

6A. MINUTES OF THE MEETING OF THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA

DATE: Friday, October 23, 2026

TIME: 9:30 a.m.

PLACE: 3555 Timmons Lane, Conference Room B, Houston, Texas 77027

The presiding officer, Chairman Justin Beckendorff called the Transportation Policy Council (TPC) meeting of September 25, 2026, at 9:33 a.m. to order.

CERTIFICATION OF QUORUM, INTRODUCTIONS AND CONFLICT OF INTEREST

Chairman Justin Beckendorff opened the meeting with greetings and requested attendees to take their seats. Chair Beckendorff asked Ms. Jamila Owens (HGAC) to conduct the roll call and verify quorum. Ms. Owens confirmed that a quorum of 23 members were present, as documented in Attachment 1. Chair Beckendorff asked the Council if anyone wanted to declare a conflict of interest on any item on the agenda. No members declared a conflict of interest. All presentations, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 4. PUBLIC COMMENTS

Ms. Jamila Owens (HGAC) provided instructions to the public on how to submit comments online and informed attendees that Spanish translation services were available onsite, while American Sign Language (ASL) interpretation were accessible online. No written comments were submitted by September 24, 2026, at 5:00 p.m. One public comment was provided in person, and no public comments were provided online. All presentations, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 5. MPO DIRECTOR REPORT AND ORIENTATION OF AGENDA, MS. ALLIE ISBELL, DIRECTOR OF PLANNING AND DELIVERY, AND MS. JAMILA OWENS, DIRECTOR OF PROGRAMS AND IMPLEMENTATION, H-GAC

Ms. Allie Isbell provided the MPO Director's Report and highlighted several upcoming opportunities and recent accomplishments of the H-GAC Metropolitan Planning Organization.

Staff reminded members that the **Call for Subregional Studies** remains open through **October 19**, inviting applications for mobility, corridor, and modal planning studies. Members were also informed that the **Freight At-Grade Rail Separation Feasibility Study Call for Projects** is open through **November 9**.

Ms. Isbell reported that several staff members recently attended the **Association of Metropolitan Planning Organizations (AMPO) Conference**, where H-GAC staff participated in panel discussions and shared best practices with MPO peers from across the nation.

Ms. Jamila Owens announced that H-GAC received the **2026 AMPO Outstanding Overall Achievement Award for a Large MPO**, the organization's highest recognition in that category. The award recognized the region's **Commute Solutions FIFA travel demand management and outreach efforts**, which included extensive coordination with employers, commuters, and transportation partners to prepare for

transportation impacts associated with FIFA events. Staff noted that the award reflects national recognition of the region's transportation planning leadership and accomplishments.

Staff also announced that **Ron Papsdorf** was nominated to serve on the **AMPO Board of Directors**, noting his strong reputation and leadership within the national MPO community.

Additionally, Ms. Owens highlighted a major accomplishment related to the **Statewide Transportation Improvement Program (STIP)** review process. She explained that over the past two years, staff implemented significant process improvements to address issues related to STIP exceptions, including the development of standardized operating procedures for project descriptions and enhanced coordination with Federal Highway Administration staff. As a result of those efforts, H-GAC received **100 percent approval of its quarterly STIP revision**, eliminating exceptions and achieving a level of success staff described as uncommon within the process.

Discussion

Council members congratulated staff on the national award, the STIP achievement, and Mr. Papsdorf's AMPO Board nomination.

Members reflected on the significant improvements made over the last several years, noting that the organization had previously experienced challenges with STIP approval rates and project review processes. Several members commended the efforts of **Vishu Lingala, Stephen Keen, and MPO staff**, recognizing the extensive work undertaken to improve project documentation, coordination, and overall performance.

