

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

DATE: Friday, August 28, 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 August 28, 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. Allie Isbell (HGAC) to conduct the roll call and verify quorum. Ms. Isbell confirmed that a quorum of 24 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. Allie Isbell (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 July 23, 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. JAMILA OWENS, ASSISTANT DIRECTOR, TRANSPORTATION/MPO, H-GAC

Ms. Jamila Owens (H-GAC) provided an overview of the meeting agenda, which included two consent items, several discussion items that would return for future action, two action items, including a resolution recognizing an outgoing member, and an informational update on FIFA-related planning activities. She noted that the agenda included a mix of routine business, action requests, and updates on ongoing MPO initiatives and regional transportation planning efforts.

Highlights included:

Strategic Freight Grade Separation Planning Program

- H-GAC announced the launch of the Strategic Freight Grade Separation Planning Program, which will support the development of rail-grade crossing solutions through planning-level feasibility studies.
- The studies are intended to:
 - Identify regional rail and roadway grade separation needs.
 - Advance recommended projects into the project development pipeline.
 - Improve competitiveness for regional, state, and federal funding opportunities.

- Program schedule:
 - Project guidelines available on the H-GAC Freight webpage beginning September 1.
 - Call for Projects portal open September 14 through October 9.
 - Draft project list anticipated by October 30.
 - Projects expected to be presented to TAC and TPC for informational review in November.
- Staff encouraged interested agencies to review the eligibility criteria and contact MPO staff with questions.

Upcoming MPO Opportunities and Events

- The Safety Action Plan Prioritization Poll is open through September 8, and members were encouraged to participate.
- Staff are preparing for the Air Quality Summit scheduled for October 8. Registration is currently open.

Recent MPO Activities

- Staff thanked participants who attended the recent Congestion Management Process Workshop, which focused on identifying regional congestion priorities, performance measures, and improvement strategies.
- The MPO received its final report from the Federal Certification Review, a process conducted every four years by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).
 - The MPO successfully passed the review and was recertified.
 - The review also included several commendations.
 - Staff plan to present a more detailed summary of the findings and lessons learned at a future meeting.

Board and Planning Activities:

- Recent board actions included approval of:
 - A two-year contract for development of a Freight Submodel to support the regional travel demand model.
 - Selection of AECOM as consultant for the Particulate Matter Air Quality Planning Grant.
- Both items were approved by the board in August.

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

ITEM 6. CONSENT AGENDA

Chair 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 and the Unified Planning Work Program (UPWP) item. 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. TPC RESOLUTION OF COMMENDATION FOR OUTGOING TPC ADVISORY MEMBER, MS. CATHERINE MCCREIGHT, TxDOT – HOUSTON DISTRICT

Ms. Jamila Owens (HGAC) read a resolution commending Ms. Catherine McCreight. The Transportation Policy Council (TPC) considered a resolution recognizing the service and contributions of Ms. McCreight, Director of District Transportation Planning for the Texas Department of Transportation (TxDOT) Houston District, upon her retirement.

The resolution acknowledged Ms. McCreight's distinguished service on the TPC, the Technical Advisory Committee (TAC), and numerous subcommittees and work groups, as well as her role as an advisory member of the TPC Executive Committee since September 2024. The resolution further recognized her expertise in metropolitan transportation planning, funding and programming, innovative mobility solutions, and her commitment to regional cooperation, technical excellence, and public service. The Council noted that her nearly 20 years of service with TxDOT had significantly advanced regional transportation planning efforts and strengthened collaboration among local governments, transportation agencies, and regional stakeholders. A motion and second were made to approve the resolution.

During discussion, several members offered remarks honoring Ms. McCreight's career and contributions. Speakers highlighted her more than 30 years of experience in transportation, including nearly 20 years with TxDOT, and noted her leadership on major regional initiatives such as the SWIFT program, REAL Plan, and ConnectSmart. Members praised her professionalism, technical expertise, mentorship, and dedication to improving mobility throughout the region.

