



# Item 5B: Public Participation Plan Update



Technical Advisory Committee  
July 15, 2026

# Background



**WHY?** - Metropolitan Planning Organizations must develop a Public Participation Plan outlining how and when stakeholder engagement should take place

**WHAT?** - The Public Participation Plan serves as a guide for Houston-Galveston Area Council's transportation public involvement process

**WHEN?** - The Public Participation Plan must be updated on a regular basis in accordance with federal and state regulations and was last updated in 2019

**NOW:** Approval Requested

# Current Plan



- The current Public Participation Plan outlines:
  - Purpose of the Public Participation Plan
  - Strategies for engaging with the public
  - Amendment processes for core MPO documents such as the RTP, TIP
  - Federal requirements for public engagement

# Plan Update





## Public Participation Plan



### Public Participation Starts With You



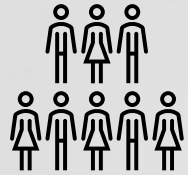
- The Public Participation Plan Update outlines:
  - MPO/H-GAC Background
  - MPO Core Documents Info
  - Plan Purpose
  - Communications Strategies
  - Plan Evaluation
  - Appendix with federal requirements

# Major Updates

- The Public Participation Plan has been updated to include:
  - Organization by Chapters
  - Principles and Goals for public engagement
  - Updated TIP and RTP amendment tables
  - Updated public participation strategies to reflect virtual methods for engagement



# Principles



Serve the region



Build trust



Collaborate with the public



Be accountable and transparent



Ensure alignment and compliance

# TIP Amendment Process Changes

- TIP Amendment Changes:
  - Splitting a project into two or more phases requires TPC approval
  - Cost increases less than \$1mil can be processed administratively; cost increases over \$1mil require TPC approval
  - Sponsor changes on TIP listed projects can be administratively processed
  - An increase in transportation development credits (TDCs) greater than 1 million require TPC approval
  - Removing TDCs from a project can be processed administratively



# Updated Engagement Tactics



## Virtual Tactics



## Hybrid Tactics



# Public Comments

## RECOMMENDED CHANGES EXPANDING ADMINISTRATIVE APPROVALS FOR TRANSIT FORMULA FUNDED PROJECTS

Expanding the ability of federal transit project to be amended administratively would reduce the normal three-month period for local approval to one to two months and expedite in a similar manner approval in the State TIP. It is also important to note that a request for administrative amendment may be withheld by either the MPO Director or the Houston District Director of Transportation Planning should either feel that full review by the Transportation Policy Council is warranted.

### PROPOSED CHANGES TO THE ADMINISTRATIVE AMENDMENT PROCEDURES

- Support all changes shown to (1) Addition or Removal of Projects and Phases as shown in the draft Public Participation Plan.
- Support proposed changes to (2) Scope and Cost with the following recommendations for transit funded projects:
  - o (a) Less than or equal to 50% of the project Phase or less than \$5 million
  - o (b) More than 50% of the project Phase or more than \$5 million
- (3) Fund Source Change, Add the following language to (c)
  - o (c) Transit formula fund changes between transit funding categories (Sec. 5307, 5310, 5311, 5337, 5339, etc.) may be approved administratively subject to an amended Program of Projects from the Designated Transit Recipient.
  - o (c) Transit formula funding amounts may be increased or decreased administratively subject to an amended Program of Projects from the Designated Transit Recipient.
- (6) Transportation Development Credits.
  - o (a) For transit formula funded projects, the addition of new TDCs equal to the amount required as a result of an administrative amendment otherwise approved under this policy may also be approved administratively. NOTE: this is consistent with the adopted Transportation Development Credits Policy and Procedures page 4, paragraph two which states: " 5. Federal Transit Administration (FTA) Sections 5307, 5310, 5311, 5339 and other formula funded projects will be exempt from requirements. TDCs will be separate and proportional to transit funding appropriations. "

## Response:

Thank you for your comment. The updated Public Participation Plan (PPP) expands current limitations to administrative amendments for existing projects to the TIP, which include increasing administrative thresholds for funding and TDC changes. Currently, changing the funding category for an MPOID is an administrative amendment. That will not change with the updated PPP. The proposed PPP recommends increasing the administrative threshold to \$1 million from \$500k. This would address the vast majority of transit formula funded amendments for funding increases or decreases. The proposed PPP recommends an administrative threshold of \$1 million new TDCs, which encapsulates the match for the vast majority of transit formula funded projects. Staff relies on the sponsor to submit TDC applications with correct TDC match amount.

