

11. FEDERAL CERTIFICATION REVIEW 2026

BACKGROUND

Metropolitan Planning Organizations that serve transportation management areas (urban areas with populations of 200,000 or more) must undergo a review process led by the Federal Highway Administration and Federal Transit Administration to certify every four years that the MPO is following federal rules and regulations for the transportation planning process.

The Houston-Galveston Area Council, led by the Transportation Policy Council, is an MPO that serves two transportation management areas, The Woodlands-Conroe and Houston. Prior to the 2026 recertification, MPO was last certified by the Federal Transit Administration and Federal Highway Administration in 2021. The 2025 certification was delayed due to staffing changes at H-GAC and FHWA.

CURRENT SITUATION

The region's 2026 Federal Certification review was held April 22-24, 2026. Members of the Transportation Policy Council, TxDOT, and area transit agencies participated in the certification review alongside H-GAC staff. The report attached summarizes the results of the 2026 recertification.

ACTION REQUESTED

Information only.



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

Texas Division

July 30, 2026

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In Reply Refer To:
HDA-TX

2026 Federal Certification Review Action for
Houston and Conroe-The Woodlands
Transportation Management Areas (TMA)

Mr. Justin Beckendorff
Waller County Commissioner,
Precinct 4 / Chairman, Houston-
Galveston Area Council
836 Austin Street
Hempstead, Texas 77445

Dear Mr. Beckendorff:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) worked with Houston-Galveston Area Council (H-GAC), the Texas Department of Transportation (TxDOT) and Metropolitan Transit Authority of Harris County (Houston METRO) staff to prepare for and conduct a planning certification review for the Houston and Conroe-The Woodlands Transportation Management Areas (TMA) on April 22-24, 2026. This review was conducted in accordance with 23 United States Code (U.S.C.), Section 134(k)(5) and consisted of a combination of H-GAC MPO document reviews, public input, and virtual meetings with H-GAC MPO staff and local elected officials.

Based upon our review, FHWA and FTA find that the transportation planning process for the Houston and Conroe-The Woodlands TMAs is in compliance with the requirements of 23 U.S.C. 134 and 49 U.S.C. 5303. Accordingly, we hereby certify the transportation planning process for the Houston and Conroe-The Woodlands TMAs. Please find a summary report of our findings enclosed.

Should you have any questions concerning this determination, please contact Jose Campos, FHWA at Jose.Campos@dot.gov, Kwasi Bosompem at Kwasi.Bosompem@dot.gov and Ronisha Hodge at Ronisha.Hodge@dot.gov.

Sincerely,

DAVID EDMUND
BARTELS

Digitally signed by
DAVID EDMUND
BARTELS

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Region VI

Ed Burgos-Gomez, Acting Director
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Enclosure

cc:

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Donnie Hayes, Missouri City Parks and Recreation



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration



Transportation Management Area Federal Certification Review

Houston-Galveston Area Council of Governments (H-GAC)

April 22 – 24, 2026

Prepared by:

Federal Highway Administration (FHWA) Texas Division

and

Federal Transit Administration (FTA) Region VI

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*Denotes this section includes a commendation, or a recommendation. There were no corrective actions in this report.

INTRODUCTION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the 2026 Planning Certification Review of the transportation planning process for the Houston-Galveston Area Council (H-GAC) Metropolitan Planning Organization (MPO) on April 22 – 24, 2026. The FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to review and evaluate the transportation planning process to determine if the process meets the applicable provisions of 23 CFR Part 450 and 23 USC 134.

PREVIOUS FINDINGS AND DISPOSITION

The letter of certification and report from the 2021 Federal Certification Review is available upon request from FHWA or FTA.

CURRENT FINDINGS

As a result of the 2026 review, FHWA and FTA are certifying the metropolitan transportation planning process (MTPP) conducted by the Texas Department of Transportation (TxDOT), H-GAC MPO, Houston Metropolitan Transit Authority (METRO) and other applicable transit entities, substantially meets the requirements of 23 CFR 450 and 23 USC 134. There are recommendations in this report that warrant close attention and follow-up, as well as areas that the MPO is performing very well in that are to be commended.