Members also reflected on the invaluable guidance she provided to TPC members, particularly in helping newer members navigate complex transportation planning processes and regional transportation programs. Several speakers noted her reputation for thoughtful analysis, collaborative leadership, and commitment to ensuring transportation decisions benefited the region as a whole.

Special recognition was given to Ms. McCreight's role as a mentor and trailblazer for women in the transportation planning profession. Members expressed appreciation for her willingness to share her knowledge, support colleagues, and serve as a model for future transportation leaders.

In response, Ms. McCreight thanked the Council for the recognition and expressed her appreciation for the opportunity to serve TxDOT, the TPC, and the Houston-Galveston region. She reflected on the strong working relationships and accomplishments achieved through regional collaboration and expressed confidence in the region's continued success.

Additional recognitions were presented on behalf of local officials and partner agencies. Following discussion, the Transportation Policy Council unanimously approved the resolution honoring Ms. McCreight and extending its gratitude and best wishes for her retirement and future endeavors. A commemorative presentation and photograph followed the vote. All presentations, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 8. 2026 TPC NOMINATING COMMITTEE RECOMMENDATION, HON. MARK KEOUGH – CHAIR OF NOMINATING COMMITTEE

Judge Mark Keough, Chair of the Nominating Committee, presented the committee's recommendation for the Small Cities Position No. 1 Alternate on the Transportation Policy Council. Staff noted that the Nominating Committee consisted of Judge Keough, Commissioner Lesley Briones, Council Member Sallie Alcorn, Commissioner Ryan Dagley, and Council Member Sally Branson.

Judge Keough reported that the committee met to consider candidates for the position and unanimously recommended Todd Thurber for appointment as the Small Cities Position No. 1 Alternate. He noted that committee members were unanimous in their support and that Mr. Thurber emerged as the clear choice during the committee's discussions.

A motion and second were made to approve the committee's recommendation. Following a brief discussion, the motion carried unanimously. All presentations, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 9. LEGISLATIVE POLICY PRIORITIES AD HOC COMMITTEE'S RECOMMENDATIONS, HON. MARK KEOUGH

Judge Mark Keough presented the recommendations of the Legislative Policy Priorities Ad Hoc Committee, noting that the committee met on August 5 and August 17 to discuss transportation funding and mobility needs throughout the Houston-Galveston metropolitan region. He emphasized that the item was presented for discussion only and would return to the Transportation Policy Council (TPC) for action at a future meeting.

The committee recommended four legislative priorities for consideration during the upcoming state legislative session:

1. Expand State Highway Revenue through Proposition 1 and Proposition 7

The committee recommended pursuing changes to Proposition 1 and Proposition 7 funding mechanisms to increase transportation revenue without creating new taxes or additional burdens on taxpayers. Discussion focused on adjusting existing funding caps or thresholds so that a greater portion of already-collected state revenues could be directed toward transportation investments. Members noted that both propositions have successfully generated transportation funding in the past and could provide additional resources to address growing infrastructure needs.

2. Dedicate Excess Toll Revenue to Transportation Infrastructure

The committee recommended requiring excess toll revenues generated by toll facilities to remain dedicated to transportation purposes. Eligible uses would include roadway construction, maintenance, safety improvements, congestion relief, bridge rehabilitation, and other transportation-related capital projects. Members discussed the importance of ensuring that toll revenues remain within the regions that generate them and continue to support transportation infrastructure.

3. Increase Investment in At-Grade Railroad Crossing Safety

The committee recommended increasing state investment in grade separation and railroad crossing safety projects. Discussion highlighted the significant need for additional funding beyond the current state program and the number of unfunded rail crossing projects throughout Texas and the Houston-Galveston region. Members also discussed recently announced federal funding for rail improvements. Ms. Veronica Chapa-Gorczyński, speaking on behalf of the Gulf Coast Rail District, noted that while the federal funding award was significant, it was primarily targeted toward passenger rail projects and would not address many of the freight rail grade separation needs identified across the region. She emphasized that substantial unmet demand remains for rail crossing safety and grade separation projects and encouraged continued legislative support for additional funding opportunities.

