	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0110-03-080	TXDOT HOUSTON DISTRICT	17229	SH 75	FM 2432	FM 830	ADDED CAPACITY	2028	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2025-2028 TIP

COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF MAY 2026			
										LET	COMPLETED	DELAYED	CANCELLED
MONTGOMERY	0110-03-079	TXDOT HOUSTON DISTRICT	17228	SH 75	FM 830	LEAGUE LINE RD	ADDED CAPACITY	2028	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MONTGOMERY	0110-03-078	TXDOT HOUSTON DISTRICT	17230	SH 75	LEAGUE LINE RD	FM 3083/TEAS NURSERY RD	ADDED CAPACITY	2028	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MULTIPLE	0912-00-688	H-GAC	18856	HOUSTON-GALVESTON TMA	VA	VA	TRAFFIC SYSTEM MANAGEMENT	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MULTIPLE	0912-00-622	METRO	18260	HOUSTON-GALVESTON TMA	VA	VA	TRANSIT	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MULTIPLE	0912-00-699	TXDOT HOUSTON DISTRICT	19202	TXDOT HOUSTON DISTRICT	VA	VA	PREVENTATIVE MAINTENANCE	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MULTIPLE	0912-00-730	TXDOT HOUSTON DISTRICT	19050	VA	VA	VA	TRAFFIC SYSTEM MANAGEMENT	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALLER	1006-02-010	TXDOT HOUSTON DISTRICT	18998	FM 529	FM 362	HARRIS C/L	RIGHT OF WAY	2025	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
WALLER	0114-11-090	TXDOT HOUSTON DISTRICT	18522	US 290	WASHINGTON C/L	HARRIS C/L	TRAFFIC SYSTEM MANAGEMENT	2025		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALLER	0271-04-070	TXDOT HOUSTON DISTRICT	6056	IH 10 W	FM 359	FORT BEND C/L	ADDED CAPACITY	2027	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
WALLER	0271-04-093	TXDOT HOUSTON DISTRICT	19023	IH 10 W	FM 359	FORT BEND C/L	ADDED CAPACITY	2027	2029	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
WALLER	1006-02-009	TXDOT HOUSTON DISTRICT	17211	FM 529	FM 362	HARRIS C/L	ADDED CAPACITY	2028	2031	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
WALLER	0271-09-026	TXDOT HOUSTON DISTRICT	18114	US 90	FM 2855	FORT BEND C/L	ADDED CAPACITY	2028	2030	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Appendix D
Projects Undergoing
Environmental Assessment

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Appendix D – Projects Undergoing Environmental Assessment

The intent of this appendix is to identify projects that may undergo environmental analysis (EA) and feasibility project development during the 2027-2030 TIP time frame. The Federal Highway Administration requires these projects to be referenced in the TIP in order to facilitate the feasibility and environmental assessment phases.

This appendix contains projects that are shown in the fiscally constrained 2045 Regional Transportation Plan (RTP) Update for which the next logical phase of work is not programmed in the 2027-2030 TIP. This appendix in no way implies that these projects are programmed in the 2027-2030 TIP nor are the cost estimates necessarily fully finalized.

Fiscal Year 2027-2030 TIP Appendix D

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18186			HARRIS	METRO	IH 45	DOWNTOWN	BAY AREA BLVD	CONVERSION OF EXISTING 1-LANE REVERSIBLE HOV LANE TO 2-LANE (ONE LANE IN EACH DIRECTION) HOV FACILITY	2026
13767	0598-02-093	A00094186	BRAZORIA	BRAZORIA COUNTY TOLL ROAD AUTHORITY	SH 288	CR 58	CR 56	CONSTRUCT NEW LOCATION, 4 LANE TOLLWAY WITH GRADE SEPARATIONS	2026
209	0178-09-020	A00077939	HARRIS	TXDOT HOUSTON DISTRICT	SH 35/SP 5	DIXIE DR	N OF GRIGGS RD	CONSTRUCT 8 LANE FREEWAY ON NEW LOCATION (FC: PRINCIPAL ARTERIAL - (OTHER FREEWAYS AND EXPRESSWAYS)) (SEGMENT C)	2026
18724	3510-05-047	A00133118	HARRIS	TXDOT HOUSTON DISTRICT	SH 99 SEG E	WEST RD	IH 10 W	SEG E: WIDEN FROM 4 TO 6 LANE TOLLED HIGHWAY	2026
18725	3510-05-048	A00133119	HARRIS	TXDOT HOUSTON DISTRICT	SH 99 SEG E	US 290	WEST RD	SEG E: WIDEN FROM 4 TO 6 LANE TOLLED HIGHWAY	2026
19228			LIBERTY	LIBERTY COUNTY	US 90	WEST OF DAYTON	EAST OF DAYTON	CONSTRUCT NEW LOCATION TWO LANE RELIEF ROUTE	2026
18719	0912-00-544	A00123803	MULTIPLE	TXDOT HOUSTON DISTRICT	36A S	SH 36	IH 10 W	CONSTRUCT FOUR-LANE DIVIDED ON NEW LOCATION	2027
18178			HARRIS	METRO	CS	DOWNTOWN HOUSTON	BUSH IAH	NEW BRT SERVICE FROM DOWNTOWN TO BUSH INTERCONTINENTAL AIRPORT; INCLUDES 4 STATIONS	2027
13643			FORT BEND	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	CARTWRIGHT RD	SH 6	RECONSTRUCT FROM 4-LANE DIVIDED ROADWAY TO 6-LANE DIVIDED	2027
17203	0523-10-045	A00126806	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1488	FM 2978	IH 45	WIDEN AND RECONSTRUCT FROM 4 TO 6 LANES	2027
18156	2941-01-028	A00122185	HARRIS	TXDOT HOUSTON DISTRICT	FM 2920	SH 249	CYPRESS-ROSEHILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES AND INSTALL NEW SIDEWALKS WHERE NONE CURRENTLY EXIST (CMAQ FUNDS FOR NEW SIDEWALK ONLY, NOT ROADWAY)	2027
18510	2941-02-061	A00128382	HARRIS	TXDOT HOUSTON DISTRICT	FM 2920	BS 249	IH 45 N	WIDEN FROM 4 TO 6 LANES DIVIDED	2027
18516	2941-01-034	A00179300	HARRIS	TXDOT HOUSTON DISTRICT	FM 2920	BECKER RD	CYPRESS-ROSEHILL RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND INSTALL NEW SIDEWALKS WHERE NONE CURRENTLY EXIST. CMAQ FOR USE ON NEW SIDEWALK ONLY. DOES NOT APPLY TO ROADWAY.	2027
18102	2941-01-026	A00120826	WALLER	TXDOT HOUSTON DISTRICT	FM 2920	BS 290	BECKER RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND CONSTRUCT NEW SIDEWALK	2027

Fiscal Year 2027-2030 TIP Appendix D

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
10160	3158-01-040	A00121745	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 3083	SH 105	IH 45	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2027
10555			BRAZORIA	CITY OF ALVIN	FM 528	DAVIS BEND RD	FM 1462	EXTEND 2 LANE ROADWAY ON NEW LOCATION	2027
7564	1414-02-016	A00107973	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 528	BS 35/GORDON ST	SH 6	CONSTRUCT 2 LANE NEW LOCATION ROADWAY (FC: MAJOR COLLECTOR) WITH RAILROAD GRADE SEPARATION AND INSTALL NEW SHARED USE PATHS WHERE NONE CURRENTLY EXIST. CMAQ FOR US ON SUP ONLY. DOES NOT APPLY TO ROADWAY.	2027
919			FORT BEND	FBCTRA	FORT BEND PKWY TOLL ROAD	SIENNA PKWY	SH 99	CONSTRUCT 4-LANE TOLL ROAD AND BRAZOS BRIDGE	2027
282	0500-01-119	A00090904	GALVESTON	TXDOT HOUSTON DISTRICT	IH 45 S	S OF CAUSEWAY	61ST ST	RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES AND RECONSTRUCT TWO, 2-LANE FRONTAGE ROADS AND CONSTRUCT A DIRECT CONNECTOR RAMP FROM NORTHBOUND 61ST STREET TO WESTBOUND I-45 S	2027
18048	0271-16-111	A00085885	HARRIS	TXDOT HOUSTON DISTRICT	IH 610	AT SH 35		CONSTRUCT 4 DIRECT CONNECTORS (SB-EB; SB-WB; WB-NB; EB-NB) (SH 35 SEGMENT C) (DC RAMP ON THE NORTH SIDE OF IH 610 S)	2027
398			GALVESTON	CITY OF LEAGUE CITY	LEAGUE CITY PKWY	FM 528	MAPLE LEAF DR	CONSTRUCT 4 LANES DIVIDED	2027
18160			HARRIS	METRO	METRORAPID GULFTON CORRIDOR	WESTPARK/LOWER UPTOWN TRANSIT CENTER	HILLCROFT AVENUE & BEECHNUT ST	SOUTHERN EXTENSION OF METRORAPID SILVER LINE	2027
18182			HARRIS	METRO	SH 249	BOUDREAUX DR	HOLLISTER DR	CONSTRUCT NEW 2-LANE TWO-WAY HOV FACILITY	2027
17224	0720-03-131	A00120821	HARRIS	TXDOT HOUSTON DISTRICT	SH 249	SL 8	IH 45 N	RECONSTRUCT AND WIDEN FROM 6 TO 8 LANES DIVIDED AND INSTALL NEW BUS STOP PADS AND SHARED USE PATHS WHERE NONE CURRENTLY EXIST (CMAQ FUNDS FOR BUS STOP PAD AND SUP ONLY, NOT ROADWAY).	2027
18872	3510-02-008	A00187925	BRAZORIA	BRAZORIA COUNTY	SH 99	N OF FM 2403	SH 288	SEG B: CONSTRUCT 4-LANE TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE ROADS	2027
10128	3510-03-002	A00116776	FORT BEND	FBCTRA	SH 99	IH 69	FM 762	CONSTRUCT 4-LANE TOLLWAY WITH LIMITED 2 2-LANE FRONTAGE ROADS AND INTERCHANGES (SEG C-1)	2027
18518	3256-03-104	A00137806	HARRIS	TXDOT HOUSTON DISTRICT	SL 8	N OF US 90	WOODFOREST BLVD	WIDEN FROM 4 TO 8 LANES	2027
18727	3256-02-116	A00117093	HARRIS	TXDOT HOUSTON DISTRICT	SL 8	E OF HARDY TOLL ROAD	E OF ALDINE-WESTFIELD RD	RECONSTRUCT AND WIDEN EB AND WB FRONTAGE ROADS FROM 4 TO 6 LANES	2027

Fiscal Year 2027-2030 TIP Appendix D

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18161			HARRIS	METRO	UPTOWN BRT	NORTHWEST TRANSIT CENTER	NORTHWEST MALL	EXTENSION OF UPTOWN BRT FROM NORTHWEST TRANSIT CENTER TO NORTHWEST MALL/PROPOSED TEXAS CENTRAL HSR TERMINAL	2027
18185			MULTIPLE	METRO	IH 45 S	NASA 1 BYPASS	S OF SH 146	CONSTRUCT TWO-WAY DIAMOND LANES	2028
18187			HARRIS	METRO	IH 69 N	DOWNTOWN	KIINGWOOD DR	CONVERSION OF EXISTING ONE-WAY REVERSIBLE HOV LANE TO 2-LANE TWO-WAY HOV FACILITY	2028
18405	0271-07-336		HARRIS	METRO	INNER KATY CORRIDOR	IH 610 W	KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP	CONSTRUCT MULTIMODAL DEDICATED BUS RAPID TRANSIT (BRT) BUSWAY, INCLUDING GRADE-SEPARATION AND CONNECTION TO HOV LANES AND TRANSIT CENTER	2028
14246	3510-02-004	A00116771	BRAZORIA	BRAZORIA COUNTY	SH 99	SH 288		SEG B: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (WB-NB, WB-SB, NB-EB, SB-EB)	2028
258	3510-02-002	A00116769	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 99	SH 288	FORT BEND C/L	SEG C: CONSTRUCT 4 LANE TOLLWAY WITH LIMITED TWO 2 LANE FRONTAGE ROADS AND INTERCHANGES	2028
18176			HARRIS	METRO	UNIVERSITY LINE CORRIDOR	WESTCHASE PARK AND RIDE	TIDWELL TRANSIT CENTER	NEW BRT BUSWAY	2028
18114	0271-09-026	A00074989	WALLER	TXDOT HOUSTON DISTRICT	US 90	FM 2855	FORT BEND C/L	WIDEN FROM 2 LANES TO 4 LANES	2028
16313	0523-07-002	A00132294	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1488	BF 1488-P	SH 249	CONSTRUCT 4 LANE DIVIDED ROADWAY ON NEW LOCATION (MAGNOLIA RELIEF ROUTE)	2029
7750	0187-05-049	A00077629	FORT BEND	TXDOT HOUSTON DISTRICT	SH 36	AUSTIN C/L	SP 529 IN ROSENBERG	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	2029
18328	0271-09-025	A00121223	WALLER	TXDOT HOUSTON DISTRICT	US 90	IH 10	FM 2855	WIDEN FROM 2 LANES TO 4 LANES	2029

Fiscal Year 2027-2030 TIP Appendix D

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
10099			HARRIS	HARRIS COUNTY	ALDINE MAIL ROUTE RD	US 59	HOMESTEAD RD	CONSTRUCT 4-LANE CONCRETE W/ STORM SEWERS	2030
18040			HARRIS	CITY OF HOUSTON	ALDINE WESTFIELD RD	SL 8	LITTLE YORK RD	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES.	2030
8027			HARRIS	HARRIS COUNTY	BAUER RD	US 290	FM 2920	WIDEN FROM 2 TO 4-LANE DIVIDED CONCRETE BLVD	2030
18113			HARRIS	HARRIS COUNTY	CE KING	SL 8 EAST SB FR	NORTH ROW OF TIDWELL RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	2030
12402			BRAZORIA	BRAZORIA COUNTY	CR 58	SH 288	FM 1128	WIDEN FROM 2 TO 4 LANES	2030
18170			HARRIS	HIGH CAPACITY TASK FORCE	CROSBY PARK AND RIDE	NEAR US 90 AND FM 2100		NEW PARK AND RIDE NEAR US 90 AND FM 2100 IN CROSBY	2030
18171			HARRIS	HIGH CAPACITY TASK FORCE	DAYTON PARK AND RIDE	NEAR US 90 AND SH 146		NEW PARK AND RIDE NEAR US 90 AND SH 146 IN DAYTON	2030
7898			HARRIS	HARRIS COUNTY	FAIRBANKS-N HOUSTON ST	BW 8	US 290	WIDEN 4-LANE TO 6 LANE CONCRETE BLVD	2030
18168			HARRIS	METRO	FAIRFIELD PARK AND RIDE	AT US 290 AND SH 99		NEW PARK AND RIDE NEAR INTERSECTION OF US 290 AND SH 99	2030
18039			LIBERTY	TXDOT BEAUMONT DISTRICT	FM 1960	SH 321	SH 99	WIDEN ROADWAY FROM 2 LANES TO 4 LANES	2030
18502	0111-04-037	A00128684	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 521	FM 1462	FORT BEND C/L	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	2030
512	1003-01-061	A00105626	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 523	SH 332	S OF FM 1495	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED URBAN	2030
18514	1006-01-074	A00120823	HARRIS	TXDOT HOUSTON DISTRICT	FM 529	KATY-HOCKLEY CUTOFF RD	WALLER C/L	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND INSTALL NEW SHARED USE PATHS WHERE NONE CURRENTLY EXIST.	2030
11178			HARRIS	HCTRA	FORT BEND PKWY TOLL ROAD	BELLFORT	US 90 A	EXTENSION OF TOLL ROAD: RECONSTRUCT ARTERIAL AS 4-LANE TOLLWAY WITH 2-LANE FRONTAGE RDS	2030

Fiscal Year 2027-2030 TIP Appendix D

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
78			HARRIS	HARRIS COUNTY	GREENS RD W	HOLLISTER DR	BAMMEL N HOUSTON	CONSTRUCT 4-LANE CONCRETE DIVIDED SECTION W/ CURB & GUTTER & STORM SEWERS	2030
17213	0912-72-604	A00132935	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	43RD ST/CLAY RD	W OF SL 8	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	2030
17214	0912-72-605	A00132936	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM	43RD ST/CLAY RD	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	2030
17215	0912-72-578	A00129854	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	IH 610	MANGUM	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	2030
10610			GALVESTON	CITY OF TEXAS CITY	HOLLAND RD	IH 45	ATTWATER AV	CONSTRUCT 4 LANE ROADWAY ON NEW LOCATION	2030
7625			BRAZORIA	CITY OF PEARLAND	HUGHES RANCH RD	MAX RD	GARDEN RD	CONSTRUCT 4 LANE ROADWAY	2030
16336	0500-03-598	A00121514	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 S	IH 69	IH 10	CONSTRUCT PARKWAY CONNECTORS INTO DOWNTOWN HOUSTON AND REMOVE EXISTING PIERCE ELEVATED (NHHIP SEG-3D-2)	2030
7465			HARRIS	HARRIS COUNTY	JARVIS RD	BARKER CYPRESS RD	TELGE RD	WIDEN TO 4-LANE UNDIVIDED ON EMBANKMENT	2030
8052			HARRIS	HARRIS COUNTY	KUYKENDAHL RD	FM 1960	RANKIN RD	WIDEN FROM 4 TO 6 LANE BLVD	2030
111			HARRIS	HARRIS COUNTY	LITTLE YORK RD W	US 290	FAIRBANKS NORTH HOUSTON RD	WIDEN 4 TO 6-LANES	2030
7792			HARRIS	HARRIS COUNTY	LITTLE YORK RD W	ELDRIDGE PKWY N	BRITTMORE RD	WIDEN FROM 4 TO 6-LANES	2030
8003			HARRIS	HARRIS COUNTY	LOUETTA RD	OLD LOUETTA RD	CHAMPION FOREST	WIDEN FROM 4 LANE TO 6-LANE ASPHALT, DITCHES, W/ CENTER TURN LANE	2030

