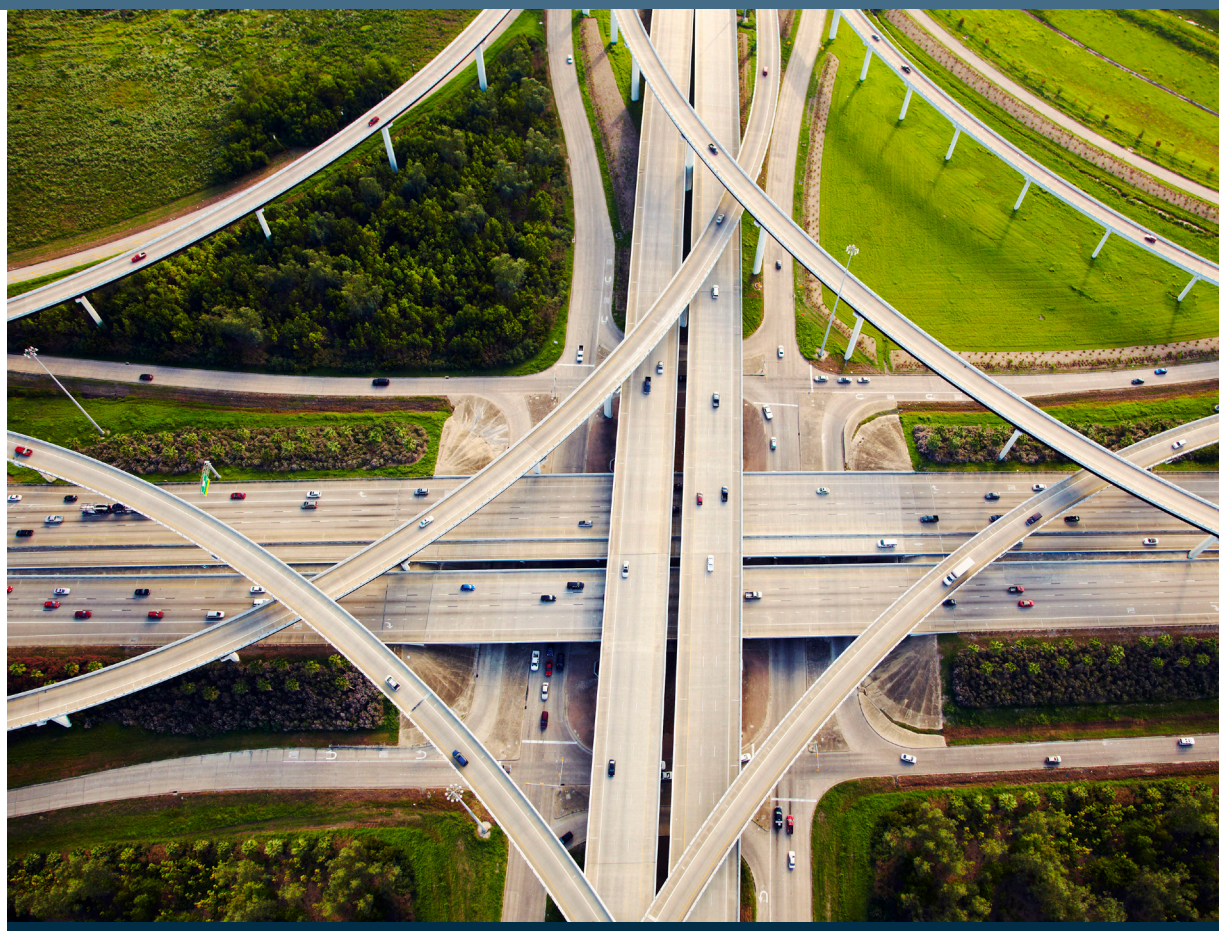
Appendix B.2
2025-2028 TIP

TRANSPORTATION IMPROVEMENT PROGRAM

Houston-Galveston Area Council

2025-2028 TIP









The 2025-2028 Transportation Improvement Program (TIP) is a multimodal program of transportation infrastructure and service improvements planned for implementation in the Houston Region over the next four years.

JUNE 2024

2025-2028 TRANSPORTION IMPROVEMENT PROGRAM (TIP)

FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA

PUBLIC COMMENT PERIOD:
March 25 – May 24, 2024

PUBLIC MEETING DATE:
April 3, 2024

Adoption by Transportation Policy Council
June 28, 2024

Publication Date
June 28, 2024

https://www.h-gac.com/transportation-improvement-program/2025-2028

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The TIP is developed in accordance with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule (23 CFR Part 450, 49 CFR Part 613) promulgated in the May 26 2016, Federal Register as required by the "**Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**" (SAFETEA-LU) Act and reaffirmed by both the "**Moving Ahead for Progress in the 21st Century**" (MAP-21) Act, and the "**Fixing America's Surface Transportation**" (FAST) Act, and the current transportation authorization, the **"Infrastructure Investment and Jobs Act"** (IIJA).

Prepared in cooperation with the Texas Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

The contents of this report reflect the views of the authors who are solely responsible for the opinions, findings, and conclusions presented therein. The contents of the report do not necessarily reflect the views or policies of the U.S. Department of Transportation, Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.

Resolution

NO. 2024-14

APPROVING THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA

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

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

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

WHEREAS, the 2025-2028 Transportation Improvement Program was developed in cooperation with the state and local governments, and local transit providers; and

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

WHEREAS, the 2025-2028 Transportation Improvement Program includes statewide project groupings developed in accordance with the Metropolitan Planning regulations and in cooperation with the Texas Department of Transportation; and

WHEREAS, the 2025-2028 Transportation Improvement Program includes a financial summary that demonstrates its compliance with federal regulations regarding financial constraint; and

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

WHEREAS, the 2025-2028 Transportation Improvement Program was developed from, and is consistent with the 2045 Regional Transportation Plan Update, as amended, and its air quality conformity determination received Federal Highway Administration concurrence in November 2023.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA, THAT THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM IS HEREBY APPROVED, AND THE MPO DIRECTOR IS

DIRECTED TO SUBMIT THE TIP TO THE TEXAS DEPARTMENT OF TRANSPORTATION FOR INCLUSION IN THE 2025-2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.

PASSED AND APPROVED this 28th day of June 2024, at a regularly called meeting of the Transportation Policy Council.

APPROVED:

Hon. Justin Beckendorff, Chairman
Transportation Policy Council

ATTEST:

Hon. Nancy Arnold, Secretary
Transportation Policy Council

TABLE OF CONTENTS

RESOLUTION No. 2024--14: APPROVAL OF THE 2025-2028 TIP iii

RESOLUTION No. 2024--15: TXDOT & MPO SELF-CERTIFICATION F-1

CHAPTER 1 — INTRODUCTION 1-0

CHAPTER 2 — FINANCIAL PLAN 2-0

Funding Summary 2-1

Key Sources of Funding 2-3

Federal-Aid Highway/Public Transportation Operations and Maintenance 2-4

Financial Summaries 2-7

CHAPTER 3 — HIGHWAY PROJECT LISTING - FEDERAL, STATE & LOCAL REGIONALLY SIGNIFICANT PROJECTS 3-0

Federal, State, and Local Regionally Significant Projects 3-1

Highway Project Listing 3-6

- Beaumont District Highway Projects 3-7
- Houston District Highway Projects 3-10