REVIEW SUMMARY

The 2026 TMA Certification Review was conducted by the Federal Review Team through a combination of H-GAC MPO document reviews, on-site discussions with staff from TxDOT, MPO and Transit Entities, interviews with local elected officials and public input. The Federal Review Team focused on MPO's compliance with federal regulations under 23 CFR Part 450 and other relevant metropolitan planning-related requirements.

The review areas, observations, commendations, and recommendations are summarized in the subsequent tables. For ease, the review areas are ordered by the Code of Federal Regulation (CFR) citation: 23 CFR 420.117; 23 CFR Part 450 Subpart C; Appendix A to Part 450; as well as Part 490 Subparts B to H.

Requirements and Citations	Observations, Commendations, Recommendations and Corrective Actions
METROPOLITAN TRANSPORTATION PLANNING PROCESS* 23 U.S.C.134 49 U.S.C.5304 23 CFR 450.306	The Metropolitan Transportation Planning Process (MTPP) is a continuous, cooperative, and comprehensive (3C) framework that employs a performance-based approach to guide regional transportation projects, strategies, and services. H-GAC staff, consultants, and local partners implement the MTPP in coordination with TxDOT and other regional stakeholders, and the MPO ensures systematic compliance with planning requirements across its documents. In 2023, the City of Houston’s Proposition B (charter amendment) prompted review by the H-GAC Board of Directors and the MPO’s Transportation Policy Council (TPC), which concluded that no governance changes were required. Following finalization of the 2020 Census urbanized area boundaries, the MPO amended its TPC bylaws - considered non-structural- to add The Woodlands Township as a voting member, provide separate voting representation for Freeport and the Port of Houston, and established a TPC Executive Committee. These changes are not considered a substantial change in the proportion of voting members or in the decision-making authority or responsibility of the MPO. The TPC is supported by advisory bodies, including the Executive Committee, the Safety Committee and the Greater Houston Freight Advisory Committee. They are also supported by the Technical Advisory Committee (TAC). Membership in the TAC is administered in accordance with the TAC’s bylaws.
Metropolitan Transportation Planning Process - FHWA & FTA Assessment: Compliant 1. Recommend that FTA-Region 6 be added as an ex-officio member to TPC.	

Requirements and Citations	Observations, Commendations, Recommendations and Corrective Actions
UNIFIED PLANNING WORK PROGRAM (UPWP) 23 CFR 450.308 FTA Circular 8100.1D Federal Uniform Guidance (2 CFR 200)	The Unified Planning Work Program (UPWP) is developed collaboratively by the MPO, State DOT, and transit agencies. The MPO adopted the FY 2026-2027 UPWP on Jun 27, 2025. It was Federally approved on September 30, 2025, with comments, including the incorporation of a detailed subtask schedule in the UPWP. The MPO has responded to the Federal comments and FHWA and FTA are reviewing the responses. TxDOT has developed a UPWP template outlining the structure of the UPWP, required information, required tasks and funding summaries. The MPO utilized TxDOT's UPWP template for development of the FY 2026-2027 UPWP and is considering changes to information provided in the UPWP, within the structure of the existing template. The MPO and TxDOT have introduced reporting portals to facilitate efficient exchange of information. The UPWP reflects consideration of performance-based planning and programming, interagency coordination, and use of consultants for technical work. Dedicated steering committees are established for subarea studies to ensure cooperation among TxDOT, transit agencies and local management districts, as appropriate. The MPO has initiated the development of eleven local safety action plans and a regional safety action plan. The MPO requested clarification from Federal partners regarding eligibility criteria for transit planning activities within the UPWP. Finally, the MPO has begun to implement recommendations from the prior Federal Certification Review concerning the identification of responsible entities and funding sources for subtasks, in accordance with 23 CFR 450.308(c).
Unified Planning Work Program - FHWA & FTA Assessment: Compliant	

