

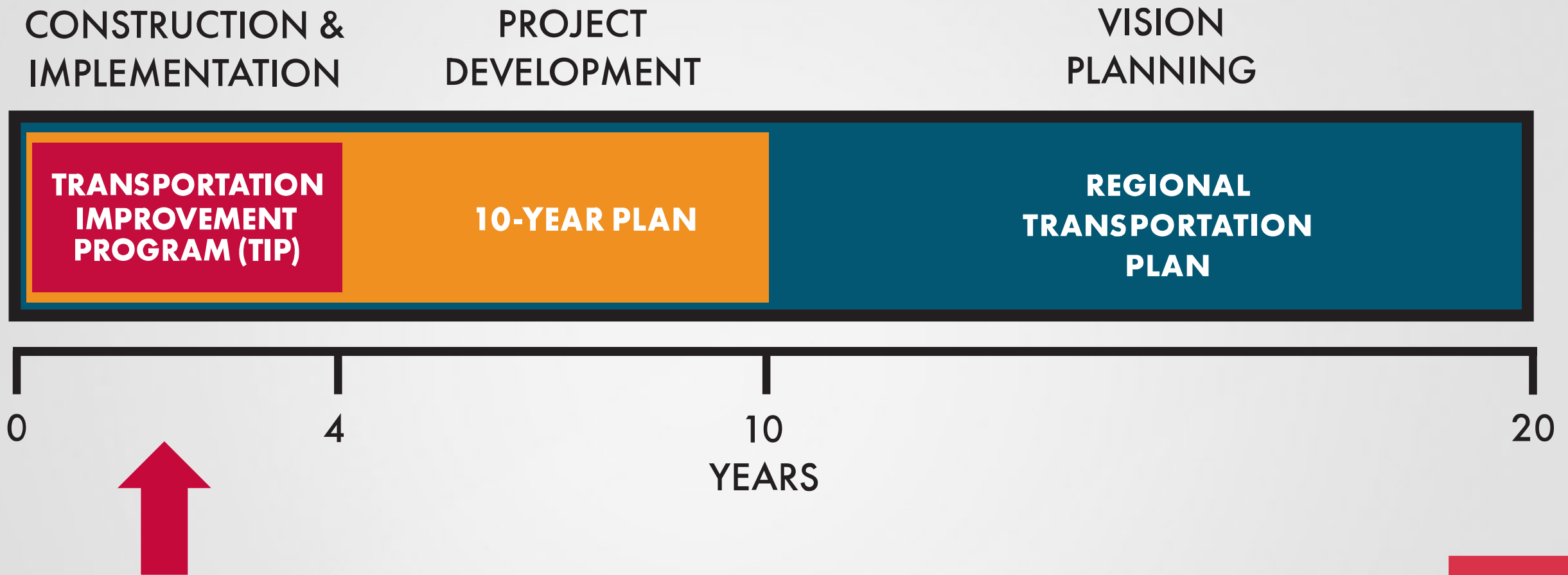


Item 5B. Amendments to 2027-2030 TIP and 2045 RTP



Technical Advisory Committee
September 9, 2026

We Are Here



Future 2027-2030 TIP Amendments

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

Future 2027-2030 TIP Amendments

Update scope in 2027-2030 TIP

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

Future 2027-2030 TIP Amendments

Update Costs in 2027-2030 TIP

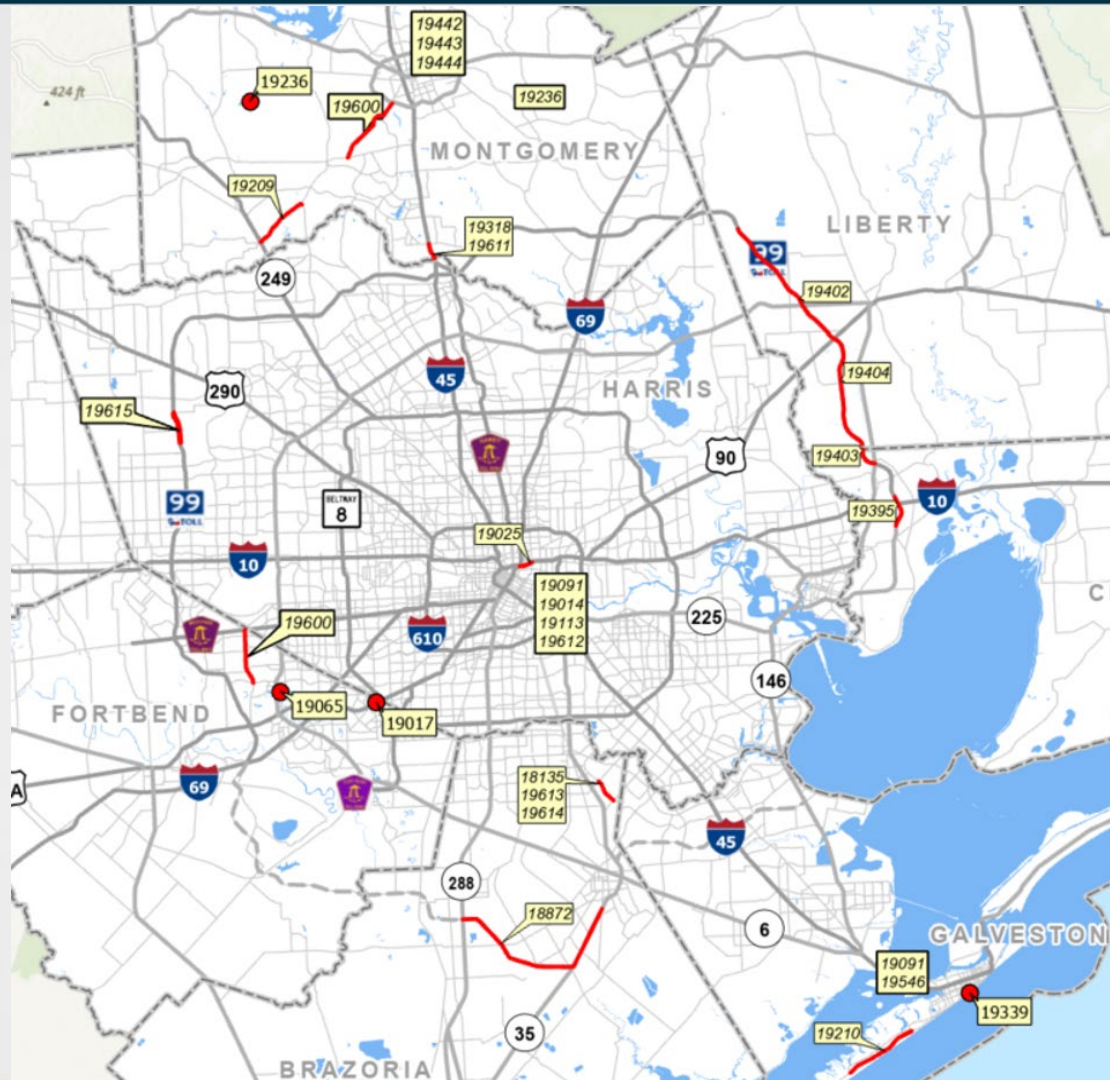
Sponsor	MPOIDs	Description	Fiscal Year	Funding (\$M)
City of Conroe	19442, 19444	Update FTA Section 5307 capital and operating costs to actual allocations	2027	\$0.1, \$0.3
City of Sugar Land	19065	Add \$1.9M of STBG at 50/50 Federal/Local to cover cost overrun on Gannoway Lake Trail Improvements	2027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

Future 2027-2030 TIP Amendments

Delays and Cancellations in 2027-2030 TIP

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

Future 2027-2030 TIP Amendments



Action Requested

- Technical Advisory Committee recommendation for Transportation Policy Council approval of Resolution 2026-24

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Item 6. 2026 Transit Asset Management Performance Measures Update



Kareem Heshmat, Senior Planner
September 9, 2026



Transit Asset Management (TAM) and Public Transportation Safety Agency

State of Good Repair Performance Measure

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

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

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

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

Public Transportation Safety Performance Measures

Total number of fatalities

Total number of injuries

Total number of safety events

Rate of fatalities per vehicle revenue mile (VRM)

Rate of injuries per VRM

Rate of safety events per VRM

Mean distance between major mechanical failures

H-GAC & Transit Agency Roles

H-GAC:

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

Transit Agencies:

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

Regional TAM Performance Targets

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

Note: A lower percentage indicates better condition of transit assets

Transit Investments to Watch

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

Action Requested

- Technical Advisory Committee recommendation for Transportation Policy Council approval of Resolution No. 2026 -21



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Item 7. 2026 PUBLIC TRANSPORTATION AGENCY PERFORMANCE MEASURES UPDATE



Kareem Heshmat, Senior Planner
September 9, 2026





Safety Performance Measures

All Applicable Transit Agencies

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

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

General Safety Performance Measures

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

Setting 2028 and 2030 Regional Targets

1. **Methodology:** For existing targets, regional weights are applied to individual agency PTASPs based on Vehicle Revenue Miles (VRM)
2. **Vision Zero Approach:** Staff recommends using TPC's adopted Vision Zero framework as the baseline for fatalities.
3. **Continuous Improvement:** H-GAC intends to reevaluate these regional targets as more granular data for the seven new performance targets are reported to the National Transit Database (NTD).
4. **Subcommittee Feedback:**
 1. **Thurs 7/9 RTCS:** Connect with other MPOs to see how they track performance measures
 2. **Weds 8/12 TIP:** Consider zero fatality targets

Tier I – METRO and Island Transit (Bus)

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

Tier I – METRO and Island Transit (Paratransit)

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

Tier I – METRO and Island Transit (Rail)

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

Tier II Transit Agencies (Bus)

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

Tier II Transit Agencies (Demand Response)

Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Demand Response	1a	Major Safety Events	1.90	0.94	0	1.24	1.24
	1b	Major Safety Event Rate per 100k Vehicle Revenue Mile	0.20	0.090	0	0.19	0.19
	1.1	Collision Rate (NEW)	-	-	0	0	0
	1.1.1	Pedestrian Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	1.1.2	Vehicular Collision Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate per 100k Vehicle Revenue Mile	0	0	0	0	0
	2.1	Transit Worker Fatality Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	3a	Injuries	1.68	1.41	0.36	1.07	1.07
	3b	Injury Rate per 100k Vehicle Revenue Mile	0.15	0.13	0.058	0.10	0.10
	3.1	Transit Worker Injury Rate per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers per 100k Vehicle Revenue Mile (NEW)	-	-	0	0	0
	5	System Reliability <i>(Note: higher is better)</i>	288,488	221,234	174,176	253,590	251,590

Action Requested

- Technical Advisory Committee recommendation for Transportation Policy Council approval of Resolution No. 2026-22



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Slide 10

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



Item 8. Reliability, Congestion and Air Quality Performance Measures



**Technical Advisory Committee
September 9, 2026**

Performance Measures

Reliability

- Personal & Truck Travel on NHS

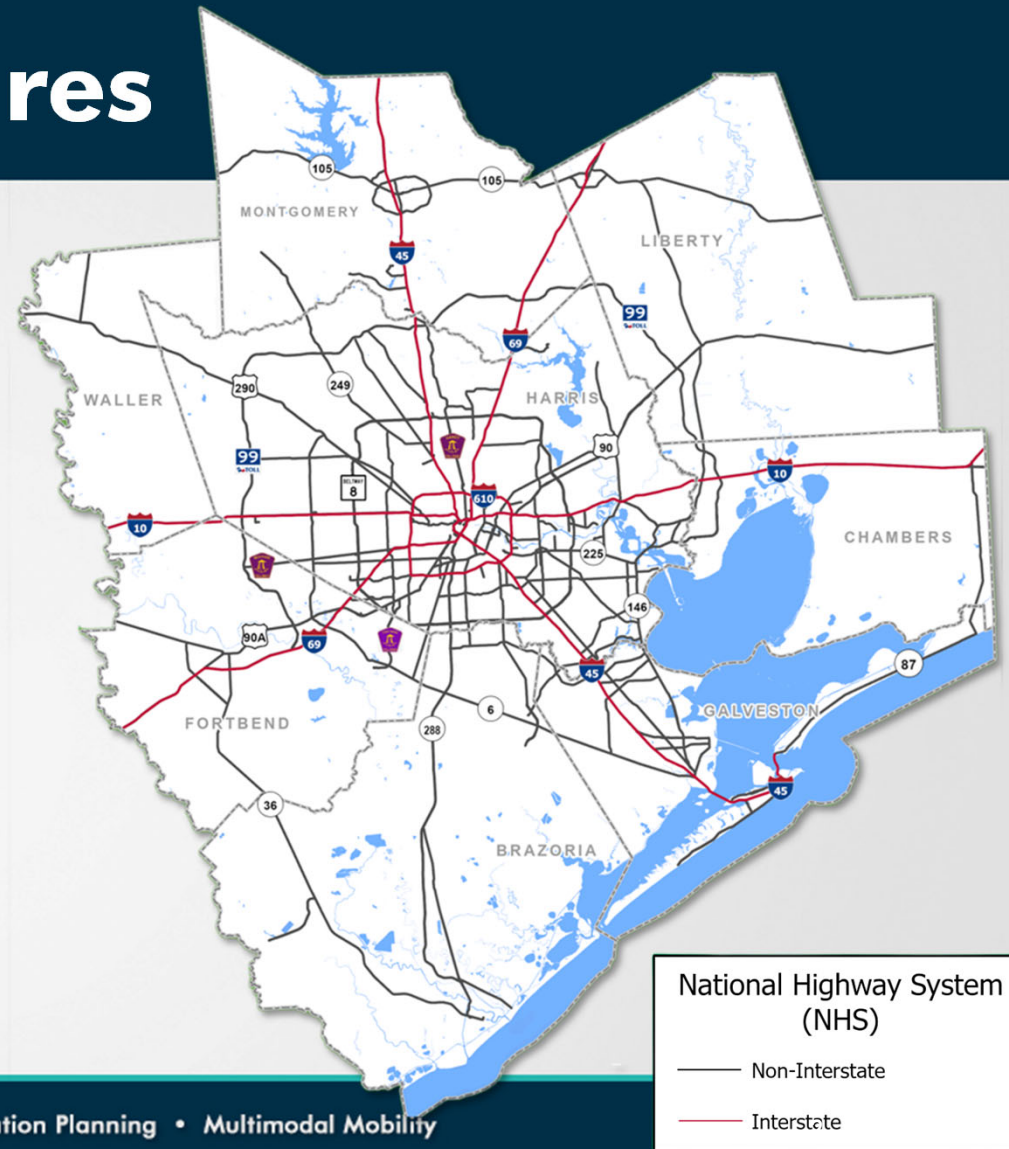
Congestion

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

Air Quality

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

There are no penalties if targets aren't met.



