



TO: Technical Advisory Committee Members and Other Interested Persons
SUBJECT: May 13, 2026, Technical Advisory Committee Meeting
FROM: Allie Isbell, MPO Assistant Director
Jamila Owens, MPO Assistant Director
DATE: May 7, 2026

The next Technical Advisory Committee (TAC) meeting will be conducted on May 13, 2026, at 9:30 a.m. in-person at the Houston-Galveston Area Council offices. The meeting will be open to the public at 3555 Timmons Lane, Houston, TX 77027 – Conference Room 2B. All TAC members must be present on-site to participate. The meeting will be streamed live for viewing only at: h-gac.com/live.

The agenda items will be posted on the H-GAC website at: [Technical Advisory Committee Agendas and Minutes | Houston-Galveston Area Council \(H-GAC\)](#).

During this meeting, staff will request TAC approval of (or recommendation for approval for) the following items:

Action:

- Draft FY2027-2030 Transportation Improvement Plan (TIP)

Consent Agenda:

- April 15, 2026, Meeting Minutes Summary
- 2025-2028 Transportation Improvement Plan (TIP) & 2045 RTP Amendments

Staff will also present the following items:

Discussion:

- 2026-2027 Unified Planning Work Program (UPWP) Year-End Amendments

Informational:

- 2026 Hurricane Awareness Campaign
- Regional Transit Ridership Survey
- North Houston Communities Transportation Priorities Plan (NHCTPP) Update
- 2050 Regional Transportation Plan Call for Projects Criteria

Thank you in advance for your patience during our discussions. We will do our utmost to ensure everyone has an opportunity to speak and be heard. We look forward to hearing from you at our meeting. Please address any comments and/or questions regarding the TAC Meeting to Allie Isbell, MPO Assistant Director, at (713) 993-2411 or Allie.Isbell@h-gac.com or Jamila Owens, MPO Assistant Director, at (832) 681-2522 or Jamila.Owens@h-gac.com.



Meeting of the Technical Advisory Committee For The Transportation Policy Council

One Region, One Team.

Meeting Information

Date:	May 13, 2026	Time:	9:30 A.M.
Location:	3555 Timmons Lane Houston, TX 77027 Conference Room 2B	Livestream Link:	h-gac.com/live

Agenda

1. **Introductions**
2. **Certification of Quorum**
Staff will certify the quorum requirement is met with 21 voting members
3. **Public Comments on Agenda Items**
Members of the public will have 3 minutes each to comment on Agenda Items. Written comments may be sent by email to TACPublicComments@h-gac.com. Comments received by 5:00 p.m., Tuesday, May 12, 2026, will be incorporated into the meeting record. Written comments may be viewed at [Public Comments](#).
4. **Orientation to Agenda and MPO Assistant Director Report**

Consent Agenda

5. A. April 15, 2026, Meeting Minutes Summary
- B. 2025-2028 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan - Amendments

Action Items

6. **Draft FY2027-2030 Transportation Improvement Program (TIP)**
Staff will present the Draft TIP covering fiscal years 2027-2030 for TAC recommendation for TPC approval (Staff Contact: Mr. Stephen Keen)

Discussion Items

7. **2026-2027 Unified Planning Work Program (UPWP) Year-End Amendments**
Staff will present amendments to the UPWP to reconcile activities through the end of Federal Fiscal Year 2026 (Staff Contact: Dr. Neely Kim)

Informational Items

8. **2026 Hurricane Awareness Campaign**
Staff will present this year’s Hurricane Awareness campaign.
(Staff Contact: Ms. Francis Rodriguez)

9. **Regional Transit Ridership Survey**
Staff will present the Regional Transit Ridership numbers for all rides in 2025.
(Staff Contact: Mr. Thomas Gray)

10. **North Houston Communities Transportation Priorities Plan (NHCTPP) Update**
Staff will present an update on the NHCTPP progress to date, schedule going forward, and opportunities for engaging with the project team.
(Staff Contact: Ms. Yetunde Oyewale)

11. **2050 Regional Transportation Plan Call for Projects Criteria**
Staff will present the screening criteria to be used in the upcoming RTP2050 Call for Projects
(Staff Contact: Mr. Brandon Mosley)

Announcements

Event	Date	Time	Location
Transportation Policy Council (TPC) Meeting	May 22	9:30 a.m.	H-GAC Office
Regional Air Quality Program Advisory Committee (RAQPAC) Meeting	May 28	10:00 a.m.	Virtual
Transportation Improvement Program (TIP) Subcommittee Meeting	June 3	9:30 a.m.	Virtual
Transportation Air Quality (TAQ) Subcommittee Meeting	June 9	10:00 a.m.	Virtual
Regional Transportation Plan (RTP) Subcommittee Meeting	June 9	1:30 p.m.	Virtual
Technical Advisory Committee (TAC) Meeting	July 15	9:30 a.m.	H-GAC Office

Adjournment

5A. MINUTES OF THE TECHNICAL ADVISORY COMMITTEE
WEDNESDAY, APRIL 15, 2026, 9:30 A.M. MEETING

INTRODUCTIONS

Chair Morad Kabiri, called the Technical Advisory Committee (TAC) meeting to order at 9:30 a.m. Chair Kabiri gave a brief overview of the housekeeping rules. After the housekeeping rules, the Chair called on Ms. Allie Isbell, Metropolitan Planning Organization (MPO) Assistant Director, to conduct the Roll Call.

See Attachment 1 for the list of Committee representatives or alternates present. There were 26 members in attendance; 21 were required for a quorum.

The meeting agenda and materials are available on the TAC website at:

[Technical Advisory Committee Agendas and Minutes | Houston-Galveston Area Council \(H-GAC\)](#)

In addition, the livestream recording is available at: [Technical Advisory Committee Meeting Livestream Archive | Houston-Galveston Area Council \(H-GAC\)](#).

PUBLIC COMMENTS

There were no written public comments received. No public comments were made in person.

ITEM 4. ORIENTATION TO AGENDA AND MPO ASSISTANT DIRECTOR REPORT

Ms. Jamila Owens, MPO Assistant Director, provided opening remarks and shared key updates and announcements relevant to current and upcoming transportation planning activities.

Please see a summary of Ms. Owen's report below.

Summary of Discussion

Board-Related Activities

- Ms. Owen's reported several transportation-related items that were scheduled for Board consideration that month, primarily focused on authorization to proceed with appropriate procurement processes.
- Two proposed items involved communications campaigns for:
 - the Hurricane Evacuation Program, and
 - the Tow-and-Go Program, which were intended to increase public awareness of available maps and services.
- An additional item included approximately **\$49,000** for continued use of the **TELUS system** to track Transportation Improvement Program (TIP) projects. This was described as a temporary measure while the new **Eco Interactive system** was being finalized and launched.
- A final Board item, **FIFA Woodlands partnership** with **Commute Solutions**, which had been developed in coordination with TxDOT Houston District and the Federal Highway Administration.
 - The initiative would pilot expanded service during the FIFA event in The Woodlands.
 - The effort was described as an extension of the region's **Ozone Action campaign**.