4. Preserve Local MPO Authority and Funding Control

The committee recommended preserving local Metropolitan Planning Organization (MPO) authority over transportation priorities and funding decisions. Judge Keough explained that the recommendation sought greater flexibility in how MPO-managed transportation funds could be used and advocated for reducing restrictions that limit local decision-making. Members discussed the importance of allowing MPOs to address region-specific transportation needs while maintaining strong partnerships with TxDOT.

Several members expressed support for greater local control, noting that transportation needs differ significantly across regions and that local agencies are often best positioned to determine how available resources should be allocated.

Additional Discussion

Dr. Shelley Sekula-Gibbs suggested that the Council consider future action related to streamlining transportation conformity determinations to reduce project delivery timelines and associated costs. Staff noted that a conformity-related item was already scheduled for discussion on the following month's agenda and agreed to coordinate further discussion on the topic.

Mr. Charlie Jenkins of the Port of Houston commended the committee's work and expressed strong support for the first three priorities. He also encouraged additional discussion regarding freight-related legislative priorities and emphasized the importance of maintaining a focused list of key priorities that could be consistently communicated to state legislators and stakeholders.

Chairman Beckendorff thanked Judge Keough and the committee members for their work and emphasized the importance of establishing a unified regional legislative agenda. He noted that the proposed priorities would return for consideration and possible approval at the next TPC meeting, after members had additional time to review and discuss the recommendations. All presentations, comments, and discussions are available in the official meeting recording [HERE](#).

ITEM 10. TRANSIT ASSET MANAGEMENT (TAM) PERFORMANCE MEASURES UPDATE, MR. KAREEM HESHMAT H-GAC

Mr. Kareem Heshmat, Senior Planner with H-GAC's Transit Team, presented an update on 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. He explained that H-GAC monitors the condition of transit capital assets and works with regional transit providers to establish regional performance targets.

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)

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

He described H-GAC's role as coordinating with transit agencies, reviewing reported asset data, and establishing regional performance targets based on information submitted by individual transit providers. 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 available data from transit providers and the National Transit Database, H-GAC evaluated regional performance and found that the region was generally performing as expected across all four

asset categories. Mr. Heshmat acknowledged the efforts of participating transit agencies in collecting and reporting detailed asset condition information.

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

Mr. Heshmat concluded by noting that the proposed 2028 and 2030 targets would return to TPC the following month for formal consideration and adoption. No questions or comments were offered by members, and the presentation was received as information. Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

For Discussion only. No action needed.

ITEM 11. PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) MEASURES UPDATE, MR. KAREEM HESHMAT, H-GAC

Mr. Kareem Heshmat, Senior Planner with H-GAC's Transit Team, presented an update on the federally required Public Transportation Agency Safety Plan (PTASP) performance measures. He explained that the item was being presented for discussion only and would return to the Transportation Policy Council (TPC) at a future meeting with a resolution for adoption.

Mr. Heshmat noted that all transit agencies are required to develop and maintain safety management plans for their operations. He reported that recent federal updates expanded the number of performance measures from seven to fourteen, with increased emphasis on transit worker safety and fatalities occurring within transit systems. He explained that transit safety performance measures are closely connected to Transit Asset Management (TAM) measures, as the condition of rolling stock, equipment, facilities, and infrastructure directly affects system safety. Assets that are not maintained in a state of good repair can increase operational and safety risks.

H-GAC's role is to collect and aggregate safety performance data from individual transit agencies and establish regional performance targets. These targets are developed using agency-reported data and are weighted by vehicle revenue miles to reflect regional transit operations. During the presentation, a member asked whether the safety measures included passenger assaults. Mr. Heshmat responded that assaults on transit workers are specifically tracked and indicated he would verify how passenger assaults are categorized within the federal reporting framework.