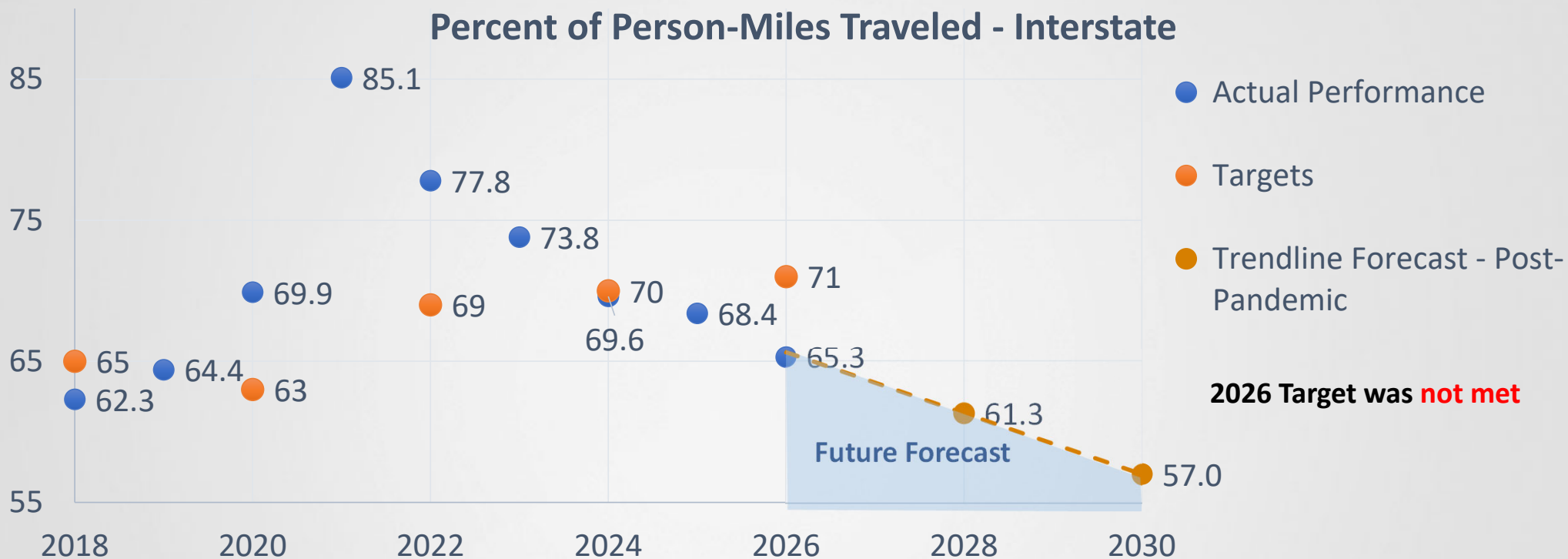
Performance Measures – Reliability

- Interstate and Non-Interstate Reliability
- Level of Travel Time Reliability (LOTTR) = Ratio of the 80th percentile (bad traffic) / 50th percentile (normal traffic)
- Truck Travel Time Reliability
- Truck Travel Time Reliability (TTTR) Index is the time a truck driver adds to a median trip length to arrive on-time, 95% of the time.

Performance Measures - Reliability

Federal Performance Measures	Desired Goal	2026 Target	2026 Actual Performance	2026 Target Met?
Interstate Reliability		71%	65%	No
Non-interstate Reliability		77%	78%	Yes
Truck Travel Time Reliability Index		2.2	1.9	Yes

Interstate Reliability



Performance Measures - Reliability

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

Performance Measures – Congestion

- Peak Hour Excessive Delay
- The annual average hours of extra travel time on the National Highway System in excessive conditions per capita.
- Non-Single Occupant Vehicle Travel
- Percent of Work Trips made in Non-Single Occupant Vehicles (such as, carpooling, riding public transportation, walking, bicycling, taxicab or other means, or travel avoided by working from home)
- American Community Survey (ACS) 5-year averages

Performance Measures - Congestion

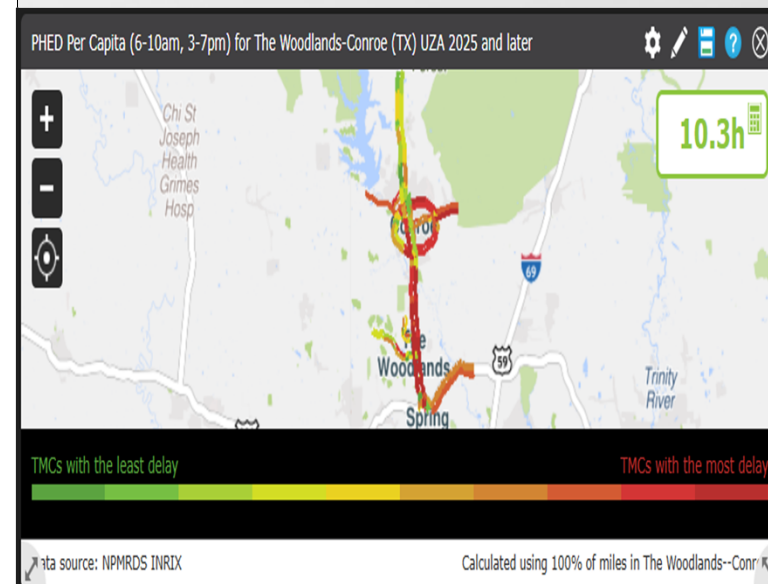
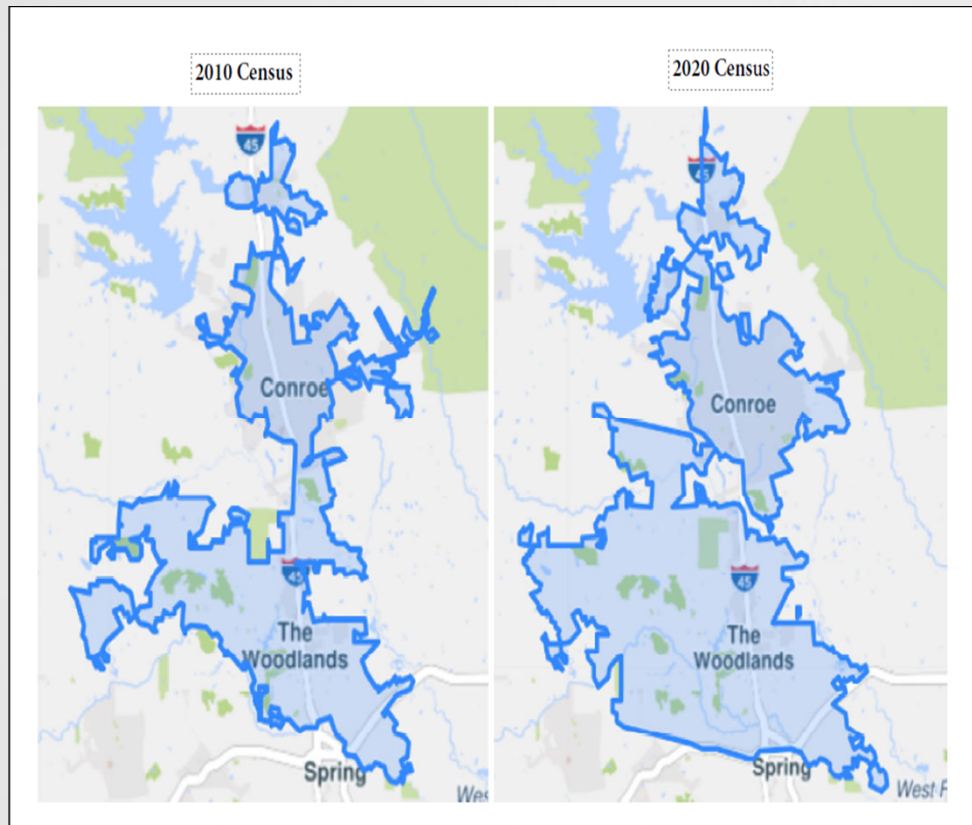
Federal Performance Measures	Desired Goal	2026 Target	Actual Performance	2026 Target Met?
Peak Hour Excessive Delay - Houston		17 hours	17.9 hours* 16.9 hours	No
Peak Hour Excessive Delay – The Woodlands/Conroe		8 hours	15.4 hours* 10.3 hours	No
Non-Single Occupant Vehicles Travel - Houston		22.6%	29.3%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

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

The Woodlands-Conroe Urban Area

2010 Population:
239,709

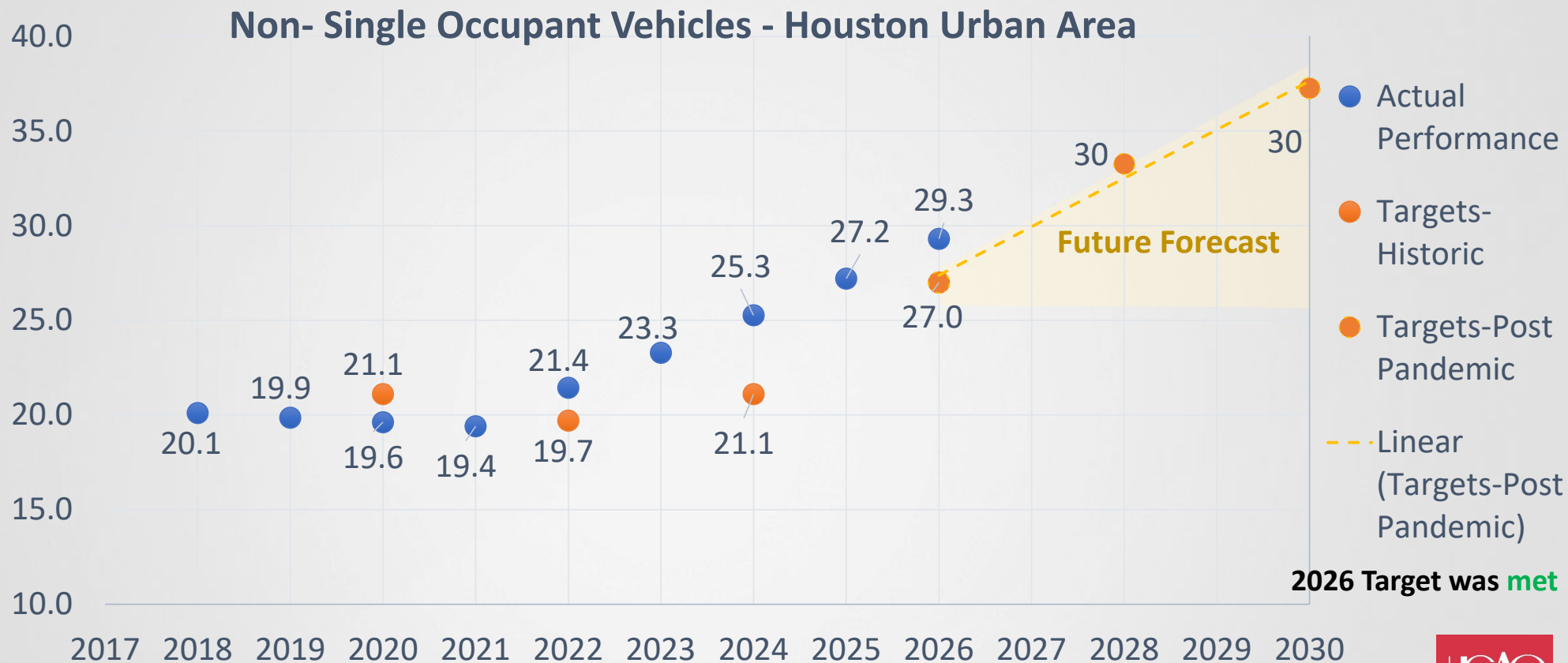
2020 Population:
418,106



FHWA Recommendation

- From NPMRDS: “State coordinators have recently received directions from FHWA not to adopt revised UZA boundary definitions (based on 2020 census data) for calculation of those 2025 PHED metrics to be used for assessing progress toward the targets of the 2nd reporting period (2022-2025); but also that those new definitions must be incorporated in restated 2025 PHED calculations to be used to set targets for the 3rd reporting period (2026-2029).”