Requirements and Citations	Observations, Commendations, Recommendations and Corrective Actions
METROPOLITAN PLANNING ORGANIZATION DESIGNATION & REDESIGNATION 23 CFR 450.310	The Houston-Galveston Area Council (H-GAC) is a voluntary association of local governments serving the 13-county Gulf Coast Planning Region of Texas. Established in 1966, H-GAC facilitates regional collaboration on issues such as transportation, public safety, environmental quality, and economic development. H-GAC has been instrumental in coordinating regional planning efforts. In 1988, the Governor of Texas officially designated H-GAC as the MPO for the eight-county Houston-Galveston urbanized area, comprising of Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller counties. Only one MPO is designated for the Houston and The Woodlands-Conroe transportation management areas (TMA – urban area > 200,000 in population). During the federal review, the team did not identify changes requiring redesignation of the MPO.
Metropolitan Planning Organization Designation & Redesignation - FHWA & FTA Assessment: Compliant	
METROPOLITAN PLANNING AREA BOUNDARIES 23 U.S.C. 134(e) 23 CFR 450.312(a)	The MPO's Metropolitan Planning Area (MPA) is comprised of 8-counties (Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery and Waller counties) and includes four Census designated urban areas – areas over 50,000 in population - (Houston, The Woodlands-Conroe, Galveston-Texas City and Lake Jackson), plus the area expected to become urbanized within the 20-year forecast period. As previously noted, both the Houston and The Woodlands-Conroe urban areas are designated TMAs. The MPA boundary (MPAB) has been provided to FHWA and FTA. Following the 2020 Census, H-GAC staff reviewed the Census designated urban area boundaries and made recommendations to adjust (smooth) the Census designated urbanized area boundaries. The MPO determined that no changes to the MPAB resulting from the 2020 census were required. The MPO anticipates this determination could change following the next decennial Census (2030) and will reassess the boundary as needed.
Metropolitan Planning Area Boundaries - FHWA & FTA Assessment: Compliant	

Requirements and Citations	Observations, Commendations, Recommendations and Corrective Actions
MPO PLANNING AGREEMENTS* 23 U.S.C. 134 23 CFR 450.314 49 U.S.C. 5303	The MPO, TxDOT, and METRO collaboratively define their respective responsibilities to implement the Metropolitan Transportation Planning Process (MTPP) and ensure effective information sharing. Currently, an agreement between TxDOT, the H-GAC Transportation Policy Council (TPC), and Fiscal Agent (H-GAC Board of Directors), originally dated September 24, 2018, remains in effect with two extensions expiring in September 30, 2027; TxDOT is actively updating this Memorandum of Understanding (MOU). The MPO has established an MOU with TxDOT and local transit agencies, formalizing roles and responsibilities under the 2018 Performance-Based Planning Agreement among transit operators, the MPO, and TxDOT. This agreement has not been updated and it is recommended that transportation planning partners conduct a periodic review to determine the need for revision. Furthermore, an MOU exists between the MPO and transit agencies dated May 25, 2018; however, it requires updating to address changes in transit agency service areas. A transition document should be appended as an addendum to this agreement. Regarding air quality planning, a contract is in place between the MPO and the Texas Commission on Environmental Quality (TCEQ) to support data development for the State Implementation Plan (SIP). Additionally, the roles and responsibilities of the MPO and TCEQ are outlined in a 1995 State Implementation Plan (SIP) revision (i.e., Conformity SIP). Overall, the required interagency agreements are current but would benefit from scheduled reviews and updates to ensure alignment with evolving service areas and regulatory requirements.

Requirements and Citations	Observations, Commendations, Recommendations and Corrective Actions
MPO Planning Agreements - FHWA & FTA Assessment: Compliant 2. MPO, TxDOT and Fiscal Agent Planning Agreement: Recommend that the MPO continue to work with TxDOT and Fiscal Agent to complete the update of this agreement by September 30, 2027. 3. MPO, Transit Agencies and TxDOT Performance Based Planning and Programming MOU: Recommend that the transportation planning partners periodically review this agreement to determine if any updates are required. 4. MPO and Transit Agencies MOU: Recommend that the MPO and Transit agencies review and update the MOU to reflect revisions to transit agency service areas.	
INTERESTED PARTIES, PARTICIPATION, & CONSULTATION* 23 U.S.C. 134(i)(6) 23 U.S.C. 134(g) 23 CFR 450.316 and 23 CFR 450.324(g)	The Metropolitan Planning Organization (MPO) adopted its Public Participation Plan (PPP) in 2018, amended it in 2021. The MPO is currently developing a comprehensive update anticipated for completion by May 2026. The update will incorporate the federally mandated 45-day public comment period. The PPP serves as the framework for guiding public engagement activities for MPO programs and projects, such as the Regional Transportation Plan (RTP), TIP and corridor studies. Individual public engagement plans are developed for specific studies incorporating applicable entities (Federal, State and Local) as appropriate. Additionally, the MPO utilizes a comprehensive mailing list to provide information to interested parties and makes information available on their website. All MPO meetings are held at accessible locations and comments and responses are summarized and shared with the MPO's TPC and TAC. The MPO reviews completed public engagement activities to assess the effectiveness of the strategies and tools used. While this assessment may not result in modifications to the overarching PPP framework, the findings are utilized as "lessons learned" for future activities. The current PPP outline includes an activity for providing additional opportunity for public comments if the final RTP or TIP differs significantly from the version made available for public comment or raises new material issues. Based on discussion with MPO staff it does not appear that this provision has been utilized but would be considered as needed.