The Chair praised staff for achieving the Council's long-standing goal of becoming one of the top-performing MPOs in the nation, citing both the national AMPO award and the perfect STIP approval record as evidence of the organization's success. Members expressed appreciation for the leadership of staff and Council officers and encouraged continued progress. The Transportation Policy Council received the report and congratulated staff on their accomplishments. All presentations, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 6. CONSENT AGENDA

Chair Justin Beckendorff introduced the Consent Agenda and noted that the items were routine in nature and could be approved through a single motion unless a member requested that an item be removed for separate consideration. The Consent Agenda included approval of the previous meeting minutes, 2027-2031 Transportation Improvement Plan (TIP) and 2045 Regional Transportation Plan (RTP) Amendments, and the Unified Planning Work Program (UPWP) amendment to Add Federal Transit Administration Funds. A motion and second were received to approve the Consent Agenda. No discussion was offered, and the motion carried unanimously. The Consent Agenda was approved as presented. All presentations, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 7. LEGISLATIVE POLICY PRIORITIES AD HOC COMMITTEE'S RECOMMENDATIONS, HON. MARK KEOUGH

Hon. Judge Keough presented the Ad Hoc Committee's recommended legislative priorities for consideration and adoption by the Transportation Policy Council (TPC). He emphasized that developing priorities is only the first step and that success will require coordinated advocacy with legislators, committee members, and stakeholders throughout the legislative process.

Legislative Priorities Presented

1. **Increase State Highway Fund Allocations**
 - Increase revenue shares from Proposition 1 and Proposition 7.
 - Reduce transfers to the State Highway Fund Enterprise Fund.
 - Increase annual funding from approximately \$2.5 billion to \$5 billion for highway construction, maintenance, and infrastructure improvements.
2. **Dedicate Excess Toll Revenue to Transportation Infrastructure**
 - Require surplus toll revenue to be used exclusively for transportation purposes.
 - Eligible uses would include highway construction, roadway maintenance, safety improvements, and congestion relief projects.
3. **Increase Investment in Unsafe At-Grade Railroad Crossings**
 - Expand funding dedicated to addressing unsafe at-grade railroad crossings.
 - Revised language focuses resources on crossings identified as posing safety risks.
4. **Preserve Legislative Intent of the Federal Aid Highway Act**
 - Modify state provisions affecting MPO administration of federal transportation funds.
 - Provide MPOs with greater flexibility in allocating federal funding categories based on regional priorities and needs.
 - Reduce limitations created by TxDOT rulemaking authority over certain federal funds.
5. **Reauthorize the County Transportation Infrastructure Fund**
 - Broaden eligibility beyond oil and gas-related roadway damage.
 - Allow funding for roadways impacted by a wider range of industrial activities, including freight and port-related transportation.
 - Increase funding opportunities for high-growth regions experiencing infrastructure impacts from economic development.

Council Discussion

- Members expressed strong support for establishing formal legislative priorities and presenting a unified regional voice.
- The importance of developing supporting materials, including:
 - Legislative talking points,
 - Background information,
 - Regional examples, and
 - A formal resolution for local adoption, was discussed.
- Members highlighted the need to coordinate advocacy efforts among:
 - TPC,
 - H-GAC,
 - Transportation Advocacy Group (TAG),
 - Counties,
 - Municipalities, and
 - Regional stakeholders.
- Discussion emphasized the need to identify legislative champions in both the Texas House and Senate to sponsor and advance the priorities.
- Representatives of the Gulf Coast Rail District voiced support for the railroad crossing priority and noted ongoing efforts to identify and prioritize at-risk crossings across the region.

Motion:

A motion was made by Dr. Shelley Sekula-Gibbs and seconded by Councilmember Sally Branson to approve the **Legislative Policy Priorities recommendations**. Following discussion, the members voted, and the motion carried.

Abstained: Mr. Glen Albritton and Ms. Lisa Collins abstained on the motion to approve. All presentations, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 8. TPC APPROVAL OF EX-OFFICIO MEMBER APPOINTMENT, CHAIR JUSTIN BECKENDORFF

The Chair introduced Agenda Item 8 regarding the appointment of an additional ex officio member to the Transportation Policy Council (TPC). The Chair noted the importance of active participation by ex officio members and stated that additional legislative representation would be beneficial in providing insight into the transportation planning process, funding challenges, and policy decisions affecting the region.

Motion:

A motion was made to appoint **Senator Brett Ligon, Senate District 4**, as an ex officio member of the TPC. During discussion, members expressed support for the appointment and noted the value of having a state legislator participate in TPC meetings to gain firsthand knowledge of regional transportation issues and funding priorities.