# Draft Updates

- New Cover
- New Appendix with comment log
- Updated Appendix titles



# Action Requested

- Recommendation of TPC Approval of the updated Public Participation Plan.



# Staff Contact



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# Item 6. Resolution Recognizing September as Commute Solutions Month



Technical Advisory Committee  
July 15, 2025

# Let's “Breathe Easy” in September!



- Historically, September is one of the **worst months** for ozone levels in the Gulf Coast region.
- Goal of the campaign is to:
  - Reduce peak period congestion & improve traffic mobility
  - Improve regional air quality by reducing ozone-forming emissions
- Commute Solutions launched a pilot ozone action campaign – Breathe Easy September in September 2024

# Free Fare Ridership



- Ridership on Free Fare Days **increased by 18%** overall between September 2024 & 2025
- Conroe Connection saw its **highest ridership** on Free Fare Days during September 2025
- Since 2025, Harris County Transit has **added a new service** to expand coverage and support regional needs
- Supported an event-specific shuttle for The Woodlands during World Cup match days, resulting in sold-out service and an estimated **277,000 vehicle miles traveled avoided**

# Partnership Pilot w/ Transit Agencies

- Commute Solutions is partnering with 5 transit agencies
  - The Woodlands Express
  - Conroe Connection
  - Harris County Transit
  - Fort Bend Transit
  - Gulf Coast Transit
- Each Friday in September, riders can ride for free on all routes



# Ozone Action Campaign Beyond Taking Transit



- Grab a friend and try a new way to commute
  - Carpool
  - Vanpool
- Reduce idling
- Have you checked your tire pressure?
- Fill up later in the day
- Combine errands



# Staff Contact

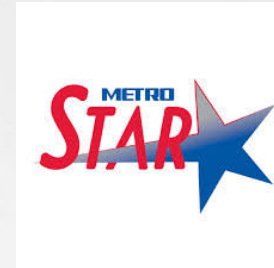


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[Yourcommutesolution.org/breathe](http://Yourcommutesolution.org/breathe)

# Who Else is Excited About This Campaign?

- Air Alliance Houston
- Metro STAR Vanpool
- ConnectSmart
- H-GAC!





# Item 7. Unified Planning Work Program (UPWP) Amendments



Technical Advisory Committee  
July 15, 2026

# Background



Start of the UPWP FY:  
October 1  
(Work Order #1-FTA  
Funds)

UPWP Administrative  
Processes: Amendments,  
Reimbursements, etc.  
(Work Order #2: FHWA  
Planning Funds, Work Order  
#3 Carry Forward Funds)

End of the UPWP FY:  
September 30

# Background



- The Annual Performance Expenditure Report (APER) is the final stage of a UPWP and determines the carry forward amount.
- In a two-year UPWP, funds are carried forward from the first year of the UPWP to the second year.
- Funds are expected to carry forward from one year to the next. Carry forward funds are programmed into the UPWP through amendments or new UPWP programming.

# Background



1. Unified Planning Work Program (UPWP) mid-year true-up with H-GAC Agency Budget Mid-Year Cycle.
2. Review all projects' status and timeframes to determine continuation to FY 2027 from FY 2026.
3. Identify unused project funds to be carried forward to complete ongoing projects or new projects.