CHAPTER 4 — TRANSIT PROJECT LISTING – FEDERAL AND LOCAL TRANSIT PROJECTS 4-0

Public Transportation Overview 4-1

Transit Project Listing 4-8

APPENDICES

APPENDIX A — PUBLIC COMMENTS A-1

APPENDIX B — FEDERAL REGULATIONS COMPLIANCE & PERFORMANCE MEASURES B-1

APPENDIX C — STATUS OF MAJOR PROJECTS FROM 2023-2026 TIP C-1

Appendix D — PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT D-1

APPENDIX E — FEDERAL AND STATE FUNDING CATEGORIES E-1

APPENDIX F — MPO SELF-CERTIFICATION F-1

APPENDIX G — MPO DESIGNATION AGREEMENT 6-1

APPENDIX H — TRANSPORTATION CONFORMITY H-1

APPENDIX I — ACTIVE LETTERS OF NO PREJUDICE (LONP) I-1

Appendix J — TXDOT STATEWIDE PROGAM PROJECTS ..... J-I

Appendix K — TXDOT/MPO PLANNING AGREEMENT ..... K-I

LIST OF TABLES

Table 1-1 — PERFORMANCE MEASURES 1-10
Table 1-2 — TRANSIT PERFORMANCE MEASURES..... 1-11
Table 1-3 — FEDERAL REQUIREMENTS AND PLANNING FACTORS..... 1-13
Table 2-1 — HIGHWAY FINANCIAL SUNNARY..... 2-7
Table 2-2 — TRANSIT FINANCIAL SUMMARY..... 2-8
Table 3-1 — BEAUMONT DISTRICT HIGHWAY PROJECTS..... 3-6
Table 3-2 — HOUSTON DISTRICT HIGHWAY PROJECTS..... 3-8
Table 4-1 — TRANSIT PROJECT DESCRIPTIONS..... 4-8

LIST OF FIGURES

Figure 1-1 — POPULATION DISTRIBUTION IN THE H-GAC MPA..... 1-4
Figure 1-2 — THE HIERARCHY OF TRANSPORTATION PLANS 1-6
Figure 1-3 — THE TRANSPORTATION IMPROVEMENT PROGRAM 1-9
Figure 1-4 — 2045 RTP UDATE GOALS AND PERFORMANCE MEASURES 1-12
Figure 2-1 — PRIMARY SOUORCES OF FUNDING INFORMATION..... 2-1
Figure 2-2 — AVAILABLE FUNDING/AUTHORIZED FUNDING..... 2-2
Figure 2-3 — ALLOCATION OF FLEXIBLE FEDERAL/STATE FUNDS (AS PROGRAMMED)..... 2-2
Figure 3-1 — HIGHWAY PROJECT LISTING LEGEND 3-3
Figure 4-1 — TRANSIT PROJECT LISTING LEGEND..... 4-5

LIST OF MAPS

Map 1-1 — H-GAC REGION SHOWING THE EIGHT MPA COUNTIES..... 1-3

Chapter 1
Introduction

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Chapter 1 — Introduction

PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Each Metropolitan Planning Organization is required to develop a Transportation Improvement Program (TIP), which is a staged, four-year program of surface transportation projects that are either proposed for federal funding or for which federal approval is required, along with the list of regionally significant projects to be implemented with non-federal funds. The TIP is mandated by federal transportation legislation, currently the "Infrastructure Investment and Jobs Act" (IIJA), and provides assurance that the federally supported transportation system is being adequately operated and maintained nationwide. Inclusion in the TIP is a major milestone in the project development process as it indicates there is regional consensus on the value of a project and approval for it to receive federal funding. Although the TIP covers four years of project programming, the schedule of projects is updated every two years, in coordination with the federal fiscal calendar.

The TIP contains a detailed description of every included project, documents the costs at each project phase, and is financially constrained for each program year. Since it is designed to implement the goals, strategies, and priorities of the approved long-range transportation plan, the TIP must be consistent with the Regional Transportation Plan (RTP). Moreover, when a planning region is designated a "non-attainment" or a "maintenance" area under the federal air quality standards, the TIP must meet the requirements of the Clean Air Act by conforming to the State Implementation Plan (SIP) to reduce pollution.

Inclusion within the TIP document is not a guarantee that a project will be implemented because unanticipated obstacles may affect funding, impact project readiness, or upset sponsorship arrangements. The TIP is not a final project implementation schedule as federal regulations permit amendments to the document after it has been adopted in order to add new projects, delete dormant projects, or to advance or delay projects in the schedule as circumstances necessitate.

The 2025 - 2028 TIP was developed by the Houston-Galveston Area Council (H-GAC) in cooperation with the Texas Department of Transportation (TxDOT), local government entities, and local transportation agencies. The multi-year/multimodal project list is the product of a comprehensive, cooperative, and continuing regional transportation planning process and consists of projects identified as priorities for the Houston-Galveston metropolitan region.



Map 1-1: H-GAC Region showing the Eight MPA Counties

THE PLANNING REGION

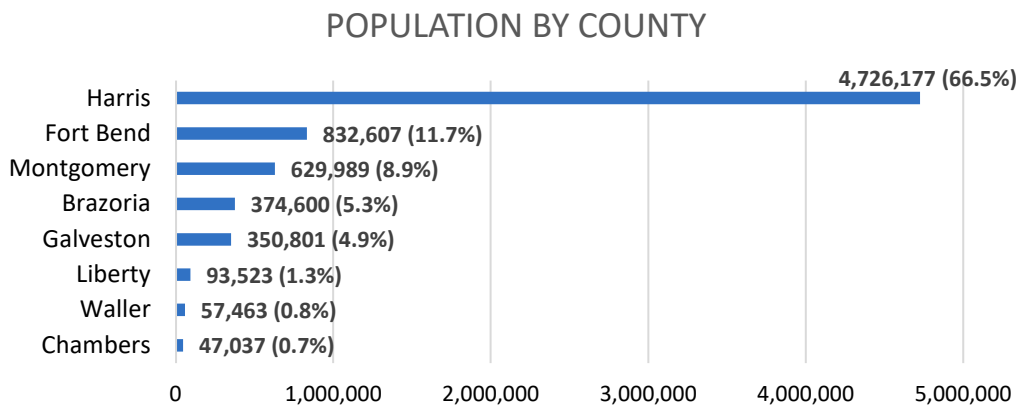
Federal law requires states to establish a Metropolitan Planning Organization (MPO) for urbanized areas that have 50,000 or more residents. In 1974, the Houston-Galveston Area Council (H-GAC) was designated as the MPO for the eight-county Metropolitan Planning Area (MPA) that consists of Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller Counties; covering approximately 8,800 square miles, an area slightly larger than the State of New Jersey (Map 1-1). As the MPO, H-GAC coordinates the transportation planning activities within the MPA and determines, through its policy board, the Transportation Policy Council, how federal transportation dollars are spent.

The U.S. Secretary of Transportation has also designated the Houston and Conroe-The Woodlands Urbanized areas (UZAs) as a Transportation Management Areas (TMA) within the H-GAC eight-county planning area. To qualify for designation as a TMA, an urbanized area must have a population of 200,000 or more residents (Figure 1-1).

This region is home to an ethnically diverse population of over 7.1 million residents. With a growth rate of nearly 20% over ten years, Houston has become one of the fastest-growing metropolitan areas in the United States. Several factors have contributed to this growth, including a strong job market, affordable cost of living, and a diverse economy with significant contributions from the energy, healthcare, and technology sectors. The region's overall population is increasing by about 100,000 new residents annually.