Members requested clarification regarding the impact of the appointment on the current ex officio membership. It was confirmed that the appointment would be **in addition to** the existing ex officio members, including Senator Carol Alvarado, and that no current members would be removed. Staff also confirmed that there is no established limit on the number of ex officio members.

The motion was seconded. The Council voted, and the motion carried. All presentations, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 9. TRANSIT ASSET MANAGEMENT (TAM) PERFORMANCE MEASURES UPDATE, MR. KAREEM HESHMAT H-GAC

Mr. Kareem Heshmat, Supervisor of Transportation Safety, with H-GAC's Transit Team, presented the federally required Transit Asset Management (TAM) performance measures. Mr. Heshmat noted that Transit Asset Management focuses on maintaining transit assets in a state of good repair and serves as a foundation for achieving transit safety goals.

The presentation reviewed four federally defined asset categories:

- **Rolling Stock** (revenue vehicles used to transport passengers)
- **Equipment** (non-revenue support vehicles)
- **Facilities** (such as passenger waiting areas and maintenance buildings)
- **Infrastructure** (fixed-guideway assets)

He explained that asset performance is measured using asset age, condition ratings, and performance restrictions, which help transit agencies identify assets approaching or exceeding their useful life, prioritize reinvestment needs, and support development of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Mr. Heshmat described H-GAC's role in coordinating with regional transit agencies, reviewing reported asset data, and establishing regional performance targets based on information submitted by individual transit providers. He noted that transit agencies remain responsible for maintaining asset management plans, setting agency-level targets, and reporting asset condition data to the Federal Transit Administration's National Transit Database.

Using the most recent data available from transit providers and the National Transit Database, Mr. Heshmat reviewed regional performance and reported that the region was generally performing as expected across the four asset categories of rolling stock, equipment, facilities, and infrastructure. He also acknowledged the efforts of participating transit agencies in collecting and reporting asset condition data.

Mr. Heshmat stated that, based on consultation with transit providers and a review of state-of-good-repair guidance, H-GAC developed proposed regional performance targets for 2028 and 2030. He further reported that approximately \$1.9 billion in federal funding had been programmed through 2030 to support transit capital and infrastructure investments needed to maintain assets in a state of good repair and achieve future performance targets.

Mr. Heshmat concluded the presentation by requesting approval of **Resolution No. 2026-21**, adopting the regional Transit Asset Management performance measures and targets for 2028 and 2030.

Motion:

A motion to approve was made by Councilmember Alcorn and seconded by Commissioner Briones. The Council voted and the motion carried. Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 10. PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) MEASURES UPDATE, MR. KAREEM HESHMAT, H-GAC

Mr. Kareem Heshmat, Supervisor of Transportation Safety with H-GAC, presented the Public Transportation Agency Safety Plan performance measures and targets, noting that this was the second of two federally required public transportation performance measure updates. He explained that, while Transit Asset Management focuses on the state of good repair of physical assets, the Public Transportation Safety measures monitor fatalities, injuries, and mechanical failures across the public transit network.

Mr. Heshmat reported that the number of federally required safety performance measures increased from seven to fourteen in 2024. He explained that H-GAC evaluates the data relative to vehicle revenue miles and is utilizing a Vision Zero approach as the baseline for fatality performance measures. He also noted that, as additional data becomes available through the National Transit Database, a clearer picture of performance will emerge for the newly established measures.

Mr. Heshmat reviewed safety performance results and proposed targets for Tier I and Tier II transit providers, including bus, paratransit, rail, and demand-response services. He noted that some 2023 performance measures fell short of their targets, while other areas were performing well, and expressed optimism that performance would improve in future years. He also acknowledged the efforts of regional transit agencies in maintaining safe and reliable service throughout the region.

Mr. Heshmat concluded the presentation by requesting approval of **Resolution No. 2026-22**, adopting the Public Transportation Agency Safety Plan performance measures and targets.

During discussion, a member asked whether any penalties or consequences existed if the performance targets were not met. Mr. Heshmat confirmed that the measures are goals and that there are no penalties associated with failing to achieve them.