Requirements and Citations	Observations, Commendations, Recommendations and Corrective Actions
Interested parties, participation, and consultation - FHWA & FTA Assessment: <i>Compliant</i> 5. Recommend that the MPO document the periodic review of the effectiveness of the procedures and strategies contained in the public participation plan to ensure a full and open participation process as required under 23 CFR 450.316(a)(1)(x).	
CONGESTION MANAGEMENT PROCESS (CMP)* 23 U.S.C. 134(k)(3) 23 CFR 450.322 Step 1: Develop Congestion Management Objectives Step 2: Define CMP Network Step 3: Select Performance Measures Step 4: Collect Data and Monitor System Performance Step 5: Analyze Congestion Problems and Needs Step 6: Identify & Evaluate Strategies Step 7: Implement Strategies Step 8: Evaluate Strategy Effectiveness	An updated Congestion Management Process (CMP) was adopted on April 23, 2021, and an interim update was completed in October 2025. The 2025 interim update included updated maps and addition of The Woodlands-Conroe urbanized area. Also, it updated system wide performance measures with actual data (2024) and corrected minor errors. Performance measures reflected in the CMP align with Federally required system performance measures (PM3). The MPO is working on a full update of the CMP and TPC adoption which is anticipated in October 2026. It is anticipated that the CMP update will retain the existing performance measures and may consider additional measures. As a non-attainment area, a Single Occupancy Vehicle (SOV) analysis is required to be completed for projects resulting in added SOV capacity prior to the projects being programmed in the Transportation Improvement Program (TIP). Added capacity projects submitted in the TIP call for projects are identified by MPO staff for SOV analysis by the project sponsor or the MPO. The SOV analysis evaluates strategies for addressing congestion, including transit, bicycle/pedestrian and intelligent transportation system (ITS) improvements. Strategies appropriate for the facility or the corridor are reflected in the SOV analysis report and are required to be included in the project by the project sponsor. Additionally, congestion is considered in the project selection criteria utilized by the MPO in the TIP call for projects. The MPO recently implemented a Project Delivery Team to monitor progress of projects on a quarterly basis. The MPO monitors effectiveness of the CMP by tracking progress on the CMP performance measures. However, this reflects the effectiveness of the CMP at the network level and not the effectiveness of specific strategies.

Requirements and Citations	Observations, Commendations, Recommendations and Corrective Actions
Congestion Management Process - FHWA & FTA Assessment: Compliant 6. Recommend that the MPO include in the CMP a process for tracking and ensuring that strategies identified in the SOV analysis for implementation as part of the SOV capacity increasing project are complete. 7. Recommend that the MPO explore options for assessing the effectiveness of implemented CMP strategies individually, utilizing available data (e.g., COMPAT) at the facility (roadway) level.	
METROPOLITAN TRANSPORTATION PLAN 23 U.S.C. 134 23 U.S.C. 168 23 CFR 450.324 23 CFR Part 450 Appendix A	The MPO's TPC adopted the current 2045 RTP Update on April 28, 2023. A US DOT transportation conformity determination for the 2045 RTP Update was completed on November 1, 2023. Accordingly, the MPO is required to complete an update of the RTP and corresponding transportation conformity determination by November 1, 2027. On October 24, 2025, the TPC adopted an amendment to the 2045 RTP Update. This amendment revised the RTP project listing based on results of the MPO's project development process. Consultation Partner review of the transportation conformity determination for the 2045 RTP Update amendment is ongoing. The long-range transportation plan serves as a blueprint for the Houston-Galveston region's transportation system. Outlining the MPO's current transportation vision, goals and planning strategies. Federally required transportation performance measures (Safety (PM1), Pavement and Bridge condition (PM2), System Performance (PM3), Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP)) are incorporated into the region's goals. Development of the RTP is coordinated with TxDOT and Transit Agencies via the TAC's RTP subcommittee. Various transportation modes are considered in the RTP, including roadways, public transportation, bicycle and pedestrian and freight systems. Additionally, the RTP considers travel and tourism, land use and natural/cultural resources. The MPO has developed and utilizes an Eco-Logical tool to map infrastructure projects and environmental resources within the region. The plan is fiscally constrained and based on reasonable revenue projections to ensure financial feasibility. Costs associated with Operations and Maintenance are considered in the fiscal constraint analysis.