Non-Single Occupant Vehicles



Performance Measures – Congestion

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

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

Strategies, Projects and Programs



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



On-Road Mobile Source Emission Reductions

CMAQ Emission Reduction Measures (kg/day)

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

CMAQ = Congestion Mitigation Air Quality Improvement Program

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

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

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



Desired Trend
for Improvement



On-Road Mobile Source Emission Reductions

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

CMAQ Emission Reduction Measures (kg/day)

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

CMAQ = Congestion Mitigation Air Quality Improvement Program

CMAQ Eligible Projects & Programs

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

Requested Action

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

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Ariane Martins

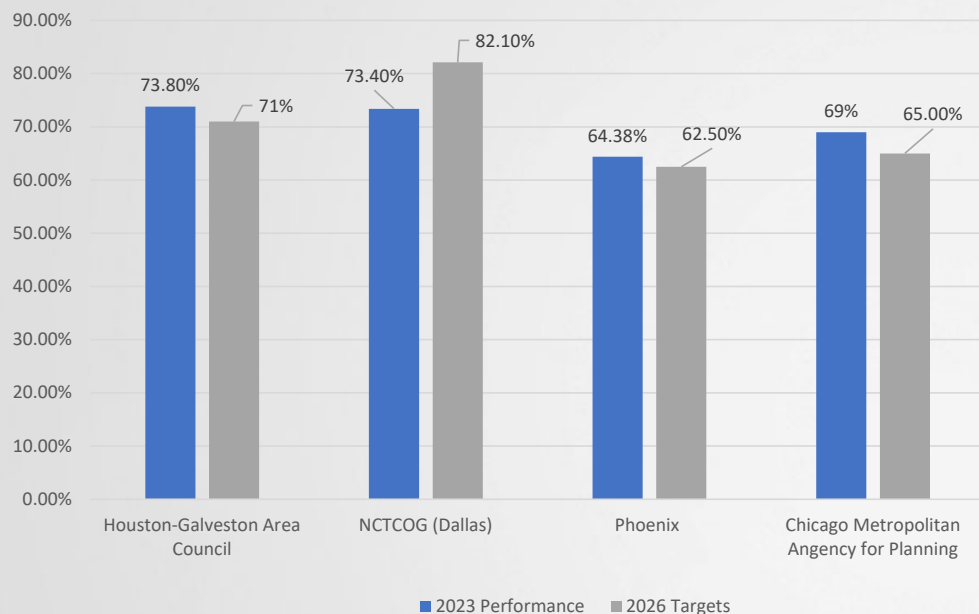
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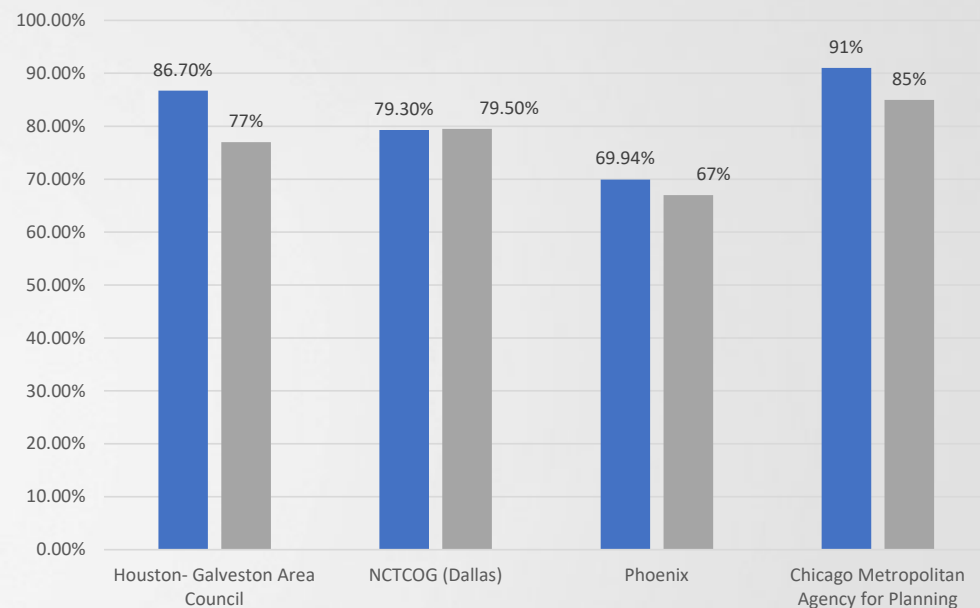
(346) 398-6183

System Performance Nationwide

Interstate Reliability



Non-interstate Reliability



CMAQ Eligible Projects & Programs

- Diesel engine retrofits and other advanced truck technologies
- Idle reduction
- Congestion reduction and traffic flow improvements
- Transportation control measures
- Transit improvements
- Bicycle and pedestrian facilities and programs
- Travel demand management
- Public education and outreach activities
- Carpooling, vanpooling, and Carsharing
- Extreme low temperature cold start program
- Inspection and maintenance programs
- Alternative fuels and vehicles

NOT FINISHED

https://www.fhwa.dot.gov/ENVIronment/air_quality/cmaq/reference/cmaq_essentials/

Performance Measures



Transportation Performance Measures

<https://www.h-gac.com/transportation-performance-measures/scorecard>

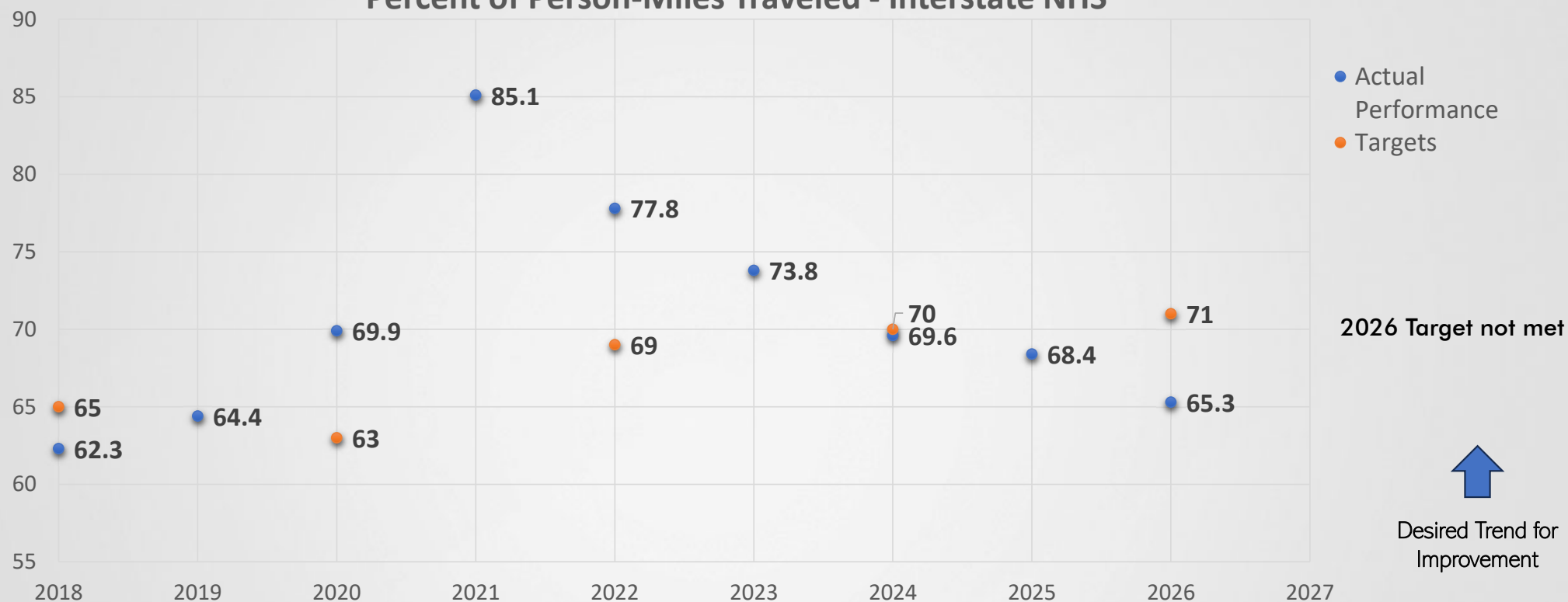
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Percentage of Reliable Person-Miles

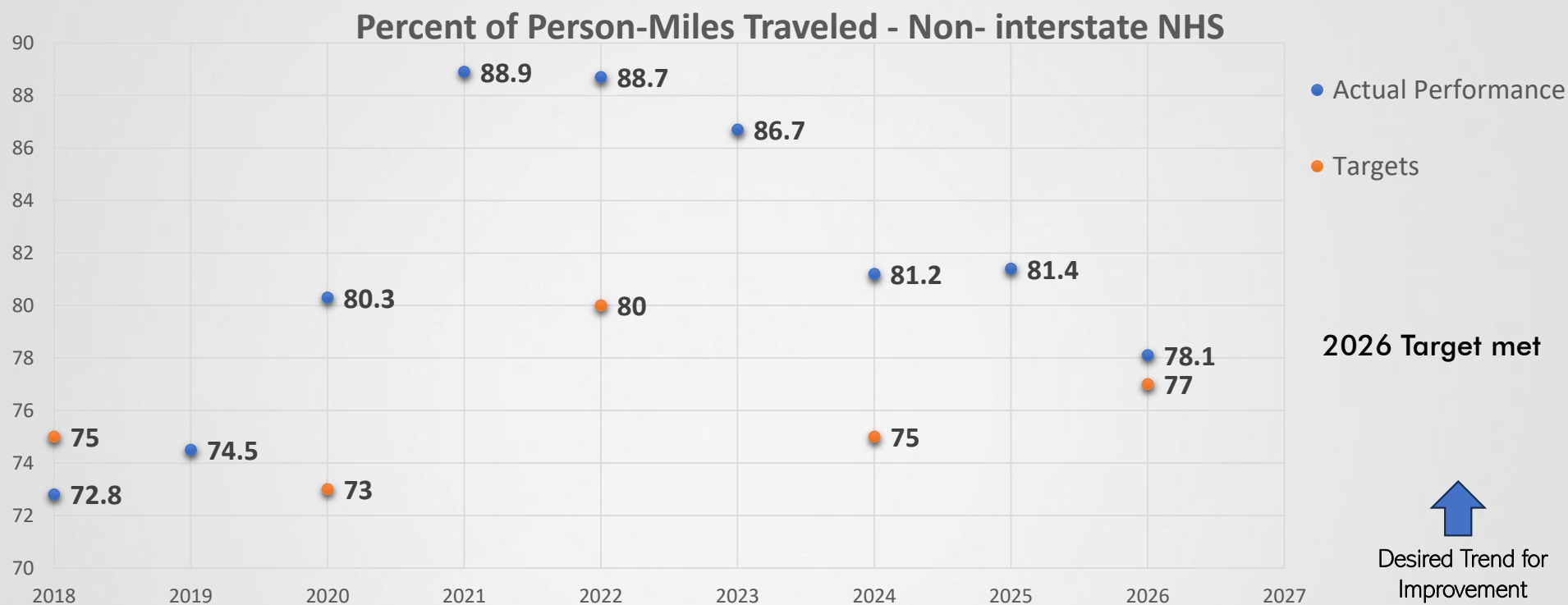
Percent of Person-Miles Traveled - Interstate NHS



- Option 1: Maintain the targets
- Option 2: Due to the trend of the performances, change the targets using four different methods.

Scenarios	FY 2028	FY 2030
1	71%	71%
2 Exclude Pandemic Years	69%	70%
3 Post Pandemic	61%	57%
4 Average Trendlines	65%	63%
5 Apply VMT	66%	64%

Percentage of Reliable Person-Miles

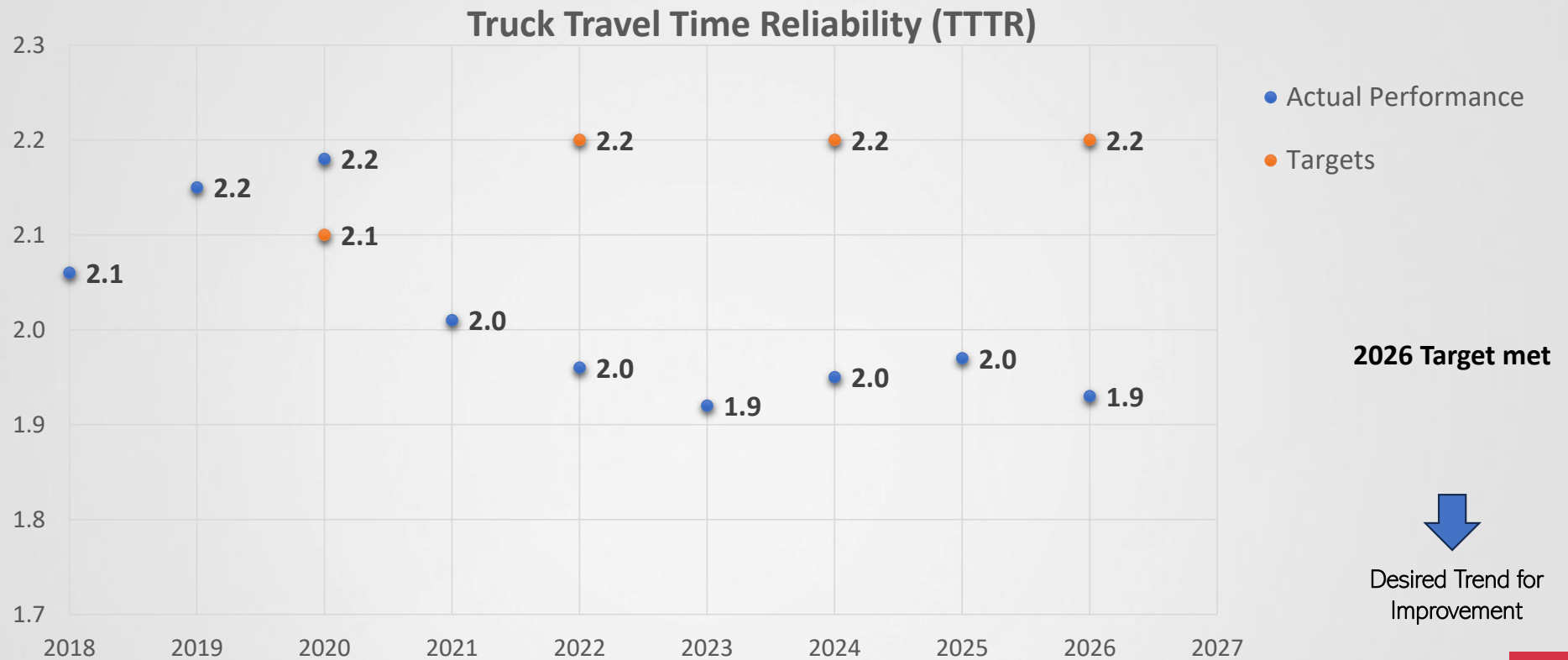


Main goal is to keep the methodology consistent

- Option 1: Maintain the targets
- Option 2: Due to the trend of the performances, change the targets using four different methods.