Like the population, the mobility needs within the planning region are vast and diverse. The funding commitments documented in the 2025 - 2028 TIP respond to the regional aspiration for a safe, efficient, and reliable multimodal transportation system for its residents.

Figure 1-1: Population Distribution in the H-GAC MPA



Source: US Census Bureau, 2019-2022 American Community Survey 5-Year Estimates

RELATIONSHIP TO THE TRANSPORTATION PLANNING PROCESS

Serving as the MPO for the Houston-Galveston planning area, H-GAC is responsible for preparing and maintaining three key elements of the regional transportation planning program: (1) The Regional Transportation Plan (RTP), (2) the MPO Ten Year Plan, and (3) the Transportation Improvement Program (TIP). These three programs correspond respectively to the long-term regional planning vision, the intermediate-term planning guide, and the detailed short-term transportation programming schedule. Federal regulations moreover require MPOs with population 200,00 or more (TMAs) to implement a Congestion Management Process (CMP) in conjunction with their transportation planning activities. Because the Environmental Protection Agency (EPA) has designated the Houston-Galveston-Brazoria (HGB) area a non-attainment area for the pollutant Ozone under the National Ambient Air Quality Standards (NAAQS), the MPO must coordinate its transportation planning process with the process of developing transportation control measures designed to bring the region into attainment.

The 2025 - 2028 TIP maintains consistency with the following transportation planning documents:

- 2045 RTP Update – The H-GAC long-range Regional Transportation Plan
- H-GAC Ten-Year Plan
- TxDOT Unified Transportation Program (UTP)
- TxDOT Statewide Transportation Improvement Plan (STIP)

These planning documents and programs are briefly described below.

THE 2045 RTP Update

The long-range transportation plan "2045 RTP Update" is the defining expression of the regional vision for the future transportation system for the Houston-Galveston metropolitan area and serves as a guide for the expenditure of state and federal funds through the year 2045. The 2045 RTP Update is the product of a cooperative effort between H-GAC, local governments, TxDOT, transit operators, representatives of transportation providers, and the general public, and is required to be updated at least once every four years. Considering that the TIP is meant to implement the goals, strategies, and priorities expressed in the long-range plan, the project programming in the TIP is consistent with the first four years of the 2045 RTP Update.

The long-range plan evaluates the existing transportation system and defines a set of regional goals to improve the system and implementation strategies for achieving the goals. The 2045 RTP Update vision statement articulates an aspiration for a safe, resilient, equitable, and reliable multimodal transportation system that contributes to a livable region. In developing the 2045 RTP Update, H-GAC hosted over 17 public meetings (in person and virtual) providing interested stakeholders with an opportunity to participate in the plan development process. Public

comments were received over the course of the 2045 RTP Update development process. These comments helped to inform the decisions that shaped the final plan. The 2045 RTP Update was approved and adopted by the H-GAC Transportation Policy Council (TPC) on April 28, 2023. The next RTP plan update is due in 2027.

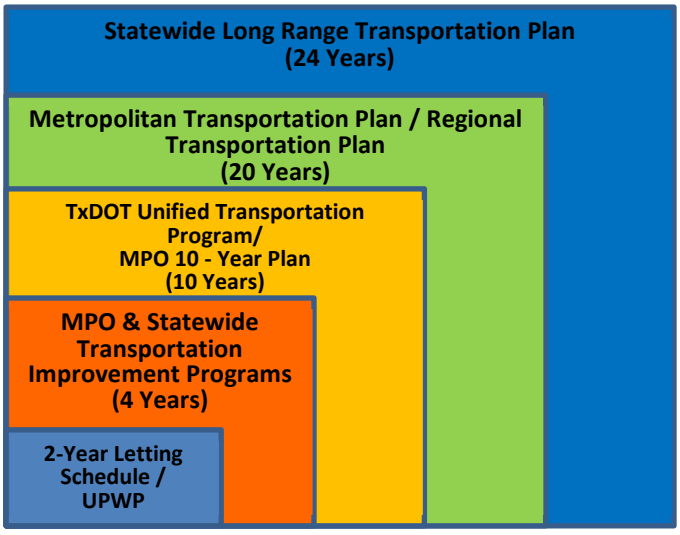
THE MPO 10-YEAR PLAN

In accordance with House Bill (HB) 20, passed by the 84th Texas legislature in 2015, every MPO must develop a 10-year plan to specify how the transportation funding allocated to the Metropolitan Planning Area will be utilized. The 10-year transportation plan is consistent with and prioritizes projects from the RTP while the first 4 years of the plan must be consistent with the Statewide Transportation Improvement Program (STIP) and the H-GAC TIP. As directed by HB 20, the 10-year plan must consider and address congestion, safety, the effect of a project on economic development opportunities for area residents, available funding, air quality, and the project's impact on underserved communities.

TxDOT UNIFIED TRANSPORTATION PROGRAM (UTP)

The Unified Transportation Program (UTP) is TxDOT's 10-year planning document and guides the planning, development, and construction of a multimodal list of transportation projects that involve the highways, aviation, public transportation and waterways and coastal waters within each TxDOT district. The Houston-Galveston metropolitan region includes counties from two TxDOT district offices – Houston and Beaumont. The UTP is developed annually in accordance with the Texas Administrative Code (TAC § 16.105) and is used as a guideline for programming projects in the Statewide Transportation Improvement Program (STIP). In developing the UTP, TxDOT collaborates with local governments, local transportation entities and public transportation operators. The UTP is approved by the Texas Transportation Commission (TTC). Projects in the UTP have TTC authorization for preliminary engineering work, environmental analysis, right-of-way acquisition, and design.

Figure 1-2: The Hierarchy of Transportation Plans



The UTP is an intermediate programming document that links the planning activities of the Statewide Long-Range Transportation Plan (SLRTP) and Metropolitan Transportation Plans with the detailed programming activities of the STIP and TxDOT's two-year letting schedule. Figure 1-2 portrays the hierarchy of regionwide transportation plan documents and how they relate to one another. State regulations require the UTP to be financially constrained based on reasonably expected funding

revenues. While the UTP is a critical tool in guiding transportation project development within the long-term planning context, it is not a budget, nor does it constitute a guarantee that a listed project will be built. As projects move closer to construction or implementation, they advance from the UTP into the Statewide Transportation Improvement Program (STIP).

TxDOT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is TxDOT's four-year capital improvement program that fulfils federal (23 USC 135 and 23 CFR 450.218) and state (43 TAC 16.103) planning requirements. The STIP incorporates all the Rural Transportation Improvement Programs (RTIP) and the MPO Transportation Improvement Programs (TIP) statewide and presents the four-year list of transportation projects and services to be constructed or implemented within the entire state of Texas. A federally approved STIP is required for projects to be eligible for federal funding under Title 23 USC and Title 49 USC, Chapter 53. Similarly, projects in the MPO TIP must be programmed into the STIP to be eligible for federal funding.

The STIP identifies projects, programs, and services that are within four years of being constructed or implemented to meet the transportation needs identified during the transportation planning process. The STIP must be both fiscally constrained and consistent with the SLRTP. The development of the STIP includes a statewide public involvement process which culminates in a public hearing in Austin before the STIP is approved and adopted by the Texas Transportation Commission. Once adopted by the Commission, the STIP must then be approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

MANAGEMENT SYSTEMS

The Houston metropolitan area ranks as one of the most congested urban areas in the United States. According to the Texas A&M Transportation Institute (TTI), the Houston metropolitan area contains the single most congested roadway within the state of Texas and six of the top ten most congested roadways in the state. All metropolitan areas with populations greater than 20,000 residents, like the greater Houston region, are required to develop and implement a Congestion Management Process (CMP). The CMP is a systematic method for (1) identifying roadways in the region that are chronically congested and determining the causes, (2) applying a range of congestion mitigation strategies to improve system performance and reliability, and (3) conducting a periodic assessment to evaluate the effectiveness of the selected strategies and to guide recommendations for future solutions to the congestion problem. The strategies typically employed to reduce congestion through the CMP generally focus on improving traffic operations, managing travel demand, and when necessary, adding to roadway capacity.