Planning and Program Updates

- Staff reported that the **2050 Regional Transportation Plan (RTP)** team was preparing for its **Call for Projects** (previously referred to as the Project Development Process), which was scheduled to run from **May 1 through June 30**.
- The consultant contract for the 2050 RTP was expected to be executed in early May, followed by a formal kickoff meeting.
- Consultant responsibilities were expected to include:
 - updating the RTP financial model,
 - preparing future condition scenarios, and
 - supporting the final round of public outreach planned for the summer.

Public Participation Plan

- The MPO's **Public Participation Plan** was reported to be in its public comment period.
- Public comments were due by **May 13** and could be submitted via email to **Ms. Caroline Bailey**.
- Committee members were encouraged to share the plan with interested stakeholders.

Federal Certification Review

- HGAC reported that it was undergoing its **quadrennial Federal Certification Review**, conducted by the Federal Highway Administration and the Federal Transit Administration.
- The review included meetings with HGAC staff and regional partners to evaluate compliance with federally required regional planning processes.
- A **public listening session** was scheduled for **April 24 at 11:30 a.m.**, following the Transportation Policy Council meeting, to gather public input on the regional planning process.

Agenda Notes

- Staff noted that the **May is Bike Month** action item would be presented by **Ms. Robin Egbert**, as Mr. Emmanuel Andrews was out sick.
- It was noted that, aside from the consent agenda, this was the **only action item** for the meeting.

Ms. Owens concluded her report and returned the meeting to the Chair.

To hear the MPO Assistant Director Report in its entirety, please click on the link [here](#).

ITEM 5A-5C. APPROVAL OF CONSENT AGENDA ITEMS

Chair Kabiri called for a motion to approve the Consent Agenda, which included the following items:

- Item 5A: Meeting Minutes Summary from March 18, 2026, TAC Meeting
- Item 5B: 2025–2028 Transportation Improvement Program (TIP) and 2045 RTP Amendments
- Item 5C: Criteria for Subregional Planning Requests.

Committee member, Mr. Vincenzo Corazza, raised a question regarding **eligibility criteria under Item 5C**, specifically whether **charter schools and private schools** were eligible applicants for subregional planning studies, citing a potential **Safe Routes to School** need associated with a new charter school in Missouri City.

Staff Clarification

Staff explained that:

- Public charter schools were generally associated with school districts and could coordinate with the applicable district to submit a request.
- Subregional studies could be considered if they addressed **public rights-of-way surrounding a school**, rather than activity solely on private property.
- Any request involving a public right-of-way required a **letter of support from the jurisdiction with implementation authority** over that right-of-way.

Staff further clarified that:

- All schools—public, charter, or private—would require a letter of support from the jurisdiction controlling the right-of-way.
- Subregional planning studies were conducted by **H-GAC in partnership with a local governmental sponsor**, and no funds were transferred directly to schools or private entities.
- These studies were broad in scope and geography (e.g., city- or county-level) and were not intended to be campus-specific or proprietary traffic studies.

Procedural Action on Consent Agenda

At the request of a committee member, **Item 5C** was **pulled from the Consent Agenda** to allow separate discussion and action.

The Committee:

- Approved the **March meeting minutes, TIP amendments, and RTP amendments** by motion and unanimous vote.

Discussion on Item 5C: Subregional Planning Criteria

A motion was made to amend the eligibility criteria to explicitly include **charter schools and private schools** under the category requiring a letter of support from an implementing agency.

During discussion, members expressed concerns that:

- Charter and private schools were **not political entities** and might be perceived as private businesses.
- Explicitly including them could unintentionally expand eligibility expectations under other MPO-managed programs.
- Local governments already had the ability to request studies on behalf of schools when broader community impacts existed.
- School districts themselves lacked authority over public rights-of-way and relied on cities or counties to sponsor and implement improvements.

Staff noted that school districts were included in eligibility primarily to support **Safe Routes to School-related planning**, which could include policy and programmatic considerations beyond infrastructure, provided there was sponsorship from the appropriate implementing authority.

Votes and Final Action

- The **motion to amend Item 5C to include charter and private schools** was voted on and **failed**.
- Following the failed amendment, a motion was made to **approve Item 5C as originally drafted**.
- The Committee **approved Item 5C as written** by majority vote.

Motion:

Mr. Jason Smith made a motion to approve **Item 5C as written**. Ms. Perri D'Armond made a second motion. The Committee voted and the motion carried.

A slide presentation and audio recording for this item are available [here](#).

ITEM 6. MAY IS BIKE MONTH

Ms. Robyn Egbert, Principal Program Coordinator with H-GAC, presented on May is Bike Month. Ms. Egbert noted that **Commute Solutions** encompassed not only transit, carpooling, and vanpooling, but also **biking, walking, and other active transportation efforts**, which supported improved **regional air quality**.

Staff reported that a **Bike Encouragement Month** campaign had been piloted the previous year in partnership with **Love to Ride**, and that a new contract had been executed to continue the partnership. Building on **National Bike Month**, staff proposed that **May be recognized locally as Bike Month**, with **May 15 designated as Bike to Work Day**. The initiative was described as an effort to further promote active transportation and regional participation.

Staff brought the resolution forward for the Committee's recommendation to the Transportation Policy Council (TPC) for approval, Resolution 2026-09.

Motion:

A motion to approve was made by Ms. Sherry Weesner. A second motion to approve was made by Mr. Wael Tabara. The Committee voted, and the motion carried.

A slide presentation and audio recording for this item are available [here](#).

ITEM 7. TECHNICAL ADVISORY COMMITTEE (TAC) SUBCOMMITTEES' STRUCTURE

Mr. Ron Papsdorf, Chief Transportation Officer of the MPO, presented on the Technical Advisory Committee (TAC) Subcommittee Structure. The Technical Advisory Committee (TAC) reviews the work of the metropolitan planning process, provides advice on the methods of planning and implementation, and works with staff to develop and evaluate policy options and recommendations to the Transportation Policy Council.

The TAC performs technical, planning, and policy review of the Metropolitan Planning Organization (MPO) planning activities and products. The planning activities and products include the Unified Planning Work Program, Regional Transportation Plan, Transportation Improvement Program, Public Participation Plan, Congestion Management Process, transportation air quality conformity documents, and other regional and subregional planning efforts carried out by the MPO.

The TAC bylaws allow the TAC to create standing committees, ad hoc committees, and work groups (collectively called technical subcommittees) composed of subject matter experts and other interested parties. Technical subcommittees provide specialization, expertise, collaboration, in-depth analysis, advice, or recommendations to the TAC on specific tasks or issues.

