
Appendix A

Public Comments

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Appendix A – Public Comments

PUBLIC INVOLVEMENT PROCESS FOR THE 2027-2030 TIP

The public comment period for the Draft 2027-2030 Transportation Improvement Program (TIP) began on April 8th, 2026, and ended on May 8th, 2026. One public meeting was held on April 21st, 2026 – from 6:30 pm to 8:30 pm. During these meetings, H-GAC staff described the contents of the TIP and answered questions raised by meeting participants.

In addition to the public meetings, legal notices, email contacts, social media outreach efforts, flyers, freeway dynamic message signs, and the H-GAC TIP website were used to communicate with the public and provide updated information on the 2027-2030 TIP development process. The H-GAC TIP website reports on the ongoing development and administration of the 2027-2030 TIP program and includes links to various TIP program resources. The TIP website may be viewed at <http://h-gac.com/transportation-improvement-program/default.aspx>.

Staff received as many as forty-four (44) comments from individuals and organizations during the Draft 2027-2030 TIP public comment period. All the comments received were forwarded to the appropriate state or local agency for consideration. The sections that follow contain a list of the public comments along with the official response, where available.

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ID	Organization	Location	Project	Comment	Response
1025	Trinity River Authority of Texas	Chambers County	Freight Movement and Transportation Improvements to include the Port of Liberty	1. More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3. More funding is needed for the heavy freight corridors, like SH 225 and I-610 East. 4. The Transportation Improvement Program (TIP) does not adequately address freight infrastructure needs along the Trinity River corridor. The 2027–2030 TIP should place greater emphasis on freight and multimodal investments along the Trinity River, including the revitalization of the Port of Liberty. While smaller in scale than coastal ports, the Port of Liberty has a strategically important inland location that positions it to support regional freight movement and improve system redundancy. Funding is needed to dredge the lower Trinity River to enable shallow draft navigation and allow barge traffic to reach the City of Liberty. An active Port of Liberty would complement—not compete with—the Port of Houston by diverting appropriate freight to inland barge service, helping reduce congestion, roadway wear, and emissions in the Houston Ship Channel area. This would also improve overall system resilience while supporting economic activity in Liberty County and surrounding areas. There is also a need for restoring rail access into the Port of Liberty. An abandoned rail spur already extends across U.S. Highway 90 toward the port site, and reconnecting this rail infrastructure would create a critical multimodal link tying river, rail, and highway freight together. This may require new alignments or connections, potentially from the east, and should be advanced through project development funding. Investment in the Port of Liberty and Trinity River navigation supports regional freight mobility, enhances resilience across the freight network, and offers a way to expand capacity without further overburdening the Port of Houston. The TIP should prioritize project development and construction funding to advance dredging, rail access, and roadway improvements that also support the Port of Liberty and take another look at how we can make meaningful progress towards freight movement on the Trinity River.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities.
1038	Chambers-Liberty Counties Navigation District	Chambers County	2027-2030 Transportation Improvement Program	Dredging the lower Trinity River is necessary to restore shallow-draft navigation and allow barge traffic to reach Liberty. A functioning Port of Liberty would complement Port Houston by shifting suitable freight to inland barge service, reducing congestion, roadway wear, and emissions in the Houston Ship Channel area. This improvement would strengthen system resilience and support economic growth in Liberty County and nearby regions.	Thank you for your comment. H-GAC will engage with the Port of Liberty to discuss potential opportunities.
1029	City of Fulshear, Texas	City of Fulshear		FM 359 between Westpark Tollway/FM 1093 and I-10, and Westpark Tollway/FM 1093 going west to Weston Lakes should be prioritized and moved up the list given the area's massive growth in population, and ongoing and near-term developments that will make future road projects more challenging considering utility conflicts, land acquisition, etc.	Thank you for your comment. Fort Bend County concurs with the statement that these two projects should be prioritized and advanced. Weston Lakes is not a logical termini for TxDOT so the FM 1093 project would have limits of FM 359 in Fulshear to FM 1489 in Simonton.
1026	Center For Transportation and Commerce	City of Galveston		Where are the funding commitments for commuter or light rail services? Not a single dime, really? The public has overwhelmingly expressed its desire for these multi-model services in your RPTCP Community Surveys! Give us options and we will use them.	Thank you for your comment. Commuter rail and light rail service projects have not been submitted to a previous Call for Projects. In 2018, H-GAC's High Capacity Transit Task Force identified multiple rail projects for inclusion in our Regional Transportation Plan. Recently, these projects were moved to our Illustrative List due to a lack of local sponsor.