Mr. Heshmat reviewed current and previous performance targets, including 2023 baseline performance, interim 2025 data, and proposed targets for 2028 and 2030. He noted that staff was recommending use of TPC's adopted **Vision Zero** framework as the basis for transit fatality targets, with the goal of achieving zero fatalities. The presentation also reviewed performance data by agency type and mode, including bus, paratransit, rail, commuter services, fixed-route transit, and demand-response services. Staff summarized recent subcommittee feedback and discussed refinements made to the performance reporting methodology to improve data clarity and consistency.

Mr. Heshmat concluded by stating that the proposed 2028 and 2030 regional safety performance targets would be brought back to the Council at the next meeting for formal consideration and adoption. No additional

questions or comments were offered, and the presentation was received as information. Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

For Discussion only. No action needed.

ITEM 12. 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's TIP Programming Team, presented an update on the federally required reliability, congestion, and air quality performance measures. The presentation focused on 2026 system performance and proposed targets for 2028 and 2030.

Ms. Martins explained that the performance measures are tracked on the National Highway System and are used to evaluate regional transportation system performance and inform future investment decisions.

Reliability Measures

The reliability measures included:

- Interstate Travel Time Reliability
- Non-Interstate Travel Time Reliability
- Truck Travel Time Reliability Index

Ms. Martins explained that the interstate and non-interstate reliability measures evaluate the consistency of travel times, while the truck travel time reliability index measures the additional travel time needed to ensure on-time arrivals for freight movement. Staff reported that the region met the 2026 targets for non-interstate reliability and truck travel time reliability but did not meet the interstate reliability target. Proposed 2028 and 2030 targets were developed using post-pandemic performance trends and considered expected population growth, increases in vehicle miles traveled (VMT), and anticipated construction activity throughout the region.

Members discussed the proposed targets and noted that expected growth and major infrastructure construction projects could affect future system reliability. Staff explained that the targets were intended to be realistic and achievable given current regional conditions and projected transportation demands.

Congestion Measures

Ms. Martins then reviewed two congestion-related performance measures:

- Peak Hour Excessive Delay
- Non-Single Occupant Vehicle Travel

Peak Hour Excessive Delay measures the average annual amount of additional travel time experienced during congested periods on the National Highway System. Non-Single Occupant Vehicle Travel measures the percentage of work trips completed through carpooling, public transit, walking, bicycling, or telecommuting. Staff reported that the region did not meet its 2026 peak hour excessive delay targets in either the Houston or The Woodlands-Conroe urbanized areas. However, the region met its non-single occupant vehicle travel targets in both urbanized areas.

Discussion focused on the increase in proposed future delay targets. Members expressed concern about projected congestion levels, particularly in rapidly growing areas such as Montgomery County. Staff explained that the proposed targets reflected expected growth in population, travel demand, and major transportation construction projects over the coming years.

Members also discussed strategies used to improve congestion and reliability, including regional vanpool programs, commute solutions initiatives, roadway improvements, incident management programs, and future transportation investments. Staff noted that the performance measures help guide project selection decisions and provide a framework for prioritizing investments that improve mobility and system performance.

Several members emphasized that the congestion performance data further demonstrated the need for additional transportation funding and continued infrastructure investment to accommodate regional growth, freight movement, and economic development. Examples were discussed regarding increasing freight activity associated with the Port of Houston, population growth, and major employment developments expected throughout the region.

CMAQ Air Quality Performance Measures

Dr. Madeline Statkewicz, Senior Planner with H-GAC's Air Quality Program, presented the Congestion Mitigation and Air Quality (CMAQ) performance measures, which track reductions in on-road mobile source emissions. Dr. Statkewicz reviewed previously adopted two-year targets and compared them with actual performance results. She explained that the region did not achieve some of its anticipated emission reduction targets largely because several CMAQ-funded projects experienced delivery delays beyond the measurement period.