Requirements and Citations	Observations, Commendations, Recommendations and Corrective Actions
CONTINUED Metropolitan Transportation Plan	Development of the 2050 RTP is ongoing with adoption of the updated RTP and corresponding transportation conformity determination is expected in Fall 2026. The MPO anticipates completing a project development process in summer 2026, to identify projects for inclusion in the RTP. The Houston-Galveston-Brazoria (HGB) area is designated non-attainment for the 2008 and 2015 8-hour ozone standards. The 2008 non-attainment area covers the eight-county MPO planning region, while the 2015 non-attainment area consists of all but two of the same counties (Liberty and Waller)
Metropolitan Transportation Plan - FHWA & FTA Assessment: Compliant	
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)* 23 U.S.C. 134 23 CFR 450.326	The MPO adopted the current FY 2025–2028 TIP on June 28, 2024, and the TIP was submitted as part of the TxDOT’s FY 2025-2028 Statewide Transportation Improvement Program (STIP). FHWA and FTA jointly approved the FY 2025-2028 STIP on October 18, 2024. The MPO develops the TIP biennially, consistent with TxDOT’s development of the STIP. Coordination with TxDOT, Transit Agencies and others in the development of the TIP, is accomplished via the TAC’s TIP subcommittee and the MPO’s public involvement process. The MPO utilizes a project selection process for the TIP that includes various investment categories. Each investment category has its own qualitative criteria. Federal transportation performance measures (PM1, PM2, PM3, TAM and PTASP) are considered in the project selection process. Projects in the TIP reflect Year of Expenditure costs based upon adjustments due to expected inflation. The MPO developed a Standard Operating Procedure (SOP) for TIP project descriptions, that compliment efforts by TxDOT’s Houston District staff to develop standardized project descriptions. It is anticipated that the use of standardized project descriptions will reduce comments associated with project scope and funding eligibility. Additionally, the MPO is working on development of a new electronic TIP database. The MPO has implemented a Project Delivery Team to track progress of projects on a quarterly basis.

Requirements and Citations	Observations, Commendations, Recommendations and Corrective Actions
CONTINUED Transportation Improvement Program (TIP)	The MPO is working on development of the FY 2027-2030 TIP for inclusion in TxDOT's FY 2027-2030 STIP. It is anticipated that FY 2027-2030 TIP will incorporate the standardized project descriptions and tracking of MPO directed funding.
Transportation Improvement Program (TIP) - FHWA & FTA Assessment: Compliant 8. The MPO is commended for the implementation of a Project Delivery Team to track the progress of projects awarded funding in the TIP.	
ANNUAL LISTING OF OBLIGATED PROJECTS (ALOP)* 23 U.S.C. 134 23 CFR 450.334	The annual listing of obligated projects remains a challenge for many MPOs, including H-GAC. The MPO continues to work with TxDOT concerning the development of the Annual Listing of Obligated Projects (ALOP). In recent years, TxDOT has been working to utilize data from FHWA's Financial Management Information System (FMIS) to identify projects allocated to specific MPOs for inclusion in the MPO's ALOP. TxDOT provided FY 2025 project data to the MPO in March 2026, and the MPO reviews this data. The MPO also utilizes data from FTA's TRAMS database to identify transit related projects and funding information for inclusion in the ALOP. The MPO continues to work to meet this requirement. The ALOP should be published on website.
Annual listing of Obligated Projects - FHWA & FTA Assessment: Compliant 9. Recommend that the MPO continue to work with TxDOT, FTA Region 6, and Transit Agencies to review project data for inclusion in the ALOP.	
SELF-CERTIFICATIONS 23 CFR 450.336	H-GAC submits self-certifications as part of the Transportation Improvement Program (TIP) approval process, affirming compliance with federal requirements. These certifications were last submitted with the FY 2025-2028 TIP, submitted as part of the FY 2025-2028 STIP, and dated June 2024.
Self- Certifications - FHWA & FTA Assessment: Compliant	