Motion:

A motion to approve **Resolution No. 2026-22** was made and was seconded. The Council voted and the motion carried. Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 11. RELIABILITY CONGESTION AND AIR QUALITY PERFORMANCE MEASURES AND TARGETS, MS. ARIANE MARTINS AND DR. MADELINE STATKEWICZ, H-GAC

Ms. Ariane Martins, Senior Planner with H-GAC, presented an overview of the reliability, congestion, and air quality performance measures on the National Highway System. She explained that the measures evaluate interstate and non-interstate travel time reliability, truck travel time reliability, peak-hour excessive delay, and non-single occupant vehicle travel. She noted that there are no penalties associated with not meeting performance targets.

The presentation highlighted factors influencing reliability and congestion, including population growth, increasing traffic demand, capacity constraints, programmed transportation projects, crashes, work zones, weather events, and special events. Staff reported that interstate reliability did not meet the 2026 target and has returned to near pre-pandemic levels. Based on current trends and forecasts, reliability is expected to continue declining as travel demand increases and major transportation projects advance into construction. Staff presented the following proposed reliability targets:

- **Interstate Reliability:** 62% (2028) and 57% (2030)
- **Non-Interstate Reliability:** 76% (2028) and 73% (2030)
- **Truck Travel Time Reliability Index:** Target of 2.0 (2030)

For congestion measures, staff reported that peak-hour excessive delay targets were not met in the Houston and The Woodlands-Conroe urbanized areas, while non-single occupant vehicle travel targets were achieved in both areas. Staff noted that the reported performance measures were based on 2010 Census population data as directed by the Federal Highway Administration and provided comparisons using 2020 Census data to illustrate the impacts of regional population growth.

Proposed Congestion Targets

Peak-Hour Excessive Delay

- Houston Area: 19 hours (2028) and 20 hours (2030)
- The Woodlands-Conroe Area: 16 hours (2028) and 18 hours (2030)

Non-Single Occupant Vehicle Travel

- 30% for both urbanized areas in 2028 and 2030

Staff emphasized that these targets are intended to establish realistic and measurable benchmarks that reflect current conditions, population growth, reduced work-from-home trends, and anticipated construction activity. Strategies supporting improvement include congestion management initiatives, the Regional Transportation Plan, project selection processes, Tow and Go, Commute Solutions, TranStar, and the ConnectSmart program.

Dr. Madeline Statkewicz, Senior Planner with H-GAC, presented the Congestion Mitigation and Air Quality (CMAQ) emissions reduction performance measure. She reported that the 2026 target was not met but noted that progress toward the emissions reduction goal improved compared to prior years. She explained that only CMAQ-funded projects are included in the measure and described the methodology used to establish future targets, including review of historical emissions reductions, Transportation Improvement Program (TIP) data, and project delivery success rates. Staff requested approval of **Resolution No. 2026-23**.

Council Discussion

A council member asked why proposed interstate reliability targets decreased from prior targets despite efforts to improve transportation conditions. Staff explained that the original targets were established during the pandemic, when reduced travel and increased telework resulted in higher reliability and lower congestion. Current projections reflect a return to pre-pandemic travel patterns, continued population growth, and anticipated construction impacts on interstate facilities. Additional clarification was provided that the targets are intended to be realistic and achievable based on forecast conditions.

Motion:

A motion was made and seconded to approve **Resolution No. 2026-23** adopting the proposed reliability, congestion, and air quality performance measure targets. The Council voted, and the motion carried. Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 12. 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) & 2045 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS, MR. STEPHEN KEEN, H-GAC

Mr. Stephen Keen, Principal Planner with H-GAC, presented draft amendments to the 2027–2030 Transportation Improvement Program (TIP) and the 2050 Regional Transportation Plan (RTP). He began by reviewing the relationship between the TIP and the region's long-range planning documents, noting that the TIP is contained within the broader planning framework established by the RTP.

The first proposed amendment, submitted by the **TxDOT Houston District**, would revise the scope of the **FM 523 project in Brazoria County**. The amendment would separate the roadway reconstruction elements into a standalone project while retaining the sidewalk construction component within the existing project funded through Congestion Mitigation and Air Quality (CMAQ) funds.