Scenarios	FY 2028	FY 2030
1	77%	77%
2 Exclude pandemic years	83%	84%
3 Post Pandemic	76%	73%
4 Blended Trendlines	79%	78%
5 Apply VMT	79%	77%

Truck Travel Time Reliability Index



- Option 1: Maintain the targets
- Option 2: Change the targets to continue to improve the conditions in the transportation system

Scenarios	FY 2028	FY 2030
1	2.2	2.2
2 Exclude pandemic years	1.9	1.8
3 Post Pandemic years	1.9	1.9
4 Average Trendlines	1.9	1.9
5 – Apply VMT	2.0	2.0

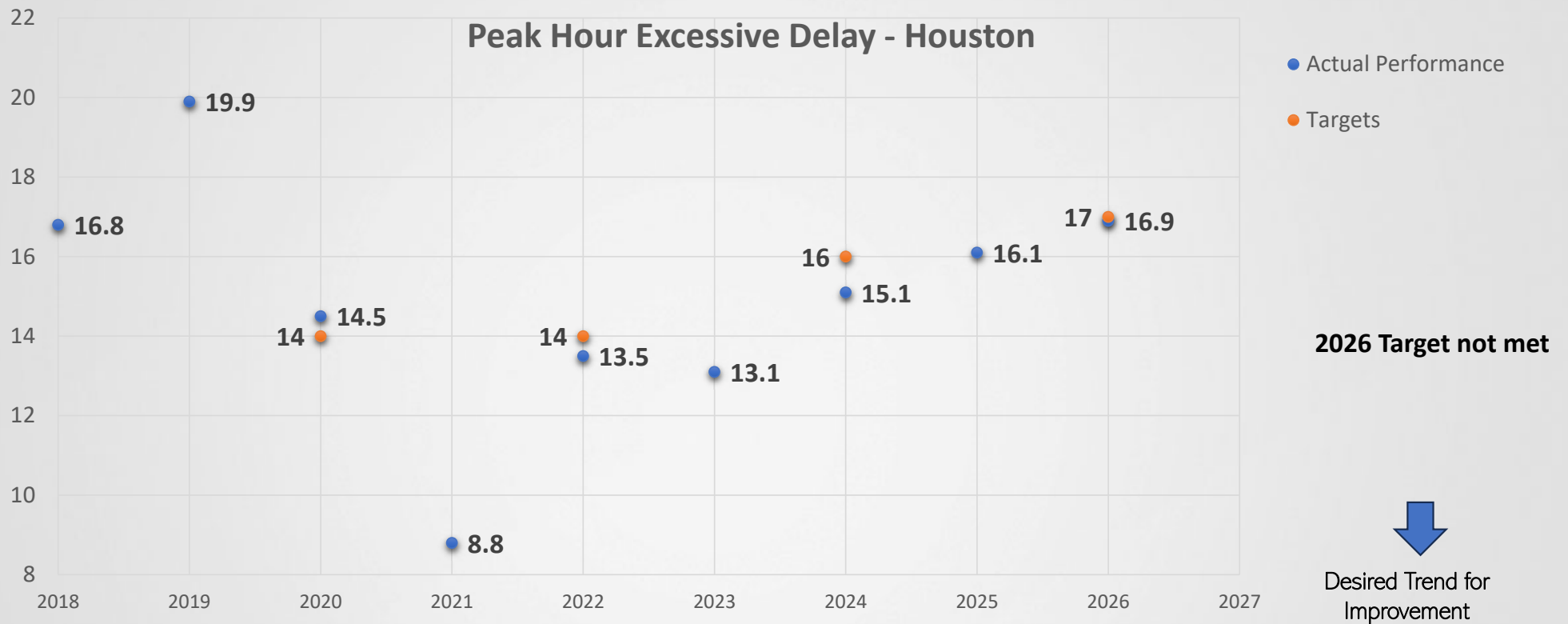
Project Types & Strategies



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



Peak Hour Excessive Delay



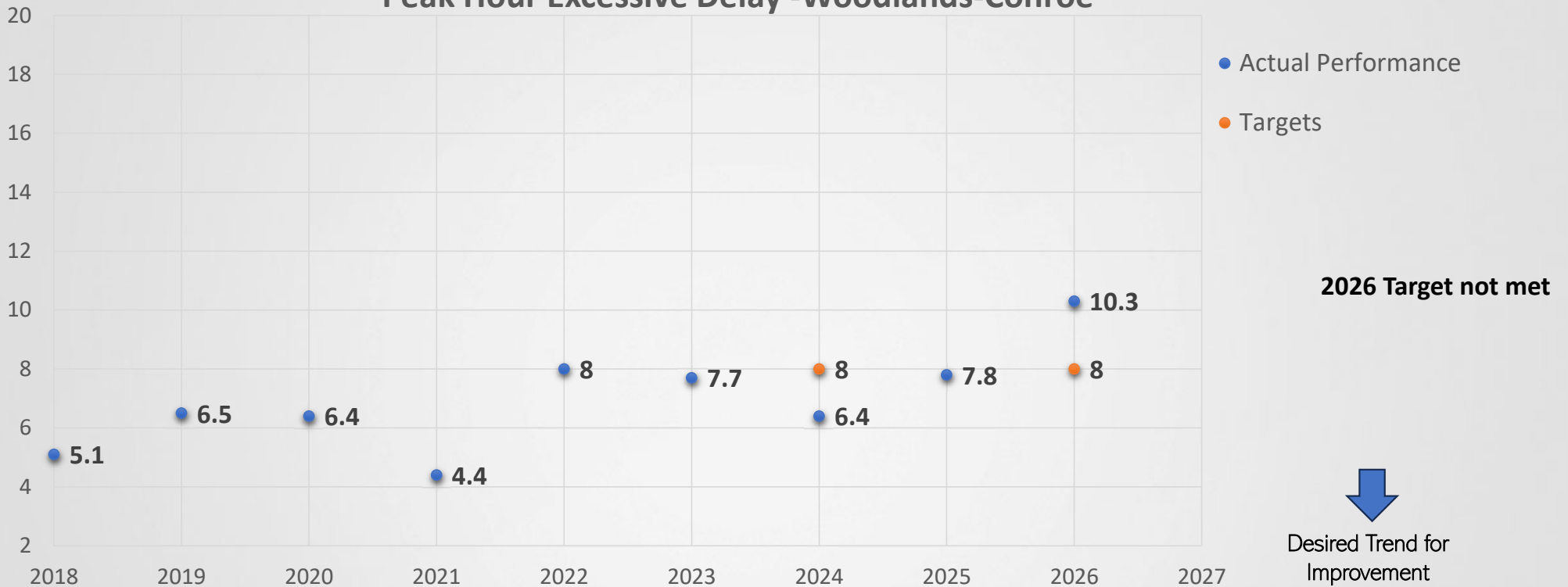
Targets for the Houston Peak Hour Excessive Delay

- Change the targets to fit the current trends of the transportation system

Scenarios	FY 2028	FY 2030
1 Excluding pandemic years	16 hours	15 hours
2 Post Pandemic	19 hours	21 hours
3 Average of the trendlines	17 hours	18 hours
4 Apply VMT	16 hours	17 hours

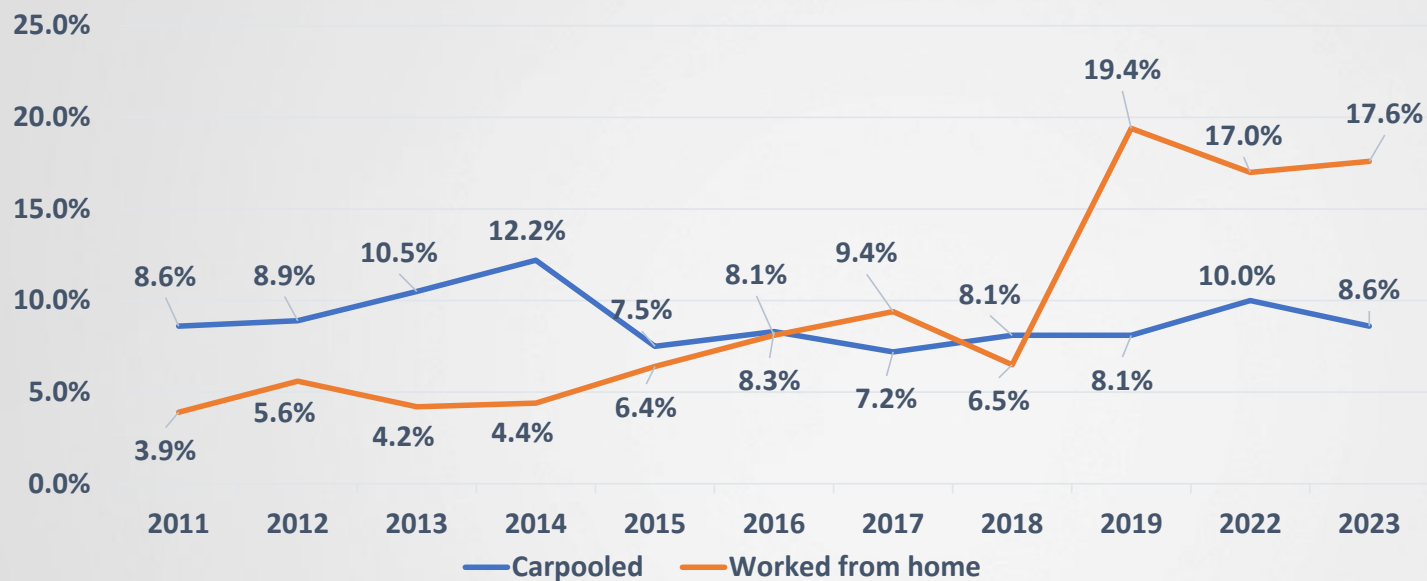
Peak Hour Excessive Delay

Peak Hour Excessive Delay -Woodlands-Conroe



Percent of Non-Single Occupant Vehicles

Means of Transportation to Work
The Woodlands-Conroe UA



- 2020 data was not released by Census Bureau due to pandemic.

American Community Survey (ACS) 1-Year Data

Targets for Conroe/Woodlands Peak Hour Excessive Delay

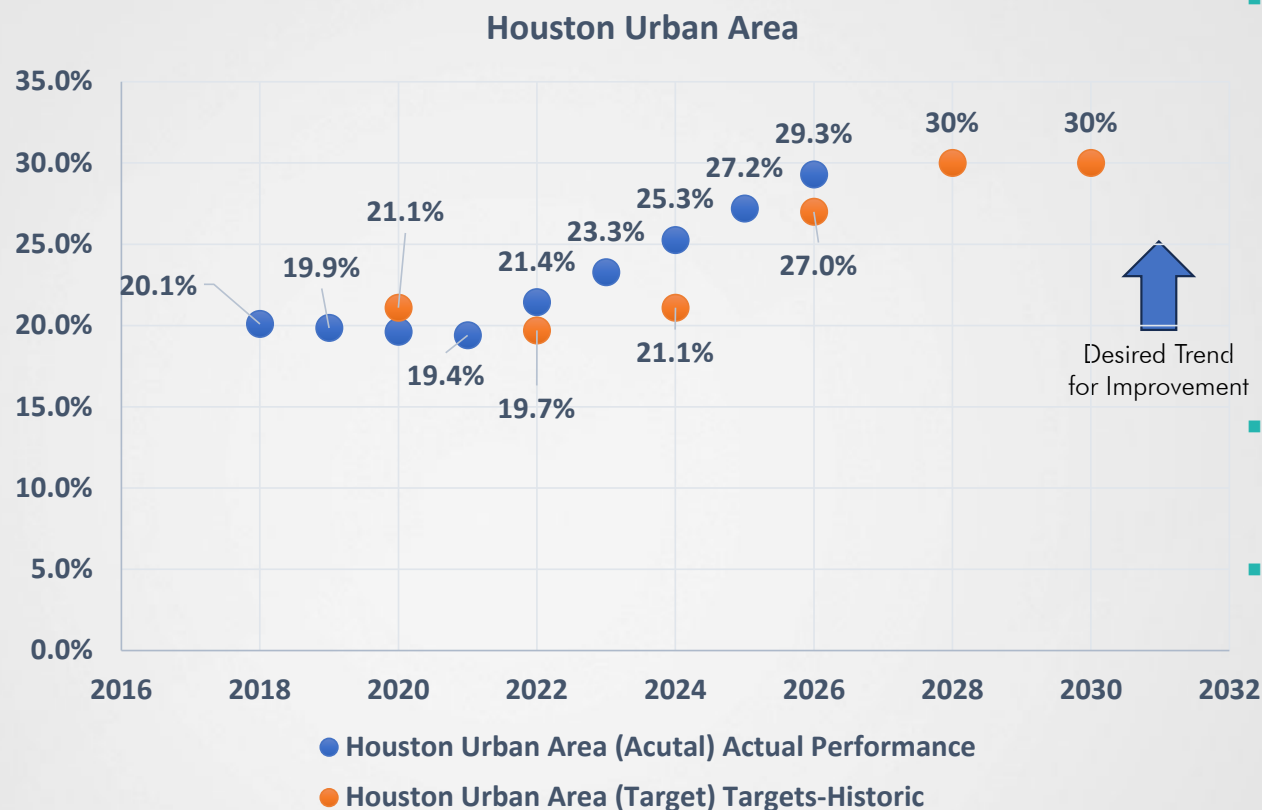
- Change the targets to fit the current trends of the transportation system

Methods	FY 2028	FY 2030
Option 1 – excluding pandemic years	10 hours	11 hours
Option 2 – post pandemic years	14 hours	18 hours
Option 3 – blended trendlines	12 hours	14 hours
Option 4 – Apply VMT	8 hours	8 hours

Percent of Non-Single Occupant Vehicles

- Percent of Work Trips made in Non-Single Occupant Vehicles
 - Carpooling
 - Riding public transportation
 - Walking
 - Bicycling
 - Taxicab or other means
 - Travel avoided by working from home

- American Community Survey (ACS) 5-year averages



- 2026 Target **met**.
 - 2028 Target – 33%*
 - 2030 Target – 37%*
 - Trendline based on post pandemic years
- *Draft 30% for 2028 and 2030
- 2026 Actual (**29.3%**) is based on the 5-year average for 2020-2024.

Slide 34

MS1

[@Lingala, Vishu] are the targets 33.3% and 37.3% or are they both 30%? Once I know which then I'll fix this slide and graph.