There are six subcommittees of the Technical Advisory Committee:

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

The subcommittees are currently governed by the Bylaws and Operating Procedures of the Technical Advisory Committee's Subcommittees, which was last amended May 13, 2020, available here: (<https://www.h-gac.com/getmedia/7f66779d-cf75-40dc-a38e-849d56fcb730/TAC-Subcommittees-Bylaws>).

The TAC bylaws have been reviewed and amended as of November 21, 2025. Partners, stakeholders, and staff noted during the review process that the current subcommittee structure may no longer be serving the TAC and the MPO as efficiently and effectively as they could. It is also noted that the subcommittee purposes and membership should be reviewed to ensure continued relevance to the current structure and work of the TAC and MPO as well as the revised TAC bylaws.

TAC reviewed draft updates to the subcommittee bylaws and provided feedback and suggestions to staff at its February meeting. Final updated subcommittee guidelines will be brought back for consideration with changes to the subcommittee structure.

Mr. Papsdorf explained that the TAC bylaws had been amended in November to direct staff to evaluate subcommittee structure and guidelines. He reminded members that draft guidelines had been presented in January and that staff had incorporated feedback received at that time. The purpose of the discussion was to review and gather input on a **proposed realignment of the TAC subcommittee structure**.

Rationale for Review

Staff indicated that several issues had been identified with the existing structure, including:

- Overlapping and unclear roles among subcommittees;
- Inefficient use of TAC member and staff time;
- Repetition of presentations and materials across multiple committees;

- Challenges with stakeholder engagement; and
- Significant time demands on committee members and participating agencies.

Mr. Papsdorf emphasized that staff sought to make more efficient use of members' time while preserving meaningful opportunities for input to support TAC recommendations to the Transportation Policy Council (TPC).

Existing Committee Structure

Staff reviewed the current committee framework, which included:

- Six TAC subcommittees (Pedestrian/Bicyclist, Regional Transportation Plan, Regional Transit Coordination, Transportation Air Quality, Transportation Improvement Program, and Transportation Systems Management and Operations);
- Two TPC-appointed committees (Greater Houston Freight Committee and Transportation Safety Committee)
- The HGAC Board-appointed Regional Air Quality Planning Advisory Committee (RACPAC).

Staff noted that this structure resulted in overlaps, particularly related to air quality, congestion, and planning topics.

Proposed Conceptual Changes

Mr. Papsdorf presented a conceptual proposal for restructuring, which included:

- Establishing **three standing TAC committees**:
 - Standing Committee on **Transit and Human Services Transportation** (formally known as Regional Transit Coordination Subcommittee).
 - Standing Committee on **Active Transportation** (formally known as Pedestrian & Bicyclist Subcommittee).
 - Standing Committee on **Congestion** (formally known as Transportation Systems Management and Operations (TSMO) Subcommittee).
- Converting the Regional Transportation Plan Subcommittee into a **2050 RTP Ad Hoc Committee**, which would end upon completion of the plan. Then convene on the next regional transportation plan.
- Dissolving the standing Transportation Air Quality Subcommittee and consolidating transportation-related air quality discussions within **RACPAC**, while ensuring continued reporting and visibility for TAC and TPC.
- Replacing the standing Transportation Improvement Program (TIP) Subcommittee with a **TIP Ad Hoc Committee**, convened during major TIP development cycles.
- Utilizing **short-duration work groups** to address specific or emerging topics, such as performance measures or innovative mobility.

Staff explained that ad hoc committees and work groups would be created with clear scopes, defined outcomes, and limited durations.

Committee Input and Discussion

Committee members generally expressed appreciation for the work staff had undertaken and agreed that duplication and inefficiencies needed to be addressed. Key points raised during discussion included:

- The importance of defining committee charges before appointing members.
- Concerns about maintaining continuity, institutional knowledge, and effective preparation for TAC deliberations, particularly related to the TIP.
- The need to ensure meaningful engagement rather than meetings focused solely on informational presentations.
- Questions about how environmental and air quality information would continue to flow to TAC if the Transportation Air Quality Subcommittee were dissolved.
- A request for clearer distinctions between standing committees, ad hoc committees, and work groups to avoid future confusion.
- A shared understanding that staff would continue to do technical work, with committees serving in an advisory and guidance role.

Members also discussed the value of flexibility to address emerging issues and technologies through informal work groups.

Next Steps

Mr. Papsdorf stated that staff were seeking confirmation that the conceptual direction was appropriate. He indicated that:

- Staff would further refine the proposed structure, committee charges, membership approach, and operating guidelines.
- A more comprehensive and consolidated proposal would be brought back to the TAC at a future meeting.
- The intent was to seek TAC consideration and possible action in the coming months.

This item was for discussion only.

A slide presentation and audio recording for this item are available [here](#).

ITEM 9. DRAFT FY2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Stephen Keen, Principal Planner with H-GAC, presented the Draft FY2027-2030 Transportation Improvement Program (TIP).

Mr. Keen explained that the TIP represented a **four-year programming document** for transportation projects within the region, focusing on the **zero- to four-year construction implementation period**. He noted that the TIP was **fiscally constrained, fully funded, and federally required**, and was updated every two years in coordination with the Statewide Transportation Improvement Program (STIP) schedule.

TIP Development and Framework

Staff reported that the 2027–2030 TIP added **Fiscal Years 2029 and 2030** and removed **Fiscal Years 2025 and 2026**. Projects that had been let to bid, completed, or canceled were removed, as they were no longer required to be listed.

The TIP was developed to be consistent with:

- The Regional Transportation Plan (RTP) and associated project listings;
- The 10-Year Plan and funding commitments;
- The most recent conformity determination; and
- The Texas Unified Transportation Plan (UTP).

Staff reviewed funding commitments, the most recent project selection process, completed risk registers, and TxDOT local government scheduling tools, consistent with the project milestone policy approved in December 2025.

TIP Contents

Mr. Keen outlined the structure of the draft TIP:

- **Chapter 1:** Introduction and relationship to the transportation planning process, performance measures, RTP, and STIP.
- **Chapter 2:** Financial plan, including fiscal constraint and highway and transit funding summaries.
- **Chapter 3:** Highway project listings, including MPO-discretionary funding categories (Categories 2, 5, 7, 9, and 10), approved by the Federal Highway Administration (FHWA).
- **Chapter 4:** Transit projects approved by the Federal Transit Administration (FTA), including formula-funded and locally funded projects.
- **Appendices:** Listings of projects undergoing financial and environmental analysis and grouped projects.

Staff explained that some projects were included as **grouped projects**, meaning they were approved federally but not individually listed in the TIP or STIP.

Financial Summary

Mr. Keen summarized key funding sources, which included federal programs, state programs, locally funded projects, toll revenues, and public-private partnerships. A financial table showed approximately **\$15 billion in authorized highway funding, \$14 billion in programmed, with about \$502 million remaining unprogrammed**, which staff described as a necessary contingency to address cost increases and maintain fiscal balance.