Mr. Keen also presented a request from the **City of Conroe** to program transit project groupings for **fiscal years 2027 and 2028**. These project groupings would include public transportation activities and expenditures related to capital, operations, planning, and administration. Staff noted that all projects included in the request would be newly programmed during those fiscal years. A regional map was displayed showing the geographic distribution of the proposed amendments.

Mr. Keen reminded the Council that the amendments were in draft form and remained subject to additional review and revision. Staff anticipates returning the proposed amendments to the Transportation Advisory Committee (TAC) for recommendation and to the Transportation Policy Council (TPC) for action at the next meeting.

Council Discussion

The Chair noted that the proposed amendments were relatively straightforward and invited questions from Council members. No questions or comments were offered. No action was taken, as the item was presented for discussion and review purposes only. Staff will return the proposed amendments to the Council at a future meeting for consideration and approval. Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 13. 2050 REGIONAL TRANSPORTATION PLAN (RTP) REGIONALLY SIGNIFICANT PROJECT LIST FOR AIR QUALITY CONFORMITY ANALYSIS, MR. STEPHEN KEEN, H-GAC

Mr. Stephen Keen, Principal Planner with HGAC, presented the draft list of regionally significant projects for inclusion in the 2050 Regional Transportation Plan (RTP) air quality conformity process. He clarified that the

list does not represent the full RTP project inventory, but only those projects that meet federal requirements for air quality conformity analysis.

The presentation included an overview of the 2050 RTP vision and goals, which focus on safety, mobility and economic vitality, network integration and innovation, and resiliency and adaptability. Staff noted that, as a non-attainment area for air quality purposes, the region is required to identify and model all regionally significant projects that could affect air quality.

Mr. Keen explained that regionally significant projects generally include capacity-adding improvements on principal arterials and higher-classification facilities, new roadway alignments, bypasses, interchanges that provide new access, interchange removals that eliminate access, and fixed-guideway transit projects such as bus rapid transit and rail. The draft list currently contains **247 regionally significant projects**, the majority of which are carryover projects from the existing RTP, along with approximately **52 new project submissions**.

Staff emphasized that once approved, the regionally significant project list will be used to support the air quality conformity process and will become largely fixed for modeling purposes. The draft list remains under review by project sponsors, and comments and revisions are still being incorporated.

Mr. Keen stated that the item will return as an **action item in November** for Transportation Policy Council (TPC) approval. Approval of the list will allow staff to proceed with the air quality conformity analysis for the 2050 RTP. The full RTP, including all projects, programs, and policy elements, is expected to be presented in 2027.

Discussion

Members discussed the timing of the air quality conformity process and its relationship to the overall RTP update.

In response to questions, staff explained that the regionally significant project list must be approved before completion of the full RTP because the conformity modeling and subsequent federal review process require significant time. Approval of the list enables staff to begin the required air quality analysis while development of the broader RTP continues.

Staff clarified that the RTP encompasses all transportation investments through 2050, including projects contained in the Transportation Improvement Program (TIP) and other transportation planning documents. Consistency between the RTP and related plans is necessary for projects to advance.

Members also discussed the potential future use of artificial intelligence in transportation modeling. Staff indicated that AI is not currently being used in the conformity modeling process, though future applications may be explored.

Staff encouraged agencies and stakeholders to review the draft project list and submit any corrections, including project limits or other revisions, prior to the November approval process.

No action was taken on this item. The project list was presented for discussion and is scheduled to return for approval at a future meeting. Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 14. TRANSPORTATION CONFORMITY PROCESS, MR. ANDREW DECANDIS AND DR. MADELINE STATKEWICZ, H-GAC

Mr. Andrew DeCandis, Air Quality Program Manager, introduced Dr. Madeline Statkewicz, noting that she will lead the region's transportation conformity process moving forward. He highlighted her contributions during her first year with the Air Quality Program and noted that significant preparation has already been completed for the upcoming conformity determination.

Dr. Statkewicz provided an overview of the transportation conformity process and explained that the Houston-Galveston region is required to conduct conformity analyses because it remains in nonattainment for both the 2008 and 2015 federal ozone standards. She noted that the region is classified as **severe nonattainment** under the 2008 ozone standard and **serious nonattainment** under the 2015 ozone standard. Although Waller and Liberty Counties are not included under the 2015 standard designation, the region as a whole remains subject to transportation conformity requirements.