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8004			HARRIS	HARRIS COUNTY	LOUETTA RD	CHAMPION FOREST	STUEBNER AIRLINE	WIDEN FROM 4 TO 6 LANE ASPHALT, DITCHES, W/ CENTER TURN LANE	2030
8037			HARRIS	HARRIS COUNTY	LOUETTA RD	STEUBNER AIRLINE RD	T.C. JESTER BLVD	WIDEN 5 LANE ASPHALT W/ DITCHES, TO 7-LANE ASPHALT W/DITCHES	2030
8049			HARRIS	HARRIS COUNTY	LOUETTA RD	T. C. JESTER	KUYKENDAHL	WIDEN 5 LANE ASPHALT W/ DITCHES, TO 7-LANE ASPHALT	2030
8051			HARRIS	HARRIS COUNTY	LOUETTA RD	E OF KUYKENDAHL RD	IH 45	WIDEN 5 LANE ASPHALT W/ DITCHES, TO 7-LANE ASPHALT	2030
8061			HARRIS	HARRIS COUNTY	LOUETTA RD	SH 249	MEMORIAL CHASE	WIDEN 4-LANE BLVD TO 6-LANE BLVD	2030
7624			BRAZORIA	CITY OF PEARLAND	MYKAWA RD	FM 518	WALNUT ST W	CONSTRUCT NEW 4 LANE DIVIDED TO CONNECT MYKAWA TO VETERANS	2030
7631			BRAZORIA	CITY OF PEARLAND	ORANGE ST W	O'DAY RD	HATFIELD ST	CONSTRUCT 4 LANES UNDIVIDED	2030
18252	0598-02-131	A00191363	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	N OF BAILEY AVE (CR 101)	CR 60 (FUTURE SH 99)	WIDEN FROM 4 TO 6 MAIN LANES	2030
520	0178-03-100	A00077588	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	BS 35C S	FM 2403	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	2030
7867	0178-03-137	A00077762	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	SH 99	BS 35C SOUTH	CONSTRUCT 4 LANE FREEWAY ON NEW LOCATION	2030
12831	0178-02-082	A00077576	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	BS 35C NORTH	SH 99	CONSTRUCT 4 LANE FREEWAY ON NEW LOCATION	2030
17228	0110-03-079	A00121750	MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 75	FM 830	LEAGUE LINE RD	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	2030
17229	0110-03-080	A00121752	MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 75	FM 2432	FM 830	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	2030
17230	0110-03-078	A00121743	MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 75	LEAGUE LINE ROAD	FM 3083/TEAS NURSERY ROAD	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	2030

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266	3510-03-001	A00116775	FORT BEND	FBCTRA	SH 99	FM 762	BRAZORIA C/L	CONSTRUCT 4-LANE TOLLWAY WITH LIMITED 2 2-LANE FRONTAGE ROADS AND INTERCHANGES (SEG C-2)	2030
15589	3510-02-007	A00116774	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 99	SH 288		SEG C: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (EB-NB, EB-SB, SB-WB, NB-WB)	2030
14248	3187-02-010	A00057633	CHAMBERS	TXDOT BEAUMONT DISTRICT	SH 99	AT IH 10 E		SEG I-1: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (EB-NB, WB-NB, SB-WB, SB-EB)	2030
15593	3187-02-013	A00138788	CHAMBERS	TXDOT HOUSTON DISTRICT	SH 99	AT IH 10 E		SEG I-2: CONSTRUCT 4 DCS (TOLL) (WB-SB, EB-SB, NB-EB, NB-WB)	2030
16297			HARRIS	HCTRA	SL 8	IH 69	US 90	WIDEN FROM 6 TO 8-LANES	2030
8002			HARRIS	HARRIS COUNTY	STUEBNER AIRLINE RD	SPRING CYPRESS RD	LOUETTA RD	WIDEN FROM 4 LANE TO 6 LANE ROADWAY	2030
8038			HARRIS	HARRIS COUNTY	STUEBNER AIRLINE RD	CYPRESSWOOD DR	LOUETTA RD	WIDEN FROM 4 TO 6 LANE CONCRETE PAVEMENT W/ STORM SEWERS	2030
8073			HARRIS	HARRIS COUNTY	STUEBNER AIRLINE RD	CYPRESSWOOD DR	FM 1960	WIDEN FROM 4 LANE TO 6 LANE ROADWAY	2030
18051			FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	UNIVERSITY BOULEVARD	AT 14000 UNIVERSITY BOULEVARD SUGAR LAND, TX 77479		CONSTRUCT STRUCTURED PARKING GARAGE OF 2,500 SPACES WITH BUS AND PASSENGER ACCOMMODATIONS FOR A PERMANENT PARK & RIDE INCLUDING DEDICATED BUS BAYS WITH PASSENGER PLATFORMS, PASSENGER WAITING SHELTERS AND TRANSIT INFORMATION SYSTEMS.	2030
8077			HARRIS	HARRIS COUNTY	VETERANS MEMORIAL DR	SL 8	SH 249	WIDEN FROM 4 LANE TO 6 LANE ROADWAY	2030
8078			HARRIS	HARRIS COUNTY	VETERANS MEMORIAL DR	FM 1960	W GREENS RD	WIDEN FROM 4 LANE TO 6 LANE ROADWAY	2030
8006			HARRIS	HARRIS COUNTY	WEST RD	SH 249	VETERANS MEMORIAL	CONSTRUCT NEW 4-LANE DIVIDED	2030
16329	0500-03-601	A00121600	HARRIS	TXDOT HOUSTON DISTRICT	IH 45	AT IH 69 S		RECONSTRUCT IH 45/IH 69 INTERCHANGE. IH45 REALIGN/WIDEN FROM 6 TO 7 MAINLANES (ML) INCLUDING 3 ML NB AND 4 ML SB FROM SAUER ST. TO RUNNELS ST.; IH69 RECONSTRUCT FROM 8 TO 8 ML FROM W. OF PIERCE ST. TO S. OF RUNNEL ST. W/ 2, 3-LANE CONTINUOUS FRONTAGE ROADS (NHHIP SEG 3D-1)	2031

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16327	0500-03-597	A00121513	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	AT IH 610 N		RECONSTRUCT INTERCHANGE (NHHP SEG 2B)	2031
16332	0500-03-560	A00091827	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	IH 610 N	IH 10	RECONSTRUCT AND WIDEN FROM 4 TO 5 MAIN LANES, CONSTRUCT 4 MANAGED LANES AND RECONSTRUCT AND WIDEN FROM TWO 2- AND 3-LN FRIS TO TWO 3-LN FRIS (NHHP SEG 2A)	2031
16333	0500-03-596	A00121512	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	IH 610 N	AIRLINE DR	RECONSTRUCT AND WIDEN FROM 8 TO 12 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES AND RECONSTRUCT AND WIDEN FROM TWO 2- AND 3-LANES FRONTAGE ROADS TO TWO 2- AND 3-LANES FRONTAGE ROADS (NHHP SEG 2B)	2031
18815			HARRIS	METRO	WESTHEIMER	@ WEST OAKS MALL		CONSTRUCT TRANSIT CENTER	2031
18151			HARRIS	METRO	WESTHEIMER SIGNATURE BUS SERVICE	DOWNTOWN HOUSTON	WEST OAKS MALL	RAPID SERVICE FROM HAYES ROAD TO EDLOE STREET AND EXPRESS SERVICE ON IH 69 BETWEEN EDLOE STREET AND DOWNTOWN HOUSTON.	2031
18056			HARRIS	HOUSTON TRANSTAR	BS 90, FM 1942, FM 2100	VA	VA	INSTALLATION OF FIBER OPTIC CABLE IN HARRIS COUNTY ON BUSINESS 90, FM 1942, AND FM 2100 IN THE FOLLOWING LOCATIONS: BUSINESS 90 FROM SHELTON RD TO FM 2100; FM 1942 FROM US 90 TO INDIAN SHORES RD; FM 2100 FROM US 90 TO BOHEMIAN HALL RD.	2032
18059			HARRIS	SPRING BRANCH MANAGEMENT DISTRICT	CENTERPOINT EASEMENT IN BETWEEN AND PARALLEL TO HAMMERLY BLVD &	SL 8	WIRT ROAD	CONSTRUCT 10 FT SHARED USE CONCRETE TRAIL INCLUDING CROSSWALK STRIPING, SIGNALIZATION, ACCESSIBLE RAMPS, SIGNAGE, AND WAYFINDING FEATURES.	2032
17200	1258-02-039	A00108085	FORT BEND	TXDOT HOUSTON DISTRICT	FM 1093	FM 1489	FM 359 IN FULSHEAR	RECONSTRUCT AND WIDEN FROM 2-LANE TO 4-LANE DIVIDED	2032
17202	1062-03-052	A00126092	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1485	SH 242	KIDD CEMETARY RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	2032
16320	1002-01-006	A00105537	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 517	GALVESTON C/L	SH 35	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2032
38	1002-02-016	A00105548	GALVESTON	TXDOT HOUSTON DISTRICT	FM 517	FM 646	BRAZORIA C/L	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES	2032
18058	1024-01-082	A00132088	CHAMBERS	TXDOT BEAUMONT DISTRICT	FM 565	FM 1409	PLANTATION DR	RECONSTRUCT TO ADD LEFT TURN BAYS, AND RECONFIGURE INTERSECTION AT IH 10 E	2032
18057			HARRIS	GREATER NORTHSIDE MANAGEMENT DISTRICT	FULTON, NORTH MAIN, BOUNDARY, BROOKS, AND FREEMAN.	VA	VA	INSTALL PEDESTRIAN LIGHTING, TRASH RECEPTACLES AND BIKE RACKS.	2032
18065			HARRIS	GREATER SOUTHEAST MANAGEMENT DISTRICT	GREATER EAST END MANAGEMENT DISTRICT	VA	VA	CONSTRUCT BICYCLE NETWORK INCLUDES MILL AND OVERLAY, NEW SIDEWALKS, CROSSWALKS, CURBS, RAMPS, BIKE RACKS, BENCHES, REMOVE & REPLACE PAVEMENT MARKINGS AND SIGNAGE ON VARIOUS STREETS.	2032

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11372	0912-72-568	A00104133	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	GESSNER RD	43RD ST/CLAY RD	CONSTRUCT 4 MANAGED LANES (TOLL)	2032
11373	0912-72-570	A00104135	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	W OF HUFFMEISTER	JONES RD	CONSTRUCT 4 MANAGED LANES	2032
13829	0912-72-571	A00102786	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	SH 99	W OF HUFFMEISTER RD	CONSTRUCT 4 MANAGED LANES	2032
11375	0271-14-218	A00085434	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD/IH 610	W OF MANGUM/18TH ST ON HEMPSTEAD	S OF OLD KATY RD ON IH 610	CONSTRUCT INTERCHANGE WITH MANAGED LANES AND 2 DIRECT CONNECTORS (EB - SB, NB - WB)	2032
7474			HARRIS	HARRIS COUNTY	KATY HOCKLEY CUTOFF	US 290	MORTON RD	WIDEN TO 4-LANE DIVIDED BLVD	2032
18055			HARRIS	LPTOWN HOUSTON DISTRICT	POST OAK LN	AT SAN FELIPE		RECONSTRUCT POST OAK LANE INTERSECTION AT SAN FELIPE WITH 2 DEDICATED LEFT TURN LANES	2032
18064			MONTGOMERY	HOUSTON TRANSTAR	SH 105	FOSTORIA ROAD	FM 1486	INSTALLATION OF FIBER OPTIC CABLE IN MONTGOMERY COUNTY ON SH 105 FROM FOSTORIA ROAD TO FM 1486.	2032
18329			MONTGOMERY	HOUSTON TRANSTAR	SH 105	IH 45	FM 1486	INSTALLATION OF FIBER OPTIC CABLE IN MONTGOMERY COUNTY ON SH 105 FROM FOSTORIA ROAD TO FM 1486.	2032
18060			HARRIS	TXDOT HOUSTON DISTRICT	SH 249	SL 8	IH 45 N	ACCESS MANAGEMENT TREATMENTS	2032
18713	0598-02-127	A00127305	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	SH 99 (CR 60)	FM 1462	UPGRADE ROADWAY TO FREEWAY FACILITY BY ADDING OVERPASSES AND UNDERPASSES	2032
18714	0598-03-061	A00094294	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	FM 1462	SH 35	WIDEN FROM 4 TO 6 LANES	2032
18715	0598-04-029	A00094392	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	SH 35	SH 332	WIDEN FROM 4 TO 6 LANES	2032
7748	0598-01-106	A00094081	HARRIS	TXDOT HOUSTON DISTRICT	SH 288	IH 610	SL 8	RECONSTRUCT AND WIDEN FROM 6 MAIN LANES TO 8 MAIN LANES	2032
17226	0178-03-136	A00077761	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	FM 2403	FM 523	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	2032

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18728	0178-02-081	A00077575	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	FM 518	S OF SH 6	WIDEN FROM 4 TO 6 LANE DIVIDED	2032
18722	1685-05-111	A00122785	HARRIS	TXDOT HOUSTON DISTRICT	SH 6	CLAY RD	IH 10 W	UPDATE CORRIDOR FEASIBILITY STUDY	2032
18054			BRAZORIA	GULF COAST TRANSIT DISTRICT	SOUTHERN BRAZORIA COUNTY TRANSIT O/A FACILITY	AT 101 CANNA LN		CONSTRUCTION OF A TRANSIT OPERATIONS FACILITY WITH SECURED PERMANENT COVERED STORAGE FOR 20 TRANSIT VEHICLES, CONSTRUCTION OF A 2,500 SQUARE FOOT ADMINISTRATIVE FACILITY FOR OFFICE SPACE, SECURE FARE BOX ROOM AND DEDICATED SPACE FOR DRIVERS	2032
147			HARRIS	HARRIS COUNTY	UNDERWOOD RD	FAIRMONT PKWY	RED BLUFF	DESIGN, ACQUIRE ROW AND CONSTRUCT 6-LANE ROADWAY, INCLUDING DRAINAGE AND SIGNALS AT UNDERWOOD	2032
17236	0027-08-137	A00068601	FORT BEND	TXDOT HOUSTON DISTRICT	US 90A	SH 99	W OF SH 6	WIDEN FROM 6 LANES TO 8 LANES DIVIDED	2032
18063			LIBERTY	CITY OF DAYTON	WACO ST	SH 321	FM 1960	CONSTRUCT 3 LANE ROADWAY WITH CLTL, SIDEWALK ON EAST SIDE AND STORM SEWER IMPROVEMENTS	2032
18075			MONTGOMERY	CITY OF SHENANDOAH	DAVID MEMORIAL DR	SH 242	DAVID MEMORIAL DR TERMINUS	EXTENSION OF DAVID MEMORIAL DRIVE FROM EXISTING END OF ROADWAY, NORTH TO SH 242	2033
628			HARRIS	HARRIS COUNTY	ELLA BLVD	SH 249	WEST RD	CONSTRUCT 4-LANE CONCRETE BLVD SECTION W/ BRIDGES & DRAINAGE	2033
18069			FORT BEND	TXDOT HOUSTON DISTRICT	FM 762	US 90A	FM 1640	VARIOUS ACCESS MANAGEMENT TREATMENTS; NEW INTERSECTION, MEDIANS, EXTENSION AND CLOSURE OF TURN LANES, INSTALL TRAFFIC SIGNALS AND SIGNAL TIMING OPTIMIZATION.	2033
18084	8003-12-006	A00121111	HARRIS	HARRIS COUNTY	GULF BANK ROAD	IH-45	HARDY TOLL ROAD	WIDEN FROM 2 LANE TO 4 LANE DIVIDED	2033
18072			HARRIS	CITY OF HOUSTON	HERMANN PARK DR	CAMBRIDGE ST	HERMANN DR	CONSTRUCT BIKE AND PEDESTRIAN OFF-STREET TRAILS AND DEDICATED ON-STREET BIKE LANES WITH IMPROVED STREET CROSSWALKS IN HERMANN PARK	2033
18411			MULTIPLE	UNSPONSORED	HOUSTON-GALVESTON TMA	VA	VA	OTHER ROADWAY SYSTEM PRESERVATION/REHABILITATION (FY 2033-FY 2045)	2033
18184			HARRIS	METRO	IH 10 W	WESTGREEN	FM 359	EXTENSION OF 2-LANE HOV FACILITY	2033
19024	0271-05-052		FORT BEND	TXDOT HOUSTON DISTRICT	IH 10 W	WALLER C/L	CANE ISLAND PKWY	CONSTRUCT 2 TWO LANE (EASTBOUND AND WESTBOUND) FRONTAGE ROADS ON NEW LOCATION.	2033