Staff noted that **Category 10 (Carbon Reduction Program)** funding was expected to expire and would not extend into the outer years of the 2027–2030 TIP.

Public Involvement

Staff reported that the **public comment period** for the draft TIP was open from **April 8 through May 8**, consistent with federal requirements and the MPO's Public Participation Plan. The draft TIP was made available online, and written public comments were being accepted via email. A **public meeting** was scheduled for **April 21**, to be held in person with a recorded presentation posted online afterward.

Schedule and Next Steps

Mr. Keen stated that:

- Public comments would be reviewed and responded to following the comment period.
- The TIP would be presented to the Transportation Policy Council (TPC) prior to final approval.
- TAC consideration for recommendation was anticipated for **May 13**, with **TPC approval planned for May 22**.
- Following approval, staff would coordinate with TxDOT to finalize STIP submittals.

Committee Questions and Discussion

Committee members asked questions regarding:

- The rationale for maintaining the unprogrammed funding balance as a buffer against project cost increases.
- The timing and approach for programming future environmental and engineering phase projects, with staff indicating this would be considered following completion of the 2050 RTP and potentially addressed in early 2027.
- The reliability of funding projections given federal uncertainty related to reauthorization of the Infrastructure Investment and Jobs Act (IIJA).

Staff responded that funding assumptions were based on **UTP planning targets** and reflected a conservative approach by the State, with certain funding categories held constant across the TIP period. Committee members discussed the impacts of rising project costs, fiscal uncertainty, and the importance of maintaining project readiness.

Members emphasized the importance of stakeholder engagement during the public review period and encouraged jurisdictions to review not only their own projects but also those of neighboring entities to ensure coordination and connectivity.

For discussion only. No action needed.

A slide presentation and audio recording for this item are available on the TAC website [here](#).

ITEM 10. 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND 2045 REGIONAL TRANSPORTATION PLAN (RTP) FUTURE AMENDMENTS

Mr. Jim Dickinson, Senior Planner with H-GAC, presented on the 2025-2028 Transportation Improvement Program (TIP) and 2045 Regional Transportation Plan (RTP) Future Amendments. Mr. Dickinson explained that the amendment affected the **first four funded years** of the current planning horizon. The request originated from **Montgomery County**, which sought to add approximately **\$3.3 million in federal Surface Transportation Block Grant (STBG) funds**, matched with local funding, to the **Ford Road reconstruction and widening project**.

Staff reported that the project was **scheduled to be let to contract within the year**, and the additional federal funding was necessary to cover the increased costs associated with upgrading the project design to **federal design standards**.

A map was presented showing the location of **Ford Road in southern Montgomery County**. Staff emphasized that the amendment was **draft only** and subject to further review and revision. The amendment would be brought back to the Committee at a future meeting for formal recommendation.

Committee Discussion

Committee members noted that the amendment was somewhat unusual compared to typical requests, as it appeared to increase the federal share rather than offsetting a standard cost escalation. Questions were raised regarding the reduction in local funding participation shown in the amendment totals.

Montgomery County representatives explained that the project had originally been **locally funded** and later received **congressional earmarked funding**, which caused the project to become federally funded and subject to federal design requirements. These requirements significantly increased project costs and necessitated a full redesign.

It was further explained that:

- The project had already been constructed using local funds to expedite delivery.
- STBG funds previously associated with the project had been returned to the regional funding pool.
- The amendment allowed Montgomery County to redirect limited local funds toward projects **ineligible for federal funding**, while using federal funds for the Ford Road project, which was eligible.

Committee members acknowledged the explanation and the rationale for the funding adjustment.

For discussion only. No action needed.

A slide presentation and audio recording for this item are available on the TAC website [here](#).

11. FIFA WORLD CUP SCENARIO PLANNING STUDY UPDATE

Mr. Michael Onuogu, Principal Data Analyst with H-GAC, introduced **Mr. Koushik Arunachalam, from Arcadis**, to provide an update on the FIFA World Cup Scenario Planning Study. Mr. Onuogu explained that **Arcadis** was selected in August 2025 to support scenario planning for the World Cup under the leadership of Mr. Arunachalam, who brought over two decades of experience in transportation planning, intelligent transportation systems management and operations (TSMO), and data-driven decision support.

Study Purpose and Regional Approach

Mr. Arunachalam provided an overview of the study, noting that Houston was scheduled to host **five group-stage matches and two elimination matches**, including Round of 32 and Round of 16. He emphasized that the study focused on a **regional (MPO-wide) perspective** rather than site-specific planning and was designed to support both **game-day and non-game-day travel conditions** during the tournament.

The study incorporated lessons from previous mega-events, stakeholder input, and scenario modeling to produce actionable insights. The consultant team reported that the effort had advanced from scenario development to **implementation-focused recommendations** in coordination with infrastructure owners and operators.

Stakeholder Engagement

Staff and the consultant reported extensive stakeholder involvement, including:

- Public-sector agencies,
- Private-sector partners such as ride-hailing providers,
- Freight, transit, and operations partners,

- Emergency management and public safety agencies.

The study included **one-on-one stakeholder engagements** and **three large-scale regional workshops**, involving more than **120 participants from 19 agencies**. These workshops were used to develop baseline conditions, define uncertainties, and co-create plausible scenarios for analysis.

Scenario Development

Seven scenarios were developed and modeled, reflecting realistic operational and financial constraints.

Scenarios included:

- A **baseline condition** assuming no changes to current infrastructure or operations,
- Weekday and weekend game-day scenarios,
- Incident and crash scenarios on critical freeway segments,
- Scenarios involving lane closures and their impact on port operations,
- Transit-focused scenarios developed in partnership with Houston METRO.

The purpose of scenario modeling was described as exploring the “art of the possible” and translating results into operational strategies usable by TxDOT, the City of Houston, METRO, and Houston TranStar.

Travel Demand Management, Transit, and Operations

The study identified **travel demand management (TDM)**, **transit**, and **operations** as the three key pillars for event success. A telecommuting scenario was examined, assuming up to **20 percent of work-related trips** could shift to remote work. Results indicated systemwide travel time improvements of approximately **6–9 percent**, with corridor-level improvements up to **25 percent** in some locations.

Staff highlighted collaboration with **Commute Solutions** to translate TDM concepts into operational messaging and outreach.

Freeways and Arterials

Critical freeway corridors were identified, including:

- I-610 West Loop,
- I-610 South,
- SH 288.

Parallel frontage roads and arterials were identified as secondary and tertiary routes to manage demand, recognizing likely GPS-based rerouting. Coordination with TxDOT and Houston TranStar focused on:

- Incident management,
- Targeted staging and towing resources,
- Integrated corridor management.

For arterials, a **three- to four-mile radius** around NRG Stadium and Fan Fest locations was analyzed. Twenty-three critical arterial corridors were identified, with partnerships established with the **City of Houston** to prioritize signal retiming, technology deployment (including AI-enabled tools), and preventative maintenance ahead of the event.