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1006	ReVolt Battery Technology Corp	City of Houston		Could you please have the option of folks who are unable to attend in person and view via Google meet, Teams or Zoom ? Thanks much	Thank you for your comment. For the 27-30 public meeting, we only had an in-person option. At future meetings, we could provide a virtual option. Please consult our Public Participation Plan to review our public involvement guidelines and see how you can best get involved with H-GAC.
1012		City of Houston		Houston - Galveston is lacking a viable public transportation system for cruise goers. Unlike Fort Lauderdale to Miami Cruise port (Tri-Rail train - \$8-\$12, JFK (Airtrain \$8.50) or LGA (LaGuardia Link bus-Free) to Manhattan Cruise Terminal, or New Orleans MSY to NO cruise port)RTA 202 Airport Express bus - \$1.50. I live in Sugar Land, and can take the Park & Ride bus to downtown Houston and catch another bus to either IAH or Hobby. But there are no available bus to Galveston. With the record growth of people cruising, hotel and parking prices have skyrocketed making the overall price for a cruise out of Galveston out of reach. Why can Naskila Casino Express provide bus services from all over Houston, Humble, New Caney, Spring, Sugar Land, Richmond, Katy, Tomball, Conroe and The Woodlands for only \$10. Hopefully Houston and Galveston can work on a solution for cruisers from the Greater Houston surrounding area.	Thank you for your comment. The 2027-2030 Transportation Improvement Program (TIP) funds transit services for the region. We will take note that transportation for cruise goers should be considered with our transit agencies.
1014		City of Houston		I am a disabled adult who attends HCC as a full-time college student and I'm seeking alternatives to avoiding disruption to my college education. I have exhausted all available options for securing viable and reliable transportation in my city, county, and state. None of the community-based or disability transportation resources I've contacted are able to meet the logistical requirements of my college classes. For several months, I have shared my ongoing concerns with Texas elected officials and legislators letting them know that non-medical transportation remains a significant and persistent barrier to college education for individuals with disabilities and is also a social determinant of health. The numbers are there to justify this. However, the numbers are invisible to some. Limited availability of non-medical transportation services continues to directly impact workforce participation and employment outcomes for the disabled population. We as individuals with disabilities have no political voice. Lack of supportive transportation resources is similar to denying jobs to people who want and are capable of working and I think this is a horrible way to support the economy and reduce inflation. Despite these systemic challenges, I strongly believe that your 2027-2030 Transportation Improvement Program would be vital to my development, growth, and long-term goal of achieving a high level of self-sufficiency, while preserving my dignity as a disabled college student on a path to obtaining my associate's degree at HCC. Thank you for your time and consideration to my cry for help.	Thank you for your comment. H-GAC staff are aware that there are significant challenges in the availability of reliable non-emergency medical transportation (NEMT) across the H-GAC region that negatively affect the mobility of persons with disabilities. H-GAC coordinates with NEMT providers to identify potential opportunities for collaboration and expanded service. H-GAC staff continuously works in collaboration with the region's transit agencies, providers, and the public to search for solutions to limited NEMT resources. If you have not already done so, please visit our Mobility Links page (https://www.h-gac.com/mobility-links) to search for regional transportation providers who may be able to assist you.
1010	Aloema Home	City of Houston		I wish that Metro would extend their services of the curb to curb beyond beltway 8 and south of south Post Oak Road. We have been told they do not service clients under beltway 8 which is South of South Post Oak.	METRO receives all public requests for any proposed service and evaluates them on a continual basis through our service change process. To look at the latest changes and about our policy regarding future changes, please refer to https://www.ridemetro.org/alerts/service-changes.
1044	City of Houston - Public Works	City of Houston	City of Houston Public Works	Mr. Lingala and Mr. Keen, We have completed our review of the draft 2027-2030 TIP project listing and request the below minor modifications be made prior to adoption. MPOID 18034, CSJ 0912-72-615 Antoine Dr, Victory Dr to US 290 Request 1: Please add a notation that the City has requested the use of Advanced Construction to facilitate on-time construction while awaiting the availability of federal funds that have been deferred by the MPO to outside the 4-year TIP due to fiscal constraint. ie "(Adv Con Requested)" Request 2: Please correct street name to "Antoine Dr" and ensure the YOE cost and funding totals accurately reflect the amounts programmed. We thank you for your support and will follow-up separately regarding the status of our of Oct 31, 2025 amendment request pertaining to Gessner Rd.	Thank you for your comment. We will add reference to City of Houston's request to use Advanced Construction process and correct these formatting errors and typos for MPOID 18034.

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1019	City of La Porte	City of La Porte		More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. More funding is needed for the heavy freight corridors, like SH 225 and I-610 East.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region. Both SH 225 and I-610 East are included.
1020	City of La Porte, Texas	City of La Porte	2027-2030 Transportation Improvement Program (TIP)	More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. More funding is needed for the heavy freight corridors, like SH 225 and I-610 East. Port Houston supports millions of jobs and nearly a trillion dollars in national economic impact. The Houston Ship Channel and the industries along it support 19% percent of Texas' total gross domestic product (GDP). It is vital that we keep freight moving, and that includes the need for adequate funding for key roadways. I appreciate your support and collaboration to ensure the needs of both industry and communities are heard.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1033	City of Liberty	City of Liberty	2027-2030 Transportation Improvement Program (TIP)	Houston-Galveston Area Council Transportation Policy Council 3555 Timmons Lane, Suite 120 Houston, Texas 77027 RE: Support for Freight Mobility and Trinity River Corridor Investments in the 2027–2030 Transportation Improvement Program To Whom It May Concern: On behalf of the administration of the City of Liberty, Texas, I respectfully submit this letter in support of increased transportation and freight infrastructure investments within the east and northeast portions of the Houston-Galveston region, particularly along the Trinity River corridor and in support of the revitalization of the Port of Liberty. As our region continues to experience substantial industrial, residential, and freight-related growth, it is critical that long-term transportation planning reflects the importance of multimodal infrastructure and regional system resilience. The City of Liberty believes the draft 2027–2030 Transportation Improvement Program does not yet adequately address the growing freight mobility needs of our area or the strategic opportunities associated with the Trinity River corridor. The Port of Liberty represents a unique inland opportunity to strengthen regional supply chains, support shallow-draft barge navigation, and provide additional freight capacity that complements existing operations at Port Houston. Investments in the lower Trinity River, including dredging and navigation improvements, could provide meaningful long-term economic and transportation benefits not only to Liberty County, but to the broader region and the State of Texas. Additionally, restoration of rail connectivity into the Port of Liberty area and roadway improvements supporting freight movement would create important multimodal connections between river, rail, and highway transportation systems. These types of investments improve redundancy, reduce congestion pressures on existing infrastructure, and position our region for future economic growth. The City of Liberty strongly encourages HGAC to prioritize additional project development, engineering, and future construction funding for freight and multimodal infrastructure projects serving the Trinity River corridor and surrounding communities. We appreciate HGAC's continued leadership in regional transportation planning and thank you for your consideration of these comments. Sincerely, Bryan Kendrick City Manager City of Liberty, Texas	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities, and we anticipate including the City of Liberty in those meetings.