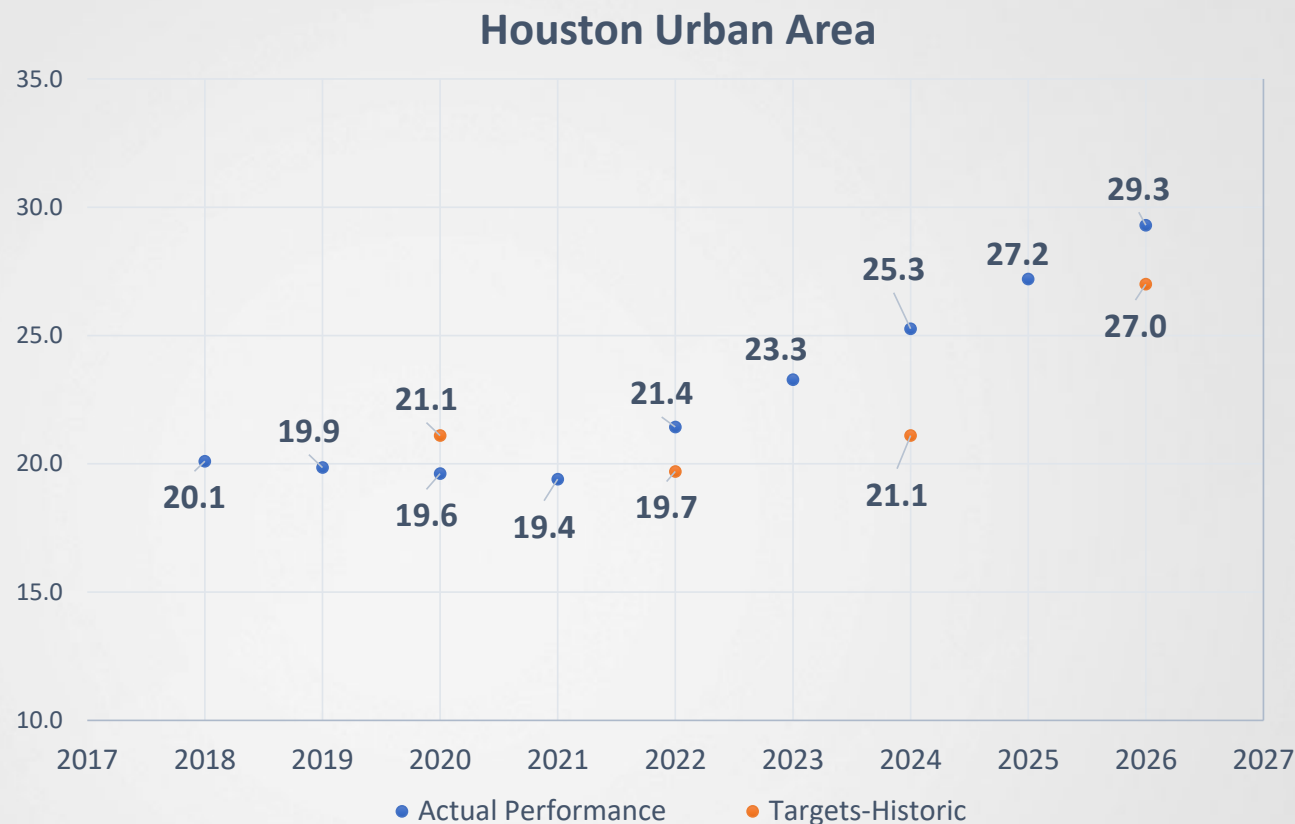
Madeline Statkewicz, 2026-08-10T12:26:00.319

Percent of Non-Single Occupant Vehicles

Percent of Work Trips made in Non-Single Occupant Vehicles

- Carpooling
- Riding public transportation
- Walking
- Bicycling
- Taxicab or other means
- Travel avoided by working from home

Source: American Community Survey (ACS) 5-year averages



2026 Target met

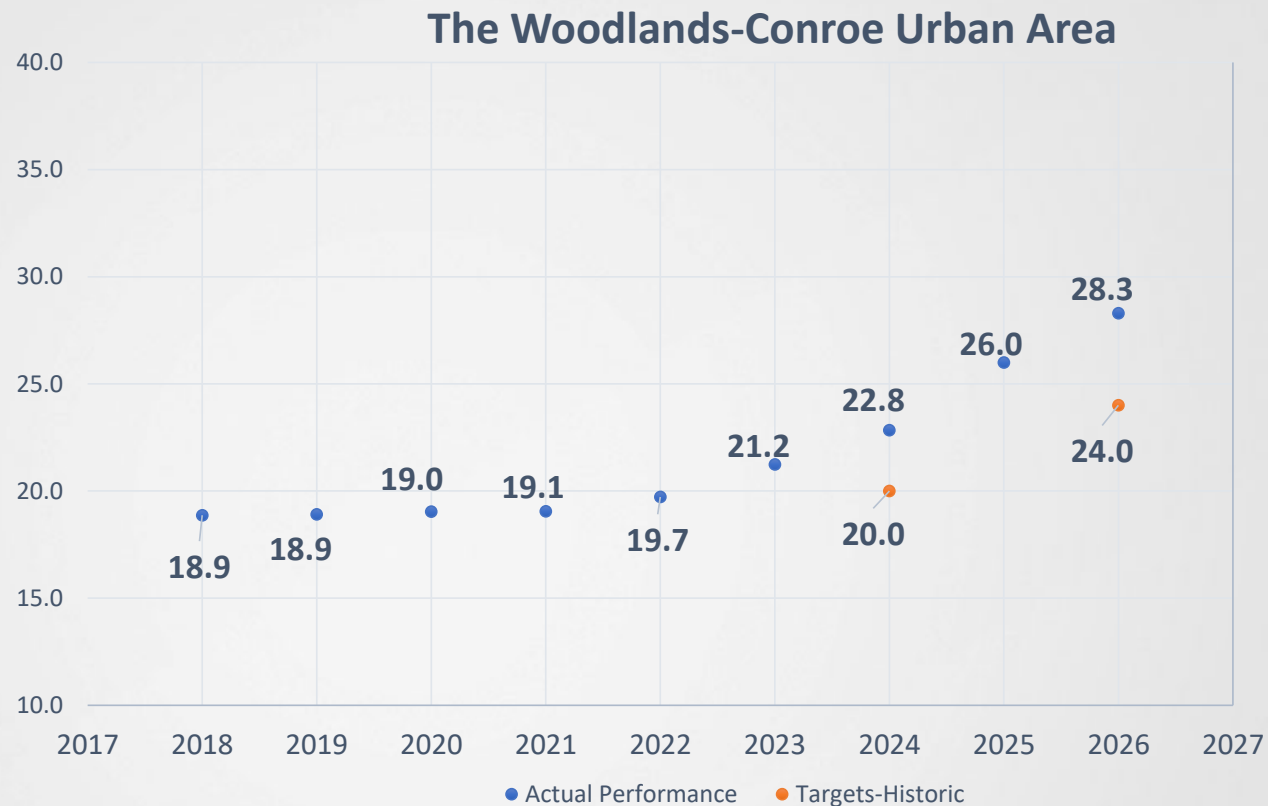
↑
Desired Trend for Improvement

Percent of Non-Single Occupant Vehicles

Percent of Work Trips made in Non-Single Occupant Vehicles

- Carpooling
- Riding public transportation
- Walking
- Bicycling
- Taxicab or other means
- Travel avoided by working from home

American Community Survey (ACS) 5-year averages



2026 Target met



Desired Trend for Improvement

Performance Based Planning & Programming



- Goals
 - Improve reliability for person-miles traveled on Interstate and non-Interstate highways
 - Reduce the Truck Travel Time Reliability Index;
 - Reduce peak-hour excessive delay;
 - Increase the percentage of trips made by non-single-occupant vehicles; and
 - Reduce tailpipe emissions
- To support these goals
 - Incorporate performance measures in the to calls for projects criteria
 - Updated Congestion Management Plan will identify additional strategies

Non-Single Occupant Vehicles Targets

Targets	FY 2028	FY 2030
Houston Urban Area	30%	30%
Woodlands/Conroe Urban Area	30%	30%

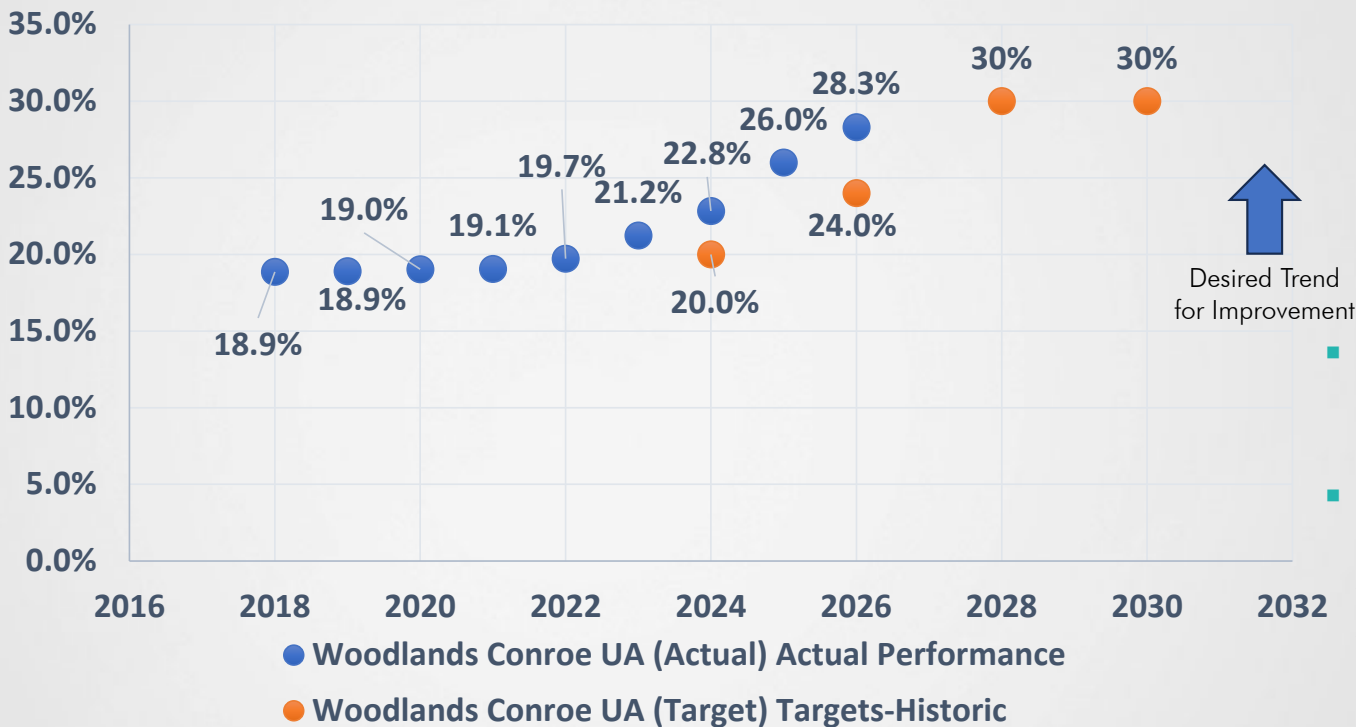
Percent of Non-Single Occupant Vehicles

- Percent of Work Trips made in Non-Single Occupant Vehicles

- Carpooling
- Riding public transportation
- Walking
- Bicycling
- Taxi or other means
- Telework

- American Community Survey (ACS) 5-year averages

The Woodlands-Conroe Urban Area



- 2026 Target **met**.
- 2028 Target – 33%*
- 2030 Target – 38%*
- Trendline based on post pandemic years
- *Draft 30% for 2028 and 2030
- 2026 Actual (**28.3%**) is based on the 5-year average for 2020-2024.

Slide 39

MS1

[@Lingala, Vishu] are the targets 33.1% and 38.0% or are they both 30%? Once I know which then I'll fix this slide and graph.

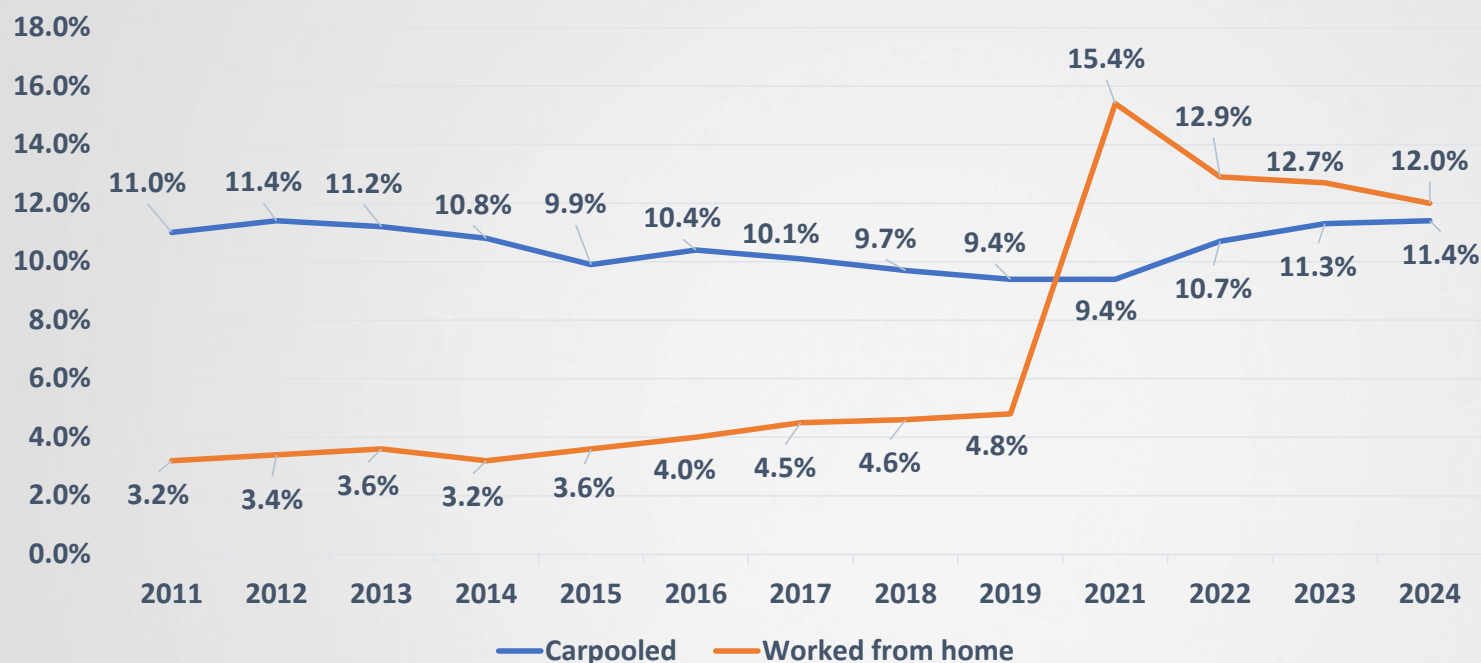
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PM 3 Schedule



Percent of Non-Single Occupant Vehicles

Means of Transportation to Work - Houston UA



- 2020 data was not released by Census Bureau due to pandemic.