Digital Tools and Performance Monitoring

The consultant team reported development of a **Scenario Planning and Event Evaluation Dashboard**, described as a “single source of truth” for data related to World Cup operations. The tool aggregated historical event data, scenario modeling outputs, and performance measures. It was being configured to ingest near-real-time data following each match, allowing agencies to assess what worked and adjust operations between games rather than waiting until the tournament concluded.

Next Steps

Staff indicated that:

- The dashboard tool was being finalized.
- Data would be analyzed between matches to refine operations.
- Lessons learned would be brought back to the Committee following the World Cup for further discussion and regional application.
- Staff and consultants proceeded with final preparations and post-event evaluation planning.

Committee Comments and Feedback

Committee members asked questions regarding arterial operations, reversible lanes, crowd surges, and unplanned events. Staff clarified that the study focused on maximizing existing infrastructure through operational strategies, while unplanned crowd movements were addressed qualitatively through coordination with emergency management and law enforcement partners.

Several members commended HGAC, Arcadis, regional partners, and staff for the depth of planning and collaboration. Comments highlighted the robust engagement across agencies, the value of the transit pilot initiatives, and the importance of capturing lessons learned for future large-scale events.

For information only. No action needed.

A slide presentation and audio recording for this item are available on the TAC website [here](#).

ANNOUNCEMENTS:

Event	Date	Time	Location
Clean Cities Stakeholder Meetings	April 15	12:00 p.m.	Virtual
Pedestrian-Bicyclist Subcommittee Meeting	April 16	9:30 a.m.	Hybrid
Greater Houston Freight Committee (GHFC) Meeting	April 16	1:30 p.m.	Hybrid
Transportation Policy Council (TPC) Meeting	April 24	9:30 a.m.	H-GAC Office
MPO Certification Review Public Listening Session	April 24	11:30 a.m.	H-GAC Office
Regional Air Quality Program Advisory Committee (RAQPAC) Meeting	April 30	10:00 a.m.	Virtual
Transportation Improvement Program (TIP) Subcommittee Meeting	May 6	9:30 a.m.	Virtual
Regional Transportation Plan (RTP) Subcommittee Meeting	May 12	1:30 p.m.	Virtual
Technical Advisory Committee (TAC) Meeting	May 13	9:30 a.m.	H-GAC Office

ADJOURNMENT

Chair Morad Kabiri adjourned the meeting of the TAC at 11:57 a.m.

A slide presentation and audio recording for this item are available on the TAC website [here](#).

Attachment 1

Technical Advisory Committee
Meeting Attendance
April 15, 2026, at 9:30 a.m.

NOTE:

1. Attendance is marked with "X" in the corresponding column for the Primary Member or Alternate Member, present and voting for this meeting.

<u>Primary</u>	<u>Present</u>	<u>Representing</u>	<u>Alternate</u>	<u>Present</u>
<i>Chair</i>			Jildardo Arias, P.E., CFM, ENV, SP	
Morad Kabiri, P.E., AICP	X	Smaller Cities - 1		
<i>1st Vice Chair</i>				
Perri D'Armond	X	Fort Bend County Transit	Pamela Lebrane	
<i>2nd Vice Chair</i>		Harris County – Toll Road		
Brian Alcott, P.E.	X	Authority	Amar Mohite	
Sherry Weesner, P.E., CPM	X	Active Transportation	Lisa Graiff	
Katherine Parker	X	Gulf Coast Rail District	(Vacant)	
Sean Middleton	X	Houston Airport System	Tim Joniec, CM, IAP	
		Regional Transportation		
Christina Cabral	X	Advocacy Group	Marlisa Briggs	
Joseph Peart		Smaller Cities - 2	Hon. Lori Klein-Quinn	X
Andy Rodgers	X	Smaller Cities - 3	Hon. Chad Nesvadba	
Lee Tipton	X	Smaller Cities - 4	Hon. Dan Davis	
Todd Stephens		The Woodlands Township	Chris Nunes, Ph.D.	X
Robert Castaneda		Regional Toll Road Authority	David Gornet	
		Transportation Management		
		Organization	(Vacant)	
Amy Skicki		Truck Freight Transportation	Liz Castillo	
Danny Schnautz		METRO	Alan Clark	X
Clint Harbert, AICP		TxDOT – Beaumont Dist.	Carolina Lopez-Herrera	X
Brent Rawlinson		TxDOT – Houston Dist.	Randee Shields, P.E.	
Grady Mapes, P.E.		Port Houston	Candice Armenoff	
Callie Barnes	X	Port Freeport	Jason Muira	
Rob Lowe		The Woodlands Transit	Nicole Mathews	
Ruthanne Haut, CPM	X	City of Baytown	Martin Scribner	X
Brant Gary		City of Conroe	Chuck Purvis	
Brandy Taylor	X			
Robert Winiecke, P.E., CFM	X	City of Galveston	Brandon Cook	
			Johana Clark,	
Fabio Capillo	X	City of Houston	P.E., PTOE, ENV SP	
Marlene Gafrick		City of Houston	Vonn Tran	
David Wurdlow	X	City of Houston	Megan Campbell	
Christopher Sims	X	City of League City	Cara Davis	
Vicenzo S. Corazza, P.E., PTOE	X	City of Missouri City	Edward Nagorski, P.E.	
Sarah Benavides, P.E.		City of Pasadena	Mark Gardemal, P.E.	
			Fabiola de Carvalho, CFM,	
Lorenzo Wingate		City of Pearland	AMP, MIAM	
Melanie Beaman		City of Sugarland	Huy Ton	
Kim Golden, P.E.		City of Texas City	Jack Haralson, P.E.	

<u>Primary</u>	<u>Present</u>	<u>Representing</u>	<u>Alternate</u>	<u>Present</u>
Wael Tabara, P.E.	<u>X</u>	Brazoria County	Karen McKinnon, P.E.	<u> </u>
Zachery Vogler, P.E.	<u>X</u>	Chambers County	Alfonso Acosta	<u> </u>
Stacy Slawinski, P.E.	<u> </u>	Fort Bend County	Rick J. Staigle, P.E.	<u> </u>
Michael Shannon, P.E.	<u> </u>	Galveston County	Nancy Baher	<u> </u>
Patrick Mandapaka, Ph.D., AICP	<u>X</u>	Harris County – Position 1	Richard Smith, P.E.	<u> </u>
Luis Guajardo, AICP	<u>X</u>	Harris County – Position 2	Faustino Benavides, P.E.	<u> </u>
Ken Fickes, CCTM	<u> </u>	Harris County Transit	Vernon Chambers	<u> </u>
Hon. Jay Knight	<u> </u>	Liberty County	Gerald Kolarik	<u> </u>
Jason Smith	<u>X</u>	Montgomery County	Thomas Woolley	<u> </u>
Ross McCall, P.E.	<u> </u>	Waller County	Luke Fortkamp, P.E.	<u> </u>
	<u>42</u>	Total Voting Membership		
	<u>26</u>	Total Voting Membership Present		
	<u>21</u>	Required Quorum		