ID	Organization	Location	Project	Comment	Response
1015	City of Mont Belvieu	City of Mont Belvieu	IH 10 Ramp Reversal/MPO ID: 19016/ CSJ: 050802139	The construction funding currently allocated to this project is not sufficient to deliver the improvements needed for the region. This effort represents a true tri-agency partnership: County-funded design, City-managed delivery, and TxDOT oversight and support, showing a unified commitment to getting critical infrastructure done right and delivered. Based on current estimates, the total construction cost is approximately \$18,612,516.36, leaving a funding gap of \$9,255,298.36. Additional funding support is needed to fully deliver this project and make sure it performs the way it's intended to. Project Goal: The goal of the I-10 Ramp Reversal Project is to improve how the corridor functions today between SH 99 and the Trinity River Bridge, while making sure it continues to work as the region grows. As the City and County continue building out their adopted thoroughfare plans—plans that have been coordinated with and recognized by the Houston-Galveston Area Council, the existing interstate access points within the Beaumont District need to function in a way that supports that network. Right now, the ramp configuration doesn't reflect how traffic is moving today or the growth happening in the corridor. That mismatch is creating operational issues, weaving conflicts, queue spillback, and safety concerns—all of which are driving the need for this project. To address that, the project reconfigures six existing ramps and adds two strategically placed ramps, all within the existing corridor footprint. The goal is to better align with regional mobility plans and improve overall interstate operations. These improvements reduce conflict points, increase queue storage, and help traffic move more efficiently between the mainlanes and frontage roads. At the end of the day, this project improves how the corridor functions, strengthens resiliency, supports freight and evacuation movement, and aligns with regional mobility plans—all while extending the life of the infrastructure we already have and keeping the door open for future improvements when the time is right.	Thank you for your comment. All cost increases to TIP projects are subject to H-GAC's cost overrun policy. We look forward to receiving your cost increase request on MPOID 19016 and the discussion to follow.
1016	City of Mont Belvieu	City of Mont Belvieu	FM 565 North Corridor Growth-Driven Complete Street Project_MPO ID: 19381_CSJ: 1024-01-095	We are requesting that FM 565 North Corridor Growth-Driven Complete Street Project specifically the segment north of I-10 between SH 146 and FM 1409 be reprogrammed for FY 2030 and approximately \$56 million in construction funding. Moving this project up is critical to keeping pace with the level of development happening north of I-10 and making sure the corridor can function safely and efficiently as growth continues. This project represents a major opportunity to transform a rural two-lane roadway into a corridor that better reflects the demand we are actively seeing in the region. It is supported by a strong tri-agency partnership—County, City, and TxDOT—all aligned on delivering a project that meets both current needs and where we know this area is headed. Today, this portion of FM 565 is still operating as a rural two-lane asphalt roadway that no longer matches the activity or type of development occurring along the corridor. As traffic volumes increase, the roadway is becoming more constrained, with limited capacity, reduced safety margins, and no real accommodations for pedestrians or cyclists. This project widens FM 565 to a four-lane urban roadway and includes raised medians, shared-use paths, and roadway lighting. The goal isn't just to add lanes, it's to improve safety, manage access, and create a more complete corridor that works for everyone using it. Beyond mobility, this project has strong community support and will help shape how this corridor develops moving forward. It's not just about widening the road, it's about building something that feels intentional, safer, and better connected to the community. Reprogramming this project to FY 2030 keeps us ahead of growth instead of reacting to it after the fact, and ensures the infrastructure is in place when it's needed.	Thank you for your comment. This project has not received funding approved by the Transportation Policy Council. H-GAC will contact you to request further information on the project.
1024		City of Seabrook		As a citizen of Seabrook, TX, we are already inundated with truck traffic from Bayport Terminal. It affects our ability to access our home in Mystic Village and means to get into to Houston proper via our most direct route on Hwy 146 N to Hwy 225. Hwy 146 has been under construction for years with the by-pass through Seabrook and Kemah and now the construction has shifted to 146 N between Red Bluff Road to 225. Once you reach 225 the road is in absolute horrible shape from 146 to beltway 8 on both the north and southbound sides. With the current truck numbers, the traffic is currently a challenge, and we know this will only get worse. Infrastructure needs with regard to containerized cargoes and the citizens that try to coexist on the roads with the trucks is critical now and for the foreseeable future.	Thank you for your input regarding congestion in and around State Highway (SH) 146 and SH 225 as part of the Houston-Galveston Area Council's public engagement for the proposed 2027-30 Transportation Improvement Program (TIP). The TIP is a four year programming document that identifies projects anticipated to go to construction over the next four years. These projects in the TIP aim to improve safety and mobility for the traveling public and we appreciate your feedback. The specific roadways you mentioned are owned and operated by the Texas Department of Transportation. We are forwarding your input and your contact information to them and asking that they reach out to you regarding your specific concerns.