American Community Survey (ACS) 1-Year Data



Item 9. Technical Subcommittees Draft Descriptions



Technical Advisory Committee
September 9, 2026



What's New

- MPO Director in Consultation with TAC Chair can develop additional Technical Subcommittees to assist staff with its work.
- TIP Technical Subcommittee will focus on TIP Policy Development.
- MPO Staff will assist with forming adhoc technical subcommittees in alignment with the core products calendar.
- MPO Staff will get Technical Subcommittee Chair approval of presentations to be added to the agenda of the Subcommittee.

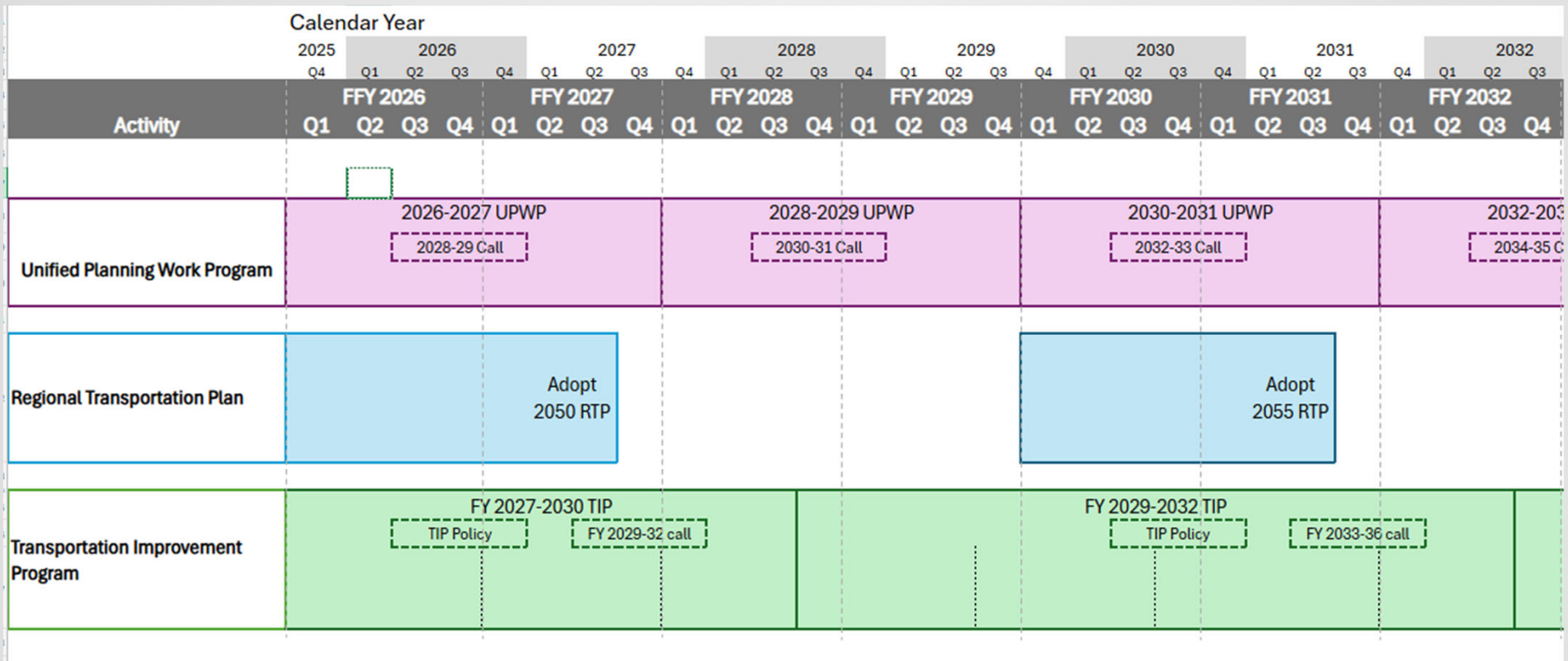
Ad hoc Technical Subcommittees Revision 3

- **Transportation Improvement Program 2029-** Provides guidance to H-GAC Staff and the TAC regarding development of a new TIP Policy to guide development of the 2029-2032 TIP. Work will be completed once policies are approved. It is anticipated that this group will meet every two years ahead of the need for a new Transportation Improvement Program.

Ad hoc Technical Subcommittees Revision 3

- **Regional Transportation Plan 2050** – Provides guidance to the H-GAC Staff and the TAC in the development of the RTP 2050, including providing recommendations to TAC on project selection criteria and fundamental planning assumptions, data and methodologies used in development of the RTP 2050. It is expected that this group will meet one year in advance of the need for a new Regional Transportation Plan every four years and that work will be completed once the RTP is approved. As of the writing of this document, this group has begun its work.

Core Products Timeline



Standing Subcommittee on Active Transportation

Purpose	Membership
Provide guidance and advise TAC and H-GAC staff on regional active transportation issues and strategies, including the regional Active Transportation Plan, safe routes to schools, transportation alternatives project selection criteria and evaluation, active transportation subregional planning projects, and such other active transportation issues referred to it by the TAC or H-GAC staff.	Maximum of 24 members, seeking representatives from the following areas: Standing committee chair or designee from each committee; ADA Representative such as Coordinator from a local government; Local Governments (Cities, Counties); State Government (TxDOT HOU, TxDOT BMT); Management Districts or TIRZs; Citizen Advocacy Groups; Non-Profits; Planning. <u>Minimum Selection Criteria:</u> Stakeholders involved with active transportation issues, active transportation policy development, active transportation infrastructure development, or planning for active transportation.

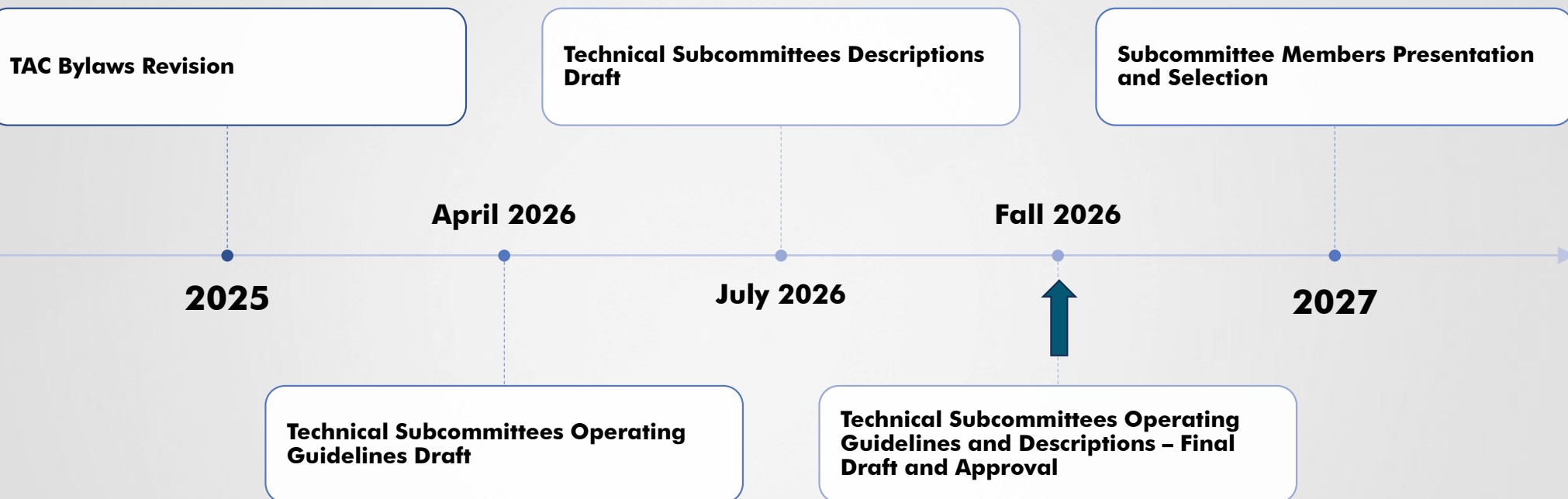
Standing Subcommittee on Transit and Human Services Transportation

Purpose	Membership
Provide guidance and advise TAC and H-GAC staff on regional transit and human services transportation issues, strategies, and projects including regional transit provider and services coordination, regional and subregional transit service and capital planning, human services transportation coordination, and such other transit issues referred to it by the TAC or H-GAC staff.	Maximum of 24 members , seeking representatives from the following areas: all regional transit providers; TxDOT PTN; Local Government; Social/Human Services; Business and Citizen Interests; Chair (or designee) from each standing subcommittee <u>Minimum Selection Criteria:</u> Those with interest in and understanding of public and/or human service transportation provision and operation; Any entity that operates general public transit or specialized transportation services (elderly, disabled, mental disability, NEMT, etc.) ; Organizations for whom public or human service transportation is important to their operations; citizen's interest groups.

Standing Subcommittee on Congestion

Purpose	Membership
Provide guidance and advise the TAC and H-GAC staff on regional efforts to address congestion, including the Congestion Management Process, Transportation System Management and Operations (TSMO), Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), the annual Regional Mobility Report, and such other systems management and operations issues referred to it by the TAC or H-GAC staff.	Maximum of 28 members, seeking representatives from the following areas: Economic Development and Land Use Planning (General Planning), Transportation Professionals – City/County, • Transportation Demand Management , TDM Practitioner (TMO, Vanpool, Carpool, etc.), Transit Operators, Management Districts or TIRZs, Colleges and Universities, Rail/Freight, Trucking/Logistics, Citizen Representative, Transportation Management Centers, Ports, Toll Authorities, TxDOT, Chair or Representative- other two standing committees <u>Minimum Selection Criteria:</u> Nonprofit or government representatives (staff, committee or board volunteer or elected officials) with expertise in measuring, analyzing or reducing congestion representing various related areas – recurring congestion (including commute to work or school, signalization), non-recurring congestion including weather, event, collisions, breakdowns, other incidents, construction/work zone).

Next Steps and Timeline



Action Requested

- Transportation Advisory Committee approval of the new Technical Subcommittee Guidelines and Operating Procedures including updated Technical Subcommittees.

Technical Subcommittees in TAC Bylaws

- "The TAC Chair, or MPO Director in consultation with the Chair, may create standing committees, ad hoc committees, and work groups (collectively called technical subcommittees) with the approval of the TAC for the furtherance of its function."
- "Membership of the technical subcommittees shall be recommended by the TAC Nominating Committee with the approval of the TAC and should generally reflect the makeup of the TAC and others who have technical expertise that would provide benefit to the technical subcommittee."

Current Technical Subcommittees

- Standing Subcommittees

- Regional Transportation Plan
- Transportation Improvement Program
- Transportation Systems Management and Operations
- Pedestrian and Bicyclist
- Regional Transit Coordination
- Transportation Air Quality

Current Subcommittee	Current Purpose	Proposed Change
Transportation Systems Management and Operations	Provide guidance on the development of Regional ITS architecture and a Regional Automated and Connected Vehicle Strategy.	Sunset this subcommittee. Merge functions into new, more broadly focused congestion subcommittee. Grow from 17 to 28 members.
Pedestrian - Bicyclist	The Pedestrian-Bicyclist Subcommittee's purpose is to accomplishing the following tasks: review and approve the Active Transportation Plan, guide and review the FHWA Connectivity Measures Pilot, guide the Regional Safety Campaign, guide reinvigoration of counter program, guide the creation of and review the ATP Toolbox, and develop naming conventions for sidewalk layer.	Continue this subcommittee with minor refinements and a name change. Grow from 22 to 24 members.
Regional Transportation Plan	Provide guidance regarding RTP; and sub-regional plans, performance measures, Congestion Management Plan; and major amendments to the RTP.	Convert to an ad hoc subcommittee with current membership and continue the work on the 2050 RTP. Congestion Management Plan task moves to new Congestion Technical Subcommittee.

Current Subcommittee	Current Purpose	Proposed Change
Regional Transit Coordination	Provide guidance related to the implementation of regional transit coordination planning, transit pilots and promote regional coordination among public and human services transportation providers.	Continue this subcommittee with minor refinements and a name change. Grow membership from 18 to 24.
Transportation Improvement Program	Provide guidance to the 10-Year Plan, the TIP, connections to the RTP, related performance measures, project development and delivery.	Sunset this committee. Convert to an ad hoc subcommittee to be formed when needed to develop the TIP Policy document ahead of the new TIP.
Transportation Air Quality	Identification and analysis of on-road transportation emission reduction measures; Development of Transportation Control Measures to be implemented for the next SIP; new or expanded on-road transportation VMEPs; Expansion and development of new or existing TDM programs and projects.	Sunset this subcommittee and continue the work through the Regional Air Quality Planning Advisory Committee.