The CMP is an integral part of the metropolitan transportation planning process and provides important input to the RTP development process and the programming of the TIP. For instance,

the CMP analysis directly benefits the TIP when it generates system performance information that informs the evaluation of projects being considered for inclusion in the TIP. The system performance information also guides the selection of locations for corridor studies or roadway segments in need of detailed analysis, while the robust modeling tools incorporated in the CMP analyses can help to assess the effectiveness of strategies proposed to manage regional congestion.

TIP FUNDING AND PROJECT SELECTION

Although many critical transportation needs are identified in the RTP, they cannot all be implemented at once because funding is limited. The transportation project selection and approval process involves shared decision-making. The Transportation Policy Council (TPC) serves as the policy-making body for the MPO and has primary responsibility for directing project selection under the following funding categories:

- Category 2 – Metropolitan and Urban Corridor Projects
- Category 5 - Congestion Mitigation and Air Quality (CMAQ)
- Category 7 – Surface Transportation Block Grant (STBG) Program, and
- Category 9 – Transportation Alternatives Set-Aside Program (TASA)
- Category 10 – Carbon Reduction Program (CRP)

These funding categories have specific eligibility requirements defined in the federal regulatory code.

The TPC approves all projects that are included in the TIP. Some projects are however developed and selected in other forums and subsequently added to the TIP. As an example, the Texas Transportation Commission selects major mobility, maintenance, rehabilitation, and safety projects on the state highway system. The Commission also selects bridge program projects, both on and off the state system. In addition, the state administers the region's transit funding programs except within the Houston, Conroe, and The Woodlands Urbanized Areas (UZA). H-GAC facilitates discussions between the local transit agencies on the division of federal funds allocated to the UZAs.

Figure 1-3: The Transportation Improvement Program (TIP)



PERFORMANCE-BASED PLANNING AND PROGRAMMING

PERFORMANCE MEASURES

The objective of Transportation Performance Management is to focus federal funds on the achievement of national goals, increase accountability and transparency, and improve investment decision-making through performance-based planning and programming of transportation projects. The federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA) requires the establishment of goals for which Metropolitan Planning Organizations, and state Departments of Transportation, are required to set targets and to report on progress towards achieving those targets for numerous federal performance measures. H-GAC is responsible for these measures in key performance areas such as Safety, Pavement and Bridges, Reliability, Congestion, Air Quality, Transit Asset Management, and Public Transportation Safety Plans. Table 1-1 and Table 1-2 below list the specific measures in various performance areas for the transportation system for both highways and transit. A comprehensive report of H-GAC's baseline conditions and targets for all performance areas is available in **Appendix B** of this document.

Table 1-1: Performance Measures

Category	Performance Measure	Applicability	Reporting Frequency
Safety	Number of fatalities	All public roads	Annually
	Rate of fatalities		
	Number of serious injuries		
	Rate of serious injuries		
	Number of non-motorized fatalities and serious injuries		
Pavement and Bridge Condition	Percentage of pavements of the Interstate System in Good condition	Interstate System	Biennially with four-year performance periods
	Percentage of pavements of the Interstate System in Poor condition		
	Percentage of pavements of the non-Interstate NHS in Good condition	Non-Interstate NHS	
	Percentage of pavements of the non-Interstate NHS in Poor condition		
	Percentage of NHS bridges classified in Good condition	National Highway System (NHS)	
	Percentage of NHS bridges classified in Poor condition		
System Performance	Percent of the person-miles traveled on the Interstate that are reliable (Level of Travel Time Reliability)	Interstate System	Biennially with four-year performance periods
	Percent of the person-miles traveled on the Non-Interstate NHS that are reliable (Level of Travel Time Reliability)	Non-Interstate NHS	
	Truck Travel Time Reliability (TTTR) Index	Interstate System	
	Annual Hours of Peak Hour Excessive Delay Per Capita	National Highway System	
	Percent of Trips with Non-Single Occupant Vehicles	Urbanized area	
	Total Emission Reductions	Urbanized area	

Table 1-2: Transit Performance Measures

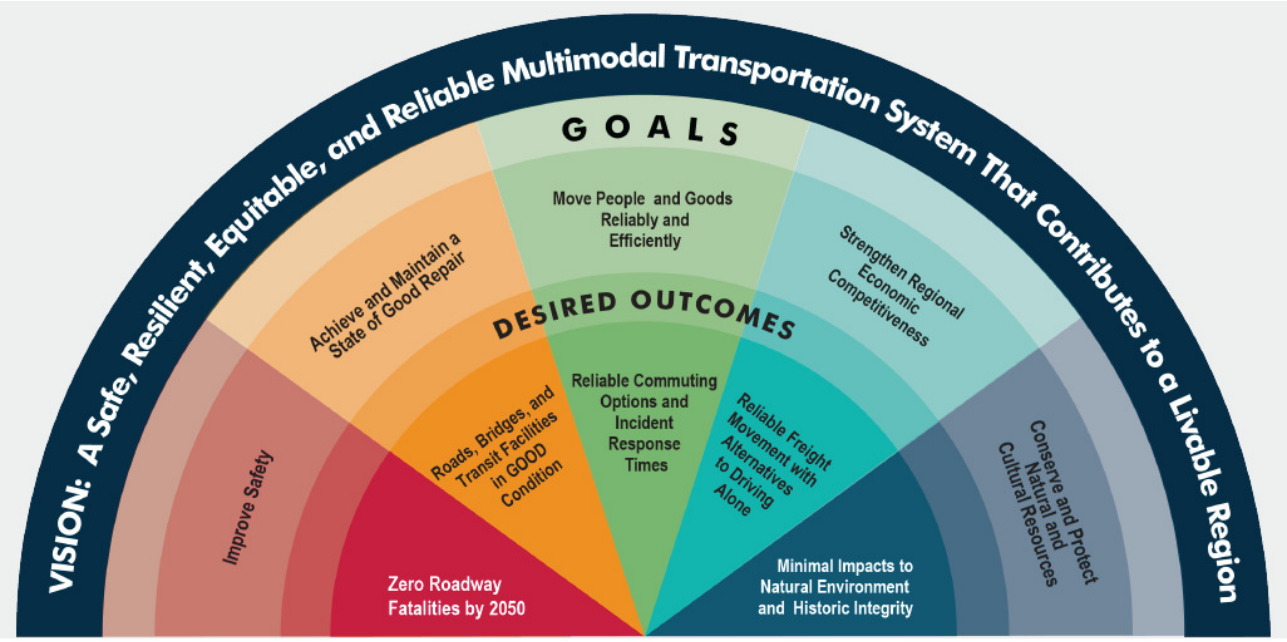
Category	Performance Measure	Applicability	Reporting Frequency
Transit Asset Management	Rolling Stock - percentage of revenue vehicles that exceed their Useful Life Benchmark	Region's transit providers who are recipients and subrecipients of federal transit assistance & H-GAC	Annually
	Equipment - percentage of non-revenue service vehicles that exceed their Useful Life Benchmark		
	Facilities - percentage of facilities with a condition rating below 3 on the Transit Economic Requirements Model Scale		
	Infrastructure - percentage of rail track segments that have performance restrictions	METRO	
Transit Safety	Fatalities - total amount and rate of fatalities per total vehicle revenue miles	Region's transit providers who are recipients and subrecipients of federal transit assistance & H-GAC	Annually
	Injuries - total amount and rate of injuries per total vehicle revenue miles		
	Safety Event - total amount and rate of safety events per total vehicle revenue miles		
	System Reliability (State of Good Repair) – mean distance between major mechanical failures		