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18213			HARRIS	METRO	MEMORIAL CITY TRANSIT CENTER	GESSNER		NEW TRANSIT CENTER IN VICINITY OF GESSNER AND IH-10 WEST	2033
15311			MULTIPLE	METRO	METRO SERVICE AREA	VA	VA	REGIONAL VANPOOL PROGRAM: FY 2033-2045	2033
18068			MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 242	IH 45 N	FM 1485	INSTALLATION OF FIBER OPTIC CABLE ON SH 242	2033
18066			HARRIS	CITY OF HOUSTON	UPTOWN PARK BLVD	WOODWAY AT IH 610	POST OAK BLVD AT IH 610	CONSTRUCT 10' SHARED USE PATH. RECONSTRUCT PORTION OF NB TRAVEL LANES OF UPTOWN PARK BLVD. CONCEPT INCLUDES SAFETY ELEMENTS SUCH AS A SPEED TABLE. CONTINUE 10' SUP EAST ON POST OAK BLVD WITH PEDESTRIAN LIGHTING.	2033
11374	0050-08-095	A00073915	HARRIS	TXDOT HOUSTON DISTRICT	US 290	S OF TELGE	S OF SH 6	CONSTRUCT TWO 2-LANE DIRECT CONNECTORS (EB US 290 TO EB HEMPSTEAD MANAGED LANES AND WB HEMPSTEAD MANAGED LANES) TO WB US 290) (THESE ARE TWO PARALLEL FACILITIES)	2033
18071			HARRIS	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	WESTHEIMER RD	S. MAIN ST	SHEPHERD DR	RECONSTRUCT AS 3 LANES WITH EXPANDED SIDEWALK WIDTH (ROAD DIET), INTERSECTION IMPROVEMENTS WITH TURN LANES, TRAFFIC SIGNALS, ACCESS MANAGEMENT INCLUDING NEW BUS STOP & ON-STREET PARKING.	2033
532	0912-71-385	A00103736	HARRIS	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	AIRPORT BLVD W	CHIMNEY ROCK	HIRAM CLARKE RD	CONSTRUCT 4-LANE DIVIDED (RAISED MEDIAN) URBAN STREET ON NEW LOCATION (PASS)	2034
803			FORT BEND	TXDOT HOUSTON DISTRICT	FM 762	IH 69 S	CRABB RIVER RD	WIDEN 2-LANE TO 4-LANE DIVIDED	2034
12007			LIBERTY	TXDOT BEAUMONT DISTRICT	SH 105 BYPASS	SH 105 W OF CLEVELAND	SH 321 E OF CLEVELAND	WIDEN FROM 2 TO 4 LANES	2034
18081			HARRIS	UPPER KIRBY DISTRICT	ALABAMA ST W	BUFFALO SPEEDWAY	SHEPHERD DR	RECONSTRUCTION OF ALL PAVEMENT, SIDEWALKS, AND ADDITION OF A BIKE FACILITY	2035
669			BRAZORIA	BRAZORIA COUNTY	CR 129	SH 35	GALVESTON C/L	RECONSTRUCT AND WIDEN TO 4-LANE DIVIDED RURAL SECTION	2035
18078			LIBERTY	TXDOT BEAUMONT DISTRICT	FM 2052	IH 69	SL 573	ADD ADDITIONAL BRIDGE WIDTH TO FM 2025 BRIDGE AT US 59 FOR TURN LANES & INSTALL TURN LANES ON FM 2025 FROM US 59 TO SH 573	2035
17209	1414-02-008	A00107966	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 528	BS 35	SH 35 BYPASS	WIDEN FROM 2 TO 4 LANES	2035
4052	0978-02-034	A00104373	GALVESTON	TXDOT HOUSTON DISTRICT	FM 646	E OF SH 146 N	SH 146 N	WIDEN FROM 2 TO 4 LANES DIVIDED	2035

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18319			LIBERTY	TXDOT BEAUMONT DISTRICT	FM 787	AT TRINITY RIVER		FM 787 TRINITY RIVER BRIDGE RELOCATION IN LIBERTY COUNTY	2035
18088			GALVESTON	CITY OF GALVESTON	GALVESTON TRAFFIC MANAGEMENT CENTER (TMC)	AT SH 275; SH 342; SH 87; AND FM 3005	VA	INSTALL TRAFFIC MANAGEMENT SYSTEMS THROUGHOUT GALVESTON COUNTY INCLUDING TRAFFIC SIGNAL SYNCHRONIZATION EQUIPMENT, CAMERAS, AND DYNAMIC SIGNS	2035
18087			HARRIS	EAST END DISTRICT	GREATER EAST END MANAGEMENT DISTRICT	VA	VA	CONSTRUCT NEW 5' CONCRETE ADA ACCESSIBLE SIDEWALKS WITH RAMPS, LIGHTING AND LANDSCAPING ON NUMEROUS STREETS.	2035
11547	0912-72-569	A00104134	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	JONES RD	GESSNER RD	CONSTRUCT 4 MANAGED LANES WITH DC (NB - EB) TO SL 8 (TOLL)	2035
11565	0912-72-567	A00104132	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM	43RD ST/CLAY RD	CONSTRUCT 4 MANAGED LANES (TOLL)	2035
16334	0110-06-132	A00075418	HARRIS	TXDOT HOUSTON DISTRICT	IH 45	S OF WEST RD	N OF SL 8	RECONSTRUCT 8 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES TRANSITIONING INTO TWO ENTERING AND EXITING LANES AT REVERSIBLE HOV LANE NORTH OF SL8, AND RECONSTRUCT AND WIDEN FROM TWO 2 AND 3-LANES FRONTAGE ROADS TO TWO 2- AND 3- LANES FRONTAGE	2035
17220	0500-03-618	A00127117	HARRIS	TXDOT HOUSTON DISTRICT	IH 45	AT NASA 1 BYPASS INTERCHANGE		CONSTRUCT 2 DIRECT CONNECTORS (WB - SB, NB - EB)	2035
16331	0500-03-446	A00091358	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	AIRLINE DR	S OF SHEPHERD DR	RECONSTRUCT MAIN LNS, CONSTRUCT 4 MANAGED LNS, AND RECONSTRUCT AND WIDEN FROM TWO 2-LN FRONTAGE RDS TO TWO 3-LN FRONTAGE RDS (NHHIP SEG 1A)	2035
16335	0110-06-139	A00121511	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	S OF SHEPHERD DR	S OF WEST RD	RECONSTRUCT/WIDEN FROM 8 TO 10 MAINLANES, RECONSTRUCT/WIDEN FROM 1 TO 4 MANAGED LANES; RECONSTRUCT/WIDEN FROM TWO, 2- AND 3-LANE FRONTAGE ROADS TO TWO, 2- AND 3-LANE FRONTAGE ROADS. (NHHIP SEG 1C)	2035
18511	0500-03-595	A00120827	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 S	AT BROADWAY		INTERSECTION IMPROVEMENTS: CONSTRUCTION WILL INCLUDE LEFT TURN LANES, RIGHT TURN LANES, REHAB TRAFFIC CIRCLE TO INCLUDE PED/BIKE PATHS, CURB AND GUTTER, PROPOSED STORM SEWER ADJUSTMENTS AND TRAFFIC SIGNAL UPGRADES.	2035
14544	0271-16-152	A00128743	HARRIS	TXDOT HOUSTON DISTRICT	IH 610	AT SH 35		CONSTRUCT 4 DIRECT CONNECTORS (EB-SB, WB-SB, NB-WB, NB-EB)	2035
18199			FORT BEND	METRO	KATY FORT BEND RD	NEAR KINGSLAND BLVD		NEW PARK AND RIDE IN VICINITY OF KATY FORT BEND RD AND KINGSLAND BLVD	2035
187	0338-11-028	A00089301	MONTGOMERY	TXDOT HOUSTON DISTRICT	LP 336	E OF IH 45	FM 3083	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	2035
18082			LIBERTY	TXDOT BEAUMONT DISTRICT	SH 146	1.9 MILES N OF SL 227	US 90	WIDEN FROM 2 TO 4 LANES, ADD TURN LANES, AND DIAMOND GRIND PAVEMENT	2035

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MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
17222	0389-06-110	A00122988	GALVESTON	TXDOT HOUSTON DISTRICT	SH 146	FM 1764	FM 1765	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	2035
17223	0389-07-029	A00086979	GALVESTON	TXDOT HOUSTON DISTRICT	SH 146	FM 1765	GALVESTON WYE	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	2035
18083			CHAMBERS	TXDOT BEAUMONT DISTRICT	SH 146	IH 10 E	LYNCHBURG CANAL	RECONSTRUCT SH 146 FROM IH 10 TO LYNCHBURG CANAL IN CHAMBERS COUNTY. ACCESS MANAGEMENT TREATMENTS INCLUDE RAISED MEDIANS WITH TURN LANES, SIDEWALK, AND STREETScape IMPROVEMENTS.	2035
16349	0720-02-099	A00188132	MONTGOMERY	MONTGOMERY COUNTY	SH 249	FM 1774/FM 149 IN PINEHURST	HARRIS CL	WIDEN FROM 4-LANE TO 6-LANE TOLLWAY	2035
6065	1685-05-081	A00111163	HARRIS	TXDOT HOUSTON DISTRICT	SH 6	MEMORIAL DR	PIPING ROCK LN	RECONSTRUCT AND WIDEN FROM 6 LANES TO 8 LANES DIVIDED	2035
17227	1685-05-100	A00111253	HARRIS	TXDOT HOUSTON DISTRICT	SH 6	PIPING ROCK LN	RICHMOND AVE	WIDEN FROM 6 LANES TO 8 LANES	2035
17232	3510-07-006	A00117305	HARRIS	TXDOT HOUSTON DISTRICT	SH 99	AT IH 69 N		SEG G: CONSTRUCT 2 DCS (TOLL) (EB-SB, SB-WB)	2035
7562	1986-01-045	A00115380	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1314	SH 105	SH 242	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	2036
261	0187-05-036	A00077617	FORT BEND	TXDOT HOUSTON DISTRICT	SS 10	IH 69	SH 36	WIDEN TO 4-LANE DIVIDED ROADWAY	2036
17234	0114-11-083	A00121223	WALLER	TXDOT HOUSTON DISTRICT	US 290	WASHINGTON C/L	SH 6	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES	2036
10114	0027-08-146	A00068610	FORT BEND	TXDOT HOUSTON DISTRICT	US 90A	LP 762	FM 359	WIDEN FROM 4 TO 6-LANES DIVIDED (PHASE 3 OF 3)	2036
18158			MONTGOMERY	MONTGOMERY COUNTY	BIRNHAM WOODS DR	ELAN BOULEVARD	FULLER BLUFF DR	CONSTRUCT 5,900 FT OF SIDEWALK AND PEDESTRIAN BRIDGE.	2037
18152			HARRIS	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	BROADWAY ST	IH 45	SH 3	RECONSTRUCTION WITH LEFT-TURN BAYS, INTERSECTION IMPROVEMENTS, RAILROAD SAFETY MEDIANS, WIDENED SIDEWALKS, A BUFFERED BICYCLE FACILITY AND IMPROVED PARKING	2037
18159			CHAMBERS	TXDOT BEAUMONT DISTRICT	FM 1942	HATCHERVILLE RD	SH 146	INSTALLATION OF FIBER OPTIC COMMUNICATIONS CABLE FOR REAL TIME TRAFFIC MONITORING, SIGNAL ADJUSTMENTS, AND CONGESTION MANAGEMENT	2037

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MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18157			HARRIS	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	FUQUA ST W	COH LIMIT	CHIMNEY ROCK RD	RECONSTRUCT ROADWAY WITH ACCESS MANAGEMENT IMPROVEMENTS INCLUDING TURNING BAYS AT MEDIAN OPENINGS, TURN LANES, SIGNALIZED INTERSECTIONS, RELOCATION OF BUS STOPS AND DRIVEWAYS	2037
525	1524-01-047	A00113157	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 332	E OF FM 521	SH 288	WIDEN FROM 2 TO 4 LANES (FM 521 TO FM 2004) AND FROM 4 TO 6 LANES (FM 2004 TO SH 288)	2037
18403	0271-10-011	A00074989	FORT BEND	TXDOT HOUSTON DISTRICT	US 90	WALLER C/L	FM 1463	RECONSTRUCT 4 LANES AND OPERATIONAL IMPROVEMENTS (OPERATIONAL IMPROVEMENTS INCLUDE LEFT TURN BAY TO KATY HIGH SCHOOL, SHARED USE PATH (BIKE/PED), TRAFFIC SIGNAL IMPROVEMENTS AND RIGHT TURN LANE AT FM 1463.	2037
18154			FORT BEND	TXDOT HOUSTON DISTRICT	US 90A	BAMORE RD	HARLEM RD	ACCESS MANAGEMENT TREATMENTS INCLUDE CONSTRUCTION OF NEW INTERSECTION, INSTALLATION OF RAISED MEDIANS, DRIVEWAY MODIFICATIONS, ADDITION, EXTENSION AND CLOSURE OF TURN LANES, TRAFFIC SIGNAL INSTALLATION AND TRAFFIC SIGNAL TIMING OPTIMIZATION.	2037

Appendix E
Federal and State Funding
Categories

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Table E-1 Unified Transportation Program Funding Categories

FUNDING CATEGORY

1
Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p>Preventive Maintenance Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p>Rehabilitation Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p>	<p>Funding is allocated to each TxDOT district based on the following formulas:</p> <p>Preventive Maintenance A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <ul style="list-style-type: none"> 65% On-system lane miles 33% Pavement distress score factor 2% Square footage of on-system bridge deck area <p>Rehabilitation</p> <ul style="list-style-type: none"> 32.5% Three-year average lane miles of pavement with distress scores <70 20% vehicle miles traveled per lane mile (on system) 32.5% Equivalent single-axle load miles (on and off system and interstate) 15% Pavement distress scores pace factor 	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

FUNDING CATEGORY

2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION ALLOCATION OR DISTRIBUTION PROJECT SELECTION GUIDELINES

Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.

The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.

Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.

Each MPO shall receive an allocation of Category 2 based on the following formula:

Category 2 Metropolitan (2M)

Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs).

- 30% Total vehicle miles traveled (on and off system)
- 17% Population
- 10% Lane miles (on system)
- 14% Truck vehicle miles traveled (on system)
- 7% Percentage of census population below the federal poverty level
- 15% Based on congestion
- 7% Fatal and incapacitating crashes

Category 2 Urban (2U)

Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000).

Distribution Formula:

- 20% Total vehicle miles traveled (on and off system)
- 25% Population
- 8% Lane miles (on system)
- 15% Truck vehicle miles traveled (on system)
- 4% Percentage of census population below the federal poverty levels
- 8% Centerline miles (on system)
- 10% Congestion
- 10% Fatal and incapacitating crashes

MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)

Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.

Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast, because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.

Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

FUNDING CATEGORY

4

Statewide Connectivity Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> - Texas highway Trunk System - National Highway System (NHS) - Connections to major seaports or border crossings - national Freight network - hurricane evacuation routes <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> - Mobility corridors: high-traffic routes with potential need for additional roadway capacity - Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided - Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains 	<p>Category 4 Rural Connectivity Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p>Category 4 Urban Connectivity Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select Category 4 Rural projects in consultation with TxDOT’s Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.</p>

FUNDING CATEGORY

5

Congestion Mitigation and Air Quality Improvement

<p>Category 5 addresses attainment of national Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>TxDOT districts oversee the selection of MPO projects using a performance-based prioritization process that assesses mobility and air quality needs within a nonattainment area.</p>
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FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p>Highway Bridge Program For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p>Bridge Maintenance and Improvement Program For rehabilitation of eligible bridges on the state highway system.</p> <p>Bridge System Safety Program For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT’s Bridge Division, which selects projects statewide.</p>	<p>TxDOT’s Bridge Division selects projects using a performance-based prioritization process.</p> <p>Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p>Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/ improvement needs.</p> <p>Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>
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FUNDING CATEGORY

8

Safety

DESCRIPTION

Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.

Highway Safety Improvement Program (HSIP)

Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic highway Safety Plan (HSIP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.

Systemic Widening Program (SSW)

Statewide program to fund the widening of high-risk narrow highways on the state highway system.

Road to Zero (RTZ)

Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.

ALLOCATION OR DISTRIBUTION

Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.

PROJECT SELECTION GUIDELINES

HSIP

Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.

Road to Zero

Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:

Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.

Construction of infrastructure-related projects that provide safe routes for non-drivers.

MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT, MPOs, and FHWA.

TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.

For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT. Funds allocated to statewide use, as well as small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.