Dr. Statkewicz noted that CMAQ performance measures are highly sensitive to project delivery schedules because emission reduction benefits can only be credited once projects are operational. Several projects originally expected to be completed during the reporting period were delayed, shifting their anticipated air quality benefits to future measurement cycles.

Dr. Statkewicz described the methodology used to develop proposed future targets, which included:

- Reviewing programmed CMAQ projects in the Transportation Improvement Program (TIP).
- Estimating expected emissions reductions by fiscal year.
- Comparing projected and achieved emissions reductions.
- Calculating a project delivery success rate to develop realistic future targets.

She also highlighted several categories of transportation projects that may qualify for CMAQ funding and encouraged project sponsors to consider CMAQ eligibility when developing projects that support congestion reduction and air quality improvements.

During discussion, members sought clarification regarding the reported emissions reduction figures. Staff explained that higher emission reduction totals represent improved performance because the measures track reductions in pollutants rather than emissions generated.

Dr. Statkewicz concluded by noting that the proposed CMAQ performance targets were being presented for discussion only and would return to the Transportation Policy Council at a future meeting for formal consideration and adoption. Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

For Discussion only. No action needed.

ITEM 13. 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) & 2045 REGIONAL TRANSPORTATION PLAN (RTP) AMENDMENTS, MR. JIM DICKINSON, H-GAC

Mr. Jim Dickinson, Senior Planner with H-GAC, presented a preview of 34 draft amendments to the 2027–2030 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan (RTP). He explained that the TIP is part of the region’s broader transportation planning framework and is incorporated into both the 10-Year Plan and the RTP.

New Project Programming

Mr. Dickinson reviewed several proposed amendments involving new project programming and the addition of new project phases. Key items included:

- Programming of the US 90A Railroad Monitoring System projects sponsored by the City of Sugar Land.
- Addition of four State Highway 99 widening projects in the TxDOT Beaumont District utilizing state toll funding.
- Programming of engineering and right-of-way phases for the Pearland Parkway Extension project in Brazoria County.
- Addition of engineering, right-of-way, and construction phases for several Montgomery County projects, including the Old Conroe Road project and the I-45 North Auxiliary Lane and Braided Ramps project.
- Programming of a State Highway 99 frontage road segment in west Harris County.
- Programming of a safety lighting project on FM 1464 in Fort Bend County.

Scope Revisions

Several existing projects were proposed for scope revisions, including:

- Updates to four METRO federally funded programs to redirect funding toward rail capital maintenance needs.
- Creation of a new project to replace transit center roofs using excess available funds.
- Clarification and refinement of the scope for the Stewart Road Rehabilitation Project in Galveston.
- Revisions to Island Transit’s software acquisition project to comply with updated Federal Transit Administration procurement requirements.

Cost Adjustments

Mr. Dickinson reviewed proposed funding and cost adjustments, including:

- Updates to City of Conroe transit projects based on actual Federal Transit Administration formula allocations.
- Additional funding for the City of Sugar Land’s Gannoway Lake Trail Improvements Project to address cost overruns under the adopted cost overrun policy.
- Addition of approximately \$3.5 million in Congestion Mitigation and Air Quality (CMAQ) funds to Montgomery County’s traffic monitoring system project to address updated industry design standards.

Project Delays and Cancellations

Several project schedule changes and cancellations were also proposed, including:

- Delaying the SH 99 Segment B Construction Project in Brazoria County from Fiscal Year 2027 to Fiscal Year 2035.
- Delaying a segment of the North Houston Highway Improvement Project to coordinate with related drainage improvements.
- Cancellation of two TxDOT parking lot construction projects.
- Cancellation of a City of Conroe transit operating project due to revised funding allocations.
- Cancellation of Island Transit’s trolley facility maintenance project after the anticipated federal grant award was not received.