The 2025 – 2028 TIP continues to build upon the goals and strategies articulated in the 2045 RTP Update. The performance measures included in the 2045 RTP Update were crafted in accordance with the Infrastructure Investment and Jobs Act (IIJA). The 2025 - 2028 TIP utilizes the progress already achieved to support decisions on transportation investment aligned with the following goals:

1. Improve Safety
2. Achieve/Maintain a State of Good Repair
3. Move People and Goods Reliably and Efficiently
4. Strengthen Regional Economic Competitiveness
5. Conserve and Protect Natural and Cultural Resources

The project selection process utilized during development of the 2025 - 2028 TIP assessed major investment-level applications based on the 2045 RTP Update's five goals and performance measures. By incorporating 2045 RTP Update goals into short-range programming activity, the performance measures have achieved a strong correlation between the region's vision for the future and the investments made today.

Figure 1-4: 2045 RTP Update Goals and Performance Measures



PLANNING FACTORS

The Infrastructure Investment and Jobs Act (IIJA) requires the inclusion of several new planning factors such as consideration of intercity bus connections, transit asset management, resiliency, and federally required performance targets. H-GAC adopted performance measure targets with the performance-based planning process within the time limit given by the FHWA. As a data clearinghouse, H-GAC will provide regional data to the Texas Department of Transportation when updates become available. A comprehensive report of how H-GAC is addressing Planning Factors is in **Appendix B** of this document. The summary of the Planning Factors and their compliance are identified in Table 1-3 below.

Table 1-3: Transit Performance Measures (Planning Factors)

Federal Requirement	Federal Provision	Issues Addressed in 2025-2028 TIP	Where Addressed
Public Participation	23 CFR 450.316(a)	H-GAC's Public Participation Plan (PPP) was amended in 2021 to expand the list of stakeholders to be engaged in transportation planning process.	Public Participation Plan https://www.h-gac.com/getmedia/c2c69e23-f792-4b0d-8108-cc58bd220630/h-gac-public-participation-plan.pdf
Memorandum of Understanding	23 CFR 40.314(h)	The Memorandum of Understanding was executed between H-GAC, TxDOT and the region's transit providers.	Memorandum of Understanding http://www.h-gac.com/transportation-policy-council/meeting-agendas/documents/2018/may/ITEM-09-Interagency-MOU.pdf
Consultation and Cooperation	23 CFR 450.316(b)	2025 - 2028 TIP was developed with continued consultation and cooperation with state and local officials and takes into consideration the planning activities of other agencies and organizations within the MPO region.	• Public Participation Plan • Disaster Preparedness • Travel and Tourism (Appendix B)
Resiliency and Reliability	23 CFR 450.306(a)(9)	2025 - 2028 TIP incorporates an assessment of the vulnerability of transportation assets to extreme weather events and identifies initiatives to improve resiliency and increase the reliability of the regional transportation system.	• Resiliency and Reliability (Appendix B)
Stormwater Impacts	23 CFR 450.306(a)(9)	2025 - 2028 TIP identifies roadways susceptible to impact by stormwater and includes a choice of projects and strategies aimed at mitigating these impacts.	• Resiliency and Reliability (Appendix B)
Disaster Preparedness	23 CFR 450.316(b)	2025 - 2028 TIP identifies local emergency management operations serving the Houston-Galveston metropolitan region, details the designated hurricane evacuation routes and the Zip-Zone map.	• Disaster Preparedness (Appendix B)
Travel and Tourism	23 CFR 450.306(a)(10)	2025 - 2028 TIP includes a review of opportunities to engage in recreational travel and tourism in the planning region and considers strategies to promote growth in this transportation sector.	• Travel and Tourism • Public Participation Plan (Appendix B)

Federal Requirement	Federal Provision	Issues Addressed in 2025-2028 TIP	Where Addressed
Intercity Buses	23 CFR 450.216(b) & 23 CFR 324(f)(2)	2025 - 2028 TIP examines the existing intercity bus services in the region and identifies opportunities to expand these services and grow additional routes and operations.	• Intercity Buses (Appendix B)
Performance Measures	23 CFR 450.324(f)(3)	2025 - 2028 TIP includes the federal performance measures linked to the vision, goals, and project prioritization, establishes targets and documents the condition and performance of the transportation system.	• Performance Measures System Evaluation Report (Appendix B)

AIR QUALITY

Air quality is influenced by many factors including topography, weather conditions, and human activities such as agriculture, industry and manufacturing, domestic consumption, and transportation. Because transportation sources contribute significantly to air pollution, the Clean Air Act (CAA) identifies actions that must be taken by states and MPOs to reduce vehicular emissions.

The U.S. Environmental Protection Agency (EPA) has designated the 8-county Houston-Galveston-Brazoria region as a nonattainment area for ground-level ozone. While transportation is not the region's sole source of ozone precursor pollutants, it does constitute a portion of these pollutants. Due to this, continued reductions of pollutants from on-road vehicles are an essential part of H-GAC's efforts to help the region attain clean air standards. Consequently, it is the MPO's role in air quality planning to assess the impact of planned transportation projects on air quality and to identify programs and projects that will help reduce emissions.

The 2045 RTP Update and the 2025 - 2028 TIP are required to conform to emissions limits established by the Texas Commission on Environmental Quality (TCEQ) and approved by the EPA. The CAA requires TCEQ to develop and submit a document called a State Implementation Plan (SIP) to show how the state will meet the National Ambient Air Quality Standards (NAAQS) for ozone. These limits are then applied to MPO-funded activities within the region through the conformity and TIP development processes. To this end, the 2025 – 2028 TIP relies on demonstration of air quality conformity approved on November 1, 2023 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Conformity determination is made using motor vehicles emissions budgets for the ozone precursors nitrogen oxides (NOx) and

volatile organic compounds (VOCs) that were developed for the Houston-Galveston-Brazoria Attainment Demonstration and Reasonable Further Progress State Implementation Plan Revision for the 2008 8-Hour Ozone Standard (SIP). Further detail on the current conformity analysis is available on H-GAC's website at http://www.h-gac.com/transportation-conformity.

PUBLIC INVOLVEMENT AND THE TIP

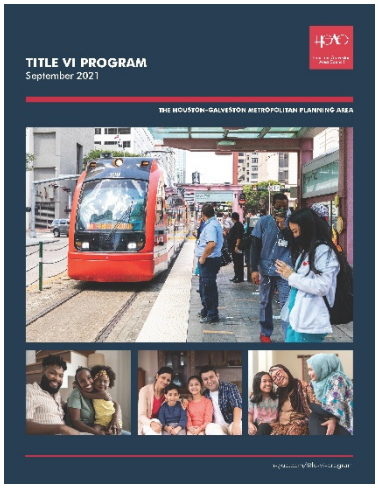
In accordance with federal regulations, the Houston-Galveston Area Council implements a robust citizen engagement process in the development of the regional Transportation Improvement Program. Continuous public involvement is required in the transportation planning and project implementation process. While citizen engagement efforts serve to keep the public informed about transportation plans and initiatives, they also offer the public an opportunity to provide comments about planning proposals and thereby contribute to the planning decision making process. Requesting and including the various perspectives from the large and culturally diverse population of the Houston metropolitan region is key to creating plans that better represent and serve all the residents.