ID	Organization	Location	Project	Comment	Response
1007	1093 Rails To Trails Local Government Corporation	City of Willis	FM 1093 expansion	Would like the 1093 Rails to Trail project, which is converting the rail corridor to a hike-bike trail, integrated with the FM 1093 lane expansion from Fulshear to the Brazos River. Also, coordinate with Brazos River Lynchpin Project in Simomton for parking and access to the rail bridge.	Thank you for your comment. Fort Bend County supports the inclusion of a ten foot wide trail/sidewalk on one side of the proposed FM 1093 corridor. The other side would likely be a five foot wide sidewalk in order to meet the design requirements of FM 1093 and the future toll lanes. Fort Bend County does not currently have a preference on whether the trail ends up on the north or south side of the corridor. Fort Bend County would like to work with TxDOT to support the inclusion of all types of uses within the corridor. The current corridor design being done ends just west of FM 1489, so the parking and access to the rail bridge over the Brazos River is a separate topic. Please contact the Fort Bend County Toll Road Authority directly for this issue.
1017	Greater Houston Partnership	East Harris County	Stephen Reynolds	1)More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2)More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3)More funding is needed for the heavy freight corridors, like SH-225 and I-610 East.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East.
1018	EHCMA	East Harris County	2027 - 2030 TIP	From the perspective of the East Harris County Manufacturing Association, we strongly emphasize the need for increased investment in transportation infrastructure across the east and northeast portions of our region. Additional funding for roadway improvements is critical to support efficient freight mobility while also safeguarding the surrounding communities that rely on these corridors every day. Equally important is greater investment in early project development (including environmental review, schematic planning, and design) so that a robust pipeline of projects in these areas is ready for inclusion in the next four-year Transportation Improvement Program (TIP). Without this upfront commitment, east and northeast projects risk being left behind. Finally, targeted funding for major heavy freight corridors, such as SH 225 and I-610 East, is essential to maintaining the flow of goods that drives our regional economy and supports industrial growth.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1021	West Gulf Maritime Association`	East Harris County		We support a regionalized surface transportation plan that significantly increases funding for transportation projects that move products to and from the Port of Houston. As currently proposed, the draft 2027-2030 Transportation Improvement Program (TIP) has very few projects funded for construction in key corridors surrounding the Houston Ship Channel where the majority of our region’s freight activity occurs. This imbalance risks creating bottlenecks that will negatively impact industries supporting Ship Channel activities, surrounding communities, and the broader regional economy. Additional funding is needed in three key areas. First, roadway investments in the east and northeast are critical to improving freight mobility and reducing congestion impacts on local communities. Second, increased funding for project development is essential to ensure that future TIP cycles include construction-ready projects in these high-need areas. Third, priority must be given to heavy freight corridors which are vital links in moving goods efficiently. The Port of Houston supports millions of jobs and generates nearly \$1 trillion in national economic impact. Ensuring that goods can move efficiently through this corridor is not just a regional concern, it is a national economic priority. For these reasons, I strongly encourage that the 2027-2030 Transportation Improvement Program include increased investment in freight-related transportation infrastructure in the eastern and northeastern portions of the region.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1022	BGE, Inc.	East Harris County	Harris - Galveston Area Council	1.More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2.More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3.More funding is needed for the heavy freight corridors, like SH 225 and I-610 East.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..

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1027	Economic Alliance Houston Port Region	East Harris County		More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. The 25-mile upper reach of the Houston Ship Channel is home to the world's largest petrochemical complex and accounts for 20% of the state's GDP, yet we have not adequately prioritized the projects supporting this economic engine. If we don't change course now, we put at risk hundreds of billions of dollars in economic activity over the next decade. Thank You.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1028	Port Houston	East Harris County		1.More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2.More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3.More funding is needed for the heavy freight corridors, including SH 225 and I-610 East, and the acceleration of SH 146.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1030	AAL Shipping	East Harris County	Draft 2027-2030 TIP	The East and Northeast corridor of Houston is and essential area for freight mobility not only because the Port of Houston is located in that area but also because additional funding will not only keep roads safe, but it will also have a positive impact in the surrounding communities. Additional funding will help create more project opportunities that are esential for this area.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region. Both SH 225 and I-610 East are included.
1031	HNTB Corporation	East Harris County	SH 225 & I 610 East	These projects are heavy freight corridors near the Port of Houston. More funding is needed for roadways in the east and northeast area of our region to support freight mobility or the Port of Houston and the Houston Region will lose business opportunities.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East.
1035	Parsons	East Harris County	Not Provided	We would recommend adding a 4th item for consideration, but we would make it first on the list – funding for a freight shuttle system (FSS) for the expedited movement of cargo in our region which will relieve congestion on the roadways, reduce negative environmental impacts, increase the longevity of our infrastructure, improve roadway safety and reliability, and provide economic efficiencies.	Thank you for your comment. This comment has been transferred to H-GAC's freight team for discussion.
1036	World Trade Distribution, Inc.	East Harris County	2027-2030 Transportation Improvement Program	As a company that only runs intermodal to and from the port of Houston, we need better roadways. The conditions of these roads serve as a factor in a lot of wear and tear on the trucks with freeways that need to be repaired.	Thank you for your comment. H-GAC is committed to providing better roadways for our users.
1037	SK Signet Manufacturing Texas	East Harris County	2027-2030 Transportation Improvement Program (TIP)	• More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. • More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. • More funding is needed for the heavy freight corridors, like SH 225 and I-610 East.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East..
1023	Dow	East Harris County		More funding is needed for the heavy freight corridors, like SH 225, I-610, and I-10.	Thank you for your comment. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including SH 225, I-610, and I-10.