FUNDING CATEGORY

10

Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p>Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects.</p> <p>Carbon Reduction Program (CRP) Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.</p> <p>Federal Lands Access Program (FLAP) Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p>Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p>Green Ribbon Program Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Pedestrian Program Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.</p> <p>Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor’s Community Achievement Awards Program. The awards recognize participating cities’ or communities’ efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p>Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p>	<p>Supplemental Transportation Projects (Federal) Directed by federal legislation.</p> <p>Carbon Reduction Program TxDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to MPOs by population.</p> <p>Federal Lands Access Program Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p>Texas Parks and Wildlife Department (TPWD) Per Rider 21(c), funding is distributed as a statewide allocation.</p> <p>Green Ribbon Program Per Rider 15, allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p>Landscape Incentive Awards Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program.</p> <p>Railroad Grade Crossing and Replanking Program Condition of crossing’s riding surface and benefit to cost per vehicle using crossing.</p> <p>Railroad Signal Maintenance Program Based on number of crossings and type of automatic devices present at each.</p>	<p>For CRP, statewide projects are administered by TxDOT’s Transportation Planning & Programming Division whereas MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.</p> <p>For FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.</p> <p>Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p>ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division.</p> <p>Landscape Incentive Awards are managed by the TxDOT Design Division.</p>

FUNDING CATEGORY

10

Supplemental
Transportation
Programs

(continued)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Railroad Signal Maintenance Program Financial contributions to each railroad company in the state for signal maintenance.</p> <p>Safety Rest Area/Truck Parking This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system.</p> <p>Intelligent Transportation Systems (ITS) Improve Traffic Asset Management and Device Monitoring for better security controls.</p> <p>Category 10 Carbon Reduction In accordance with the federal IIJA, a new Carbon Reduction subprogram has been added to Category 10. Carbon Reduction funding is allocated to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.</p> <p>Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion using alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.</p>	<p>Safety Rest Area/Truck Parking Allocated to TxDOT's Maintenance Division, which selects projects statewide.</p> <p>Intelligent Transportation System Allocated to various TxDOT Divisions, which selects projects statewide.</p>	<p>The TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects. All projects are selected using a performance-based prioritization process.</p> <p>Safety Rest Area/Truck Parking projects are selected and managed by TxDOT's Maintenance Division.</p> <p>Intelligent Transportation System projects are selected and managed by TxDOT's various divisions.</p>

FUNDING CATEGORY

11

District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below.</p> <p>Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p>District Discretionary Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p>Energy Sector Safety and maintenance work on state highways impacted by the energy sector.</p> <p>Border State Infrastructure Funding Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p>District Safety District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors.</p> <p>Construction Cost Overruns/Change Order Provides additional funding for costs that are realized at letting and during construction.</p>	<p>District Discretionary Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:</p> <ul style="list-style-type: none"> 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>Energy Sector Allocation formula based on the following weighted factors:</p> <ul style="list-style-type: none"> 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% number of well completions 10% volume of oil and gas waste injected <p>Border State Infrastructure Funding Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>District Safety</p> <ul style="list-style-type: none"> 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate <p>Construction Cost Overruns/Change Order Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.</p>	<p>TxDOT Districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p>The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p>Border State Infrastructure Funding Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> - number of land border ports of entry - number of incoming commercial trucks and railcars - number of incoming personal motor vehicles and buses - Weight of incoming cargo by commercial trucks

FUNDING CATEGORY

12

Strategic
Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none">- Congestion and connectivity- Economic opportunity- Energy sector access- Border and port connectivity- Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report- The ability to respond to both man-made and natural emergencies <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p>Texas Clear Lanes This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.</p>

Table E-2 Federal Transit Administration Funding Categories

FUNDING CATEGORY	DESCRIPTION	ALLOCATION OR DISTRIBUTION
<p>1</p> <hr/> <p>Section 5303/5304 Planning Grants</p>	<p>Provides formula funding and procedural requirements for multimodal transportation planning in metropolitan areas and states.</p> <p>Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.</p>	<p>State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs.</p>

FUNDING CATEGORY

2

Section 5307 Urbanized Area Formula Grants

DESCRIPTION	ALLOCATION OR DISTRIBUTION
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The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.

Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials and providers of publicly owned public transportation service shall select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area. Funding for urbanized areas with a population of between 50,000 and 199,999 is made available to a State's or territory's governor or governor's designee. For urbanized areas with a population of less than 200,000, the governor or governor's designee is responsible for receiving and apportioning funds to eligible projects and recipients.

FUNDING CATEGORY

3

Section 5309 Capital Investment Grants

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.

For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment.

FUNDING CATEGORY

4

Section
5310
Capital
Investment
Grants

DESCRIPTION

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complimentary paratransit services.

ALLOCATION OR DISTRIBUTION

States, local government authorities, and designated recipients are direct recipients; Eligible subrecipients include private nonprofit organizations, states or local government authorities, and operators of public transportation. Operators of public transportation are entities that provide regular continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low-income. Operators of public transportation are eligible as subrecipients for nontraditional Section 5310 projects.

FUNDING CATEGORY

5

Section
5311
Formula
Grants for
Rural Areas

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Eligible recipients include states and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

FUNDING CATEGORY

6

Section
5337 State
of Good
Repair
Grants

DESCRIPTION	ALLOCATION OR DISTRIBUTION
<p>The formula component of the State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas. Additionally, State of Good Repair formula grants are eligible for developing and implementing Transit Asset Management plans. An urbanized area is one that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census, as an 'Urban Area' with a population of 50,000 or more.</p>	<p>Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials, and providers of publicly owned public transportation service select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area.</p>

FUNDING CATEGORY

7

Section
5339
Grants for
Buses and
Bus
Facilities

DESCRIPTION	ALLOCATION OR DISTRIBUTION
<p>The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.</p>	<p>Eligible applicants for the Buses and Bus Facilities Program include designated recipients that allocate funds to fixed-route bus operators, States (including territories and Washington D.C.) or local governmental entities that operate fixed route bus service, and Indian tribes.</p> <p>Eligible subrecipients include all otherwise eligible applicants and private nonprofit organizations engaged in public transportation.</p>

Appendix F

MPO Self Certification

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Appendix F – MPO Self Certification

Section 450.336 of the Metropolitan Planning Rules (**23 CFR Part 450**) requires that at least every 4 years, the Metropolitan Planning Organization (H-GAC) and the Texas Department of Transportation certify that the planning process is addressing the major issues facing the area and is being conducted in accordance with applicable federal laws and regulations. The requirements are contained in the following legislation and regulations:

1. 23 U.S.C. 134, 49 U.S.C. 5303, The Metropolitan Planning Rules

These laws and regulations provide the legal framework for conducting the transportation planning process in Metropolitan Planning Areas. They direct the process for developing transportation plans, programs and activities and promote the safe and efficient management, operation and development of multimodal transportation systems through a continuing, cooperative, and comprehensive planning process.

2. The Clean Air Act (42 U.S.C.7504, 7506(c) and (d), 23 U.S.C. 134, 40 CFR 93

In non-attainment and maintenance areas, these laws and regulations discuss the planning and development of an air quality State Implementation Plan and require an air quality conformity analysis to demonstrate that the transportation plans and programs are consistent with the objectives of the State Implementation Plan.

3 Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in all federally assisted programs. Subsequent laws and Presidential Executive Orders have added handicap, sex, age, and income status to the criteria for which discrimination is prohibited. Furthermore, recipients of federal funding must make environmental justice a part of their agency mission and ensure that individuals are not denied benefits or the opportunity to participate in the public discourse because they have limited English language communication skills.

4 49 U.S.C. 5332

This section states a person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of their race, color, religion, national origin, sex, disability, or age.

5 Section 1101(b) of the FAST Act –LU (Pub. L. 114-357) and 49 CFR part

26 These sections provide the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

6. 23 CFR part 230

This section provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

7. The American Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq)

This Act, along with the Department of Transportation (DOT) regulations “Transportation for Individuals with disabilities” (49 CFR Part 27, 37, and 38), prohibit discrimination against people with disabilities in employment, transportation, public accommodation, communications, governmental activities, and at commercial facilities.

8. The Older Americans Act, as amended (42 U.S.C 6101)

This act prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance.

9. Section 324 of title 23 U.S.C.

This section prohibits discrimination based on gender.

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794), 49 CFR part 27

This section prohibits discrimination against individuals with disabilities.

The certification of these requirements by the H-GAC Metropolitan Planning Organization and the Texas Department of Transportation follow.



Resolution

NO. 2024-15

TEXAS DEPARTMENT OF TRANSPORTATION METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Infrastructure Investment and Jobs Act (IIJA), the Texas Department of Transportation and the Transportation Policy Council of the Houston-Galveston Area Council, Metropolitan Planning Organization for the Houston and the The Woodlands-Conroe Transportation Management Areas, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 Subpart C;
2. In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Eliza Paul
Eliza Paul, P.E. District Engineer
Texas Department of Transportation
Houston District

6/28/24
Date

Martin N. Gonzales, P.E.
Martin Gonzales, P.E. District Engineer
Texas Department of Transportation
Beaumont District

6/28/24
Date

Justin Beckendorff
Hon. Justin Beckendorff, Chairman
Transportation Policy Council

6/28/24
Date

Nancy Arnold
Hon. Nancy Arnold, Secretary
Transportation Policy Council

6/28/24
Date

Appendix G
MPO Designation Agreement

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STATE OF TEXAS
OFFICE OF THE GOVERNOR
AUSTIN, TEXAS 78711

WILLIAM P. CLEMENTS, JR.
GOVERNOR

MEMORANDUM

TO: Metropolitan Planning Organization Points of
Contact

FROM: Allan Rutter, ^{CR} Governor's Office of Budget and
Planning

DATE: September 9, 1988

SUBJECT: Returned Copies of Signed MPO Designation
Agreements

Enclosed you will find your copy of the signed agreement which designates your group as the Metropolitan Planning Organization for your urbanized area. Keep this in a safe place, since this will be the last time we have to perform this particular task.

I appreciate your patience and cooperation with this final iteration of the MPO redesignation process. Please continue to send me copies of MPO documents and products which you think would be of interest. Do not hesitate to contact me if you need to revise or change these agreements at any point in the future.

RECEIVED

SEP 12 1988

ADMINISTRATION

AGREEMENT

RECEIVED
AUG 29 1988
GOVERNOR'S BUDGET OFFICE

STATE OF TEXAS
COUNTY OF TRAVIS

THIS AGREEMENT Made this 9th day of Sept., A.D., 1988, by and between the Office of the Governor, State of Texas, acting by and through the Office of Budget and Planning, Party of the First Part, and the
HOUSTON-GALVESTON AREA COUNCIL

_____, Party of the Second Part:

WITNESSETH

WHEREAS, the Federal-Aid Highway Act of 1973 in Section 112 allocates planning funds to Metropolitan Planning Organizations to support the urban transportation planning process; and

WHEREAS, the Federal Highway Administration (in accordance with Section 112 of the Federal-Aid Highway Act of 1973) and the Urban Mass Transportation Administration (in accordance with Section 8 of the Urban Mass Transportation Administration Act of 1964, as amended) intend to fund the same designated metropolitan planning organization in each metropolitan area; and

WHEREAS, The Federal Aviation Administration intends to consider this agency for the receipt of airport system planning funds under Section 13 of the Airport and Airway Development Act of 1970 as amended; and

WHEREAS, it is the desire of the parties that urban transportation planning be integrated to the maximum extent possible with other areawide planning in the metropolitan area; and

WHEREAS, the successful implementation of urban transportation planning requires the assistance and concurrence of all local governments in the metropolitan area.

NOW THEREFORE, it is hereby agreed that the use of funds made available under Section 112 of the Federal-Aid Highway Act of 1973 shall be governed by the organization and responsibilities as set out in the following paragraphs:

I. Organization

The HOUSTON-GALVESTON AREA COUNCIL

shall be the Metropolitan Planning Organization for transportation planning in the HOUSTON/GALVESTON, TEXAS CITY, AND LA MARQUE urbanized area.

The Metropolitan Planning Organization shall:

- A. Develop or assist in the development of a multi-modal transportation planning process. Prepare a Unified Work Program which would specify the use of Section 112 funds or in those regions where a Unified Work Program is not required, prepare a plan for the use of these monies, and submit the Unified Work Program or plan for approval to the Committee established pursuant to Section 134 of Chapter 1 of Title 23 United States Code.
- B. Insure that transportation planning in the urbanized area is successful, coordinated, and integrated with other comprehensive planning in the State Planning Region.
- C. Use the Committee structure established pursuant to Section 134 of Chapter 1 of Title 23 U. S. C. as the group responsible for giving the Metropolitan Planning Organization overall transportation policy guidance.

II. Section 112 of the 1973 Federal-Aid Highway Act authorizes additional funds for the purpose of carrying out the provisions of Section 134 of Chapter 1, of Title 23 U. S. C. Therefore, first consideration for the distribution of Section 112 funds will be given to planning efforts being conducted by cities, counties, and regional councils of governments who are assigned responsibility for basic elements of the urban Transportation Study Agreements established by the State Department of Highways and Public Transportation pursuant to Section 134 of Chapter 1 of Title 23 U. S. C.

III. This agreement shall in no way establish any activity or process that would infringe upon or interfere with the statutory obligation of the State Department of Highways and Public Transportation.

IV. The Metropolitan Planning Organization will contract with the State Department of Highways and Public Transportation for Section 112 Planning Funds. The expense involved in urban transportation planning will be assumed by the Metropolitan Planning Organization or agencies with which the Metropolitan Planning Organization has subcontracted to accomplish work identified in the approved Unified Work Program or plan for the use of Section 112 funds. Vouchers for completed work under the annual Unified Work Program or plan utilizing Section 112 funds will be audited and approved by the State Department of Highways and Public Transportation according to federal and state requirements. Reimbursement will be made on a periodic basis.

V. This agreement may be renegotiated as necessary to meet changing conditions or terminated by either party upon 30 days notice.

VI. This agreement will remain in full force and effect until such time as the HOUSTON-GALVESTON AREA COUNCIL is no longer the designated Metropolitan Planning Organization or unless terminated as provided in Item V above.

IN WITNESS WHEREOF, the Parties have hereunto affixed their signatures on the dates indicated.

Party of the First Part
OFFICE OF THE GOVERNOR
STATE OF TEXAS

Party of the Second Part

BY: H.P. Clements

BY: Jack Steele
Jack Steele
Executive Director

Date: September 9 1988

Date: August 24, 1988

RECOMMENDATION FOR EXECUTION:

Title Steve Howard
Steve Howard
Director, Program Operations

Appendix H

Transportation Conformity

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Appendix H — Transportation Conformity

The FY 2027-2030 TIP relies upon a Transportation Conformity Determination approved by the Transportation Policy Council on October 24, 2025. For more information, please visit the H-GAC transportation conformity website at: [Transportation Conformity | Houston-Galveston Area Council \(H-GAC\)](#).

Appendix I
Active FTA Letters of No
Prejudice

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Appendix I — Active FTA Letters of No Prejudice

FTA Pre-Award Authority

The Federal Transit Administration (FTA) has developed two processes that allow grant recipients to incur costs using non-federal resources in advance of grant approval. These expenditures may subsequently be reimbursed using federal funds (or used as credit toward the required non-federal share) after a grant is approved. These provisions are generally referred to as ‘pre-award authority’.

It is important to note that exercising pre-award authority involves considerable risk. There is no guarantee federal funds will be available or awarded for reimbursement and costs incurred must meet all federal planning, environmental, and procurement requirements, (as if federal grant funds are being used) as well as any program-specific requirements that may exist. All expenditures made under pre-award authority are subject to audit and potential disallowance.

Automatic Pre-Award Authority

In cases where FTA has determined specific pre-approval is not necessary, recipients may incur costs under ‘automatic’ pre-award authority. The list of eligible activities and conditions precedent for the use of automatic pre-award authority is revised each year and published in the Federal Register as part of FTA’s annual notice of funding apportionments.

Automatic pre-award authority is generally restricted to activities where (1) substantial certainty surrounds the availability of future federal funds, such as 5307 formula funds, or (2) the recipient is pursuing funding support under a process where significant FTA involvement/oversight is involved (e.g. New Starts/Small Starts).

While FTA has continually expanded the list of eligible programs and activities which qualify for automatic pre-award authority, funds transferred from the highway account (CMAQ/STP/etc.) are currently not covered by these provisions.

Letter of No Prejudice (LONP)

In all other cases, specific FTA approval is required before expenses may be incurred using non-federal resources. The approval document issued by FTA is a Letter of No Prejudice (LONP).

LONPs must meet the same conditions as automatic pre-award authority and will only be issued following completion of the environmental review process.

LONPs are intended to allow *time-sensitive critical-path* project activities to occur using local funds in advance of federal grant funds being available for reimbursement. As such, LONPs expire after a specific period of time, generally limited to five years.

Given this purpose and significant constraints, LONPs are most valuable when a significant local project investment is imminent **and** federal funds are likely to be available to continue project implementation within the five-year period covered by the LONP.

If local funds are not available to make an investment in the project, or if federal funds are not likely to be available within five years of the local investment, an LONP provides little or no value.