Requirements and Citations	Observations, Commendations, Recommendations and Corrective Actions
PERFORMANCE BASED PLANNING* PM1 – Safety 23 CFR 490.207 PM2 – Pavement & Bridge Condition 23 CFR 490.307 PM3 – System Performance 23 CFR 490.507 PTASP – Public Transportation Agency Safety Plan 49 CFR 673.11 TAM – Transit Asset Management 49 CFR 625.45	The MPO addresses the Federally required Transportation Performance Measures (PM1, PM2, PM3, TAM and PTASP) in the planning process. While the MPO supports the State’s targets for PM1, PM2 and PM3 (travel time reliability and freight), the MPO develops regional values based upon the State targets to illustrate the targets at the regional level. Additionally, the MPO works with TxDOT and the Texas Transportation Institute to develop congestion and emission related targets for PM3 (congestion and emissions). The MPO’s efforts to achieve the targets and monitoring of the performance targets is discussed in Appendices to the MPO’s RTP and TIP. Also, MPO staff report progress towards the regional safety targets to the TPC and TxDOT annually and periodically develop a State of Safety Report (e.g., 2020, 2018, 2017) to assess progress on safety targets. The MPO coordinated with regional transit providers to adopt TAM and PTASP performance measure targets. Performance measures are integrated into the planning process through the TIP project selection process and in the CMP.
Performance Based Planning - FHWA & FTA Assessment: Compliant 10. The region is commended for successfully meeting all its 2022 Transit Asset Management (TAM) targets, showing measurable progress toward infrastructure excellence and a State of Good Repair. 11. The region is commended for their safety commitment: All regional transit providers have aligned under a "Vision Zero" policy, setting an aspirational goal of zero transit-related fatalities.	

LOCAL ELECTED OFFICIALS INTERVIEWS

The Federal Team interviewed three Transportation Policy Council (TPC) members to gain input regarding the region’s transportation planning process. The regional transportation planning process is viewed as increasingly collaborative and regionally focused, with educational tools like “MPO/TPC 101” helping new members understand complex funding and decision structures. However, concerns persist related to slow project timelines, uneven staff workloads, and the need for more efficiency, particularly in environmental reviews and funding allocation. Annual retreats and engagement efforts have improved communication and trust among TPC.

Public participation remains inconsistent, with most people getting involved only when directly affected. Suggestions include expanding orientation sessions, refreshing outdated agreements, leveraging data for targeted outreach, increasing staff capacity, and prioritizing multimodal transit to accommodate rapid growth.

PUBLIC LISTENING SESSION FOR FEDERAL CERTIFICATION REVIEW

The public comment period commenced with a listening session on April 24, 2026, from 11:30 AM to 12:30 PM, at the MPO's offices to obtain input concerning the region's transportation planning process. Comments during the listening session included concerns with the time required for STIP revisions and transportation conformity determinations, and the need for grade separations (rail) in the Houston's east end. A public comment period was provided from April 24, 2026, and concluded May 26, 2026. Comments received during this period addressed concerns with certification of the MPO planning process stemming from the 2023 City of Houston's charter amendment regarding proportional representation.

JOINT DETERMINATION BY FHWA AND FTA

Overall Certification FTA-FHWA Finding: FULLY CERTIFIED

Based on the results of this 2026 Transportation Management Area (TMA) Certification Review of the Houston-Galveston Area Council (H-GAC) Metropolitan Planning Organization (MPO), the Federal Highway Administration (FHWA) Texas Division and the Federal Transit Administration (FTA) Region VI find that the H-GAC MPO's metropolitan transportation planning process substantially meets the federal requirements of 23 CFR Part 450.