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1039		East Harris County	Not Provided	Roads have been causing accident’s all thru 225, dangerous and unnecessary truck repairs. Not to mention traffic extremely heavy...	Thank you for your comment. SH 225 is an essential corridor for the region. Please consult our 2045 Regional Transportation Plan Update, which includes SH 225 projects over the next 20 years.
1040		East Harris County	Not Provided	i can not stress enough how wrong its that SH225 its without a doubt one of the corridors that moves more cargo probably in the whole country and how forgotten and neglected its been for several years, its shameful, 4 cities making money out of this road , Houston, deerpark, pasadena, and Laporte imposing fines on truck drivers on ridiculous numbers, so much so that they have created check points just to inspect truckers and sometimes even falsely reporting bogus violations which translate into fines and court fees and not do spend a DIME on fixing SH225 like i said before SHAMEFUL	Thank you for your comment. SH 225 is an essential corridor for the region. Please consult our 2045 Regional Transportation Plan Update, which includes SH 225 projects.
1005		H-GAC wide		It would be nice to have a big dog park with more toys and a walking path to be able to walk while the pups are running.	Thank you for your comment. Sidewalks and shared use paths are funding through our Transportation Alternatives Set-Aside Program, which is currently ongoing. For more information, reach out to Christopher Whaley at christopher.whaley@h-gac.com
1008	Retrain America	H-GAC wide	All Things PAT3 - EV	We are interested in discussing Telcom Construction and EV infrastructure expansion initiatives aligned with industry demands for small businesses Risheem Muhammad www.edswordev.tech	Thank you for your comment. Please contact Andrew DeCandis for all EV initiatives at andrew.decandis@h-gac.com
1013		H-GAC wide	N/A	TIP needs an ongoing project to improve traffic signals (lights). Unnecessary and poorly timed signals increase congestion, add travel time, contribute to air pollution, and increase transportation cost. Traffic signals are frequently added but none are removed. Many signals in my neighborhood are unnecessary with little traffic 24x7. They should be removed and replaced with flashing yellow signals or stop signs. Most signals are poorly timed for the main arteries and rush hours. Signals should have smarter sensors and timing software with upgrades for AI. It is very frustrating to sit at red lights when there is absolutely no cross traffic. Traffic signals are added when new commercial areas are developed, but no signals are removed when the same commercial areas are vacated years later.	We encourage existing and future customers to provide their feedback through the agency's public comments portal https://crm.ridemetro.org/new-public-comments/?q=suggestion . As HGAC, feel free to enter the suggestion on behalf of the submission, noting that this comment was provided through HGAC's TIP public comment process.
1041		H-GAC wide	Not Provided	Really good system	Thank you for your comment.
1032	Port of Liberty Commissioners	Liberty County		The Port of Liberty could play a vital role in economic development in the greater Houston-Galveston area. We could develop the port to allow for shallow-draft barge traffic to help alleviate pressure on the Port of Houston. We would like to become a strategic partner of the Port of Houston to support their efforts. The Port of Liberty could relieve congestion and operational strain at the Port of Houston. We believe we are losing port traffic to Louisiana due to the high costs at the Port of Houston due to limited land resources. The Port of Liberty would also strengthen regional supply-chain resilience and drive economic development in Liberty and Chambers Counties. We have relatively easy access to rail and interstate freeways. Please support the potential development at the Port of Liberty!	Thank you for your comment. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities.
1034	Port of Liberty Texas	Liberty County	Port of Liberty Texas	I want to convey to you the critical importance any positive support comments in the Houston-Galveston Area Council's Draft of the 2027-2030 Transportation Improvement Program are to the people in South Liberty County. We are dedicated to building the infrastructure required to sustain and support the industrial and commercial activity inevitable for our home. Liberty county is exploding with growth and now is the time to act. Leaders here have vision and dedication and we are engaging that every day. Your support gives it strength and viability. Freight mobility is a critical path in our future and revitalizing the Port of Liberty along with restoration of the rail spur in Liberty is key to that. Revitalization of that facility would allow shallow draft barge service to Liberty and relieve congestion at the Port of Houston, strengthen supply chain resilience and service economic activity in Liberty and Chambers Counties. We need it and are willing to work for it. Executing tasks like Port Liberty requires hard, calculated work with construction of a barge canal and re-working the port in Liberty. We do have a plan and process underway for that. We understand there are challenges in land transport as well. East West routes are crowded and becoming more so, especially Hwy. 90 in Dayton and Liberty. We know working that will include state and federal partners, chambers, local governments and legislators will be the key on those issues. Funding is essential to get that done and we respectfully ask that our needs are considered carefully and receive your support in the TIP process. It is very important to us. Please. We need your help. Sincerely, Wendell NullCommissioner Port of LibertyVice Chair Gulf Inland TIRZ Board	Thank you for your comment. H-GAC notes your desire for funding in Chambers and Liberty counties. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities. For projects on US 90, please consult out 2045 Regional Transportation Plan Update project listing.