<u>Agency</u>	<u>Advisory Members – Non-Voting</u>	<u>Present</u>
H-GAC	Ron Papsdorf Chief Transportation Officer / MPO Director (or his/her designee)	<u>X</u>
TxDOT	Catherine McCreight Director, TxDOT District Transportation Planning (Houston District)	<u>X</u>
TxDOT	Sue Theiss Director, TxDOT District Advanced Project Development Houston District)	<u> </u>
FHWA	(Vacant) Designated Representative, Federal Highway Administration	<u> </u>
FTA	Ronisha Hodge Community Planner, Federal Transit Administration	<u> </u>

5B. 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM AND THE 2045 REGIONAL TRANSPORTATION PLAN - AMENDMENTS

BACKGROUND

The 2025-2028 Transportation Improvement Program (TIP) is a four-year capital improvements program for transportation projects. Under federal rules, all federally assisted projects must be included in the TIP to be eligible for funding. In addition, federal rules require that regionally significant local projects must also be included in the TIP.

The 2045 Regional Transportation Plan (RTP) is a long-range plan that prioritizes spending on regional transportation projects including short and long-range strategies to ensure the transportation network is safe and efficient. Updated every four years, the RTP outlines a fiscally constrained transportation investment program that is based on the unique needs and characteristics of the Metropolitan Planning Area.

Amendments to the TIP and RTP are brought to the Transportation Policy Council for consideration monthly and amended in accordance with the Metropolitan Planning Organization's Public Participation Plan.

CURRENT SITUATION

A summary of the proposed revisions to the 2025-2028 Transportation Improvement Program is included below.

- Increase the federal funding of Montgomery County's FY 2026 Ford Road reconstruction and widening project (MPO ID 18120) by \$3.3M, using local matching funds, due to increased costs associated with federal design requirements.

ACTION REQUESTED

Technical Advisory Committee recommendation for Transportation Policy Council approval of Resolution 2026-13.



Resolution

NO. 2026-13

AUTHORIZING AMENDMENTS OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE 2045 REGIONAL TRANSPORTATION PLAN (RTP) FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA

WHEREAS, the 2045 Regional Transportation Plan was adopted by the Transportation Policy Council on May 19, 2023; and

WHEREAS, the 2025-2028 Transportation Improvement Program for the Houston-Galveston Metropolitan Planning Area was adopted by the Transportation Policy Council on June 28, 2024; and

WHEREAS, the 2045 Regional Transportation Plan was amended by the Transportation Policy Council on October 24, 2025; and

WHEREAS, the proposed revisions to the 2025-2028 Transportation Improvement Program are consistent with the 2045 Regional Transportation Plan and its finding of conformance with the State Implementation Plan for air quality; and

WHEREAS, the proposed revisions to the 2025-2028 Transportation Improvement Program are consistent with the federal fiscal constraint requirements established for the Transportation Improvement Program and are consistent with the financially constrained 2045 Regional Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL (TPC) FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA THAT THE 2025–2028 TRANSPORTATION IMPROVEMENT PROGRAM AND THE 2045 REGIONAL TRANSPORTATION PLAN BE AMENDED TO REFLECT THE REVISIONS IDENTIFIED IN THE TABLE OF **MAY 2026 TPC AMENDMENTS**.

BE IT FURTHER RESOLVED THAT FEDERAL FUNDS AUTHORIZED BY THE TPC FROM THE CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAMS REPRESENT A LIMITING AMOUNT. ANY COST OVERRUNS ON PHASES OF WORK AUTHORIZED BY THE TPC OR COSTS INCURRED ON PHASES OF WORK NOT AUTHORIZED BY THE TPC SHALL BE THE RESPONSIBILITY OF THE PROJECT SPONSOR. IN NO CASE, SHALL FEDERAL PARTICIPATION UNDER THE CMAQ AND STBG PROGRAMS BE INCREASED WITHOUT CONSULTATION AND THE EXPRESS APPROVAL OF THE TPC.

PASSED AND APPROVED this 22nd day of May 2026, at a regularly called meeting of the Transportation Policy Council.

APPROVED:

ATTEST:

Hon. Justin Beckendorff, Chairman
Transportation Policy Council

Hon. Lesley Briones, Secretary
Transportation Policy Council

2025-2028 TIP; 2045 RTP

May 2026 Amendment - 1 Project

R. No.	MPOID/CSJ	Sponsor/County	Project	Proj Type	STIP	Proposed Modifications			
						Funding (M)		Scope	Schedule
						Fed/State	Local		
1	18120 0912-37-259	MONTGOMERY COUNTY	Segment 2: Reconstruct and widen from 2 to 4 lanes with continuous left turn lane between Needham Road and Ricewood Drive, and reconstruct 2 lane roadway from Ricewood Drive to Harris C/L	R	No	\$ +3.3	\$ -3.9	<input type="checkbox"/>	<input type="checkbox"/>

Proj Type: R=Roadway, T=Transit, P/B=Ped/Bike, O=Other

HOUSTON-GALVESTON MPO
 2025 - 2028 TRANSPORTATION IMPROVEMENT PROGRAM
 2045 REGIONAL TRANSPORTATION PLAN

May 2026 Amendment

PROPOSED VERSION

MPOID / CSJ 18120 / 0912-37-259 **STIP Revision Date:** **FY 2026**

DISTRICT	COUNTY	PMPOID	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Houston	Montgomery		CR	C	NONE	MONTGOMERY COUNTY	\$12,710,000
STREET:	FORD RD					FUNDING CATEGORY:	7,10
LIMITS FROM:	NEEDHAM RD					VOC:	kg/day
LIMITS TO:	HARRIS C/L					NOx:	kg/day
TIP DESCRIPTION :	Segment 2: Reconstruct and widen from 2 to 4 lanes with continuous left turn lane between Needham Road and Ricewood Drive, and reconstruct 2 lane roadway from Ricewood Drive to Harris C/L						

Project History : Amendment # MAY-2026- 2026-05-22 Increase the federal funding by \$3.3M and associated local match due to increased costs associated with federal design requirements.