- Cancellation of a City of Galveston traffic signal project in favor of local funding.
- Cancellation of Montgomery County's Hardin Store Road Rehabilitation Project based on revised local priorities.

Mr. Dickinson noted that the proposed amendments were distributed throughout the region and affected projects across multiple counties.

Member Discussion

During discussion, members sought clarification regarding whether the proposed amendments involved entirely new projects or modifications to previously approved projects. Staff explained that all projects had previously gone through the Transportation Policy Council's project selection process and were approved under prior criteria. Many of the amendments reflected administrative changes, such as splitting projects into engineering, right-of-way, and construction phases, adjusting costs, updating scopes, or revising schedules to better manage project delivery.

Members also discussed the long-term implications of projects being delayed several years, particularly with respect to future cost estimates and project delivery. A representative from the City of Galveston provided additional context regarding the city's project amendments, noting that local funding sources and project timing considerations influenced several of the requested changes.

Mr. Dickinson concluded by noting that the amendments remained in draft form and were subject to further review and revision. The proposed TIP and RTP amendments were expected to return to the Transportation Policy Council the following month for consideration and action. Presentation, comments, and discussions are available in the official meeting recording [HERE](#).

For Discussion only. No action needed.

ITEM 14. CALL FOR SUBREGIONAL PLANNING REQUESTS, MS. MONIQUE JOHNSON, H-GAC

Ms. Monique Johnson, Subregional Planning Manager, with H-GAC presented an informational update regarding H-GAC's upcoming Call for Subregional Planning Requests, which is scheduled to open on September 1.

Ms. Johnson explained that subregional planning studies serve as an important first step in the project development pipeline by helping local governments identify, evaluate, and prioritize transportation improvements through formal planning and public engagement processes. Projects developed through these studies may ultimately advance into the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). She reminded members that the Transportation Policy Council previously approved the evaluation criteria for the program in April. The criteria establish sponsor eligibility, eligible planning activities, and the factors that will be used to evaluate planning requests.

Evaluation criteria include:

- Recency of existing studies and plans, with priority given to areas that have not been studied recently or have not updated plans within the past five years.
- High-growth areas experiencing significant development pressures.
- Presence of regionally significant roadways and freight corridors.
- Existing congestion conditions.
- Availability of other funding sources or planning efforts that may already address the requested study area.

Eligible planning activities include:

- Mobility plans, including single-mode or multimodal studies.
- Thoroughfare plans.
- Corridor studies.
- Feasibility studies.
- Other planning efforts that support transportation system development and regional mobility goals.

Ms. Johnson outlined the application process, noting that requests will be submitted through an online portal on the H-GAC website. The application consists of a single form requesting basic information about the study area, project type, and evaluation criteria. Multiple requests may be submitted under a single registration account.

The call for requests will remain open from September 1 through October 19. A virtual information session will be held on September 22 to provide guidance and answer questions from prospective applicants. Following the close of the submission period, staff will review and evaluate all requests, seek clarification when necessary, and develop a prioritized list of recommended studies. A draft list is expected by late December or early January and will help inform development of the 2028-2029 Unified Planning Work Program (UPWP).

During discussion, the Chair emphasized the importance of regularly updating county and municipal transportation plans, noting that subregional planning studies provide valuable tools for managing growth, coordinating roadway networks across jurisdictions, and ensuring future transportation needs are identified and addressed. He encouraged all local governments that have not updated their plans within the past five years to participate in the program. No additional questions were raised, and the presentation was received as information. Presentation, comments, and discussions are available in the official meeting recording [HERE](#)

For Information only. No action needed.

ITEM 15. POST H-GAC FIFA WORLD CUP SCENARIO PLANNING STUDY UPDATE, MR. KOUSHIK ARUNANCHALAM, P.E., ARCADIS

Mr. Koushik Arunanchalam, with Arcadis presented an update on H-GAC's post-FIFA World Cup planning efforts and the implementation of strategies developed through the regional scenario planning study. The study was designed to be data-driven, stakeholder-focused, and actionable, with the goal of providing transportation agencies and infrastructure operators with practical tools and insights to manage large-scale special events.