ID	Organization	Location	Project	Comment	Response
1042	Trinity River Authority of Texas	Liberty County	Port of Liberty	1. More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3. More funding is needed for the heavy freight corridors, like SH 225 and I-610 East. 4. The Transportation Improvement Program (TIP) does not adequately address freight infrastructure needs along the Trinity River corridor. The 2027–2030 TIP should place greater emphasis on freight and multimodal investments along the Trinity River, including the revitalization of the Port of Liberty. While smaller in scale than coastal ports, the Port of Liberty has a strategically important inland location that positions it to support regional freight movement and improve system redundancy. 5. Funding is needed to dredge the lower Trinity River to enable shallow-draft navigation and allow barge traffic to reach the City of Liberty. An active Port of Liberty would complement—not compete with—Port Houston by diverting appropriate freight to inland barge service, helping reduce congestion, roadway wear, and emissions in the Houston Ship Channel area. This would also improve overall system resilience while supporting economic activity in Liberty County and surrounding areas. 6. There is also a need for restoring rail access into the Port of Liberty. An abandoned rail spur already extends across U.S. Highway 90 toward the port site, and reconnecting this rail infrastructure would create a critical multimodal link tying river, rail, and highway freight together. This may require new alignments or connections, potentially from the east, and should be advanced through project development funding. 7. Investment in the Port of Liberty and Trinity River navigation supports regional freight mobility, enhances resilience across the freight network, and offers a way to expand capacity without further overburdening Port Houston. The TIP should prioritize project development and construction funding to advance dredging, rail access, and roadway improvements that also support the Port of Liberty and how we can make meaningful progress towards freight movement on the Trinity River.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities.
1043	Trinity River Authority of Texas	Liberty County	Port of Liberty	1. More funding is needed for roadways in the east and northeast area of our region to support freight mobility and protect our local communities. 2. More funding is needed for project development (environmental and schematic phase) and design for projects, specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3. More funding is needed for the heavy freight corridors, like SH 225 and I-610 East. 4. The Transportation Improvement Program (TIP) does not adequately address freight infrastructure needs along the Trinity River corridor. The 2027–2030 TIP should place greater emphasis on freight and multimodal investments along the Trinity River, including the revitalization of the Port of Liberty. While smaller in scale than coastal ports, the Port of Liberty has a strategically important inland location that positions it to support regional freight movement and improve system redundancy. 5. Funding is needed to dredge the lower Trinity River to enable shallow-draft navigation and allow barge traffic to reach the City of Liberty. An active Port of Liberty would complement—not compete with—Port Houston by diverting appropriate freight to inland barge service, helping reduce congestion, roadway wear, and emissions in the Houston Ship Channel area. This would also improve overall system resilience while supporting economic activity in Liberty County and surrounding areas. 6. There is also a need for restoring rail access into the Port of Liberty. An abandoned rail spur already extends across U.S. Highway 90 toward the port site, and reconnecting this rail infrastructure would create a critical multimodal link tying river, rail, and highway freight together. This may require new alignments or connections, potentially from the east, and should be advanced through project development funding. 7. Investment in the Port of Liberty and Trinity River navigation supports regional freight mobility, enhances resilience across the freight network, and offers a way to expand capacity without further overburdening Port Houston. The TIP should prioritize project development and construction funding to advance dredging, rail access, and roadway improvements that also support the Port of Liberty and how we can make meaningful progress towards freight movement on the Trinity River.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities.
1011		Montgomery County	18958	The purpose of this project according to Precinct 2 commissioner Charlie Riley is to provide a bypass around the intersection of FM 1488, 1774 and the Union Pacific rail line but FM 249 already provides one. Years ago when this plan was originally designed, Magnolia was physically much smaller, far less populous and FM 249 didn't extend past Tomball. Bypasses are typically situated much farther from the congestion they are intended to skirt than this one will be. The Magnolia Relief Route will originate on the western side of town roughly 4 miles from the 1488/1774/UP intersection and terminate at FM 249 approximately 3 miles from that point on the east. In comparison, FM 336 encircles the city of Conroe between 9 and 10 miles from the center of town. I have a Bachelor's degree in Urban/Regional Planning and this is a bad plan. It is antiquated, redundant, and should be redesigned. I am opposed to it as an impacted landowner, but also as a tax paying resident of Montgomery county who strongly believes that the project will be obsolete by the time it is completed if it isn't already.	Thank you for your input on the Houston-Galveston Area Council's 2027-30 Transportation Improvement Program (TIP). The Magnolia Relief Route is being performed as a partnership between Montgomery County and the Texas Department of Transportation. The project is included in the Regional Transportation Plan and the right of way phase of the project is included in the 2027-30 TIP. The Transportation Policy Council has funded construction of the project in FY 2034. The purpose of the project is to provide a relief route for FM 1488, reduce traffic congestion in the town center, help to improve safety by separating through movements from local traffic, improve freight reliability, provide faster travel time, and create economic development opportunities.