# Current Situation



## FY 2026 Continuing Projects

| TASK / Subtask         | Project Name                                   | FY 2026 Amount         | FY 2026 Cary<br>Forward Balance | FY 2027 Amount         | Total for FY 2027       |
|------------------------|------------------------------------------------|------------------------|---------------------------------|------------------------|-------------------------|
| <b>Task II</b>         |                                                |                        |                                 |                        |                         |
| Task II Subtask 2.1.a  | Freight Modeling & Development                 | \$ 350,000.00          | \$ 350,000.00                   | \$ 350,000.00          | \$ 700,000.00           |
|                        | Conformity Support                             | \$ 50,000.00           | \$ 39,430.75                    | \$ 50,000.00           | \$ 89,430.75            |
| <b>TASK III</b>        |                                                |                        |                                 |                        |                         |
| Task III Subtask 3.1.c | TIP Software Development                       | \$ 250,000.00          | \$ 226,456.36                   | \$ 250,000.00          | \$ 476,456.36           |
|                        | Telus Maintenance                              | \$ 100,000.00          | \$ 50,695.90                    | \$ 100,000.00          | \$ 150,695.90           |
| Task III Subtask 3.2.a | Regional Fares Planning Support                | \$ 46,966.94           | \$ 46,966.94                    | \$ -                   | \$ 46,966.94            |
| Task III Subtask 3.3.c | Emissions Reduction Methodologies              | \$ 150,000.00          | \$ 150,000.00                   | \$ -                   | \$ 150,000.00           |
|                        | Regional Pollutant Inventories                 | \$ 200,000.00          | \$ 200,000.00                   | \$ -                   | \$ 200,000.00           |
| <b>TASK IV</b>         |                                                |                        |                                 |                        |                         |
| Task IV Subtask 4.1.a  | RTP Assessment, Methodologies, Development     | \$ 790,000.00          | \$ 790,000.00                   | \$ 330,000.00          | \$ 1,120,000.00         |
| Task IV Subtask 4.2.a  | Thoroughfare Plans or Mobility Plans           | \$ 900,000.00          | \$ 800,000.00                   | \$ 900,000.00          | \$ 1,700,000.00         |
| Task IV Subtask 4.2.b  | Freight Related CMP Activities                 | \$ 62,500.00           | \$ 62,500.00                    | \$ 62,500.00           | \$ 125,000.00           |
|                        | Freight Grade Separation Planning Program      | \$ 250,000.00          | \$ 250,000.00                   | \$ 250,000.00          | \$ 500,000.00           |
|                        | FM 197 Grade Separation Planning Study         | \$ 125,000.00          | \$ 125,000.00                   | \$ 125,000.00          | \$ 250,000.00           |
| Task IV Subtask 4.2.c  | City of Needville Mobility Plan                | \$ 300,000.00          | \$ 260,627.04                   | \$ 300,000.00          | \$ 560,627.04           |
|                        | Montgomery County Mobility Plan                | \$ 450,000.00          | \$ 80,810.00                    | \$ 450,000.00          | \$ 530,810.00           |
| Task IV Subtask 4.5.a  | Long Range Regional Active Transportation Plan | \$ 300,000.00          | \$ 300,000.00                   | \$ 300,000.00          | \$ 600,000.00           |
| <b>TASK V</b>          |                                                |                        |                                 |                        |                         |
| Task V Subtask 5.2.a   | Congestion Management Plan                     | \$ 275,000.00          | \$ 42,846.06                    | \$ 275,000.00          | \$ 317,846.06           |
| Task V Subtask 5.3.b   | Livable Centers Cycle 7 Studies                | \$ 1,148,778.00        | \$ 937,653.72                   | \$ 1,244,000.00        | \$ 2,181,653.72         |
| Task V Subtask 5.4.a   | TSU Automated Vehicle Project                  | \$ 170,000.00          | \$ 125,367.25                   | \$ 170,000.00          | \$ 295,367.25           |
| Task V Subtask 5.5.b   | Zero Emissions Vehicle Plan                    | \$ 250,000.00          | \$ 250,000.00                   | \$ -                   | \$ 250,000.00           |
| Task V Subtask 5.6.a   | Regional Resiliency Plan & Pilot Project       | \$ 500,000.00          | \$ 500,000.00                   | \$ 500,000.00          | \$ 1,000,000.00         |
| Task V Subtask 5.7.a   | * Wayside Dr. Corridor Study                   | \$ 250,000.00          | \$ 250,000.00                   | \$ 250,000.00          | \$ 500,000.00           |
|                        | * State Hwy. 35 Corridor Study                 | \$ 400,000.00          | \$ 400,000.00                   | \$ 400,000.00          | \$ 800,000.00           |
| Task V Subtask 5.7.e   | Project Delivery Assessment & Planning         | \$ 300,000.00          | \$ 300,000.00                   | \$ -                   | \$ 300,000.00           |
| <b>Totals:</b>         |                                                | <b>\$ 7,618,244.94</b> | <b>\$ 6,538,354.02</b>          | <b>\$ 6,306,500.00</b> | <b>\$ 12,844,854.02</b> |