The following examples illustrate situations where LONPs are appropriate:

- **Long-lead items:** The time required to procure certain long-lead items, such as transit vehicles or proprietary equipment, may necessitate initiating these activities prior to grant approval.
- **Final design:** A recipient may wish to undertake engineering and design activities upon the completion of environmental review so construction may begin immediately upon grant approval.

Documentation of LONPs in the RTP and TIP

Project sponsors within the Houston-Galveston region have made greater use of FTA pre-award authority, particularly Letters of No Prejudice, over the past few years. In order to ensure the planning requirement conditions for LONP issuance are being satisfied, H-GAC issued a memorandum to transit funding recipients in the region detailing a new process for the treatment of LONPs in the TIP and RTP.

Under this new process, proposed LONPs which represent multi-year capital programs will be considered for inclusion in the RTP. As is the case for roadway projects, documentation of financial responsibility will be required to support the inclusion of an LONP project in the RTP.

As local funding commitments are made or federal grant funds are secured to implement the LONP project, the funded scope elements will be programmed in the TIP. In addition, active and proposed LONPs will be included in an appendix to the TIP for the purpose of facilitating federal approvals and authorizations.



U.S. Department
of Transportation

**Federal Transit
Administration**

Federal Transit Administration
Region 6

Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

October 22, 2021

Thomas C. Lambert
President and Chief Executive Officer Metropolitan
Transit Authority of Harris County
1900 Main Street, Houston, Texas 77002

Re: Approval of Authority to Incur Costs Prior to Grant Approval – Houston METRO: Design and Construction for 82-Westheimer Bus Operations Optimized System Treatments (BOOST) Corridor


Dear Mr. Lambert:

The Federal Transit Administration (FTA) has completed its review of the letter and supporting documentation from Houston METRO, dated September 9, 2021, requesting a Letter of No Prejudice (LONP) allowing it to proceed to incur costs for design and construction on the 82-Westheimer BOOST Corridor in Houston, Texas. The LONP request includes design and construction costs in an amount not to exceed \$32,959,660.

This approval allows Houston METRO to incur costs for the project described above that may be eligible for future FTA grant assistance. As with any pre-award authority, all Federal requirements must be met prior to incurring costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur costs provided in this letter does not constitute an FTA commitment that future Federal funding will be approved for this project. This LONP expires five years from the date of this approval. Any request to extend this LONP must be received by FTA in advance of its expiration.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817- 978-0576 or Ronisha.Hodge@dot.gov, with any questions you may have.

Sincerely,

**DONALD R
KOSKI**  Digitally signed by
DONALD R. KOSKI
Date: 2021.10.22
15:23:34 -05'00'

Donald R. Koski
Acting Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

Federal Transit Administration
Region VI

Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

March 23, 2022

Clint B. Harbert, AICP
Vice President – System & Capital Planning
Metropolitan Transit Authority of Harris County
1900 Main Street, Houston, Texas 77002

Re: Approval of Authority to Incur Costs Prior to Grant Approval – Houston METRO: Construction only for 56-Airline/Montrose & 54-Scott Bus Operations Optimized System Treatments (BOOST) Corridors

Dear Mr. Harbert:

The Federal Transit Administration (FTA) has completed its review of the letter and supporting documentation from Houston METRO dated February 25, 2022 requesting a Letter of No Prejudice (LONP) allowing it to proceed to incur costs for construction only on the 56-Airline/Montrose & 54-Scott Bus BOOST Corridors in Houston, Texas. The LONP request includes construction costs for the 56-Airline/Montrose corridor in an amount not to exceed \$19,695,203 and the 54-Scott corridor in an amount not to exceed \$15,896,305. The complete proposed project will implement a more efficient, reliable, and frequent transit service. These projects include elements such as: stop optimization/consolidation/relocation/far side boarding, near-level boarding, 2-door boarding, new shelters, accessibility enhancements, stop beacons, safe crossings, sidewalks, transit signal priority preemption, enhanced passenger information, and bus-only lanes where feasible. This project is currently listed in the Houston-Galveston Area Council Transportation Improvement Program and the State Transportation Improvement Program. These projects have also been environmentally cleared on June 2, 2020. FTA has approved this request.

This approval allows Houston METRO to incur costs for the projects described above and retains the project's eligibility for future FTA grant assistance. As with all pre-award authority, all Federal requirements must be met prior to incurring costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur costs provided in this letter does not constitute an FTA commitment that future Federal dollars will be approved for this project. This LONP expires five years from the date of approval.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, with any questions you may have.

Sincerely,

GAIL C
LYSSY

Digitally signed by GAIL C
LYSSY
Date: 2022.03.23
09:27:22 -05'00'

Gail Lyssy
Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VI
Arkansas,
Louisiana, New
Mexico,
Oklahoma, Texas

819 Taylor St. Room 14A02
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

August 10, 2023

Alan Clark
Chief Strategy Officer
Metropolitan Transit Authority of Harris County
1900 Main Street, Houston, Texas 77002

Re: Approval of Authority to Incur Costs Prior to Grant Award – Houston METRO: Purchase of 160 Clean Diesel Buses

Dear Mr. Clark:


The Federal Transit Administration (FTA) has completed its review of the letter and supporting documentation from Houston METRO dated August 7, 2023 requesting a Letter of No Prejudice (LONP) in order to proceed to incur qualifying non-federal costs for the purchase of 160 clean diesel buses (Project). The total Project cost is estimated to be \$115,080,000. The Project is included in the 2045 Regional Transportation Plan and FY 2019-2022 Houston-Galveston Area Council Transportation Improvement Program and the State Transportation Improvement Program. Houston METRO submitted a request to H-GAC to amend the FY 2023-2026 TIP/STIP.

Based on the information contained in Houston METRO's letter and the supporting documentation regarding the Project, Houston METRO may incur qualifying Project costs and retains eligibility for future FTA grant assistance. As with all pre-award authority, all federal requirements must be met prior to incurring any Project costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur Project costs provided in this LONP does not constitute any FTA commitment or representation that future federal dollars will be approved for this Project. This LONP expires five years from the date of approval.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, with any questions you may have.

Sincerely,

GAIL C
LYSSY

 Digitally signed by GAIL C
LYSSY
Date: 2023.08.10
13:47:26 -0500

Gail Lyssy
Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

Federal Transit Administration
Region VI

Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

December 16, 2025

Mr. Clint Harbert
Vice President/Chief Transit Planner
Metropolitan Transit Authority of Harris County, Texas
1900 Main St.
Houston, Texas 77208

Re: Request for a Letter of No Prejudice (LONP) – METRO Police Department Headquarters Project

Dear Mr. Harbert:

The Federal Transit Administration (FTA) has completed its review of the letter dated December 15, 2025, and supporting documentation from the Metropolitan Transit Authority of Harris County (Houston METRO), which requests an LONP to incur qualifying costs for the METRO Police Department Headquarters Project (Project). This Project involves designing, purchasing, and renovating existing facilities located at 2520 Main St, Houston, Texas 77002 and 801 McGowen St, Houston, Texas 77006. The renovation will include administrative offices, a dispatch center, training/briefing rooms, a gun range, evidence storage, short-term holding areas, and secured parking for the METRO Police Department. The total Project cost is \$42,659,815. The Project is included in a federally approved State Transportation Improvement Program and has been environmentally cleared via categorical exclusion by FTA on October 1, 2025.

Based on the information contained in Houston METRO's letter and the supporting documentation regarding the Project, Houston METRO may incur qualifying Project costs and retain eligibility for future FTA grant assistance. As with all pre-award authority, all federal requirements must be met prior to incurring any Project costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur Project costs provided in this LONP does not constitute any FTA commitment or representation that future federal dollars will be approved for this Project. This LONP expires five years from the date of this letter.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, with any questions.

Sincerely,

GAIL CHRISTINE LYSSY
Digitally signed by GAIL
CHRISTINE LYSSY
Date: 2025.12.16
15:04:44 -0500

Gail C. Lyssy
Regional Administrator



U.S. Department
of Transportation
**Federal Transit
Administration**

Federal Transit Administration
Region VI

Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

February 19, 2026

Mr. Thomas Jasien
Interim Chief Executive Officer and President
Metropolitan Transit Authority of Harris County, Texas
1900 Main Street
Houston, TX 77208

Re: Letter of No Prejudice (LONP) Request – Construction for Northline Transit Center

Dear Mr. Jasien:

The Federal Transit Administration (FTA) has completed its review of the documentation submitted February 9, 2026, and the letter submitted January 28, 2026 from the Metropolitan Transit Authority of Harris County (METRO), which requests a LONP to incur qualifying costs for the construction of the Northline Transit Center Project (the Project). This Project involves the reconfiguration of an existing transit center by expanding bus bays, adding passenger amenities, constructing an operations building, and adding sidewalks, lighting, and landscaping. The total project cost is \$26,397,000. The Project is included in the State Transportation Improvement Program and is environmentally cleared via categorical exclusion.

Based on the information contained in METRO's letter and the supporting documentation regarding the Project, METRO may incur qualifying Project costs and retain eligibility for future FTA grant assistance. As with all pre-award authority, all federal requirements must be met prior to incurring any Project costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur Project costs provided in this LONP does not constitute any FTA commitment or representation that future federal dollars will be approved for this Project. This LONP expires five years from date of this letter.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817-978-0576 or ronisha.hodge@dot.gov, with any questions.

Sincerely,

Gail C. Lyssy
Regional Administrator

Appendix J

Statewide Program

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Appendix J — Statewide Programs

Statewide Programs – “Grouped CSJs”

In cooperation with the Federal Highway Administration, TxDOT developed statewide programs identified by statewide CSJs to maximize the provisions for grouping projects that are not determined to be regionally significant in one line item, as allowed for in Title 23 USC Section 135 Statewide Planning. A table of the eligible funding categories and corresponding statewide CSJs can be found in **Table J-1**.

The use of statewide CSJs for these categories provides a more efficient method of programming and letting projects in these categories of work (such as bridge replacement, safety, or landscaping) and decreases the necessity for TIP/STIP revisions.

These projects are exempt from conformity/regional emissions analysis and typically require limited environmental documentation (categorical exclusion). It is important to note that non-attainment areas will not have any added capacity projects, phases of added capacity projects, or CMAQ projects funded under statewide CSJs.

A list of the grouped projects can be found in Table J-2.

**TABLE J-1
2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM
STATEWIDE CSJs**

PROPOSED CSJ	STATEWIDE PROGRAM / GROUPED PROJECT CATEGORY	DEFINITION
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.

<p>5000-00-952</p> <p>5000-00-957</p> <p>5000-00-958</p>	<p>Preventive Maintenance and Rehabilitation</p>	<p>Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation (See Note 3).</p>
<p>5000-00-954</p>	<p>Railroad Grade Separations</p>	<p>Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.</p>
<p>5000-00-919</p>	<p>Recreational Trails Program</p>	<p>Off Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.</p>

5000-00-951	Right of Way Acquisition	<p>Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.</p>
5800-00-950	Safety	<p>Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.</p>

5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

PROJECTS GROUPED IN STATEWIDE PROGRAMS															
MPOID	CSJ #	SPONSOR	COUNTY	STREET	FROM	TO	PROJECT DESCRIPTION	FISCAL YEAR	PROJEC STATUS	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	TOTAL	TDCs
19066	0912-72-795	CITY OF BELLAIRE	Harris	BELLAIRE BLVE, Bissonnet St, South Rice Ave, Newcastle St, Chimney Rock Rd, Fournace Pl	VA	VA	ENGINEERING/ENVIRONMENTAL (DEVELOPMENT PHASE ONLY) FOR PAVEMENT CONDITION ANALYSIS	2026	GROUPED	7-STBG	\$75,000	\$0	\$0	\$75,000	15,000
7127	0912-00-560	CITY OF PEARLAND	Brazoria	CLEAR CREEK TRAIL	UH CLEAR LAKE PEARLAND CAMPUS	N OF HUGHES RD	ENGINEERING FOR CONSTRUCTION OF 10 FT MULTIUSE TRAIL	2027	GROUPED	9-TASA	\$788,000	\$0	\$197,000	\$985,000	0
7641	0912-00-560	CITY OF PEARLAND	Brazoria	CLEAR CREEK TRAIL	UH CLEAR LAKE PEARLAND CAMPUS	N OF HUGHES RD	CONSTRUCT 10-FOOT MULTI USE TRAIL	2027	GROUPED	9-TASA	\$6,478,400	\$0	\$1,619,600	\$8,098,000	0
19061	0981-02-012	CITY OF FRIENDSWOOD	Harris	E Parkwood DR/FM 528	At Winding Way	NULL	CONSTRUCT NEW RIGHT TURN LANE	2026	GROUPED	7-STBG	\$678,042	\$0	\$0	\$678,042	135,608
19060	0976-03-120	CITY OF FRIENDSWOOD	Harris	FM 518	AT FM 528	NULL	REPLACE SINGLE LEFT TURN LANE WITH DUAL LEFT TURN LAND	2026	GROUPED	7-STBG	\$484,617	\$0	\$0	\$484,617	96,923
19062	0981-01-122	CITY OF FRIENDSWOOD	Harris	FM 528	AT BAY AREA BLVD	NULL	CONSTRUCT NEW LEFT TURN LANE	2026	GROUPED	7-STBG	\$1,235,700	\$0	\$0	\$1,235,700	247,140
19063	1414-01-024	CITY OF FRIENDSWOOD	Harris	FM 528	AT SUNSET	NULL	STRIPING TO ADD MIDDLE LANE	2026	GROUPED	7-STBG	\$61,492	\$0	\$0	\$61,492	12,298
19028	0912-34-235	FORT BEND COUNTY PUBLIC TRANSPORTATION	Fort Bend	FORT BEND COUNTY	VA	VA	ACQUIRE 9 TRANSIT VEHICLES FOR PHASE II OF NEW DOWNTOWN SERVICE	2026	GROUPED	10-MISC	\$3,423,388	\$0	\$0	\$3,423,388	684,678
7739	0912-73-219	CITY OF GALVESTON	Galveston	GALVESTON CBD	Harborside Drive to Church Street	19th Street to 27 th Street	ENHANCE CONNECTIVITY BY CONSTRUCTING BIKE LANES (NO REDUCTION IN TRAVEL LANES), PUBLIC TRANSIT STOP IMPROVEMENTS, DRAINAGE ENHANCEMENTS, LIGHTING, WAKE BREAKS, AND SHADE STRUCTURES. ALSO, REPAIR OF THE TROLLEY TRACK SWITCHES FOR UTMB-DOWNTOWN STREETCAR	2026	GROUPED	7-STBG	\$24,000,000	\$0	\$0	\$24,000,000	4,800,000
19065	0912-34-240	CITY OF SUGAR LAND	Fort Bend	GANNOWAY LAKE TRAIL	VOSS RD	CULLINAN PARK	CONSTRUCT CONCRETE TRAIL	2026	GROUPED	7-STBG	\$3,827,204	\$0	\$0	\$3,827,204	765,441
17123	0912-72-398	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	Harris	HCFC CHANNEL	DAIRY ASHFORD RD S	SL 8/ARTHUR STOREY PARK	DESIGN FOR 10-FOOT MULTIUSE TRAIL AND ASSOCIATED INTERSECTION, SAFETY, SIGNAGE, AND AMENITIES (LANDSCAPING, BENCHES, ETC.)	2028	GROUPED	9-TASA	\$351,200	\$0	\$87,800	\$439,000	0
19058	3595-01-027	CITY OF GALVESTON	Galveston	SH 275	AT 33rd ST	NULL	INSTALLATION OF A NEW TRAFFIC SIGNAL AT 33RD STREET AND HARBORSIDE DRIVE	2026	GROUPED	7-STBG	\$540,000	\$0	\$0	\$540,000	108,000
19059	3595-01-028	CITY OF GALVESTON	Galveston	SH 275	AT 16TH ST	NULL	INSTALLATION OF A NEW TRAFFIC SIGNAL AT 16TH STREET AND HARBORSIDE DRIVE	2026	GROUPED	7-STBG	\$525,000	\$0	\$0	\$525,000	105,000
19064	0192-01-109	CITY OF MISSOURI CITY	Fort Bend	SH 6	AT TOWNSHIP LN	NULL	INSTALLATION OF NEW MAST ARM TRAFFIC SIGNAL	2026	GROUPED	7-STBG	\$680,000	\$0	\$0	\$680,000	136,000
19029	0912-73-240	GULF COAST TRANSIT DISTRICT	Galveston	TEXAS CITY MAINTENANCE FACILITY	AT 33RD ST N	NULL	OPERATIONS AND MAINTENANCE FACILITY FOR TRANSIT BUSES	2026	GROUPED	10-MISC	\$7,556,640	\$0	\$0	\$7,556,640	1,511,328
19046	0912-34-239	CITY OF MISSOURI CITY	Fort Bend	TEXAS PKWY/FM 2234	AT INDEPENCE & MISSOURI CITY DR	NULL	REPLACE EXISTING GRAVEL TRAIL WITH CONCRETE ENHANCING ACCESS TO TRANSIT	2026	GROUPED	7-STBG	\$1,100,000	\$0	\$0	\$1,100,000	220,000
19057	0912-73-241	CITY OF GALVESTON	Galveston	VA	VA	VA	REPLACE EXISTING TRAFFIC SIGNAL AND INSTALL NEW GUARD RAIL	2026	GROUPED	7-STBG	\$400,000	\$0	\$0	\$400,000	80,000
19068	0912-72-796	CITY OF HOUSTON	Harris	WAUGH DR	AT MEMORIAL DR & BUFFALO BAYOOO	NULL	ENGINEERING/ENVIRONMENTAL (DEVELOPMENT PHASE ONLY) FOR PEDESTRIAN AND BICYCLE CONNECTIONS	2026	GROUPED	7-STBG	\$2,500,000	\$0	\$0	\$2,500,000	500,000
19207	0912-72-823	CITY OF HOUSTON	Harris	CITY OF HOUSTON	VA	VA	INSTALL 10 PEDESTRIAN HYBRID BEACONS ALONG WITH HIGH-VISIBILITY CROSSWALK, PEDESTRIAN WARNING SIGNAGE, INSTALL NEW CURB RAMPS, AND WIDEN EXISTING MEDIAN TO IMPROVE PEDESTRIAN SAFETY (CROSSING THE STREET)	2026	GROUPED	7-STBG	\$3,000,000	\$0	\$0	\$3,000,000	600,000
19216	-	CITY OF LEAGUE CITY	Harris	CITY OF LEAGUE CITY	VARIOUS INTERSECTIONS	VA	INSTALL 253 CROSSWALK PUSH BUTTONS, 362 COUNT DOWN LED LAMPS, AND UPDATED SIGNAL HEADS W/ REFLECTIVE BACK PLATES AT VARIOUS INTERSECTIONS. REPLACE 3 FIVE SECTION HEADS, 114 FOUR SECTION HEADS, AND 367 THREE SECTION HEADS	2026	GROUPED	7-STBG	\$3,919,550	\$0	\$0	\$3,919,550	783,910