ID	Organization	Location	Project	Comment	Response
1009		North Harris County	FM 2920 West of Cypress Rosehill Rd to US 290	The TxDot Project tracker shows the portion of FM 2920 from US 290 to Becker Road will begin construction to add lanes and widen the highway within 4 years. This is not acceptable. Construction needs to start immediately due to traffic created by housing developments in the Hockley and Waller areas. Even worse, the tracker indicates the section between Becker road and Cypress Rosehill road to begin construction to add lanes and widen the highway within 5-10 years. This is an insanely bad schedule as the traffic is already bumper to bumper in the evenings. Who do I need to contact in order to get these project construction schedules moved to next week?	Thank you for your comment on the proposed improvements to FM 2920 from US 290 to Becker Road as part of the Houston-Galveston Area Council’s 2027-30 Transportation Improvement Program. We appreciate your interest and share your concern regarding the tremendous growth that is happening in the northwest region of our service area. We will share your comment and information with the Texas Department of Transportation (TxDOT) – Houston District, the facility owner. We also encourage you to reach out directly to TxDOT to share your concern. You can go to txdot.gov and click “contact us.”
1044	BayTran	Liberty County	Not Provided	BayTran strongly supports increased investment in critical freight corridors, particularly in the east and northeast portions of the Houston-Galveston region. These areas are essential to regional and national economic performance yet remain underfunded relative to their importance. To effectively champion regional mobility and economic development, additional funding is needed for roadway capacity, safety, and resilience improvements that support freight movement while protecting adjacent communities. Corridors such as SH 225 and I-610 East are vital links in the regional freight network and require sustained investment to remain reliable and efficient. BayTran also emphasizes the importance of advancing the Pelican Island Bridge replacement, a critical connection supporting port operations, industrial activity, and national maritime interests. The existing bridge has exceeded its useful life and presents reliability and safety concerns, underscoring the need for timely investment in its replacement. Equally important is increased funding for project development—including environmental clearance, schematic, and design phases. Advancing projects in the east and northeast through these early stages is necessary to ensure they are construction-ready and can be included in future TIP cycles. Without this pipeline, critical infrastructure improvements will continue to lag behind demand. The Port Houston complex supports millions of jobs and generates nearly \$1 trillion in national economic impact, with the Houston Ship Channel contributing approximately 19% of Texas’ GDP. In addition, ports across BayTran’s service area, including Galveston Wharves, Port of Texas City, and Port Freeport—depend on a connected and efficient freight network. Strategic investment in freight mobility is essential to sustaining economic competitiveness, strengthening supply chains, and improving quality of life for surrounding communities.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC’s Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East.
1045	Port of Liberty	Liberty County	Not Provided	The following comments are submitted regarding the Draft 2027–2030 Transportation Improvement Program with a focus on enhancing regional freight redundancy, mobility, and economic resilience. As the Greater Houston region continues to lead the nation in trade and industrial growth, the East and Northeast subregions—particularly the Trinity River corridor and the Port of Liberty—represent a significant and underutilized opportunity to relieve pressure on the Houston Ship Channel while strengthening the State of Texas’ long-term competitive position against neighboring Gulf Coast regions and states. Strategic investment in multimodal freight infrastructure, roadway connectivity, rail restoration, and navigation improvements along the Trinity River corridor would improve system resilience, diversify freight movement options, support economic development, and reduce congestion impacts across the Greater Houston region. Stakeholder Comments: 1. Additional integration of regional transportation efforts and increased funding are needed for roadway infrastructure improvements in the eastern and northeastern portions of the region to support a sustainable and reliable freight network while protecting and strengthening the long-term economic development of local communities. 2. Additional funding and coordination are needed for project development activities—including environmental studies, schematic design, engineering, and freight simulation modeling—in the East and Northeast portions of the region to ensure that the next four-year TIP includes construction-ready projects serving these areas. 3. Increased investment is needed for major freight corridors such as SH 225 and I-610 East, as well as their integration with U.S. Highway 90 eastbound toward the Cities of Dayton and Liberty. Additional improvements should also include TX-146 southbound from Dayton toward I-10 and improvements to Liberty-Wallisville Road connecting toward I-10 to address both existing and future freight and traffic demands. 4. The Transportation Improvement Program should specifically address freight infrastructure needs along the Trinity River corridor. The 2027–2030 TIP should support the integration and development of multimodal and multipurpose freight projects along the Trinity River, including the restructuring and reactivation of the Port of Liberty. The Port of Liberty’s strategically important inland location positions it to support regional freight movement while improving overall system redundancy and resilience. 5. Increased collaboration and funding are needed to dredge the lower Trinity River to enable safe navigation and sustainable barge traffic access to the City of Liberty. Development of a multimodal Port of Liberty would complement Port Houston and broader Greater Houston regional growth by diverting significant freight traffic toward the northeast side of the region, thereby reducing congestion, roadway deterioration, and emissions throughout the Houston Ship Channel area and neighboring communities. Such investments would also strengthen regional and statewide economic resilience, support industrial growth in Liberty County and surrounding areas, and help prevent the loss of future trade opportunities, investment, and commercial activity to competing Gulf Coast states. 6. There is also a need to restore rail access into the Port of Liberty. An existing abandoned rail spur currently extends across U.S. Highway 90 toward the port site. Reestablishing this rail infrastructure would create a critical multimodal connection integrating river, rail, and highway freight transportation. This effort may require new alignments or eastern connections and should be advanced through project development and planning funding. 7. Investment in the Port of Liberty, Trinity River navigation improvements, and integration with the Greater Houston transportation network would enhance regional freight mobility, strengthen supply chain resilience, and expand the long-term freight capacity of both Greater Houston and the State of Texas. The TIP should prioritize coordination, project development, and funding necessary to advance dredging, rail restoration, roadway improvements, and commercially viable multimodal infrastructure projects throughout the corridor.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC’s Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities.