# Current Situation

| FY 2027 TPF- New Budget Totals per Task |               |                      |                                      |                     |                         |
|-----------------------------------------|---------------|----------------------|--------------------------------------|---------------------|-------------------------|
| TASK                                    | FY 2026 Funds |                      | FY 2026 Carry Forward Funds<br>Total |                     | FY 2027 New Total       |
| TASK I                                  | \$            | 5,677,072.00         | \$                                   | -                   | \$ 5,613,366.00         |
| TASK II                                 | \$            | 5,659,313.00         | \$                                   | 389,431.00          | \$ 5,962,177.00         |
| TASK III                                | \$            | 2,568,188.00         | \$                                   | 674,119.00          | \$ 2,290,103.00         |
| TASK IV                                 | \$            | 6,283,254.00         | \$                                   | 2,668,937.00        | \$ 11,260,747.00        |
| TASK V                                  | \$            | 10,400,449.00        | \$                                   | 2,805,867.00        | \$ 12,604,562.00        |
| <b>Totals:</b>                          | <b>\$</b>     | <b>30,588,276.00</b> | <b>\$</b>                            | <b>6,538,354.00</b> | <b>\$ 31,192,601.00</b> |

# Current Situation



TASK V, Subtask 5.7.e, transportation staff is requesting to add two activities to the 2026-2027 UPWP;

1. The Sienna Corridor Plan
2. The Navigation Corridor Study

*\*There will be no increase in funding requested.*

# Amendment Request



- Projects in Tasks II-Data Development and Maintenance, Task III-Short Range Planning, Task IV-Metropolitan Transportation Planning, and Task V-Special Studies be carried forward with funds to UPWP FY 2027 for continued activity on projects until completion.
- TASK V, Subtask 5.7.e, staff requests to add the Sienna Corridor Plan and the Navigation Corridor Study as UPWP FY 2026-FY 2027 activities with no increase in funding.

# Staff Contact



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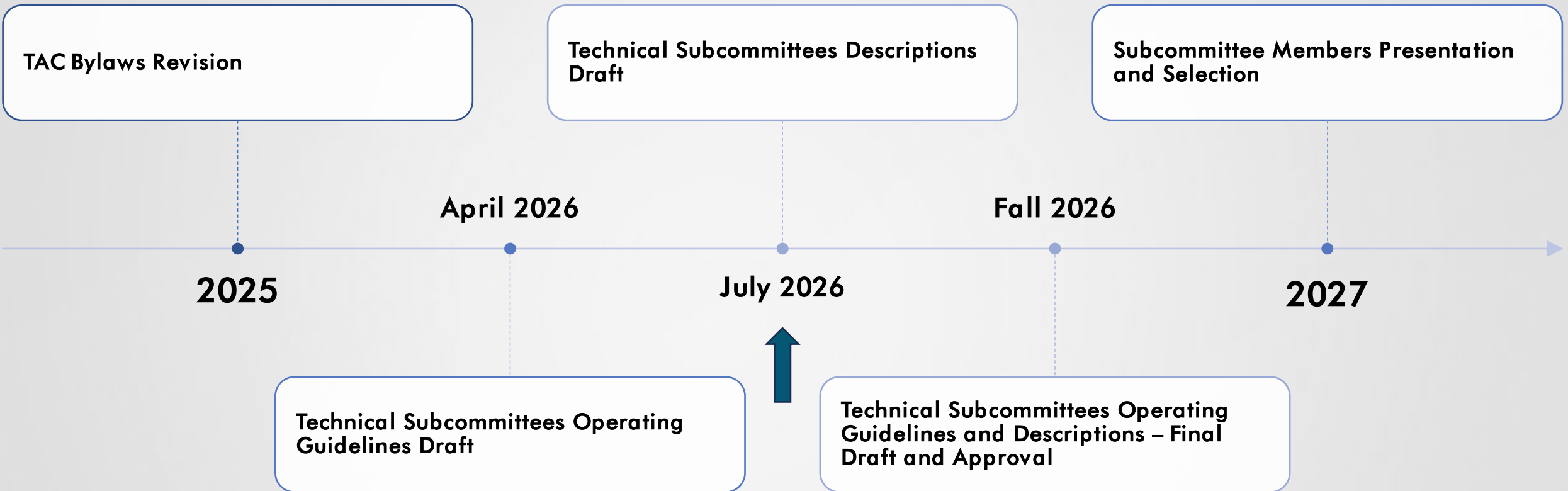
# Item 8. Technical Subcommittees Draft Descriptions