Mr. Arunanchalam reported that Houston hosted seven FIFA World Cup matches, generating nearly 500,000 attendees at the matches and a similar level of attendance at Fan Fest activities. Attendance included a significant mix of both domestic and international visitors, with transit playing a critical role in moving spectators. METRO recorded exceptionally high ridership during the event period and served as a primary transportation mode for accessing the stadium and related activities.

A broad range of stakeholders participated in the planning process, including local governments, TxDOT, law enforcement agencies, transit operators, the Port of Houston, the Texas Trucking Association, and private transportation providers such as Uber and Lyft. This coordination ensured planning efforts addressed transportation operations, freight movement, public safety, and visitor mobility.

Mr. Arunanchalam emphasized that the planning effort was intended to support implementation rather than simply produce a study. Findings and recommendations were incorporated into several operational programs and initiatives, including:

- Active arterial and freeway management strategies coordinated through Houston TranStar.
- Transit coordination efforts involving METRO and regional transit providers.
- Event planning and traffic management in the East Downtown area.
- H-GAC's Commute Solutions program, which promoted travel demand management strategies.
- H-GAC's Tow and Go program, which improved incident response and roadway clearance efforts.

The presentation highlighted how travel demand management strategies and targeted public outreach helped influence travel behavior during event days, while Tow and Go operations focused resources on corridors identified as potential bottlenecks and congestion points.

Mr. Arunanchalam also discussed the development of the Scenario Planning and Event Evaluation Dashboard (SPEED), an interactive tool created as part of the study. The dashboard consolidates transportation data, modeling results, congestion information, travel time analysis, and post-event performance metrics into a single platform. The tool allows agencies to compare event-day conditions with typical travel patterns and supports ongoing operational decision-making.

A review of post-event conditions demonstrated that modeled traffic patterns and congestion forecasts aligned closely with observed conditions during FIFA matches, reinforcing confidence in the region's scenario-planning and simulation capabilities. Staff noted that data collected during the event was shared with Houston TranStar, local governments, airports, transit agencies, and other partners to support real-time operational decisions and post-event evaluations.

Key lessons learned from the effort included:

- The value of scenario-based planning and simulation modeling.
- The importance of extensive interagency coordination and information sharing.
- The need for common data platforms and performance measures.
- The effectiveness of active traffic and corridor management strategies.
- The importance of documenting best practices and lessons learned for future large-scale events.
- The need for timely funding and early planning coordination.

Mr. Arunanchalam noted that the SPEED dashboard and supporting analytical framework are reusable tools that can be adapted for future major events and regional planning initiatives. The study also established a foundation for continued use of simulation modeling, shared data environments, and coordinated transportation operations planning throughout the region.

During discussion, the Chair commended H-GAC staff and regional partners, including local governments, METRO, Harris County, and the City of Houston, for their collaborative efforts and the successful delivery of transportation services during the FIFA World Cup. He noted that the event demonstrated the region's ability to coordinate across agencies and expressed appreciation that the tools and data developed through the study would continue to provide value for future regional events and transportation planning efforts. No further questions were raised. Presentation, comments, and discussions are available in the official meeting recording [HERE](#)

For Information only. No action needed.

ANNOUNCEMENTS AND ADJORNMENT

Chair Beckendorff informed the Council of upcoming meetings

EVENT	DATE	TIME	LOCATION
Technical Advisory Committee Meeting	September 9	9:30 a.m.	In Person
Regional Air Quality Planning Advisory Committee (RAQPAC)	September 24	10:00 a.m.	Virtual
Transportation Policy Council Meeting	September 25	9:30 a.m.	In Person

Chair Beckendorff adjourned the meeting at 11:41 a.m.