MPOID	CSJ #	SPONSOR	COUNTY	STREET	FROM	TO	PROJECT DESCRIPTION	FISCAL YEAR	PROJEC STATUS	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	TOTAL	TDCs
19203	0912-37-264	MONTGOMERY COUNTY	Montgomery	DOBBIN HUFFSMITH RD	FM 2978	SP 149	RECONSTRUCTION FROM 2 LANES TO 2 LANES	2026	GROUPED	7-STBG	\$14,250,000	\$0	\$0	\$14,250,000	2,850,000
19213	1421-01-028	TXDOT BEAUMONT DISTRICT	Liberty	FM 1413	US 90 S	SH 146	FULL DEPTH BASE REPAIR, AND OVERLAY	2026	GROUPED	7-STBG	\$5,100,000	\$0	\$0	\$5,100,000	1,020,000
19221	1421-01-027	TXDOT BEAUMONT DISTRICT	Liberty	FM 1413	US 90 S	HATHCHERVILLE RD	SAFETY TREAT FIXED OBJECTS AND INSTALL MILLED EDGE LINE RUMBLE STRIPS.	2026	GROUPED	7-STBG	\$2,330,423	\$0	\$0	\$2,330,423	466,085
19220	1023-01-040	TXDOT BEAUMONT DISTRICT	Liberty	FM 563	LIBERTY C/L	IH 10	MILL, BASE REPAIR AND OVERLAY.	2026	GROUPED	7-STBG	\$2,500,000	\$0	\$0	\$2,500,000	500,000
18030	0912-72-583	HCTRA	Harris	GALVESTON RD	SIMS BAYOU NORTH BANK	SIMS BAYOU SOUTH BANK	CONSTRUCT PED/BIKE BRIDGE WITH RAILINGS AND SIGNAGE.	2027	GROUPED	9-TASA	\$589,441	\$0	\$147,365	\$736,806	0
19209	0912-37-265	MONTGOMERY COUNTY	Montgomery	HARDIN STORE RD	FM 2978	SH 249	RECONSTRUCT FROM 2 LANES TO 2 LANES	2026	GROUPED	7-STBG	\$9,500,000	\$0	\$0	\$9,500,000	1,900,000
19206	0912-72-822	HARRIS COUNTY	Harris	HARRIS PRECINCT 4	VA	VA	REPLACE EXISTING SIGNALS WITH NEW UPGRADED SIGNALS AT 12 INTERSECTIONS ON THE VISION ZERO HIGH-INJURY NETWORK.	2026	GROUPED	7-STBG	\$11,081,765	\$0	\$0	\$11,081,765	2,216,353
19235	0912-72-824	CITY OF HOUSTON	Harris	HARWIN DR, HILLCROFT AVE	Harwin: Forney Drive Hillcroft: N of IH-69 FR	Harwin: E of Hillcroft Hillcroft: S of Westpark Tollway	RECONSTRUCTION OF EXISTING INTERSECTIONS INCLUDING MODERNIZATION OF EXISTING TRAFFIC SIGNALS, PAVEMENT AND PEDESTRIAN REALM RECONSTRUCTION, AND ASSOCIATED STORMWATER, WATER, AND WASTEWATER INFRASTRUCTURE IMPROVEMENTS.	2026	GROUPED	3-LOCAL CONT	\$0	\$0	\$1,400,000	\$1,400,000	0
										7-STP-MM	\$5,000,000	\$0	\$0	\$5,000,000	1,000,000
										10-MISC	\$3,000,000	\$0	\$600,000	\$3,600,000	0
17120	0912-72-398	CITY OF HOUSTON	Harris	HCFC D CHANNEL	DAIRY ASHFORD RD S	SL 8/ARTHUR STOREY PARK	CONSTRUCT 10-FOOT MULTIUSE TRAIL AND ASSOCIATED INTERSECTION, SAFETY, SIGNAGE, AND AMENITIES (LANDSCAPING, BENCHES, ETC.)	2026	GROUPED	9-TASA	\$2,051,200	\$0	\$512,800	\$2,564,000	0
19212	0508-02-140	TXDOT BEAUMONT DISTRICT	Chambers	IH 10 E	SH 99	FM 565	IH 10 WB FR (END OF CONCRETE SH 99, EAST TO FM 565) FULL DEPTH BASE REPAIR, AND OVERLAY	2026	GROUPED	7-STBG	\$5,310,000	\$0	\$0	\$5,310,000	1,062,000
19223	0675-08-128	CITY OF CONROE	Montgomery	IH 45 N	AT SL 336 N	NULL	CONSTRUCT INTERSECTION IMPROVEMENTS INCLUDING REPLACEMENT SIGNALS AND ADA COMPLIANT CROSSWALKS.	2027	GROUPED	7-STBG	\$1,525,778	\$0	\$0	\$1,525,778	305,156
19199	0912-72-818	HARRIS COUNTY	Harris	LOUETTA RD	Champion Forest	W of I-45	PAVEMENT REPAIR (MILL, AND OVERLAY), PAVEMENT MARKINGS, AND NEW ROADWAY SIGNAGE.	2026	GROUPED	7-STBG	\$19,440,000	\$0	\$0	\$19,440,000	3,888,000
17103	0912-00-542	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	Harris	MEMORIAL TO SAN FELIPE HIKE & BIKE TRAIL	MEMORIAL DR	SAN FELIPE ST	CONSTRUCT 10FT MULTI-USE TRAIL WITHIN CENTERPOINT UTILITY CORRIDOR	2026	GROUPED	9-TASA	\$9,107,200	\$0	\$2,276,800	\$11,384,000	0
18018	0912-72-581	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	Harris	MKT-WHITE OAK BAYOU BICYCLE PEDESTRIAN CONNECTION	MKT TRAIL	WHITE OAK BAYOU TRAIL	CONSTRUCT 10' SHARED USE PATH, STRIPING, BRIDGE RAILING, PAVEMENT MARKINGS, SIGNAGE, LANDSCAPE/HARDSCAPE AND ASSOCIATED INTERSECTION IMPROVEMENTS.	2026	GROUPED	9-TASA	\$4,231,670	\$1,057,918	\$0	\$5,289,588	1,057,918
19208	0912-73-246	CITY OF GALVESTON	Galveston	SEAWALL BLVD	Broadway	61st Street	RESURFACE SEAWALL BOULEVARD	2026	GROUPED	7-STBG	\$10,000,000	\$0	\$0	\$10,000,000	2,000,000
19219	0912-73-250	CITY OF LEAGUE CITY	Galveston	SH 96 and FM 270	VA	VA	INTERSECTION IMPROVEMENTS INCLUDING EXTENSION AND RESTRIPIPING OF TURN LANES, TRAFFIC LIGHTING IMPROVEMENTS AND UPGRADE CURB RAMPS PER ADA STANDARDS	2026	GROUPED	7-STBG	\$2,687,000	\$0	\$0	\$2,687,000	537,400
19204	0912-72-819	HARRIS COUNTY	Harris	SPRING CYPRESS RD	TC JESTER BLVD	W of I-45	PAVEMENT REPAIR (MILL, AND OVERLAY), PAVEMENT MARKINGS, AND NEW ROADWAY SIGNAGE.	2026	GROUPED	7-STBG	\$13,770,000	\$0	\$0	\$13,770,000	2,754,000
19210	-	CITY OF GALVESTON	Galveston	STEWART RD	FM 3005	7 1/2 Mile Road	MILL & OVERLAY, LOCALIZED BASE REPAIRS, ADDITION OF PAVED SHOULDERS FOR DEDICATED BICYCLE LANES AND CRUSHED CONCRETE OR LIMESTONE TRANSITION BETWEEN THE PAVEMENT AND EXISTING GRADE.	2026	GROUPED	7-STBG	\$6,500,000	\$0	\$0	\$6,500,000	1,300,000
19211	0920-00-159	TXDOT BEAUMONT DISTRICT	Multiple	TXDOT BEAUMONT DISTRICT	VA	VA	FY 26-DISTRICT WIDE-ADDRESS BRIDGE FOLLOW UP ACTIONS	2026	GROUPED	7-STBG	\$5,760,000	\$0	\$0	\$5,760,000	1,152,000
19217	0028-04-084	TXDOT BEAUMONT DISTRICT	Liberty	US 90	FM 2830 E	FM 770 N	FULL DEPTH BASE REPAIR, AND OVERLAY	2026	GROUPED	7-STBG	\$3,260,000	\$0	\$0	\$3,260,000	652,000
19017	0027-08-192	CITY OF SUGAR LAND	Fort Bend	US 90A	PITTS RD	CRAVENS RD	INSTALLATION OF RAILROAD MONITORING SYSTEM AND DMS SIGNS FOR US 90A AT-GRADE RAILROAD CROSSINGS.	2026	GROUPED	7-STBG	\$1,125,680	\$0	\$281,420	\$1,407,100	0

MPOID	CSJ #	SPONSOR	COUNTY	STREET	FROM	TO	PROJECT DESCRIPTION	FISCAL YEAR	PROJEC STATUS	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	TOTAL	TDCs
19571		GULF COAST TRANSIT DISTRICT	BRAZORIA	LAKE JACKSON/ANGLETON UZA	VA	VA	FY25 LAKE JACKSON/ANGLETON 5307 PREVENTATIVE MAINTENANCE EXPENDITURES	2026	GROUPED	5307	\$331,529	\$0	\$0	\$331,529	66,305
19572		GULF COAST TRANSIT DISTRICT	BRAZORIA	LAKE JACKSON/ANGLETON UZA	VA	VA	FY25 LAKE JACKSON/ANGLETON 5307 TRANSIT OPERATING EXPENDITURES	2026	GROUPED	5307	\$773,568	\$0	\$0	\$773,568	386,784
19573		GULF COAST TRANSIT DISTRICT	GALVESTON	TEXAS CITY / LA MARQUE UZA	VA	VA	FY25 TEXAS CITY / LA MARQUE 5307 PREVENTATIVE MAINTENANCE EXPENDITURES	2026	GROUPED	5307	\$589,826	\$0	\$0	\$589,826	117,965
19574		GULF COAST TRANSIT DISTRICT	GALVESTON	TEXAS CITY/LA MARQUE UZA	VA	VA	FY 25 TEXAS CITY / LA MARQUE 5307 TRANSIT OPERATING EXPENDITURES	2026	GROUPED	5307	\$1,376,262	\$0	\$0	\$1,376,262	688,131
19019	0912-72-798	HARRIS COUNTY	HARRIS	RANKIN RD	IH 45 NB FR	RANCH VIEW TRAIL	CONSTRUCTION OF RANKING RD ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS (LEADING PEDESTRIAN SIGNAL INTERVALS, CROSSWALKS, ADA RAMPS), SIDEWALK IMPROVEMENTS TO MITIGATE SERIOUS INJURIES, AND FATALITIES ON VISION ZERO NETWORK	2027	GROUPED	7-STBG	\$11,705,789	\$0	\$0	\$2,926,447	0
19022	0912-72-799	HARRIS COUNTY	HARRIS	E RICHEY RD	IH 45 NB FR	GROVEDALE RD	CONSTRUCTION OF E RICHEY RD ACCESS MANAGEMENT (MEDIANS, DRIVEWAY), SAFETY, AND SIDEWALKS IMPROVEMENTS	2027	GROUPED	7-STBG	\$4,577,767	\$0	\$0	\$1,144,442	0
19015	0051-02-110	TXDOT HOUSTON DISTRICT	Harris	SH 3	AT SOUTH RICHEY, EDGEBROOK, EL DORADO & BAY AREA BLVD	NULL	SH 3 INTERSECTION IMPROVEMENTS. UPGRADE SIGNALS TO MAST ARMS, REPLACE RR ARMS AND GATES, AND LENGTHEN RR PLANKING.	2027	GROUPED	7-STP-MM	\$4,834,897	\$1,208,724	\$0	\$6,043,621	1,208,724
18368	0912-00-650	METRO	Multiple	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL VANPOOL PROGRAM: VEHICLE LEASE	2028	GROUPED	7-STBG	\$4,000,000	\$0	\$0	\$4,000,000	800,000
18721	1685-05-105	TXDOT HOUSTON DISTRICT	Harris	SH 6	AT FM 529	NULL	INTERSECTION IMPROVEMENTS INCLUDING CONSTRUCTION OF LEFT AND RIGHT TURN LANES, DRAINAGE IMPROVEMENTS AND TRAFFIC SIGNAL IMPROVEMENTS	2031	GROUPED	2-METRO-TMA	\$8,391,143	\$2,097,786	\$0	\$10,488,929	2,097,786
19575		FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND	VA	VA	VA	ROLLING STOCK REPLACEMENTS (13) CNG, ROLLING STOCK EXPANSION (11) CNG FY 2025	2026	GROUPED	5339	\$7,077,648	\$0	\$1,249,008	\$8,326,656	0
19576		FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND	VA	VA	VA	BUS SUPPORT EQUIPMENT AND FACILITIES, CNG FUEL STATION, MAINTENANCE FACILITY MODIFICATIONS, FY 2025	2026	GROUPED	5339	\$6,630,794	\$0	\$736,754	\$7,367,548	0
19577		FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND	VA	VA	VA	OTHER CAPITAL ITEMS, CNG FY 2025	2026	GROUPED	5339	\$39,333	\$0	\$9,833	\$49,166	0
19352	3510-07-019	MONTGOMERY COUNTY	MONTGOMERY	SH 99 EB FRONTAGE ROAD	RAYFORD	E OF BIRNAM WOODS	ADD FRONTAGE ROAD LANES (ONE LANE TO TWO LANE) AND ADD RIGHT TURN LANES	2028	GROUPED	STBG	\$3,284,566	\$0	\$821,141	\$4,105,707	0
19352	3510-07-020	MONTGOMERY COUNTY	MONTGOMERY	SH 99 EB FRONTAGE ROAD	RAYFORD	E OF BIRNAM WOODS	ADD FRONTAGE ROAD LANES (ONE LANE TO TWO LANE) AND ADD RIGHT TURN LANES	2028	GROUPED	PTF	\$0	\$750,000	\$0	\$750,000	0
19308	0912-72-844	HARRIS COUNTY PRECINCT 1	HARRIS	HARRIS COUNTY PRECINCT 1	VA	VA	REPLACEMENT OF 19 TRAFFIC SIGNAL INTERSECTIONS OPERATED BY HARRIS COUNTY ENGINEERING	2027	GROUPED	CAT 10-CRP	\$12,501,352	\$0	\$3,125,338	\$15,626,690	0
18833		FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND	FORT BEND COUNTY	VA	VA	OTHER CAPITAL ITEMS, PREVENTATIVE MAINTENANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION FY 2025	2026	GROUPED	5307	\$377,530	\$0	\$0	\$377,530	75,508
18834		FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND	FORT BEND COUNTY	VA	VA	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION FY 2025	2026	GROUPED	5307	\$1,354,590	\$0	\$0	\$1,354,590	677,295
18835		FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND	FORT BEND COUNTY	VA	VA	BUS SUPPORT EQUIPMENT AND FACILITIES, SAFETY EQUIPMENT, SUPPORT VEHICLE FY 2025	2026	GROUPED	5307	\$74,000	\$0	\$0	\$74,000	14,800
18926		FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND	FORT BEND COUNTY	VA	VA	CONTRACT SERVICES, ENHANCED MOBILITY OF SENIORS FY 2025	2026	GROUPED	5310	\$1,800,000	\$0	\$0	\$1,800,000	360,000
19218	0912-73-249	CITY OF FRIENDSWOOD	GALVESTON	SUNSET DR	BRIARMEADOW	COWARDS CREEK	REHABILITATE AND UPGRADE THREE EXISTING SIGNALIZED INTERSECTIONS AND CONVERT EXISTING STOP-CONTROLLED INTERSECTION TO SIGNALIZED INTERSECTION AT BRIAR MEADOW	2026	GROUPED	7-STBG	\$3,250,000	\$0	\$0	\$3,250,000	650,000
19194	0027-13-259	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	HARRIS	IH 69	MAIN	ALMEDA, BRIDGES AT ELGIN, MCGOWEN, AND TAUM	CONSTRUCT STRUCTURAL SUPPORT AND CONCRETE CAP AND CONSTRUCT/INSTALL BRIDGE FEATURES AT ELGIN, MCGOWEN, AND TAUM, PED RAILINGS, PATH, PLANTERS, CANOPY, AND LIGHTING	2026	GROUPED	7-STBG	\$78,800,000	\$0	\$0	\$78,800,000	\$15,760,000

Appendix K
TXDOT/MPO Planning Agreement

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Contract No.:	50-19-2015
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Houston-Galveston Area Council Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO", which has been designated by the Governor of the State of Texas as the MPO of the **Houston, Conroe-The Woodlands, Texas City-LaMarque, and Galveston** urbanized areas, and the **Houston-Galveston Area Council**, which serves as the Fiscal Agent for the MPO.