Technical Advisory Committee  
July 15, 2026



# Technical Subcommittees Proposed Timeline



# Technical Subcommittees in TAC Bylaws

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

# Technical Subcommittees in TAC Bylaws

- **Standing Subcommittee** - a permanent, specialized group that focuses on a specific subject or set of subjects within the TAC's broader jurisdiction. These subcommittees allow for a more detailed examination of issues, and their findings and recommendations go to the TAC for consideration.
- **Ad hoc Subcommittee** - committee created for a specific, temporary purpose that is dissolved once its particular task is completed.
- **Working Group** - a group of individuals assembled to focus on a specific task or project. Typically, the work group is formed for a specific duration until its objectives are met, such as developing a new product or improving an existing process. *Tends to have less formal structure or hierarchy.*



# Current Structure and Overview of Proposed Changes



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

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



# Proposed New Standing Subcommittee Descriptions



# Standing Subcommittee on Active Transportation

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

# Standing Subcommittee on Transit and Human Services Transportation

| Purpose                                                                                                                                                                                                                                                                                                                                                                                                | Membership                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Provide guidance and advise TAC and H-GAC staff on regional transit and human services transportation issues, strategies, and projects including regional transit provider and services coordination, regional and subregional transit service and capital planning, human services transportation coordination, and such other transit issues referred to it by the TAC or H-GAC staff.</b></p> | <p><b>Maximum of 24 members</b>, seeking representatives from the following areas: (11*)all regional transit providers; (1)TxDOT PTN; (1) Local Government; (5) Social/Human Services; (4) Business and Citizen Interests; Chair (or designee) from each standing subcommittee</p> <p><b><u>Minimum Selection Criteria:</u></b><br/>Those with interest in and understanding of public and/or human service transportation provision and operation; Any entity that operates general public transit or specialized transportation services (elderly, disabled, mental disability, NEMT, etc.) ; Organizations for whom public or human service transportation is important to their operations; citizen's interest groups.</p> |

# Standing Subcommittee on Congestion

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

# Ad hoc Technical Subcommittees

Descriptions and membership for ad hoc Technical Subcommittees will be determined by TAC at the point of creation. This includes:

- **Transportation Improvement Program** (will begin in preparation for next TIP and TIP Policy Document)
- **Regional Transportation Plan** (currently active and will sunset when the 2050 RTP is complete)

# Additional Committees Supporting the MPO

- Board
  - Regional Air Quality Planning Advisory Committee
- Transportation Policy Council
  - Executive Committee
  - Transportation Safety Committee
  - Greater Houston Freight Committee
  - Legislative Priorities ad hoc Committee
- External Designation
  - AERCO
  - Clean Cities Coalition

# Discussion





# Draft 2027 Unified Transportation Program



# What is the Unified Transportation Program (UTP)?



**The UTP is the Texas Department of Transportation's (TxDOT) 10-year plan that guides the development of transportation projects across the state.**



## **Determines Funding and Distribution**

Determines how much transportation funding the state expects to have over the next decade and how to distribute it to address needs across the state.