Dr. Statkewicz explained that transportation conformity serves as the connection between air quality planning and transportation planning by ensuring that transportation investments contained in the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) are consistent with air quality goals and emissions budgets established through the State Implementation Plan (SIP).

The presentation outlined several events that can trigger a new conformity determination. For the current cycle, the development of the **2050 Regional Transportation Plan (RTP)** and the **2027–2030 Transportation Improvement Program (TIP)** is initiating the conformity process. Other potential triggers may include new nonattainment designations or updated emissions budgets.

Staff noted that transportation conformity is typically a **12- to 20-month process**. The region is currently in the process initiation stage, with network and emissions analyses anticipated to begin later this year and continue into early next year. Dr. Statkewicz emphasized the importance of beginning the process early due to the length of agency review periods.

As an example, staff reported that the previous conformity determination process spanned **477 days**, from March 2025 through July 2026, with **225 days dedicated to partner agency review**. H-GAC staff responded to all review comments within 30 days, though significant time was required to receive and resolve comments from partner agencies.

Dr. Statkewicz also reviewed the proposed timeline contained within the region's **Pre-Analysis Consensus Plan**, which documents modeling assumptions and inputs and allows partner agencies to review and provide feedback before modeling begins. Staff plans to initiate coordination with partner agencies in October and request comments within a 45-day review period. The proposed schedule is designed to keep the region on track to meet federal conformity and RTP adoption deadlines.

No substantive questions or comments were raised by members following the presentation. The Transportation Policy Council received an update on the transportation conformity process and upcoming schedule. No action was taken on this item. The project list was presented for discussion and is scheduled to return for approval at a future meeting. Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 15. PROPOSED RECOMMENDATIONS TO FACILITATE TRANSPORTATION PLANNING AND CONFORMITY PROCESS IMPROVEMENTS, MR. ANDREW DECANDIS, H-GAC

Mr. Andrew DeCandis presented a discussion item outlining potential policy and regulatory recommendations intended to improve the efficiency of the transportation conformity process and related transportation planning activities. The effort was developed through ongoing collaboration between H-GAC staff and Dr. Shelly Sekula-Gibbs.

Staff reviewed the transportation conformity process timeline, noting that the region's most recent conformity determination required **477 days** to complete. Approximately **252 days** were spent on project development, analysis, regional review, and submittal by MPO staff, while **225 days** were devoted to state and federal partner review and concurrence. Staff indicated that work is already underway to streamline internal processes and reduce the time required for MPO-led activities but noted that significant portions of the process remain outside local control.

To address these challenges, staff presented five draft recommendations for future discussion with state and federal partners:

- Delegate transportation conformity approval authority from federal agencies to the state level.
- Establish an agreed-upon review framework and timeline for conformity partners to provide comments and concurrence.
- Provide MPOs with greater flexibility in selecting conformity analysis years to avoid duplicative analyses.
- Reevaluate and potentially expand project categories eligible for exemption from conformity requirements.
- Develop a federally sanctioned glossary or standardized terminology to improve project descriptions and reduce review delays.

Mr. DeCandis explained that the recommendations are intended to improve efficiency while maintaining existing environmental and regulatory standards. Staff emphasized that the proposals are preliminary and are intended to initiate dialogue with state and federal partners.

Discussion

Dr. Shelly Sekula-Gibbs spoke in support of the recommendations and commended H-GAC staff for their expertise and leadership on conformity issues. She discussed historical challenges associated with the conformity process, citing examples where relatively minor transportation improvements experienced lengthy delays due to the multiple levels of review required by various state and federal agencies.

Dr. Sekula-Gibbs stated that the recommendations are designed to improve transparency, efficiency, and predictability rather than reduce environmental protections. She highlighted the potential benefits of delegating certain conformity approvals to the state level, establishing review deadlines, reducing duplicative analysis requirements, expanding exemptions where appropriate, and creating consistent project terminology that could be used by project sponsors and reviewing agencies.