Additional MPO Staffed Committees

- H-GAC Board
 - Regional Air Quality Policy Advisory Committee
- Transportation Policy Council
 - Executive Committee
 - Transportation Safety Committee
 - Greater Houston Freight Committee
 - Legislative Ad Hoc Committee
- External Partners
 - Clean Cities Coalition
 - AERCO

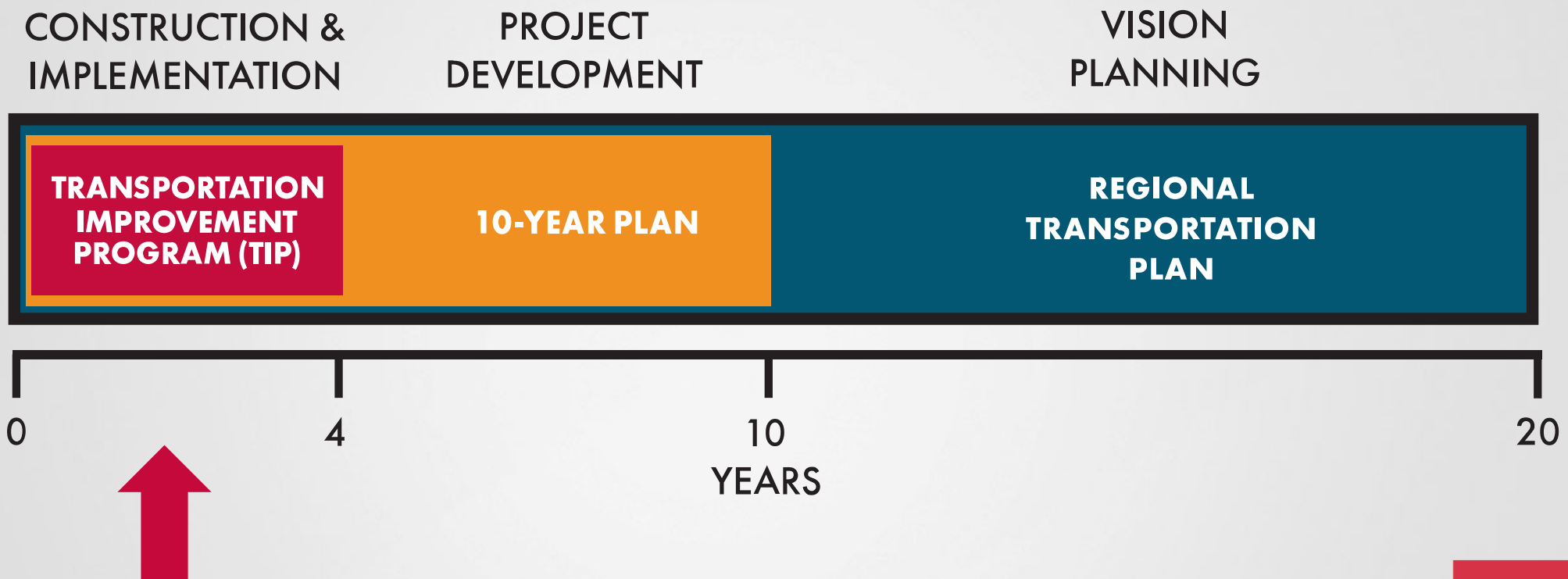


Item 10. Future Amendments to 2027-2030 TIP and 2045 RTP



Technical Advisory Committee
September 9, 2026

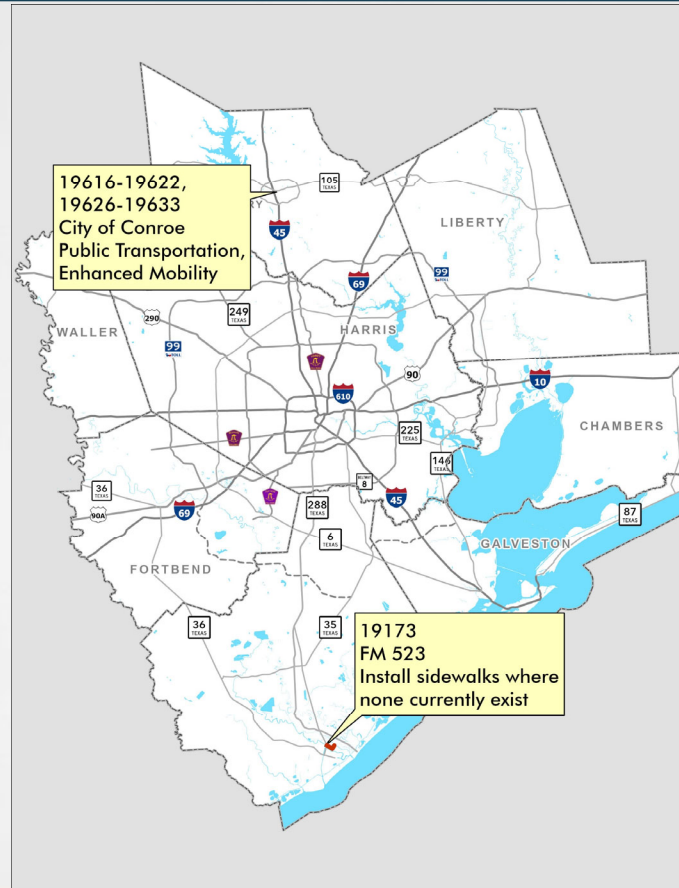
We Are Here



Future 2027-2030 TIP Amendments

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

Future 2027-2030 TIP Amendments



Action Requested

- Review and discussion only

Staff Contact



Jim Dickinson

Senior Planner

Jim.Dickinson@h-gac.com

713-993-4597

Future 2027-2030 TIP Amendments

- Rescope TxDOT HOU's FM 523 reconstruction (MPO ID 19173) to remove roadway elements. Retain the sidewalk construction with CMAQ funding in FY 2029. Reconstruction elements moved to TxDOT Statewide Program.
- Program the City of Conroe's FTA funded FY 2027 and FY 2028 'Programs of Projects' for transit administrative, planning, capital and operating expenditures (MPO IDs 19616-19622, 19626-19630, 19631-19633)

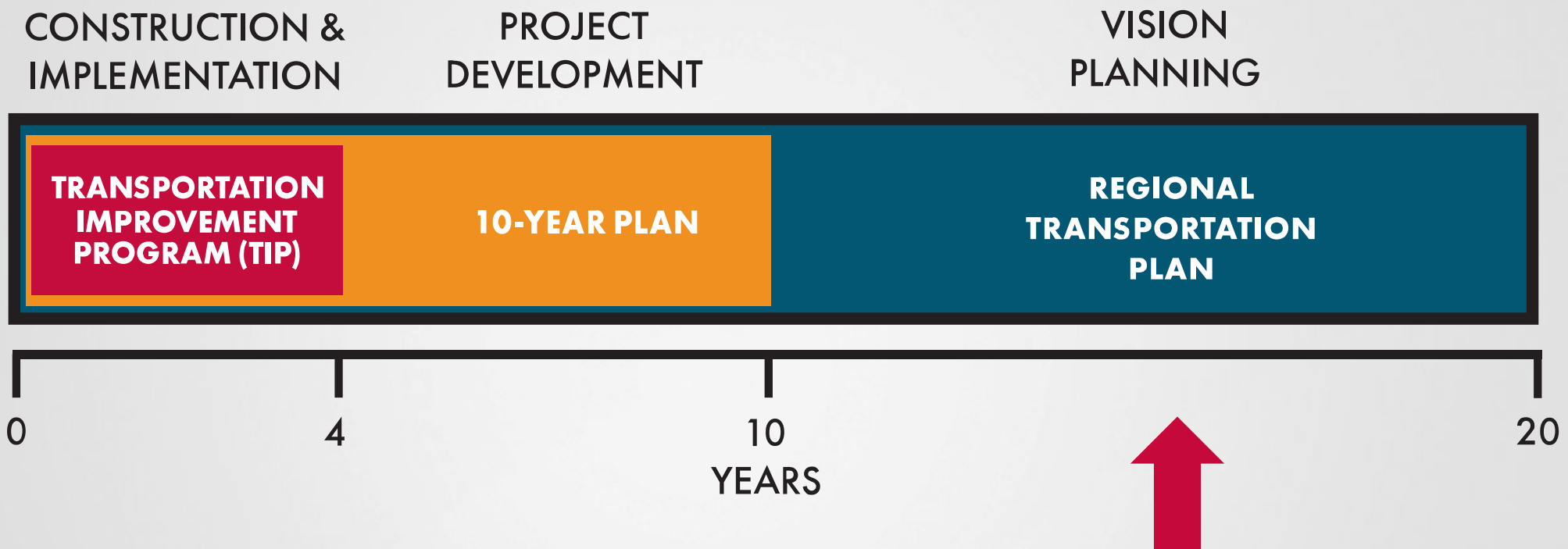


Item 11. 2050 RTP Regionally Significant Project List for Air Quality Conformity



Technical Advisory Committee
September 9, 2026

We Are Here



RTP2050 Vision and Goals

ViSiON

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

Safety

GOAL 1

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

Optimized Mobility & Economic Vitality

GOAL 2

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

Integrated & Innovative Network

GOAL 3

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

Resiliency & Adaptability

GOAL 4

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

The 2050 RTP Must...



Meet Federal Regulations

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

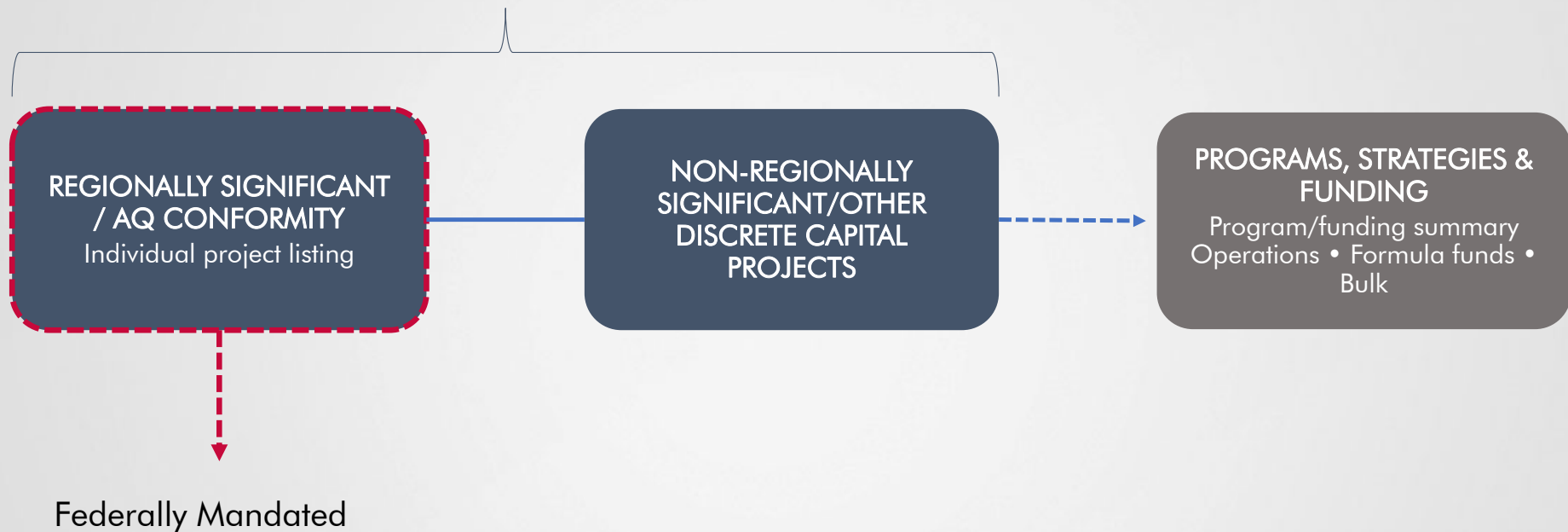


Adopted Goals and Identified Regional needs

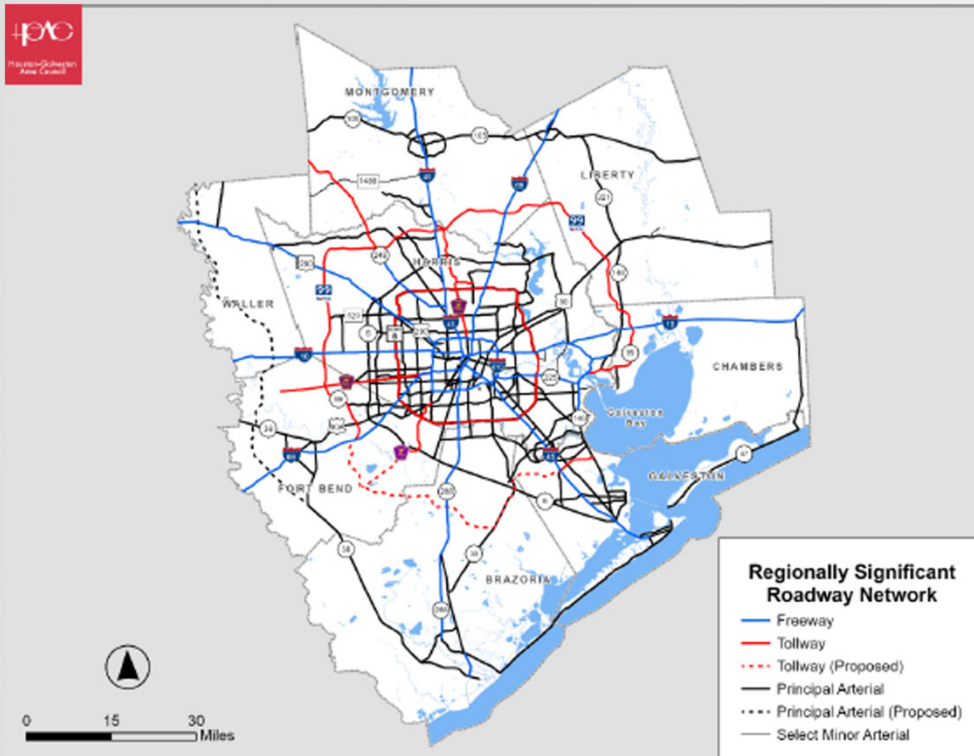
- Identified Gaps
- Goals: Safety; Optimized Mobility and Economic Vitality; Integrated and Innovative Network; Resilience and Adaptability

Proposed Structure of Projects List

CATEGORIZATION ASSIGNMENTS BASED ON GOALS AND REGIONAL NEEDS



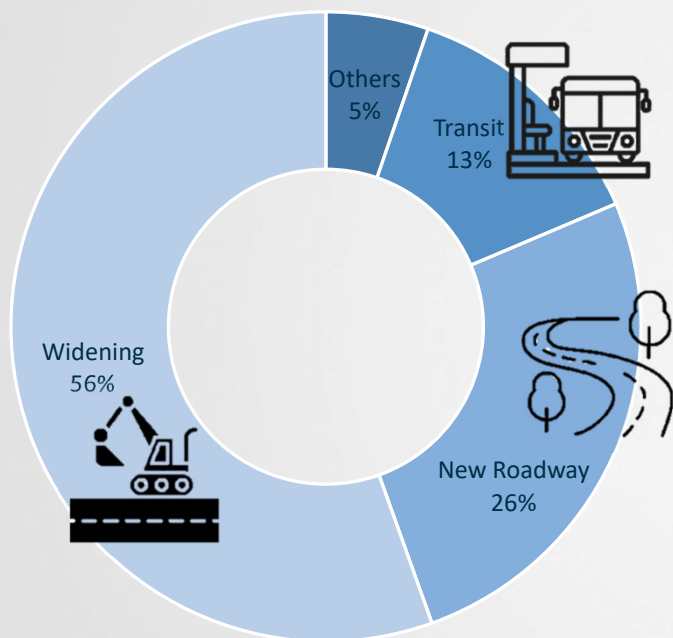
RS Air Quality Conformity Projects



- Added Capacity on roadways principal arterial or higher (> 1 mile)
 - Includes new roadways
- New alignment bypass
- Construct interchange that adds access
- Remove interchange that removes access
- Fixed guideway projects

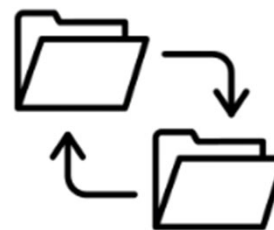
RS AQC Project List

REGIONALLY SIGNIFICANT AIR QUALITY
CONFORMITY PROJECT TYPES



247

Total Projects



195

Carryover Projects



52

New Submissions

- Once approved, projects cannot be added or removed

Other Project Types

- Interchanges, Grade separations, Ferry landing

Next Steps

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



Listing QR Code

Staff Contact



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Brian P. Alcott, P.E.