## **12 Funding Categories**

Organized into 12 funding categories that focus on different highway project types or ranges of activities.



## **Planning for the Next 10 Years**

Includes all transportation projects that TxDOT is developing for construction over the next 10 years.



## **Mandated by State Law**

Required by state law to be approved by the Texas Transportation Commission each year by August 31.

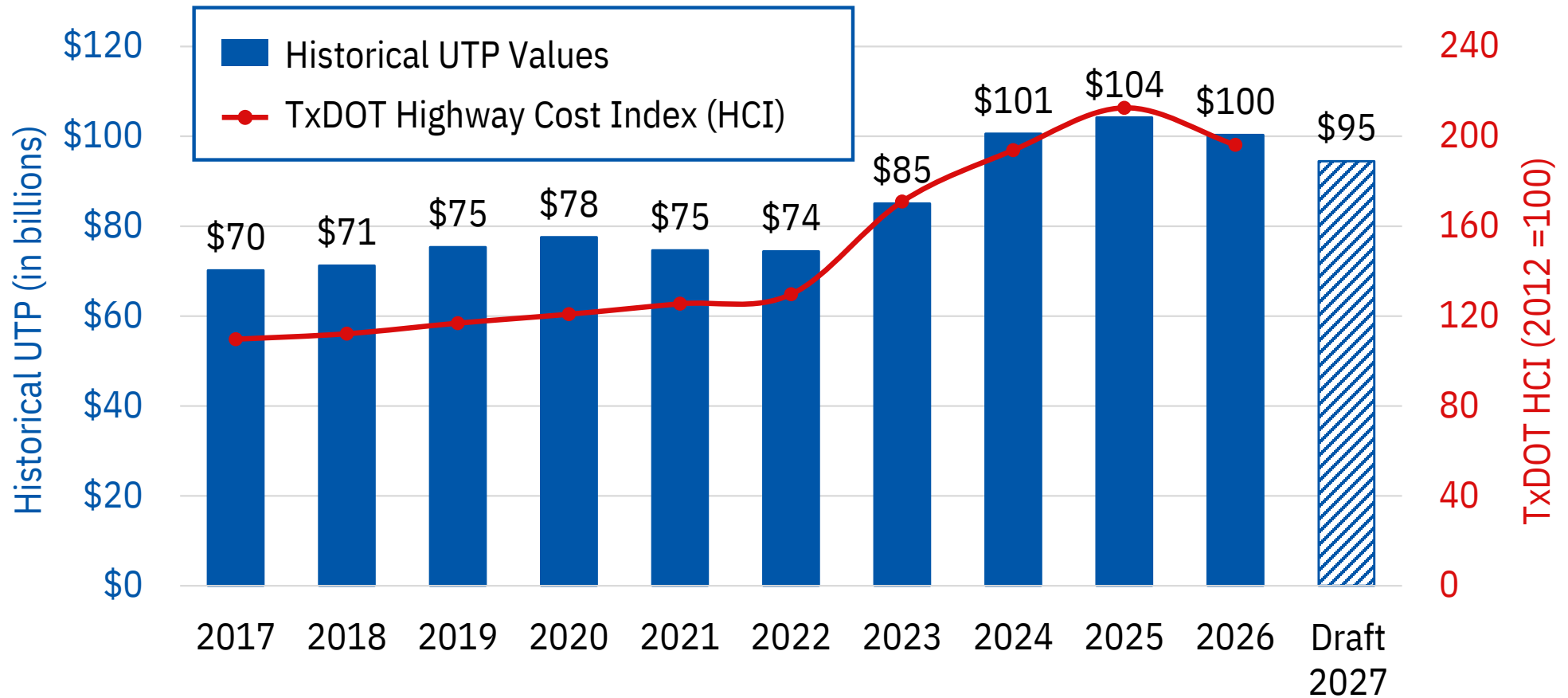
## Draft 2027 UTP Funding Distribution



| Changes to UTP Funding                      | 2026 UTP (\$B) | 2027 UTP (\$B) | Diff (\$B)     |
|---------------------------------------------|----------------|----------------|----------------|
| UTP Funding Distributions (Less Category 3) | \$92.3         | \$88.0         | (\$4.3)        |
| Category 3: Non-traditional Funding         | \$9.3          | \$7.0          | (\$2.3)        |
| <b>Total UTP Funding</b>                    | <b>\$101.6</b> | <b>\$95.0</b>  | <b>(\$6.6)</b> |