Council members expressed support for exploring opportunities to reduce unnecessary delays while maintaining regulatory compliance. Members noted the importance of completing transportation projects in a timely manner and acknowledged the challenges that arise when conformity determinations are delayed.

A member asked how TxDOT would view the concept of delegating conformity authority to the state. The TxDOT representative responded that, while unable to comment on specific policy positions, the agency supports efforts to improve the process and would be willing to participate in discussions regarding potential improvements.

Ms. Jamila Owens emphasized that the item was being presented for discussion purposes only and that additional conversations with state and federal partners would be necessary to evaluate the feasibility of the proposed recommendations. Staff indicated that they would return to the Council with additional information after conducting those discussions.

Council leadership expressed appreciation to staff for their work and encouraged continued efforts to identify practical opportunities to improve transportation planning and conformity processes.

No action was taken on this item. Staff presented the proposed recommendations for discussion and stakeholder feedback, with additional coordination and analysis anticipated before any future action is considered. Presentation, comments, and discussions are available in the official meeting recording [HERE](#)

ANNOUNCEMENTS AND ADJORNMENT

Chair Beckendorff informed the Council of upcoming meetings

EVENT	DATE	TIME	LOCATION
Gulf Coast Rail District – Rail and Road Safety Workshop	October 6-7	9:00 a.m.	See Attached Flyer
Air Quality Houston Regional Summit	October 8	9:00 a.m.	See Attached Flyer
Technical Advisory Committee Meeting	October 14	9:30 a.m.	In Person
Transportation Policy Council Meeting	October 23	9:30 a.m.	In Person
Transportation Safety Committee Meeting	October 27	1:30 p.m.	Virtual
Regional Air Quality Planning Advisory (RAQPAC) Committee Meeting	October 29	10:00 a.m.	Virtual

Chair Beckendorff adjourned the meeting at 11:08 a.m.

Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

Hon. Sally Branson, TPC Secretary
Transportation Policy Council

Attachment 1
MEETING OF THE TRANSPORTATION POLICY COUNCIL (TPC)
FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA
SEPTEMBER 25, 2026

ROLL

<u>AGENCY</u>		<u>VOTING MEMBER/ALTERNATE</u>	<u>REPRESENTING</u>
Baytown, City of	_____	Honorable Charles Johnson Mayor	City of Baytown
	<u> X </u>	Kenrick Griffith – Alternate	
Conroe, City of	_____	Honorable David Hairel Council Member	City of Conroe
	_____	Vacant – Alternate	
Galveston, City of	<u> X </u>	Honorable Alex Porretto Council Member	City of Galveston
	_____	Honorable Bob Brown	
Houston, City of Position No. 1	<u> X </u>	Honorable Sallie Alcorn Council Member	City of Houston
	_____	Honorable Willie Davis- Alternate	
Houston, City of Position No. 2	<u> X </u>	Honorable Carolyn Evans-Shabazz Council Member	City of Houston
	_____	Honorable Joaquin Martinez - Alternate	
Houston, City of Position No. 3	_____	Randy Macchi Director -Houston Public Works	City of Houston
	<u> X </u>	David Wurdlow - Alternate	
League City, City of	<u> X </u>	Honorable Tommy Cones Council Member	City of League City
	_____	Honorable Andy Mann - Alternate	
Missouri City, City of	_____	Shashi Kumar, P.E. Assistant City Manager	City of Missouri City
	<u> X </u>	Nicholas L. Cook – Alternate	
Pasadena, City of	_____	Sarah Benavides, P.E. Sr. Assistant Public Works Director	City of Pasadena
	_____	Mark Gardemal – Alternate	