NON-DISCRIMINATION PROCTECTIONS

H-GAC is guided by the federal non-discrimination mandates of Title VI of the Civil Rights Act of 1964, the Presidential Executive Orders 12898 (Environmental Justice), 13166 (Limited English Proficiency), and 13985 (Advancing Racial Equity), and several other related civil rights laws and regulations. Following these laws and their implementing regulations, the agency continually strives to execute and maintain a transparent, inclusive, and equitable planning process.

- **TITLE VI of the Civil Rights Act of 1964**

  Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d, *et seq*) requires organizations that receive federal financial assistance to ensure that their programs are operating free of discriminatory practices. Section 601 of Title VI states: "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance." The purpose of Title VI is to ensure that public funds are not spent in a way that supports or results in discrimination.



Since they receive federal funding through the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), or the Federal Aviation Administration (FAA), Title VI principles of equity and inclusion apply to the transportation programs and activities of all Metropolitan Planning Organizations. H-GAC's TIP development process encourages participation by all residents of the planning region, including members of the traditionally underserved and disadvantaged communities. Information about H-GAC's Title VI Program may be obtained at: https://www.h-gac.com/title-vi-program.

- **Environmental Justice**

Environmental Justice (EJ) is an integral part of the Title VI Program and calls for "fair treatment and meaningful involvement" for all people regardless of their race, color, national origin, or social class. Within the framework of transportation planning, fair treatment means that no group of people, particularly members of the minority population or low-income communities, should be made to bear a disproportionate share of the negative impacts of public investment, but should rather be able to enjoy an equitable share of the benefits of federal transportation expenditure.

Meaningful involvement involves engaging the public early and often and ensuring that individuals and communities have an equitable voice in the decision-making process that may affect their lives and environment. The rationale for inclusive planning is that it can help to avoid costly delays in project implementation and may proactively prevent potentially disruptive complaints or even litigation from impacted community members.

- **Executive Order 13166**



Titled "*Improving Access to Services for Persons with Limited English Proficiency*," Executive Order 13166 instructs federal agencies and their recipients to develop and implement a system which ensures that individuals who are not proficient in the English language can have meaningful access to their programs and activities. H-GAC's public engagement procedure includes a language assistance service designed to improve access for non-English speakers who wish to participate in the agency's transportation programs, activities, and services.

H-GAC's Language Access Plan (LAP) outlines the demographic basis for establishing a language assistance program and specifies what language assistance services will be offered the public and how they will be provided. The LAP also informs the

public on the procedures for requesting an offered language assistance service. Details of H-GAC's overall public involvement process may be obtained from the Public Participation Plan which is available at: https://www.h-gac.com/transportation-public-outreach/public-participation-plan.

Chapter 2
Financial Plan

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Chapter 2 — Financial Plan

The 2025-2028 TIP contains cost estimates for roadway, transit, freight, bike/pedestrian, air quality, safety, and other transportation investments to be implemented in the 8-county Houston-Galveston metropolitan planning area over a four-year period. Projects include those selected by H-GAC's Transportation Policy Council using federal and state funds sub-allocated to the region, projects selected by the Texas Transportation Commission and listed in TxDOT's 2024 Unified Transportation Plan (UTP) for the years covered by the TIP, as well as projects submitted by transit agencies based on their anticipated 2025-2028 grant applications.

Current law requires that the MPO identify all sources of funding that can be reasonably assumed to be available for programming. The following matrix identifies the sources of funding information used in the 2025-2028 TIP:

Figure 2-1: Primary Sources of Funding Information

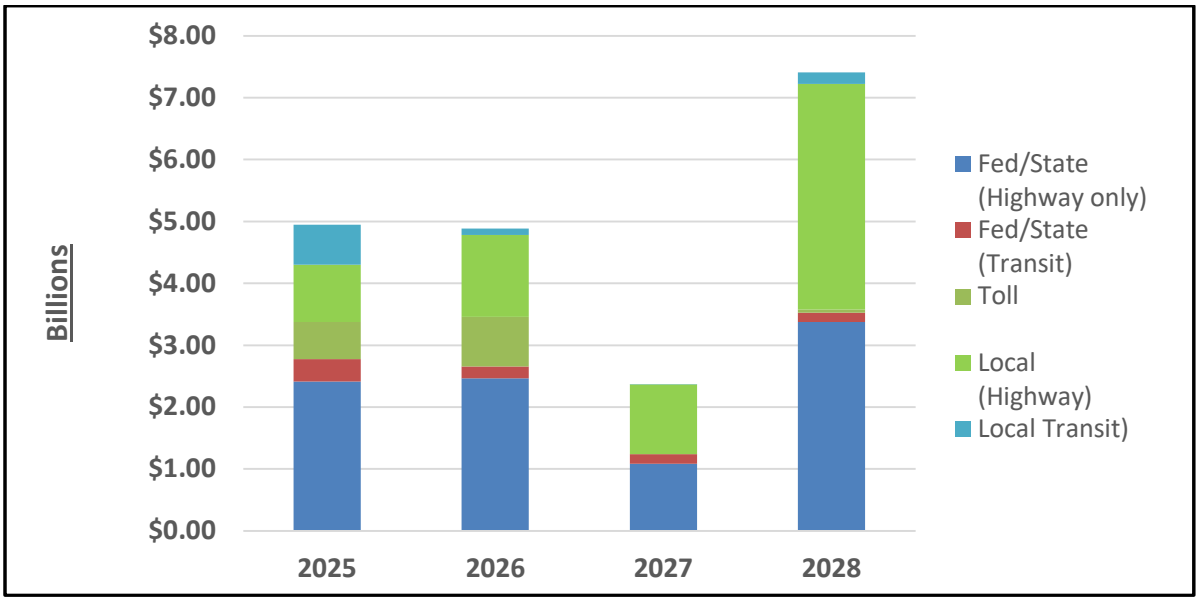
<table>
<tr><th></th><th>Highway Programs</th><th>Transit Programs</th></tr>
<tr><td>Federal</td><td rowspan="2">2024 UTP</td><td>Recent FTA Apportionments/Discretionary Allocations</td></tr>
<tr><td>State</td><td>2024 UTP</td></tr>
<tr><td>Local/Private</td><td colspan="2">Local Transportation Entities (e.g. City of Houston, HCTRA, METRO)</td></tr>
</table>

FUNDING SUMMARY

AVAILABLE FUNDING

The 2025-2028 TIP reflects approximately $20.9 billion of transportation investment through federal and state sources and on regionally significant projects using local funding and project revenues (tolls).