| Changes to UTP Funding Sources                                              | 10-Year Impact (\$B) |
|-----------------------------------------------------------------------------|----------------------|
| Federal Adjustments                                                         | (\$4.4)              |
| State Motor Fuel Tax & Vehicle Reg. Fee CRE* & Leveling Adjustments         | \$2.9                |
| Proposition 1: Certification Revenue Estimate Update & Leveling Adjustments | (\$2.0)              |
| Proposition 7: Certification Revenue Estimate Update & Leveling Adjustments | \$0.2                |
| Texas Mobility Fund Bond Issuance                                           | (\$1.0)              |
| Category 3: Non-traditional Funding                                         | (\$2.3)              |
| <b>Total Changes between 2026 &amp; 2027 UTP Forecast</b>                   | <b>(\$6.6)</b>       |

## UTP Investment over past 10 years



*Note: TxDOT Highway Cost Index based on twelve month moving average*

## Draft 2027 UTP Distribution



| Category and Description                   |                                           | 2026 UTP Distribution   | Draft 2027 UTP Distribution | 2026 UTP vs. Draft 2027 UTP |
|--------------------------------------------|-------------------------------------------|-------------------------|-----------------------------|-----------------------------|
| 1                                          | Preventive Maintenance and Rehabilitation | \$18,406,812,861        | \$18,406,812,861            | \$0                         |
| 2                                          | Metro and Urban Area Corridors            | \$9,826,872,045         | \$9,236,626,572             | (\$590,245,473)             |
| 4R                                         | Statewide Connectivity Corridors (Rural)  | \$9,681,621,998         | \$9,100,100,887             | (\$581,521,111)             |
| 4U                                         | Statewide Connectivity Corridors (Urban)  | \$7,483,667,233         | \$7,034,165,023             | (\$449,502,211)             |
| 5                                          | Congestion Mitigation and Air Quality     | \$1,937,992,093         | \$1,821,449,302             | (\$116,542,791)             |
| 6                                          | Structures Replacement (Bridges)          | \$4,616,141,185         | \$4,538,806,794             | (\$77,334,391)              |
| 7                                          | Metropolitan Mobility and Rehabilitation  | \$6,003,153,992         | \$5,735,628,873             | (\$267,525,119)             |
| 8                                          | Safety                                    | \$3,747,421,009         | \$3,603,724,169             | (\$143,696,840)             |
| 9                                          | Transportation Alternatives               | \$1,762,738,922         | \$1,685,258,755             | (\$77,480,167)              |
| 10                                         | Supplemental Transportation Projects      | \$1,490,710,871         | \$1,388,670,456             | (\$102,040,415)             |
| 10CR                                       | Carbon Reduction Program <sup>1</sup>     | \$318,750,145           | \$0                         | (\$318,750,145)             |
| 11                                         | District Discretionary                    | \$2,240,000,000         | \$1,850,000,000             | (\$390,000,000)             |
| 11ES                                       | Energy Sector                             | \$2,714,115,000         | \$2,714,115,000             | \$0                         |
| 11SF                                       | District Safety                           | \$1,191,932,030         | \$1,191,932,030             | \$0                         |
| 12                                         | Strategic Priority                        | \$14,922,577,470        | \$14,026,255,117            | (\$896,322,353)             |
| 12CL                                       | Strategic Priority (Texas Clear Lanes)    | \$6,000,000,000         | \$5,639,619,653             | (\$360,380,347)             |
| <b>Sub-Total Distribution (Less Cat 3)</b> |                                           | <b>\$92,344,506,854</b> | <b>\$87,973,165,492</b>     | <b>(\$4,371,341,362)</b>    |

<sup>1</sup> Program not anticipated to be included in next federal transportation bill