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

For Information Only. No action needed.

Hon. Sally Branson, TPC Secretary
Transportation Policy Council

Attachment 1
MEETING OF THE TRANSPORTATION POLICY COUNCIL (TPC)
FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA
August 28, 2026

ROLL

<u>AGENCY</u>		<u>VOTING MEMBER/ALTERNATE</u>	<u>REPRESENTING</u>
Baytown, City of	_____	Honorable Charles Johnson Mayor	City of Baytown
	_____	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	<u> X </u>	Randy Macchi Director -Houston Public Works	City of Houston
	_____	David Wurdlow - Alternate	
League City, City of	_____	Honorable Tommy Cones Council Member	City of League City
	_____	Honorable Andy Mann - Alternate	
Missouri City, City of	<u> X </u>	Shashi Kumar, P.E. Assistant City Manager	City of Missouri City
	_____	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>
Pearland, City of	<u> </u>	Vacant	City of Pearland
	<u> X </u>	Trent Epperson-Alternate	
Sugar Land, City of	<u> X </u>	Honorable Suzanne Whatley Council Member	City of Sugar Land
	<u> </u>	Honorable Jim Vonderharr– Alternate	
Texas City, City of	<u> </u>	Vacant	City of Texas City
	<u> </u>	Mayor	
	<u> </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> </u>	Hon. Sally Branson City of Friendswood	Smaller Cities
	<u> X </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> </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
		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 Honorable Joe Giusti– Alternate	Galveston County
Harris County Position No. 1	_____ <u>X</u>	Honorable Adrian Garcia County Commissioner, Pct. 2 Dr. Milton Rahman – Alternate	Harris County
Harris County Position No. 2	_____ <u>X</u>	Honorable Lesley Briones-Secretary County Commissioner, Pct. 4 Roberto Treviño, P.E. – Alternate	Harris County
Liberty County	<u>X</u> _____	Honorable Jay Knight County Judge Honorable Greg Arthur - Alternate	Liberty County
Montgomery County	<u>X</u> _____	Honorable Mark Keough County Judge Matt Gray – Alternate	Montgomery County
Waller County	<u>X</u> _____	Honorable Justin Beckendorff County Commissioner – Chair Kendric Jones- Alternate	Waller County
Houston Metropolitan Transit Authority	_____ <u>X</u>	Elizabeth Gonzalez Brock METRO Chair Thomas Jasien-Alternate	METRO
TxDOT-Houston	_____ <u>X</u>	Glenn Allbritton, P.E. District Engineer Varuna Singh, P.E.– Alternate	TxDOT Houston District
TxDOT-Beaumont	<u>X</u> _____	Ana I. Mijares, P.E. District Engineer Lisa Collins, P.E. – Alternate	TxDOT Beaumont District
Port Freeport	<u>X</u> _____	Phyllis Saathoff Executive Director Rob Lowe-Alternate	Port Freeport
Port Houston	<u>X</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>	Hon. Jon Keeney	Gulf Coast Rail District
	<u> X </u>	Mayor-GCRD Board Member	
		Veronica Chapa-Gorczyński-Alternate	

<u> 31 </u>	Total Voting Membership
<u> 24 </u>	Voting Membership Present
<u> 16 </u>	Required Quorum

<u>AGENCY</u>		<u>EX-OFFICIOS</u>	<u>REPRESENTING</u>
Texas State Senate	<u> </u>	Hon. Carol Alvarado	8-County Region
Freight Rail Interests	<u> X </u>	Clint Schelbitzki/ Richard Zientek	Union Pacific
Texas State Legislator	<u> </u>	Hon Dennis Paul	8-County Region
Wharton County	<u> </u>	Hon. Phillip Spenrath	Wharton County

		<u>NON-VOTING</u>	
H-GAC	<u> X </u>	Ron Papsdorf	H-GAC
TxDOT-Houston	<u> X </u>	Catherine McCreight	TxDOT-Houston