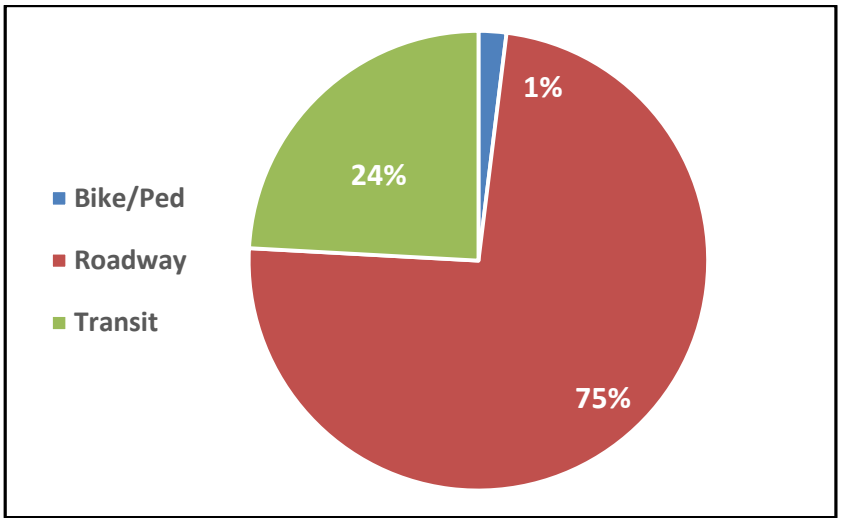
Figure 2-2: Available Funding/Authorized Funding



FLEXIBLE FEDERAL/STATE FUNDS

Approximately $1.9 billion from the federal and state funding (inclusive of required match), has been programmed by H-GAC using federal and state programs that can support a variety of transportation activities, including highway, transit and pedestrian-bicycle investments. Allocation of these flexible federal/state funds is guided by policy adopted by the Transportation Policy Council.

Figure 2-3: Allocation of Flexible Federal/State Funds (As Programmed)



KEY SOURCES OF FUNDING

FEDERAL PROGRAMS

The 2025-2028 TIP Financial Plan relies on the estimate of federal surface transportation programs at funding levels articulated in TxDOT's 2024 Unified Transportation Program, as well as recent FTA apportionments and reasonably anticipated discretionary allocations.

The current surface transportation Act "Infrastructure Investment and Jobs Act" includes five years of funding authorizations (2022-2026) and represents an increase in funding over previous FAST ACT funding levels.

Federal funds are sub allocated for MPO decision-making through the following programs:

- Surface Transportation Block Grant Program (referred to by the existing STBG acronym)
- Congestion Mitigation Air Quality Program (CMAQ)
- Transportation Alternatives Set-Aside (TASA – previously referred to as the Transportation Alternatives Program or "TAP")

Additional federal funds are administered by the state through statewide programs (e.g. Safety, Bridge, etc.), TxDOT District sub-allocations (Metropolitan Mobility [Category 2], Preventive Maintenance, District Discretionary) and discretionary awards made by the Texas Transportation Commission.

STATE PROGRAMS

The 2025-2028 TIP Financial Plan includes state funding from a variety of revenue sources and funding mechanisms, including voter-approved sources of state transportation funding such as Propositions 1 and 7. This funding is allocated through the various TxDOT funding categories (See **Appendix E**).

H-GAC has developed reasonable estimates of funding available under state programs using anticipated dedication levels and historical funding allocations. These amounts are detailed in Table 2-1.

PUBLIC-PRIVATE PARTNERSHIPS (PPPs)

Legislation passed by the 82nd Texas Legislature granted the Transportation Commission/TxDOT ("the State") authority to enter into public-private partnerships under comprehensive development agreements (CDAs). Through a CDA, the State may contract with another entity to deliver, operate and/or maintain any of the projects specified in the authorizing legislation. Within the H-GAC region, these projects are:

- SH 99/Grand Parkway
- SH 249
- SH 288 (concession agreement executed in 2016)
- US 290 Hempstead Managed Lanes (project planned for FY2030-2035 – see H-GAC's 2045 Regional Transportation Plan Update)

Use of PPP/CDA funding in the 2025-2028 TIP meets the federal "reasonably available" requirement as the State has both the authority to utilize CDAs and has a history of successful project delivery through these agreements.

LOCAL PROGRAMS

The 2025-2028 TIP continues a trend toward greater reliance upon local sources of funding to make needed transportation investments for all modes. These local sources include local option sales taxes, toll revenues and general appropriations.

FEDERAL-AID HIGHWAY/PUBLIC TRANSPORTATION OPERATIONS AND MAINTENANCE

The 2025-2028 TIP Financial Plan is required to document that sufficient revenues are available to adequately operate and maintain federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

FEDERAL-AID HIGHWAYS

The 2024 UTP documents TxDOT's planned expenditures to adequately operate and maintain the state highway system. These costs and required revenues are presented in aggregate at the statewide level and reflect TXDOT's maintenance policies. Some of these expenditures are reflected in the 2025-2028 TIP under Chapter 3 – "Highway Project Listing" and Appendix J – "Statewide Programs" of this document.

PUBLIC TRANSPORTATION

Adequate operations and maintenance of transit properties is supported through the planned projects shown in Chapter 4 – "Transit Project Listing" of this document, and in the Metropolitan Transit Authority of Harris County (METRO) budget.

- While METRO uses some federal grant funds to support maintenance activities and service-specific operations, most of the funding is from local sources (farebox, sales tax) which is not reflected in the 2025-2028 TIP. Additional detail is available on METRO's website at: http://ridemetro.org/Pages/Finance.aspx

- Other transit providers in the region rely upon federal funds and local matching funds to adequately operate and maintain their assets. These costs and revenues are reflected in the 2025-2028 TIP.

FINANCIAL SUMMARIES

The financial tables that follow are provided to demonstrate fiscal constraint of the 2025-2028 TIP and to communicate expected levels of investment to transportation partners and the public. A brief description of the table contents is given below.

- Table 2.1 – "Highway Financial Summary Table."
  Contains a detailed summary of the 2025-2028 TIP to demonstrate fiscal constraint.

- Table 2.2 – "Transit Financial Summary Table."
  Contains a detailed summary of the 2025-2028 TIP to demonstrate fiscal constraint.

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Table 2.1 Highway Financial Summary - Houston-Galveston Area Council - MPO