Remarks:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category
			Funding Category	Federal	State	Local	Local Contribution	
Preliminary Engineering:	\$622,790	\$12,710,000	STP-MM	\$3,300,000	\$0	\$660,000	\$0	\$3,960,000
Right Of Way:	\$0		EARMARKS	\$7,000,000	\$0	\$1,750,000	\$0	\$8,750,000
Construction:	\$12,710,000		Funding by share:	\$10,300,000	\$0	\$2,410,000	\$0	\$12,710,000
Construction Engineering:	\$635,500		TDC: 0					
Contingencies:	\$1,271,000							
Indirects:	\$645,668							
Bond Financing:	\$0							
Total Project Cost	\$15,884,958							

CURRENT VERSION

MPOID / CSJ 18120 / 0912-37-259 **STIP Revision Date:** 11/17/2025 **FY 2026**

DISTRICT	COUNTY	PMPOID	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
Houston	Montgomery		CR	C	NONE	MONTGOMERY COUNTY	\$13,300,000
STREET:	FORD RD					FUNDING CATEGORY:	3,10
LIMITS FROM:	NEEDHAM RD					VOC:	kg/day
LIMITS TO:	HARRIS C/L					NOx:	kg/day
TIP DESCRIPTION :	Segment 2: Reconstruct and widen from 2 to 4 lanes with continuous left turn lane between Needham Road and Ricewood Drive, and reconstruct 2 lane roadway from Ricewood Drive to Harris C/L						

Project History : Amendment # JUL-2025- 07/25/2025 Update scope, limits, Local Contribution funding, and delay to FY 2026.

Remarks:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category
			Funding Category	Federal	State	Local	Local Contribution	
Preliminary Engineering:	\$651,700	\$13,300,000	LOCAL CONT	\$0	\$0	\$4,550,000	\$4,550,000	
Right Of Way:	\$0		EARMARKS	\$7,000,000	\$0	\$1,750,000	\$0	\$8,750,000
Construction:	\$13,300,000		Funding by share:	\$7,000,000	\$0	\$1,750,000	\$4,550,000	\$13,300,000
Construction Engineering:	\$665,000		TDC: 0					
Contingencies:	\$1,330,000							
Indirects:	\$675,640							
Bond Financing:	\$0							
Total Project Cost	\$16,622,340							

6. DRAFT FY2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

BACKGROUND

The 2027-2030 Transportation Improvement Program (TIP) is a four-year capital improvements program for transportation projects that will cover projects programmed between the fiscal years 2027 through 2030. Under federal rules, all federally assisted projects must be included in the TIP to be eligible for funding. In addition, federal rules require that regionally significant locally funded projects must also be included in the TIP. H-GAC develops a new TIP every two years and is required to demonstrate fiscal constraint.

The Statewide Transportation Improvement Program (STIP) incorporates all TIPs throughout the state for federal review and approval. These actions by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) form the basis for federal project actions, including environmental approvals, permits, and funding obligations.

The TIP lists transportation projects with the following funding types:

- Category 1 – Preventative Maintenance and Rehabilitation
- Category 2 – Metropolitan and Urban Area Corridor Projects
- Category 3 – Non-Traditionally Funded Transportation Projects, and Local Funded Projects
- Category 4 – Statewide Connectivity Corridor Projects
- Category 5 – Congestion Mitigation and Air Quality (CMAQ) Improvement
- Category 6 – Structures Replacement and Rehabilitation (bridge)
- Category 7 – Metropolitan Mobility and Rehabilitation (STBG)
- Category 8 – Safety
- Category 9 – Transportation Alternatives Set-Aside (TASA) Program
- Category 10 – Supplemental Transportation Programs
 - Carbon Reduction Program
- Category 11 – District Discretionary
- Category 12 – Strategic Priority

CURRENT SITUATION

The public comment period on the draft FY 2027-2030 TIP was April 8, 2026 through May 8, 2026. During this period, staff compiled and addressed comments pertaining to the draft FY 2027-2030 TIP.

Staff coordinated with sponsors to develop the draft project listings for both Highway and Transit projects. Previous funding commitments have also been consulted from which we have programmed several projects.

A full list of projects included in the draft FY 2027-2030 TIP and the draft document can be viewed here: <https://www.h-gac.com/transportation-improvement-program>.

Interested parties can provide public comments through an online form located on the same website through May 8, 2026. All public comments provided on the draft FY 2027-2030 TIP during the public comment period and staff responses to the comments will be compiled and posted on the website before

seeking approval of the FY 2027-2030 TIP from the Transportation Policy Council at the May 23, 2026 meeting.

ACTION REQUESTED

Request Technical Advisory Committee recommendation for the Transportation Policy Council's approval of the 2027-2030 Transportation Improvement Program, as well as the following related resolutions:

1. Resolution No. 2026-14 – MPO Self Certification
2. Resolution No. 2026-15 – Adoption of the 2027-2030 Transportation Improvement Program (TIP)



Resolution

NO. 2026-14

**TEXAS DEPARTMENT OF TRANSPORTATION
METROPOLITAN PLANNING ORGANIZATION
SELF-CERTIFICATION**

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

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

Glenn Allbritton, P.E. District Engineer
Texas Department of Transportation
Houston District

Date

Ana Mijares, P.E. District Engineer
Texas Department of Transportation
Beaumont District

Date

Hon. Justin Beckendorff, Chairman
Transportation Policy Council

Date

Hon. Lesley Briones, Secretary
Transportation Policy Council

Date



Resolution

NO. 2026-15

ADOPTING THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) was enacted on November 15, 2021 and authorizes the Federal surface transportation programs for highways, safety, and transit; and

WHEREAS, the IIJA and Code of Federal Regulations establish requirements for the metropolitan transportation planning process, including the development of Transportation Improvement Programs (TIPs); and

WHEREAS, the Transportation Policy Council (TPC) as the Policy Board for the Metropolitan Planning Organization (MPO), has adopted policies and procedures for the selection and prioritization of projects consistent with federal planning requirements; and

WHEREAS, the 2027-2030 Transportation Improvement Program was developed in cooperation with the state and local governments, and local transit providers; and

WHEREAS, opportunity for public comment has been provided per the policies established by the Public Participation Plan amended by the Transportation Policy Council in January 2021; and

WHEREAS, the 2027-2030 Transportation Improvement Program includes statewide project groupings developed in accordance with the Metropolitan Planning regulations and in cooperation with the Texas Department of Transportation; and

WHEREAS, the 2027-2030 Transportation Improvement Program includes a financial summary that demonstrates its compliance with federal regulations regarding financial constraint; and

WHEREAS, the 2045 Regional Transportation Plan Update, the long-range transportation plan for the Houston-Galveston Metropolitan Planning Area, was adopted in April 2023 and amended in October 2025 by the Transportation Policy Council; and

WHEREAS, the 2027-2030 Transportation Improvement Program was developed from, and is consistent with the 2045 Regional Transportation Plan Update, and its air quality conformity determination.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA, THAT THE 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM IS HEREBY APPROVED, AND THE MPO DIRECTOR IS

DIRECTED TO SUBMIT THE TIP TO THE TEXAS DEPARTMENT OF TRANSPORTATION FOR INCLUSION IN THE 2027-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.

PASSED AND APPROVED this 22nd day of May 2026, at a regularly called meeting of the Transportation Policy Council.