ID	Organization	Location	Project	Comment	Response
1046	Blue Group International LLC	Liberty County	Not Provided	Executive Summary: The following comments are submitted regarding the 2027–2030 Transportation Improvement Program (TIP) with a focus on enhancing regional freight redundancy and economic resilience. As the Greater Houston area continues to lead the nation in trade, the East and Northeast sub-regions—specifically the Trinity River corridor and the Port of Liberty—represent an untapped opportunity to alleviate pressure on the Houston Ship Channel while securing the State’s competitive advantage against neighboring regions." Comments: 1. Integration of the efforts and additional funding are needed for roadways in the east and northeast area of our region to support sustainable and reliable freight network and protect our local communities’ well diversified, sustainable economic development. 2. Integration of the efforts and additional funding are needed for project development (environmental and schematic phase), design for projects and simulation of the solutions specifically in the east and northeast, to ensure the next 4-year TIP includes construction projects in the east and northeast area of our region. 3. More funding, development and improvements are needed for the heavy freight corridors, like SH 225, I-610 East and their integration with U.S. Highway 90 Eastbound towards City of Dayton and City of Liberty and further developments on TX-146 Southbound from Dayton towards I-10 and Liberty Wallisville Road’s improvement towards I-10 to support existing and future traffic challenges. 4. The Transportation Improvement Program (TIP) should address freight infrastructure needs along the Trinity River corridor. The 2027–2030 TIP should focus on integration of freight and multimodal multipurpose project developments along the Trinity River, including the restructuring and reanimation of the Port of Liberty. Port of Liberty has a strategically important inland location that positions it to support regional freight movement and improve system redundancy. 5. More collaboration and funding are needed to dredge the lower Trinity River to enable safe navigation and sustainable barge traffic to reach the City of Liberty. Multimodal and multipurpose Port of Liberty would complement with Port Houston and developments in Greater Houston area by diverting significant freight traffic to Northeast side of the Greater Houston, to reduce congestion, roadway wear, and emissions not only in the Houston Ship Channel area but Greater Houston and neighboring cities. This would also improve overall system resilience while supporting economic activities in Liberty County, Greater Houston and State of Texas. And avoiding potential, revenue, investor, and client losses to neighboring States and turn around the trend. 6. There is also a need for restoring rail access into the Port of Liberty. An abandoned rail spur already extends across U.S. Highway 90 toward the port site, and reconnecting this rail infrastructure would create a critical multimodal link tying river, rail, and highway freight together. This may require new alignments or connections, potentially from the east, and should be advanced through project development funding. 7. Investment in the Port of Liberty and Trinity River navigation and integration of these efforts with Greater Houston communities supports regional freight mobility, enhances resilience across the trading activities, logistics network, and offers a way to expanding capacity of Greater Houston and State of Texas. The TIP should prioritize integration of these efforts within HGAC, project development and execution including funding to advance dredging, rail access, and roadway improvements for commercially and technically viable developments of the region.	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East. Staff will engage with the Port of Liberty to better understand their needs and provide information on how they can access H-GAC opportunities. We also anticipate including the City of Liberty in those meetings.
1047	Port of Houston	Liberty County	Not Provided	There are a lack of projects included in the TIP in the eastern and northeastern segment of H-GAC’s 8 county region. The projects in this area that are included in the TIP are SH 225 reconstruction (with ~\$70M of Category 4U funds), SH 225 Director Connectors (with ~\$30M of 3 RTR funds), I-10 (with ~\$780M of Category 12 funds), Jacinto Port/Seaboard Marine Terminals (with ~\$4M of Category 10 funds), Lynchburg Ferry (with ~\$8M of Categories 5 funds and ~\$24M of Category 3 funds) and a truck parking lot (with ~\$3M of Category 10 funds). The projects listed with Categories 2, 5, 7, 9 and 10 funds only account for approximately 2% of all Category 2, 5, 7, 9, and 10 funded projects in the 8 county region. Port Houston has concerns about the lack of projects in this area because of the high freight volumes mixed with community traffic in this area. We would like to continue working with H-GAC as well as TxDOT’s Houston District and Division Office to identify much needed funding for projects within the eastern and northeast area of our region. The SH 225 elevated managed lanes project from I-610 to SH 146 (as well as short- and long-term projects recommended for further analysis as identified in the Planning and Environmental Linkages [PEL] Study) is a priority for our region and would contribute to improved regional mobility within the 8 counties. I-610 E. (also from the PEL study) and SH 146 Direct Connectors at Bayport and Barbours Cut terminals are also critical for our regional mobility. Port Houston would like for H-GAC to consider funding these projects for the environmental/engineering phase in the near future to ensure these projects have a chance to get constructed before the anticipated doubling of freight traffic on these roads within the next 10 years. For a projects like SH 225 elevated managed lanes, the environmental/schematic phase will likely take (under current federal policies) 6-8 years to complete. Some detailed design, utility coordination and right-of-way acquisition could occur concurrent to the environmental/schematic phase; however, there would still likely be an additional 2-4 years with this phase after environmental/schematic phase. Construction would likely take 4 years. So this project could take anywhere from 12 – 16 years to be completed, which is 2-6 years past the date of which trucks would likely be doubled on the SH 225 corridor. Port Houston is contributing their own resources, time and money to conduct stakeholder engagement for the funded portions of SH 225 between I-610 and Beltway 8; however, that effort will only continue through Mid-2027. With appropriate funding, all 3 segments of SH 225 could align to conduct the 1st public meeting together at the same time in early 2028. However, in order to accomplish this, funding would need to be identified very soon. Port Houston will continue to work with H-GAC and TxDOT to try to identify funding to keep SH 225, I-610 and SH 146 Director Connectors at the top of the radar for future funding for the environmental/schematic phase in the Transportation Improvement Program (TIP). Over the next server years, TxDOT has a reduced budget (compared to previous years) for funding environmental/engineering phase for projects. With the reduced number of projects TxDOT is funding for the environmental/engineering phase, this could result in a future lack of projects to be ready for construction; which could result in high carryover balances for our region. We hope H-GAC will consider funding a good percentage of projects in the upcoming “calls for projects” for the environmental/engineering phase (including SH 225, I-610 and SH 146 Direct Connectors).	Thank you for your comment. H-GAC notes your desire for more funding across the East and Northeast parts of our region. Additionally, H-GAC continues to work on developing and maintaining a robust pipeline of projects as we move through new TIPs. Staff recommends consulting H-GAC's Regional Transportation Plan, which contains long-term projects throughout the region, including both SH 225 and I-610 East.