WITNESSETH

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

WHEREAS, the Governor of the State of Texas and the Houston-Galveston Area Council have executed an agreement pursuant to the MPO designation; and

WHEREAS, an area equal to or larger than the above-mentioned urbanized area has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 Code of Federal Regulations (CFR) §420.117(a) requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by sub-recipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

NOW THEREFORE, it is agreed as follows:

A G R E E M E N T

Article 1. Agreement Period

- A. This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if the Governor's designation of the MPO is withdrawn; if federal funds cease to become available; or if the agreement is terminated as provided below.
- B. This agreement expires on September 30, 2024. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 2. Responsibilities of the Department

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds, and will comment on and make suggestions relating to those activities and expenditures.
- B. Develop a time line for development of the UPWP by the MPO; and in consultation with the MPOs, shall develop a standard UPWP format to be used by all MPOs.
- C. Make available to the MPO its share of all federal metropolitan planning funds and provide the required non-federal match as authorized by the Texas Transportation Commission. The Department will distribute federal transportation planning funds to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, the Federal Transit Administration (FTA), and other applicable federal agencies.

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- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the metropolitan area, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote the development of the intermodal transportation system within the metropolitan area by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information and information sources concerning transportation planning issues that relate to this agreement.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS). ✓

Article 3. Responsibilities of the MPO

The MPO is an organization created to ensure that existing and future expenditures on transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. The responsibilities of the MPO are as follows:

- A. Document planning activities in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation with the Department and public transportation operators as defined by 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements.
- ✓ B. Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.
- C. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in conformity with the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
- D. Develop a Metropolitan Transportation Plan (MTP), a Transportation Improvement Program (TIP), and a UPWP for the Metropolitan Planning Area (MPA), all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as required by the state and federal law. At a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23 USC §134.
- E. Assemble and maintain an adequate, competent staff with the knowledge and experience that will enable them to perform all appropriate MPO activities required by law.
- F. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
- G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.
- H. Share information with the Department and information sources concerning transportation planning issues.
- I. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.

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Article 4. Responsibilities of the MPO Policy Committee

The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:

- A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.
- B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5303.
- C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- D. Provide planning policy direction to the MPO Transportation Planning Director.

Article 5. Responsibilities of the Fiscal Agent

The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with current federal and state requirements.
- B. Provide all appropriate funding, as identified by fiscal year in the UPWP, to allow the MPO staff to effectively and efficiently operate the program.
- C. Provide human resource services to the MPO.
- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO.
- E. Establish procedures and policies for procurement and purchasing, when necessary, in cooperation with the MPO.
- F. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.

Article 6. Responsibilities of the MPO Transportation Planning Director

The responsibilities of the MPO Transportation Planning Director are as follows:

- A. Administer the MPO's UPWP. The Director shall serve in a full-time capacity and shall take planning policy direction from and be responsible to the designated MPO Policy Committee.
- B. Act as a liaison to the Department, relevant to the Department's transportation planning activities.
- C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.
- D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.
- E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- F. Share with the Department information and information resources concerning transportation planning issues.

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Article 7. Unified Planning Work Program

- A. Each year the MPO shall submit to the Department a program of work that includes goals, objectives, and tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.
- B. The UPWP will be prepared for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, in accordance with TAC §16.52.
- C. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.
- D. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- E. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.
- F. The use of federal metropolitan transportation planning funds shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. If an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries, then those activities may be undertaken using federal planning funds, if the activities are specifically identified in an approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.
- G. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.
- H. The cost of travel incurred by elected officials serving on the MPO Policy Committee is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52.
- I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.
- J. Failure to adhere to the time line developed by the Department may result in a delay in the authorization to the MPOs to proceed in incurring costs.

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- K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the Department. The UPWP and subsequent amendments may be submitted electronically.
- L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.
- M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed that task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.
- N. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.
- O. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement shall prevail.
- P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.

Article 8. Compensation

The Department's payment of any cost incurred under this agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this agreement shall not exceed the total budgeted amount outlined in the UPWP in accordance with 43 TAC §16.52.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
 - 1. Is verifiable from MPO records;
 - 2. Is not included as match funds for any other federally-assisted program;
 - 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
 - 4. Is the type of charge that would be allowable under 2 CFR 200 Revised, "Cost Principles for State, Local, and Indian Tribal Governments" and the state's UGMS; and
 - 5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
- E. The MPO is authorized to submit requests for payment of authorized costs incurred under this agreement on a semi-monthly basis, but no more than twenty four (24) times a year and

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no less than monthly as expenses occur. Each request for payment shall be submitted in a manner acceptable to the Department, which includes, at a minimum, the following information:

1. UPWP budget category or line item;
 2. Description of the cost;
 3. Quantity;
 4. Price;
 5. Cost extension; and
 6. Total costs
- F. The MPO shall submit the final bill from the previous fiscal year to the Department no later than December 31st of the calendar year in which that fiscal year ended. Any bills submitted after December 31 for a fiscal year in which the funds have been de-obligated will be processed against the current year's UPWP.
- G. Payment of costs is contingent upon compliance with the terms of Article 3 (Responsibilities of the MPO) of this agreement. Noncompliance may result in cancellation of authorized work and suspension of payments after a thirty (30) day notification by the Department to the MPO.

Article 9. Reporting

To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.

Article 10. Indemnification

- A. The MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.
- B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

Article 11. Inspection of Work and Retention of Documents

- A. The Department and, when federal funds are involved, the U. S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP.

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Those materials shall be made available during the specified period for inspection by the Department, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.

- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.

Article 12. Work Performance

All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.

Article 13. Disputes

The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.

Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

Article 15. Subcontracts

- A. Any subcontract for services rendered by individuals or organizations not a part of the MPO's organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.
- B. Subcontracts in excess of \$25,000 shall contain all required provisions of this agreement.
- C. No subcontract will relieve the MPO of its responsibility under this agreement.

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Article 16. Termination

- A. The Department may terminate this agreement at any time before the date of completion if the Governor withdraws his designation of the MPO. The Department or the MPO may seek termination of this agreement pursuant to Article 13 (Disputes) if either party fails to comply with the conditions of the agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- B. The Department may terminate this agreement for reasons of its own, subject to agreement by the MPO.
- C. The parties to this agreement may terminate this agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- D. Upon termination of this agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.
- E. The Department shall reimburse the MPO for those eligible expenses incurred during the agreement period that are directly attributable to the completed portion of the work covered by this agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

Article 17. Force Majeure

Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

Article 18. Remedies

- A. Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.
- B. This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

Article 19. Gratuities

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or

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the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement.

Article 20. Compliance with Laws

The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Article 21. Successors and Assigns

No party shall assign or transfer its interest in this agreement without written consent of the other parties.

Article 22. Debarment Certifications

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

Article 23. Equal Employment Opportunity

The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).

Article 24. Pertinent Non-Discrimination Authorities

During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects).
- C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
- D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
- E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).

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- F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
- G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
- H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
- I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
- J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).
- L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

Article 25. Nondiscrimination on the Basis of Disability

The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.

Article 26. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The MPO shall adopt, in its totality, the State's federally approved DBE program.
- C. The MPO shall incorporate into its contracts with subproviders an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a subprovider. The MPO shall be responsible for documenting its actions.

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- D. The MPO shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf.
- E. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The MPO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
- F. Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

Article 27. Procurement and Property Management Standards

- A. The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.
- C. The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §55305 and Maritime Administration regulations set forth in 46 CFR Part 381.

Article 28. Environmental Protection and Energy Efficiency

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 29. Federal Reimbursement

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The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.

Article 30. Control of Drug Use

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655.

Article 31. Lobbying Certification

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Article 32. Amendments

Any change to one or more of the terms and conditions of this agreement shall not be valid unless made in writing and agreed to by the parties before the change is implemented.

Article 33. Distribution of Products

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA:
Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.
- B. Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents,

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photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.

Article 34. Legal Construction

In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 35. Sole Agreement

This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.

Article 36. Copyrights

The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 37. Federal Funding Accountability and Transparency Act Requirements

- A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms:
<http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf> and
<http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf>
- B. The MPO agrees that it shall:
1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than \$25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web-site at <https://www.sam.gov/portal/public/SAM/>;
 2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at <http://fedgov.dnb.com/webform>; and
 3. Report the total compensation and names of its top five (5) executives to the Department if:
 - i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than \$25,000,000; and
 - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

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Article 38. Single Audit Report

If federal funds are used:

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$750,000 or more are met during the fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at singleaudits@txdot.gov.
- C. If expenditures are less than the threshold during the MPO's fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$_____ expenditure threshold and therefore, are not required to have a single audit performed for FY _____."
- D. For each year the Project remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

Article 39. Notices

All notices to any party by the other parties required under this agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO:	MPO Director Houston-Galveston Area Council 3555 Timmons Lane Houston, TX 77027
Fiscal Agent:	Executive Director Houston-Galveston Area Council 3555 Timmons Lane Houston, TX 77027
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail and that request shall be honored and carried out by the other parties.


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Article 40. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO



 Signature

Alan Clark

 Typed or Printed Name


MPO Director

 Title

7/19/18

 Date

THE FISCAL AGENT



 Signature

Chuck Wemple

 Typed or Printed Name


Executive Director

 Title

08/01/2018

 Date

THE DEPARTMENT



 Signature

Peter Smith

 Typed or Printed Name

Director, Transportation Planning and
 Programming Division, Texas Department of
 Transportation

 Title

9/24/2018

 Date



125 E 11th St | Austin, Texas 78701
512.463.8588
txdot.gov

June 18, 2025

Ms. Allie Isbell,
Acting Director, Transportation Department
Houston-Galveston Area Council
3555 Timmons Ln, Suite 120
Houston, TX 77027

Dear Ms. Isbell,

I am writing to inform you that the Texas Department of Transportation (TxDOT) intends to extend the existing Planning agreement with Houston-Galveston Area Council Metropolitan Planning Organization (MPO) for two years.

This decision is in accordance with Article 1, Section B of the current agreement, which stipulates the option for an extension and the necessary procedures involved. Attached to this letter is the existing agreement for reference. Consequently, the updated expiration date for these agreements will now be September 30, 2027.

TxDOT has collaborated with Texas MPOs over the last year to revise the current agreements. This process revealed a need for additional review and evaluation to develop an agreement that will support administration of the TPF program and coordination with the MPOs. We will continue to coordinate this effort with the MPO community over the coming months. If you have any questions, please contact Casey Wells at casey.wells@txdot.gov.

Sincerely,

Humberto "Tito" Gonzalez, Jr., P.E., M.B.A.
Director, Transportation Planning and Programming Division

Attachments:

Current MPO Planning Agreement, effective September 24, 2018

CC: Chuck Wemple, Executive Director, Houston-Galveston Area Council
Casey Wells, Transportation Planning and Programming Division, Systems Planning Section Director
Grady Mapes, Director, Transportation Planning & Development, Houston District
Karrie Boedeker, Transportation Planning and Programming Division, TPP Operations Section Director
Maria Salazar, Transportation Planning and Programming Division, TPP Budget and Federal Programs Manager

Appendix L

Risk Register Scores

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Project Risk Register Overview and Use

The Project Risk Register is used to identify, document, and monitor delivery risks associated with federally funded projects. Risks are organized into three primary categories: Project Scope, Process Certainty, and Resource Availability. Each category captures potential factors that may impact a project's schedule, readiness, or delivery certainty over its programmed lifecycle.

Risk Register Structure and Scoring

The Risk Register consists of a standardized form composed of yes/no-based assessment questions aligned to each of the three risk categories listed below. Risk levels are determined based on responses to these questions, with scoring calculated according to the type of project and its programmed letting year. Upon completion of the initial submission, each Risk Register is formally scored to establish a baseline risk profile for the project.

Risk Categories

Project Scope Risks include questions related to:

- Project type and overall scope
- Design completion status
- Right-of-way (ROW) and property acquisition requirements
- Environmental clearance type and status
- Permitting requirements
- Railroad involvement
- Utility adjustment or relocation needs

Process Certainty Risks include questions related to:

- Statewide Transportation Improvement Program (STIP) approval
- Advance Funding Agreement (AFA) execution
- Federal Transit Administration (FTA) fund transfer processes
- Consultant selection processes
- Procurement and contract timelines
- ROW/property agreement execution
- Railroad and utility agreement execution

Resource Availability Risks include questions related to:

- Availability of staffing resources for engineering, ROW/property acquisition, and utility coordination
- Funding availability
- Capital Improvement Program (CIP) budget timing

- Bond funding availability

Application and Ongoing Monitoring

Project sponsors are required to complete the Risk Register when submitting projects programmed with federal funding categories, including Category 5 CMAQ, Category 7 STBG, Category 9, Category 2, and Category 10.

Once projects are programmed, the Project Delivery Team conducts quarterly monitoring and tracking meetings with project sponsors for federally funded projects within these categories. During these meetings, critical milestones and risk-related items identified in the Risk Register are reviewed and discussed. As projects progress through delivery, risk responses and associated scores are expected to decrease, reflecting increased certainty as key milestones are achieved and outstanding risks are mitigated.