<u>AGENCY</u>		<u>VOTING MEMBER/ALTERNATE</u>	<u>REPRESENTING</u>
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Pearland, City of	<u> </u>	Vacant	City of Pearland
	<u> X </u>	Trent Epperson-Alternate	
Sugar Land, City of	<u> </u>	Honorable Suzanne Whatley Council Member	City of Sugar Land
	<u> </u>	Honorable Jim Vonderharr– Alternate	
Texas City, City of	<u> </u>	Vacant Mayor	City of Texas City
	<u> X </u>	Vacant - Alternate	
Smaller Cities – Position 1	<u> X </u>	Honorable Jerry Mouton Mayor	Smaller Cities
	<u> </u>	Hon. Todd Thurbur - Alternate	
Smaller Cities – Position 2	<u> X </u>	Hon. John Escoto City of Shenandoah	Smaller Cities
	<u> </u>	Hon. Dusty Thiele-Alternate City of Katy	
Smaller Cities – Position 3	<u> X </u>	Hon. Sally Branson- Secretary City of Friendswood	Smaller Cities
	<u> </u>	Hon. Ross Gordon-Alternate City of Bellaire	
The Woodlands Township	<u> X </u>	Dr. Shelley Sekula-Gibbs Board Member -The Woodlands Township Board	The Woodlands Township
	<u> </u>	Craig Eissler-Alternate	
Brazoria County	<u> X </u>	Matt Hanks, JD, P.E. County Engineer	Brazoria County
	<u> </u>	Honorable David Linder – Alternate	
Chambers County	<u> </u>	Honorable Ryan Dagley County Commissioner	Chambers County
	<u> </u>	Honorable Tommy Hammond-Alternate	
Fort Bend County	<u> X </u>	Honorable Grady Prestage County Commissioner, 1st Vice Chair	Fort Bend County
	<u> </u>	Stacy Slawinski, P.E. – Alternate	
<u>AGENCY</u>		<u>VOTING MEMBERSHIP</u>	<u>REPRESENTING</u>
Galveston County	<u> X </u>	Honorable Robin Armstrong County Commissioner	Galveston County
	<u> </u>	Honorable Joe Giusti– Alternate	

Harris County Position No. 1	<u> </u> <u> </u> X	Honorable Adrian Garcia County Commissioner, Pct. 2 Dr. Milton Rahman – Alternate	Harris County
Harris County Position No. 2	<u> </u> X	Honorable Lesley Briones- 2nd Vice Chair County Commissioner, Pct. 4 Roberto Treviño, P.E. – Alternate	Harris County
Liberty County	<u> </u> <u> </u>	Honorable Jay Knight County Judge Honorable Greg Arthur - Alternate	Liberty County
Montgomery County	<u> </u> X	Honorable Mark Keough County Judge Matt Gray – Alternate	Montgomery County
Waller County	<u> </u> X	Honorable Justin Beckendorff County Commissioner – Chair Kendric Jones- Alternate	Waller County
Houston Metropolitan Transit Authority	<u> </u> X	Elizabeth Gonzalez Brock METRO Chair Thomas Jasien-Alternate	METRO
TxDOT-Houston	<u> </u> X	Glenn Allbritton, P.E. District Engineer Varuna Singh, P.E.– Alternate	TxDOT Houston District
TxDOT-Beaumont	<u> </u> X	Ana I. Mijares, P.E. District Engineer Lisa Collins, P.E. – Alternate	TxDOT Beaumont District
Port Freeport	<u> </u> <u> </u>	Phyllis Saathoff Executive Director Rob Lowe-Alternate	Port Freeport
Port Houston	<u> </u> <u> </u>	Charlie Jenkins Chief Executive Officer Kerrick Henny-Alternate	Port Houston
<u>AGENCY</u>		<u>VOTING MEMBERSHIP</u>	<u>REPRESENTING</u>
Gulf Coast Rail District	<u> </u> X	Hon. Jon Keeney Mayor-GCRD Board Member Veronica Chapa-Gorczyński-Alternate	Gulf Coast Rail District

<u>31</u>	Total Voting Membership
<u>23</u>	Voting Membership Present
<u>16</u>	Required Quorum

AGENCY

Texas State Senate
Freight Rail Interests
Texas State Legislator
Wharton County

<u>X</u>
<u>X</u>

EX-OFFICIOS

Hon. Carol Alvarado
Clint Schelbitzki/**Richard Zientek**
Hon Dennis Paul
Hon. Phillip Spenrath

REPRESENTING

8-County Region
Union Pacific
8-County Region
Wharton County

NON-VOTING

H-GAC
TxDOT-Houston

<u>X</u>
<u> </u>

Ron Papsdorf
Vacant

H-GAC
TxDOT-Houston