RTP Subcommittee Chair

Brian.Alcott@hctra.org



Listing QR Code



Item 12. Transportation Conformity Process

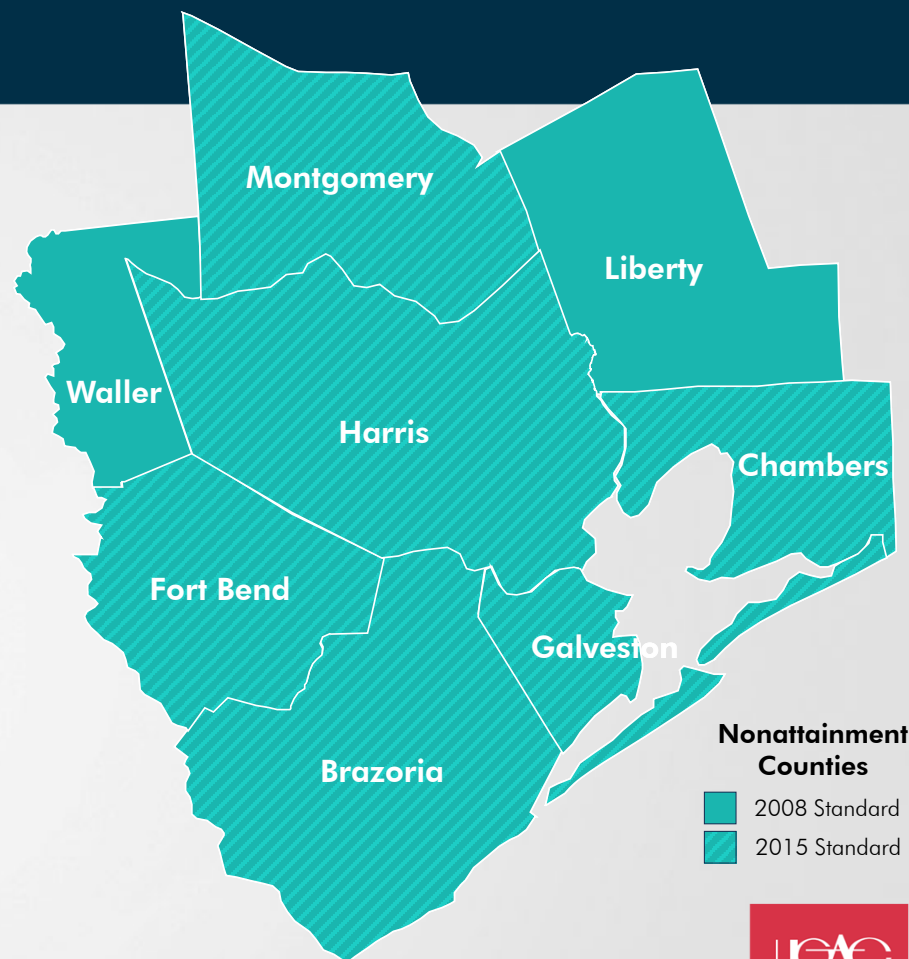


Attainment Status

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

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

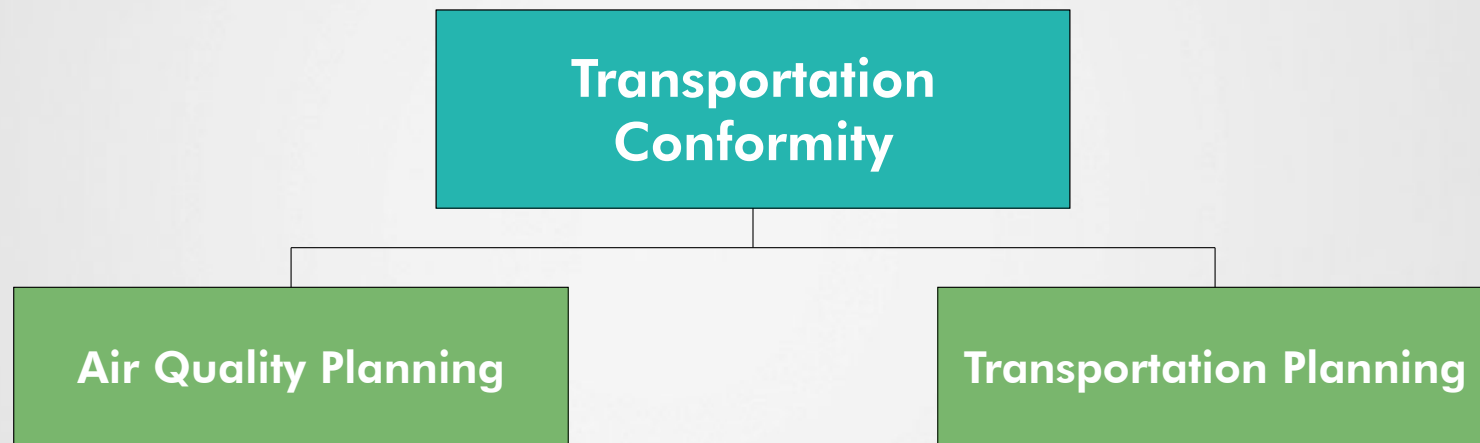
Note. Adopted from *Houston-Galveston-Brazoria: Current Attainment Status* by the Texas Commission on Environmental Quality.



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

Transportation Conformity

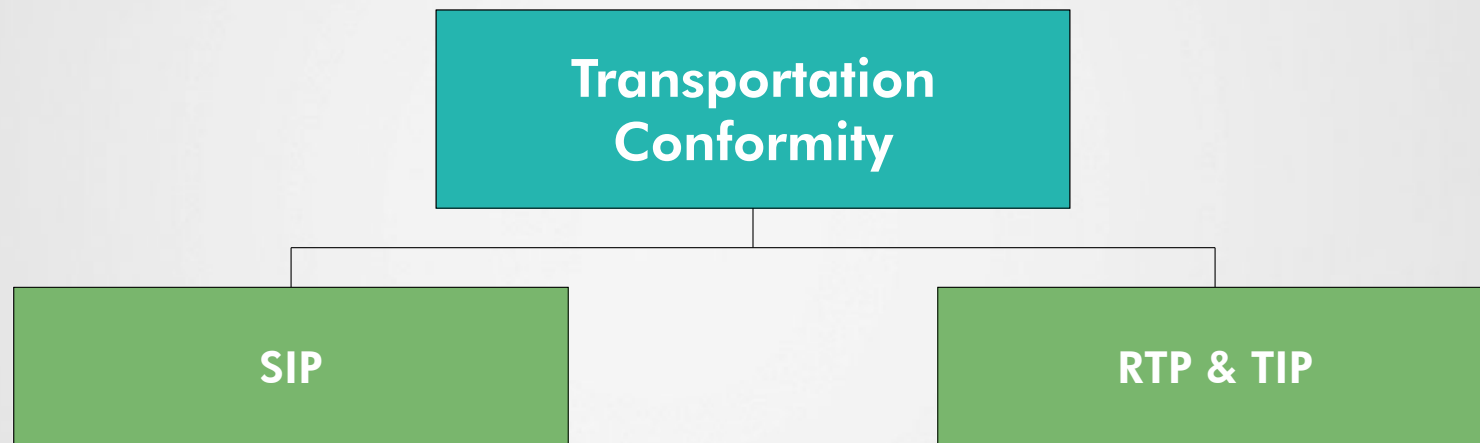
This process links air quality and transportation planning by showing that our region will not be negatively impacted by new transportation plans, programs, and projects.



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

Transportation Conformity

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



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

Transportation Conformity

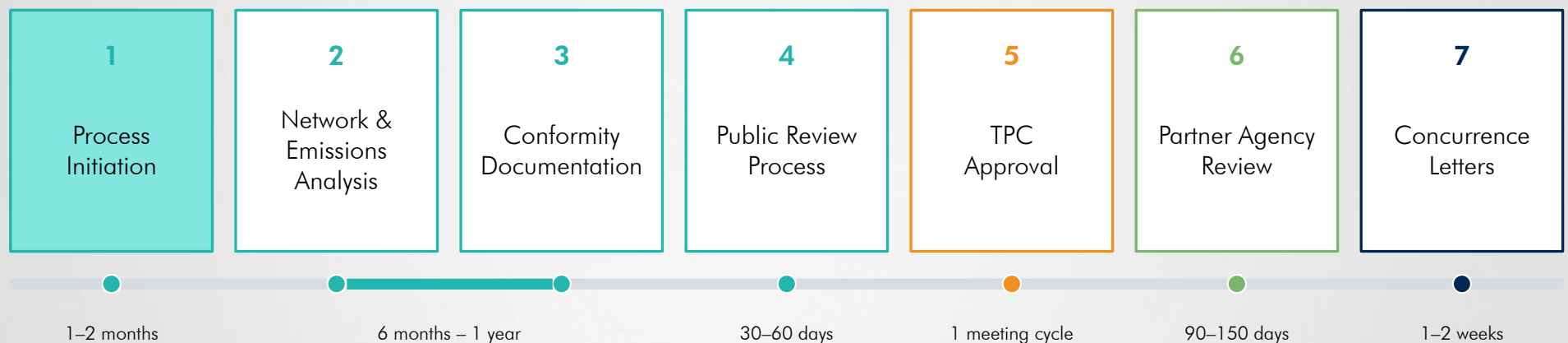
A new transportation conformity determination is required at least every four years but may be required more often:

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

EPA = Environmental Protection Agency

Transportation Conformity

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



TPC = Transportation Policy Council

Transportation Conformity Risks

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

477 days

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

225 days

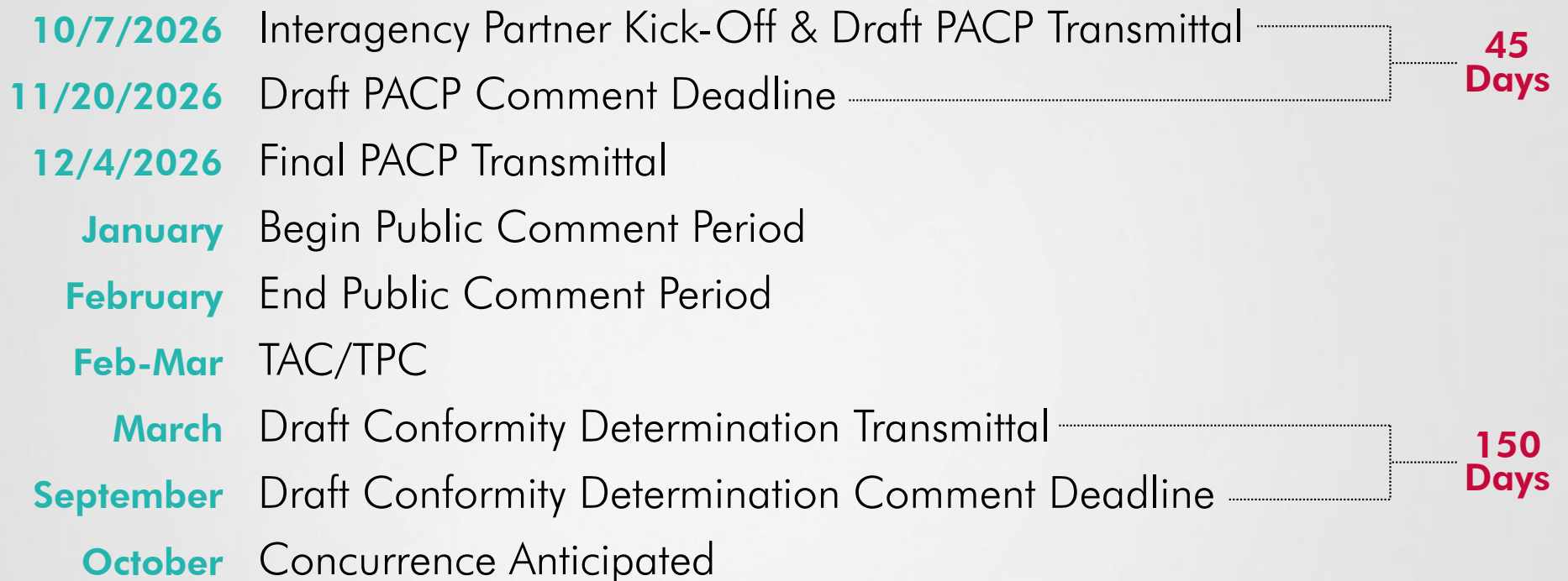
for partner agency review, which was the only phase that missed anticipated timeline milestones

129 days

between documentation transmittal and delivery of last new comment set

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

Proposed Timeline



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

Staff Contact



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