MPOID	CSJ	SPONSOR	FACILITY NAME AND LIMITS	PROJECT DESCRIPTION	PROGRAMMED FISCAL YEAR	RISK SCORE	High Risk milestones that scored 4 and 5.	RISK NOTES	Programmed FY	Total Months	SCHEDULE NOTES
19409	Null	Brazoria County	County Road 59 from Fort Bend County Line to CR 48	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE ROADWAY	2033	38			2033	77	
19223	0675-08-128	City of Conroe	IH 45 at NL 336	Construct intersection improvements including replacement signals and ADA compliant crosswalks	2027	38	E- Phase Consultant Selection Process,	High Risk due to Medium to High Risk due to schedule/timing for	2027	13	
19060	0976-03-120	City of Friendswood	FM 528 @ FM 518	Replace single left turn lane with dual left turn land	2026	27	Capital Improvement Program (CIP)		2029	27	
19061	0981-02-01	City of Friendswood	FM 528 @ Winding Way	Construct new right turn lane	2026	32	Design, Capital Improvement Program (CIP)		2029	27	
19062	0981-01-12	City of Friendswood	FM 528 @ Bay Area Boulevard	Construct new left turn lanes	2026	31	Design, ROW		2029	27	
19063	1414-01-02	City of Friendswood	FM 528 @ Sunset	Striping to add middle lane	2026	27	Capital Improvement Program (CIP)		2029	27	
19074	0912-00-73	City of Friendswood	Friendswood Parkway / Pearland Parkway	ENGINEERING/ENVIRONMENTAL (DEVELOPMENT PHASE ONLY) FOR A NEW 4-LANE FACILITY ON NEW LOCATION	2026	57	AFA, Design, Environmental, Public Involvement, Capital Improvement Program (CIP)	Medium to High Risk due to schedule/timing for programming	2029	31	
19186	0976-03-12	City of Friendswood	FM 518 @ FM 528	Install eastbound and westbound right turn lanes.	2026	27	Capital Improvement Program (CIP)		2029	27	
19218	0912-73-24	City of Friendswood	Sunset Drive between Briar meadow Avenue & Cowards Creek Drive	Rehabilitate and upgrade three existing signalized intersections and convert existing stop-controlled intersection to signalized intersection at Briar Meadow Ave.	2026	39	AFA, Design, Environmental, Capital Improvement Program (CIP)	Medium risk due to timing/schedule for programming	2028	27	
19057	0912-73-2	City of Galveston	Stewart Road: 7.5 Mile Road to FM3005	REPLACE EXISTING TRAFFIC SIGNAL AND INSTALL NEW GUARD RAIL	2026	45	Design, Environmental, Public Involvement, Capital Improvement Program (CIP)	Medium to high risk due to timing	2027	18	
19058	Null	City of Galveston	City of Galveston	Construct New Traffic Signal	2027	48	Design, ROW, Environmental	Medium to high risk due to timing	2028	27	
19059	Null	City of Galveston	City of Galveston	Construct New Traffic Signal	2026	50	Design, Environmental, Public Involvement, Permits	Medium to High risk due to enviro	2027	18	
19184	0912-73-25	City of Galveston	City of Galveston	INSTALL NEW ITS AND COMMUNICATION EQUIPMENT CITY WIDE.	2026	42	AFA, Design, Environmental, Public Involvement		2028	26	
19208	Null	City of Galveston	Seawall Blvd: Broadway to 61st St	Resurface Road	2026	39	AFA, Design, Public Involvement		2028	28	
19210	0912-73-24	City of Galveston	Stewart Road: 7.5 Mile Road to FM3005	Mill & Overlay, localized base repairs, addition of paved shoulders for dedicated bicycle lanes and crushed concrete or limestone transition between the pavement and existing grade	2026	43	AFA, Design, Environmental, Public Involvement		2028	28	
19339		City of Galveston	City of Galveston	Construct New Traffic Signal	2027	51	AFA, Design, Environmental, Public Involvement, Permits		2027	26	
77	0912-72-3	City of Houston	Gessner Rd, N. of Briar Forest to Richmond Ave	Reconstruct from 4 to 4 lanes with intersection improvements (including left turn lanes, right turn lanes, and traffic signal improvements); sidewalks on both sides (NB and SB); and safety improvements (including crosswalks, pedestrian signals, signage, pavement marking, and street lighting)	2028	59	AFA, Design, ROW, Environmental, Permit, Utilities		2021	46	
5030	0912-71-83	City of Houston	Greens Rd, from JFK Blvd to IH 69	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4-LANES DIVIDED	2028	43	AFA, ROW, Utilities				
17093	0912-72-38	City of Houston	From Braeswood Blvd S to Airport Blvd W	RECONSTRUCT TO 4 LANE ROADWAY WITH INTERSECTION, SAFETY, MULTIMODAL AND DRAINAGE IMPROVEMENTS	2028	47	TxDOT, Design, ROW, Environmental, Utilities		2019	46	

17111	0912-72-3	City of Houston	Gessner Rd, N. of Briar Forest to Richmond Ave	Reconstruct from 4 to 4 lanes with intersection improvements (including left turn lanes, right turn lanes, and traffic signal improvements); sidewalks on both sides (NB and SB); and safety improvements (including crosswalks, pedestrian signals, signage, pavement marking, and street lighting)	2028	59	AFA, Design, ROW, Environmental, Permit, Utilities			2021	46
17112	0912-72-38	City of Houston	Gessner Rd, N. of Briar Forest to Richmond Ave	Reconstruct from 4 to 4 lanes with intersection improvements (including left turn lanes, right turn lanes, and traffic signal improvements); sidewalks on both sides (NB and SB); and safety improvements (including crosswalks, pedestrian signals, signage, pavement marking, and street lighting)	2028	59	AFA, Design, ROW, Environmental, Permit, Utilities			2021	46
18034	0912-72-61	City of Houston	Antoine Drive from US 290 to Victory Drive	RECONSTRUCT AND WIDEN 4 TO 6 LANES IN SEGMENTS WITH PEDESTRIAN AND BICYCLE ACCOMODATIONS, TURN LANES, INTERSECTION IMPROVEMENTS AND A RAILROAD GRADE SEPARATION	2028	83	TxDOT, Design, ROW, Permits, Utilities				
18879	0912-72-68	City of Houston	Antoine Drive from Victory Drive to W Mt. Houston	RECONSTRUCT 4 LANE ROADWAY IN SEGMENTS WITH PEDESTRIAN AND BICYCLE ACCOMMODATIONS, TURN LANES, AND INTERSECTION IMPROVEMENTS	2027	54	TxDOT, Design, Environmental, Utilities				
19068	0912-72-79	City of Houston	Waugh Dr, AT MEMORIAL DR & BUFFALO BAYOU	ENGINEERING/ENVIRONMENTAL (DEVELOPMENT PHASE ONLY) FOR PEDESTRIAN AND BICYCLE CONNECTIONS	2026	56	STIP, TxDOT, Design, Environmental, Public Involvement, Permits				
19235	0912-72-82	City of Houston	Harwin Dr, Hillcroft Ave; from Harwin: Forney Dr, Hillcroft: N of IH-69 FR; to Harwin: E of Hillcroft, Hillcroft: S of Westpark Tollway	RECONSTRUCTION OF EXISTING INTERSECTIONS INCLUDING MODERNIZATION OF EXISTING TRAFFIC SIGNALS, PAVEMENT AND PEDESTRIAN REALM RECONSTRUCTION, AND ASSOCIATED STORMWATER, WATER, AND WASTEWATER INFRASTRUCTURE IMPROVEMENTS.	2026	50	STIP, Design, Environmental, ROW, Public Involvement, Utilities			2025	32
19064	0192-01-109	City of Missouri City	SH 6 at Township Lane	Installation of a new mast arm traffic signal at the intersection of SH 6 and Township Lane"	2026	33	Public Involvement			2027	30
19069	0912-00-735	City of Missouri City	ITS Communications Network (Fiber Optic Expansion Design)TEXAS PKWY CARTWRIGHT ROAD TO TRAFFIC MANAGMENT CENTER (TMC) CARTWRIGHT RD RADIO TOWER TO TEXAS PKWY COLONIAL LAKES DR TO POLICE DEPARTMENT (PD) COLONIAL LAKES DR SH 6 TO CARTWRIGHT RD FORT BEND PKWY RADIO TOWER SH 6 TO WASTEWATER TREATMENT PLANT (WWTP)	INSTALLATION OF NEW ITS EQUIPMENT AT VARIOUS LOCATIONS WHERE NO ITS EXISTS.	2026	38	Design, Public Involvement			2028	30
18061	Null	City of Mont Belvieu	EAGLE DR From FM 565 To SH 146	ENGINEERING FOR RECONSTRUCTION OF 2-LANE OPEN DITCH TO 4-LANE BLVD WITH SIDEWALKS AND BIKEWAY	2030	32	AFA, Design			2028	42
19070	0920-39-037	City of Mont Belvieu	TRAFFIC MANAGEMENT CENTER From AT CITY OF MONT BELVIEU	Mont Belvieu Traffic Management Center Engineering	2026 and 2027	39	AFA, Design, Environmental			2025	17
19361	0920-39-037	City of Mont Belvieu	TRAFFIC MANAGEMENT CENTER From AT CITY OF MONT BELVIEU	Mont Belvieu Traffic Management Center Engineering	2026 and 2027	39	AFA, Design, Environmental			2025	17
19410	Null	City of Mont Belvieu	EAGLE DR From FM 565 To SH 146	ENGINEERING FOR RECONSTRUCTION OF 2-LANE OPEN DITCH TO 4-LANE BLVD WITH SIDEWALKS AND BIKEWAY	2030	32	AFA, Design			2028	42
7606	091112-7	City of Pearland	Mykawa Rd (BW 8 to Brazoria County)	Widen from 2 to 4 lane	2029	60	ROW, Utilities			2029	52
7641	0912-00-56	City of Pearland	Clear Creek Trail (UH Clear Lake Pearland Campus to N of Hughes Rd.)	CONSTRUCT 10-FOOT MULTI USE TRAIL	2027	71	Design, ROW, Environmental, Permits, Utilities	High Risk		2024	54
17082	0912-31-31	City of Pearland	Mykawa Rd (Harris County to FM 518)	WIDEN FROM 2 TO 4 LANES DIVIDED	2029	71	ROW, Environmental, Utilities	High Risk		2022	61

18103	Null	City of Sugar Land	Williams Trace Blvd. from Lexington to SH6	Reconstruct 4 lane divided roadway including left turn lanes, construct a triple left From Sb Quarry Hill to Sb Sh6.	2030	39	AFA			2030	49	
17085	2941-02-056	City of Tomball	BS 249-B to Willow St	Road Rehabilitation	2029	39	Design, ROW, Railroad, Utilities			2033	36	
18085	0912-73-21	Galveston County	Pelican Island Bridge: SH275 to Sealwolf Pkwy	CONSTRUCT BRIDGE AT NEW LOCATION AND CONSTRUCT 2 LANE APPROACH ROAD FROM WEST OF BRADNER TO NEW PELICAN ISLAND BRIDGE	2030	64	AFA, ROW	Higher risk but timeline is longer		2030	54	
19019	0912-72-798	Harris County Engineering	IN-45 NBFR to Ranch View Trail	CONSTRUCTION OF RANKIN RD ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS (LEADING PEDESTRIAN SIGNAL INTERVALS, CROSSWALKS, ADA RAMPS), SIDEWALK IMPROVEMENTS TO MITIGATE SERIOUS INJURIES AND FATALITIES ON VISION ZERO NETWORK.	2028	53	AFA, Design, Environmental, Public Involvement					Did not provide a baseline schedule
19022	0912-72-799	Harris County Engineering	IN 45 NBRD to Grovedale Rd	CONSTRUCT E. RICHEY ROAD ACCESS MANAGEMENT (MEDIANS, DRIVEWAY), SAFETY, AND SIDEWALK IMPROVEMENTS	2027	52	AFA, Design, ROW, Public Involvement					Did not provide a baseline schedule
19199	0912-72-818	Harris County Engineering	Champion Forest to W of I-45	PAVEMENT REPAIR (MILL, AND OVERLAY), PAVEMENT MARKINGS, AND NEW ROADWAY SIGNAGE.	2026	33	AFA, Design			2027	15	
19204	0912-72-819	Harris County Engineering	TC Jester Blvd to W of I-45	PAVEMENT REPAIR (MILL, AND OVERLAY), PAVEMENT MARKINGS, AND NEW ROADWAY SIGNAGE.	2026	21	AFA, Design			2027	15	
19206	0912-72-822	Harris County Engineering	VA to VA	REPLACE EXISTING SIGNALS WITH NEW UPGRADED SIGNALS AT 12 INTERSECTIONS ON THE VISION ZERO HIGH-INJURY NETWORK.	2026	48	AFA, Design, Utilities			2027	13	
18030	0912-72-583	HCTRA	GALVESTON RD - FROM: SIMS BAYOU NORTH BANK TO: SIMS BAYOU SOUTH BANK	CONSTRUCT PED/BIKE BRIDGE WITH RAILINGS AND SIGNAGE.	2027	71	STIP, AFA, Design, ROW, Environmental, Public Involvement, Permits					Did not provide a baseline schedule
18033	0912-37-24	Lake Houston Redevelopment Authority	NORTHPARK DRIVE FROM RUSSELL PALMER ROAD TO HARRIS C/L	WIDEN FROM 4 TO 6 LANE BOULEVARD SECTION INCLUDING DRAINAGE, RECONSTRUCTION OF THE BRIDGE AT KINGWOOD DIVERSION DITCH	2029	59	Design, ROW, Utilities			2028	30	
18732	0912-72-61	Lake Houston Redevelopment Authority	NORTHPARK DRIVE FROM MONTGOMERY C/L TO WOODLAND HILLS DRIVE	WIDEN FROM 4 TO 6 LANE BOULEVARD SECTION, RECONSTRUCTION OF THE BRIDGE/CULVERT AT BEN'S BRANCH, PEDESTRIAN UNDERPASS AT PLUM VALLEY DRIVE	2029	60	ROW, Permits, Utilities	High due to Utilities		2028	30	
17113	1024-01-077	TXDOT - Beaumont	FM 565 SH 146 to SH 99	Widen from 2 to 4 Lanes with Continuous Center Left Turn Lane and Railroad Overpass	2028	53	ROW, Public Involvement, Capital Improvement Program (CIP)			2028	38	
19016	0508-02-139	TXDOT - Beaumont	IH 10E SH 146 to FM 565	Relocate IH 10 E Entrance Exit Ramps on IH 10E	2028	39	Design, ROW, Environmental, Public Involvement, Capital Improvement Program (CIP)			2028	41	
19020	0389-02-059	TXDOT - Beaumont	SH 146 at IH E	Construction of SH 146 NB Dual Left Turn Lanes at IH-10E	2026	37	TxDOT, Design, ROW, Capital Improvement Program (CIP)			2028	34	
19189	0388-03-084	TXDOT - Beaumont	SH 146 N of FM 1011 to S of FM 1011	Install Continuous turn lane, Milled Edgeline Rumble Strips	2026	32	ROW, Capital Improvement Program (CIP)			2028	36	
19211	0920-00-159	TXDOT - Beaumont	VA	FY 26-District wide- Address bridge follow up actions	2026	42	TxDOT, Design, ROW, Environmental, Capital Improvement Program (CIP)			2028	40	
19212	0508-02-140	TXDOT - Beaumont	IH 10E SH 99 to FM 565	Full Depth Base Repair & Overlay	2026	27	AFA, Capital Improvement Program (CIP)			2027	28	
19213	1421-01-028	TXDOT - Beaumont	FM 1413 US 90 S to SH 146	Full Depth Base Repair & Overlay	2026	27	TxDOT, Capital Improvement Program (CIP)			2028	34	
19217	0028-04-084	TXDOT - Beaumont	US 90 FM 2830 E to FM 770 N	Full Depth Base Repair and Overlay	2026	30	TxDOT, Design, Capital Improvement Program (CIP)			2028	32	

19220	1023-01-040	TXDOT - Beaumont	FM 563 Liberty C/L to IH-10	Mill, Base Repair & Overlay	2026	31	TxDOT, Deign, Capital Improvement Program (CIP)		2027	28
19221	1421-01-027	TXDOT - Beaumont	FM 1413 US 90 S to Hatcherville Road	Safety Treat Fixed Objects and Install Milled Edge Line Rumble Strips	2026	27	TxDOT, Capital Improvement Program (CIP)		2027	30
19224	0920-02-101	TXDOT - Beaumont	VA	Countywide Striping	2026	31	TxDOT, Design, Capital Improvement Program (CIP)		2028	34
19225	0920-39-038	TXDOT - Beaumont	VA	Countywide Striping	2026	31	TxDOT, Design, Capital Improvement Program (CIP)		2027	30
19226	0920-39-039	TXDOT - Beaumont	VA	Countywide Striping	2026	33	TxDOT, Design, Capital Improvement Program (CIP), Funding		2027	30
19227	0920-02-102	TXDOT - Beaumont	FM 1413 SH 146 E to FM 1409	Construct new Location 2 Lane undivided roadway with 10 ft Shoulders on each side of the roadway (Major Collector FC)	2026	14	TxDOT, Environmental		2028	34
19228	Null	TXDOT - Beaumont	US 90 West of Dayton to East of Dayton	Construct New Location Two Lane Relief Route	2026	14	TxDOT, Environmental		2029	51
19229	0388-03-089	TXDOT - Beaumont	SH 146 SL 227 S to US 90	Widen Highway from 2 to 4 Lanes and add 10-ft shoulders	2026	35	TxDOT, ROW, Capital Improvement Program (CIP)		2028	33
19231	0920-00-181	TXDOT - Beaumont	FM 1409 US 90 S to FM 565	Widen form 2 to 4 Lanes	2026	38	TxDOT, ROW, Capital Improvement Program (CIP)		2027	34
19233	1024-01-087	TXDOT - Beaumont	FM 565 at SH 99	Install Intersection Flashing beacon, Advanced Warning Signals and Signs (Intersections) and Replace Pavement	2026	37	TxDOT, Design, ROW, Capital Improvement Program (CIP)		2028	30
19198	3510-04-066	Fort Bend County	SH 99 SBFR between Bay Hill Blvd and Cinco Ranch Blvd	Construct new location 2 lane frontage road	2026	44	AFA, ROW, Permits, Utilities, Capital Improvement Program (CIP)			
19200	3510-04-069	Fort Bend County	SH 99 NBFR between S Fry Rd and Westheimer Pkwy	Construct new location 2 lane frontage road	2026	62	AFA, ROW, Permits, Utilities, Capital Improvement Program (CIP)			
19495	3510-04-070	Fort Bend County	SH 99 NBFR between Westheimer Pkwy and Cinco Ranch Blvd	Construct new location 2 lane frontage road	2026	52	AFA, Design, ROW, Environmental, Permits			
19201	3510-04-071	Fort Bend County	SH 99 SBFR between Westheimer Pkwy and S Fry Rd	Construct new location 2 lane frontage road	2026	56	AFA, ROW, Environmental, Permits, Utilities, Capital Improvements Program (CIP)			
19494	3510-04-072	Fort Bend County	SH 99 NBFR between Cinco Ranch Blvd and Bay Hill Blvd	Construct new location 2 lane frontage road	2026	51	AFA, Design, ROW, Environmental, Permit, Capital Improvement Program (CIP)			