# Draft 2027 UTP Distribution and Estimated New Funding



| Category and Description  |                                                 | Draft Distribution      | HOU/HGAC Allocation % <sup>1</sup> |
|---------------------------|-------------------------------------------------|-------------------------|------------------------------------|
| 1                         | Preventive Maintenance and Rehabilitation       | \$18,406,812,861        | 9%                                 |
| <b>2</b>                  | <b>Metro and Urban Area Corridors</b>           | <b>\$9,236,626,572</b>  | <b>25%</b>                         |
| 4R                        | Statewide Connectivity Corridors (Rural)        | \$9,100,100,887         | N/A                                |
| 4U                        | Statewide Connectivity Corridors (Urban)        | \$7,034,165,023         | 25%                                |
| <b>5</b>                  | <b>Congestion Mitigation and Air Quality</b>    | <b>\$1,821,449,302</b>  | <b>42%</b>                         |
| 6                         | Structures Replacement (Bridges)                | \$4,538,806,794         | N/A                                |
| <b>7</b>                  | <b>Metropolitan Mobility and Rehabilitation</b> | <b>\$5,735,628,873</b>  | <b>31%</b>                         |
| 8                         | Safety                                          | \$3,603,724,169         | N/A                                |
| <b>9</b>                  | <b>Transportation Alternatives</b>              | <b>\$1,685,258,755</b>  | <b>31%</b>                         |
| 10                        | Supplemental Transportation Projects            | \$1,388,670,456         | N/A                                |
| 11                        | District Discretionary                          | \$1,850,000,000         | 9%                                 |
| 11ES                      | Energy Sector                                   | \$2,714,115,000         | 3%                                 |
| 11SF                      | District Safety                                 | \$1,191,932,030         | 10%                                |
| 12                        | Strategic Priority                              | \$14,026,255,117        | N/A                                |
| 12CL                      | Strategic Priority (Texas Clear Lanes)          | \$5,639,619,653         | N/A                                |
| <b>Total (Less Cat 3)</b> |                                                 | <b>\$87,973,165,492</b> |                                    |

<sup>1</sup> Percentages only shown for the formula allocated categories or programs in the UTP

## UTP Funding Allocations – H-GAC



| Category and Description |                      | 2025 UTP HGAC Allocation | 2026 UTP HGAC Allocation | Draft 2027 UTP HGAC Allocation | 2026 UTP vs. Draft 2027 UTP |
|--------------------------|----------------------|--------------------------|--------------------------|--------------------------------|-----------------------------|
| 2                        | Metro Corridors      | \$2,834,356,624          | \$2,426,633,921          | \$2,289,909,393                | (\$136,724,528)             |
| 5                        | CMAQ                 | \$967,582,095            | \$819,528,406            | \$770,290,909                  | (\$49,237,497)              |
| 7                        | STPMM                | \$1,796,619,448          | \$1,800,552,099          | \$1,787,221,960                | (\$13,330,139)              |
| 9                        | Transp. Alternatives | \$208,875,739            | \$208,418,030            | \$207,792,200                  | (\$625,830)                 |
| 10CR <sup>1</sup>        | Carbon Reduction     | \$238,084,585            | \$71,130,480             | \$0                            | (\$71,130,480)              |

<sup>1</sup> Program not anticipated to be included in next federal transportation bill

## Draft 2027 UTP 10-Year Estimated Total Investment



| Type of Funding                                           | Total Funding            |
|-----------------------------------------------------------|--------------------------|
| <b>UTP Draft Distribution (Less Cat 3)</b>                | <b>\$87,973,165,492</b>  |
| Estimated Category 3 Funding                              | \$7,049,272,096          |
| <b>Total Estimated Draft 2027 UTP Funding<sup>1</sup></b> | <b>\$95,022,437,588</b>  |
| Estimated Development Costs                               | \$31,500,000,000         |
| Estimated Routine Maintenance Contracts                   | \$10,970,000,000         |
| <b>Total 10-Year Estimated Investment</b>                 | <b>\$137,493,437,588</b> |

<sup>1</sup> Houston District and H-GAC are estimated to have \$16.8 billion out of \$95 billion (17.6%)