APPROVED:

ATTEST:

Hon. Justin Beckendorff, Chairman
Transportation Policy Council

Hon. Lesley Briones, Secretary
Transportation Policy Council

7. 2026-2027 UNIFIED PLANNING WORK PROGRAM (UPWP) YEAR-END AMENDMENTS

BACKGROUND

The Unified Planning Work Program (UPWP) is the two-year plan for the Metropolitan Planning Organization (MPO) for the years 2026-2027. During the two-year period, UPWP tasks are allowed to be corrected, programmed (as long as funds are available), and/or be de-programmed to meet the needs of the region. As part of the continuous UPWP process, tasks can be and typically are trueed up based on regional activities which are fluid and not fixed.

CURRENT SITUATION

H-GAC Transportation is taking advantage of mid-year budget adjustment processes to true-up our contracted services budget, bring together all modal planning within regional planning to maximize resources, aligning some programs to focus on high-priority and high-impact efforts including safety and operations, and adding in-house stakeholder and public engagement resources to support our work.

ACTION REQUESTED

Discussion only.

8. 2026 HURRICANE AWARENESS CAMPAIGN

BACKGROUND

The 2026 Hurricane Season begins June 1 – November 30, 2026. H-GAC’s Hurricane Awareness Campaign is designed to increase public awareness around evacuation planning and overall preparedness, especially for those most at risk due to the threat of storm surges.

H-GAC provides various resources that can be utilized to help plan and prepare for any hurricane or natural disaster our region may experience.

CURRENT SITUATION

H-GAC’s Hurricane Awareness Campaign consists of several strategies structured to reach a wide audience through various communication avenues including radio ads, digital ads, social media content, and traditional grass roots outreach. Additionally, the H-GAC website contains hurricane evacuation maps, guides for preparedness, helpful checklists, and preparedness information specific for seniors and special populations.

Through our campaign, we are asking everyone to:

- Make a plan
- Build a kit
- Stay informed

For more information on hurricane preparedness visit: www.h-gac.com/hurricane.

ACTION REQUESTED

Information only.

9. REGIONAL TRANSIT RIDERSHIP SURVEY

BACKGROUND

During the COVID-19 pandemic in 2020, H-GAC staff began conducting a monthly survey of its effects on regional transit agencies. The survey was intended to track changes in ridership brought on by the pandemic as well as the changes in service and other measures agencies implemented (sanitation, social distancing, etc.) as a response.

At the end of 2021, the monthly survey ended at the request of regional transit agencies. However, these agencies as well as the Regional Transit Coordination Subcommittee saw value in continuing a smaller, quarterly survey to continue monitoring regional ridership trends.

H-GAC currently conducts a quarterly survey of regional transit providers that collects information about ridership by mode (fixed-route, demand response, etc.) as well as major service changes (such as new bus routes and/or microtransit zones). This information is reported back to the Regional Transit Coordination Subcommittee and regional transit providers on a regular basis. It is also available to the public through H-GAC's [Regional Mobility Report](#). The timely ridership information and accurate inventory of transit services produced by the survey is also helpful for regional transit planning and coordination efforts.

CURRENT SITUATION

Transit ridership continues to recover from the effects of the pandemic, albeit at a slow pace. Regional transit providers carried about 79.8 million boardings (all modes) in calendar year 2025. Using calendar year 2019 (the year before the COVID-19 pandemic) as a baseline, this indicates that regional transit providers have recovered 88.5% of their pre-pandemic ridership. Demand response and local bus services show the most recovery, while park and ride service shows the least.

ACTION REQUESTED

Information only.

10. NORTH HOUSTON COMMUNITIES TRANSPORTATION PRIORITIES PLAN (NHCTPP) UPDATE

BACKGROUND

In 2019, H-GAC's Transportation Policy Council (TPC) committed \$1.5 million to support community planning activities that will identify and prioritize transportation needs in communities adjacent to Segment 2 of the Texas Department of Transportation's (TxDOT) North Houston Highway Improvement Project (NHHIP) efforts, as well as \$50 million to implement the recommendations resulting from the planning efforts. Through a robust and comprehensive community-based public engagement process, the North Houston Communities Transportation Priorities Plan (NHCTPP) will work with the community and relevant agencies to identify transportation needs and priorities, including active transportation and transit infrastructure investment in these communities.

CURRENT SITUATION

The NHCTPP project is actively underway, with the consultant successfully contracted following approval by the Board of Directors and completion of project initiation activities. The project is planned as a 12-month effort and remains on schedule, with early analysis and coordination with agencies currently in progress to support subsequent phases of work. The first Steering Committee meeting was held on March 24, 2026, with participation from Harris County Precincts 1 and 2, HCTRA, METRO, the Harris County Engineer's Office, the City of Houston, and TxDOT. A public meeting is anticipated to take place on May 19, 2026, with focus group interviews expected to be scheduled later in May 2026.

ACTION REQUESTED

Information only.



11. 2050 REGIONAL TRANSPORTATION PLAN CALL FOR PROJECTS CRITERIA

BACKGROUND

The 2050 Regional Transportation Plan (RTP) is a long-range strategic plan that guides transportation policies, programs, and investment decisions across the region for the next 20 years and beyond. As a core document of the Metropolitan Planning Organization (MPO), the RTP directs federal, state, and local funding toward transportation improvements that advance the region’s adopted vision. Federal statute requires the RTP to be updated every four (4) years. The current RTP was adopted in 2024 and will expire on November 1, 2027.

The development of the 2050 RTP includes a comprehensive planning process designed to meet federal requirements. Key elements of this process include public engagement; adoption of a regional vision, goals, objectives, and performance measures; analysis of existing and projected future conditions; a Call for Projects; development of a fiscally constrained project list; and completion of an air quality conformity analysis.

CURRENT SITUATION

Federal regulations require that all regionally significant transportation projects be included in the Regional Transportation Plan (RTP) project list, regardless of the funding source. Projects that shall seek future federal funding are added to this list through the “Call for Projects” process. In collaboration with the Regional Transportation Planning Subcommittee (RTPSC), the project team developed the Call for Projects criteria to screen and evaluate projects proposed by entities within the Metropolitan Planning Area.

The criteria was informed by the RTP vision, goals, and objectives, which were shaped through public outreach, and are aligned with the ten federally required transportation planning factors. The criteria are organized around the vision and goals endorsed by the RTPSC, which encompass Safety; Optimized Mobility and Economic Vitality; an Integrated and Innovative Network; and Resiliency and Adaptability. Applicants will respond to a series of questions designed to assess how well proposed projects address one or more of these adopted goals. Projects will be prioritized based on how much they meet one or more of the adopted goals and their regional significance. Projects will also be presented to the public for feedback during the next phase of public outreach in June. This feedback will also feed into the project evaluation process.

Applications will be submitted through an online portal. The Call for Projects application period will remain open for eight weeks, beginning in May and concluding in July. The application is structured to allow applicants to complete the form using readily available data and provides narrative spaces for additional information that will be used to prioritize projects and/or slot projects appropriately through the RTP horizon year.

ACTION REQUESTED

Information only.