FY 2025 - 2028 Transportation Improvement Program

Funding by Category

		FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
Funding Category	**Description**	**TIP Programmed**	**UTP Authorized[1]**	**TIP Programmed**	**UTP Authorized**	**TIP Programmed**	**UTP Authorized**	**TIP Programmed**	**UTP Authorized**	**TIP Programmed**	**UTP Authorized**
1	Preventive Maintenance and Rehabilitation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2	Metropolitan & Urban Area Corridor Projects	$297,744,885	$297,744,885	$471,058,045	$471,058,045	$688,363,905	$688,363,905	$946,792,846	$946,792,846	$2,403,959,681	$2,403,959,681
3	Non-Traditionally Funded Transportation Project	$928,986,572.0	$928,986,572	$1,255,959,907	$1,255,959,907	$1,129,708,196	$1,129,708,196	$2,203,143,357	$2,203,143,357	$5,517,798,032	$5,517,798,032
3 DB	Design Build (DB)	$0	$0	$0	$0	$0	$0	$211,450,000	$211,450,000	$211,450,000	$211,450,000
4	Urban and Regional Connectivity	$770,241,919	$770,241,919	$590,042,359	$590,042,359	$84,000,000	$84,000,000	$327,215,000	$327,215,000	$1,771,499,278	$1,771,499,278
5	CMAQ[2]	$372,616,009	$520,618,136	$158,836,086	$100,035,775	$130,550,842	$96,188,733	$84,756,000	$96,188,733	$746,758,937	$813,031,377
6	Structures - Bridge	$50,000,000	$50,000,000	$0	$0	$0	$0	$0	$0	$50,000,000	$50,000,000
7	Metro Mobility & Rehab[3]	$402,203,953	$781,493,401	$386,280,476	$186,588,653	$176,017,839	$179,413,076	$67,558,768	$179,413,076	$1,032,061,036	$1,326,908,206
8	Safety	$3,752,264	$0	$0	$0	$0	$0	$0	$0	$3,752,264	$0
8 R	Rail-Highway Crossing Set-Aside Program	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	TA Set-Aside Program[4]	$0	$60,980,000	$0	$21,635,567	$0	$20,803,536	$0	$20,803,536	$0	$124,222,639
10	Other USDOT Discretionary Grants	$28,450,000	$28,450,000	$0	$0	$0	$0	$3,360,000	$3,360,000	$31,810,000	$31,810,000
10 CRBN[4]	Carbon Reduction	$1,364,607	$1,364,607	$0	$0	$0	$0	$0	$0	$1,364,607	$1,364,607
10 FB	Ferry Boat Program	$68,016,000	$68,016,000	$0	$0	$0	$0	$0	$0	$68,016,000	$68,016,000
10 NEVI	National Electric Vehicle Charger Infrastructure	$2,275,794	$2,275,794	$0	$0	$0	$0	$0	$0	$2,275,794	$2,275,794
11	District Discretionary	$13,452,848	$13,452,848	$0	$0	$32,256,000	$32,256,000	$0	$0	$45,708,848	$45,708,848
11 EN	Energy Sector	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11 (Safety)	Safety (District Discretionary)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11 CO/CO	Cost Overruns / Change Orders	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12 SP	Strategic Priority	$415,100,000	$415,100,000	$455,073,769	$455,073,769	$0	$0	$625,391,200	$625,391,200	$1,495,564,969	$1,495,564,969
12 TCL	Texas Clear Lanes	$70,000,000	$70,000,000	$498,587,278	$498,587,278	$29,798,951	$29,798,951	$1,353,400,000	$1,353,400,000	$1,951,786,229	$1,951,786,229
SW PE	Statewide Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SW ROW	Statewide Budget ROW	$2,494,888,081	$2,494,888,081	$368,895,672	$368,895,672	$96,978,825	$96,978,825	$845,000,000	$845,000,000	$3,805,762,578	$3,805,762,578
	Total	**$5,919,092,932**	**$6,503,612,243**	**$4,184,733,592**	**$3,947,877,025**	**$2,367,674,558**	**$2,357,511,222**	**$6,668,067,171**	**$6,812,157,748**	**$19,139,568,253**	**$19,621,158,238**

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
Federal	$1,768,537,180	$1,230,098,279	$889,750,868	$2,653,262,401	$6,541,648,728
State	$643,914,778	$1,237,045,250	$196,420,447	$722,431,810	$2,799,812,284
Local Match	$82,766,321	$92,734,484	$54,816,222	$32,779,603	$263,096,630
CAT 3 - Local Contributions (LC)	$921,486,572	$1,255,959,907	$1,129,708,196	$2,203,143,357	$5,510,298,032
CAT 3 - Prop 1	$0	$0	$0	$0	$0
CAT 3 - DB	$0	$0	$0	$211,450,000	$211,450,000
CAT 3 - Texas Mobility Fund	$7,500,000	$0	$0	$0	$7,500,000
CAT 3 - RTR	$0	$0	$0	$0	$0
CAT 3 - PTF	$0	$0	$0	$0	$0
CAT 3 - TDC[5]	21,700,398	38,816,854	1,504,000	0	62,021,252
Other	$0	$0	$0	$0	$0
Statewide Budget PE	$0	$0	$0	$0	$0
Statewide Budget ROW	$2,494,888,081	$368,895,672	$96,978,825	$845,000,000	$3,805,762,578
Total	**$5,919,092,932**	**$4,184,733,592**	**$2,367,674,558**	**$6,668,067,171**	**$19,139,568,253**

Notes:
Fiscal year 2025 - 2028 TIP financial constraint based upon Texas Transportation Commission Minute Order 116522, approved August 16, 2023.
[1]Fiscal Year 2025 Authorized amounts for Category 5, 7 & 9 include carryover balances from fiscal year 2024. Sufficient funding is available over the four years period to cover the programming.
[2]Carry over funding From FY 2025 ($148M) covers overprogramming in FY 2026, carry over funding from FY 2026 ($89M) covers overprogramming in FY 2027.
[3]Carry over funding From FY 2025 ($379M) covers overprogramming in FY 2026, carry over funding from FY 2026 ($180M) covers overprogramming in FY 2027. Grouped projects ($118M) funded with Category 7 funds are listed in Appendix J of the FY 2025-2028 TIP
[4]Category 9 TASA funded ($42M) and Category 10 CRBN ($53M) grouped projects are listed in Appendix J of the 2025-2028 TIP and updated for the February 2022 STIP revision.
[5]Transportation Development Credits represents CREDITS, NOT DOLLARS, and are NOT part of the TOTAL.
***FY 2025-2028 TIP Appendix J grouped projects list also include $10M of Category 2 funded and $1M of FTA 5307 funded projects.**

Table 2.2 - Transit Financial Summary

Houston-Galveston Area Council

FY 2025- 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of xx

	Transit Program	FY 2025			FY 2026			FY 2027		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	$196,783,826	$28,887,986	$225,671,812	$115,824,782	$400,300	$116,225,082	$109,957,676	$656,500	$110,614,176
2	Sec. 5307 - Urbanized Formula <200K			$0			$0			$0
3	Sec. 5309 - Discretionary			$0			$0			$0
4	Sec. 5310 - Elderly &Individuals w/Disabilities	$16,403,374	$561,674	$16,965,048	$5,361,621	$0	$5,361,621	$3,766,833	$0	$3,766,833
5	Sec. 5311 - Nonurbanized Formula			$0			$0			$0
6	Sec. 5316 - JARC >200K			$0			$0			$0
7	Sec. 5316 - JARC <200K			$0			$0			$0
8	Sec. 5316 - JARC Nonurbanized			$0			$0			$0
9	Sec. 5317 - New Freedom >200K			$0			$0			$0
10	Sec. 5317 - New Freedom <200K			$0			$0			$0
11	Sec. 5317 - New Freedom Nonurbanized			$0			$0			$0
12	Other FTA	$137,733,521	$119,440	$137,852,961	$71,730,291	$6,459,185	$78,189,476	$31,855,574	$0	$31,855,574
13	Regionally Significant or Other	$12,210,000	$615,900,017	$628,110,017	$0	$96,196,749	$96,196,749	$6,500,000	$780,000	$7,280,000
	Total Funds	**$363,130,721**	**$645,469,117**	**$1,008,599,838**	**$192,916,694**	**$103,056,234**	**$295,972,928**	**$152,080,083**	**$1,436,500**	**$153,516,583**
	Transportation Development Credits									
	Requested			26,059,409			0			1,300,000
	Awarded			26,059,409			0			1,300,000

All Figures in Year of Expenditure (YOE) Dollars

	Transit Programs	FY 2028			FY 2025-2028 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	$136,657,236	$660,000	$137,317,236	$559,223,520	$30,604,786	$589,828,306
2	Sec. 5307 - Urbanized Formula <200K			$0	$0	$0	$0
3	Sec. 5309 - Discretionary			$0	$0	$0	$0
4	Sec. 5310 - Elderly &Individuals w/Disabilities	$3,879,837	$0	$3,879,837	$29,411,665	$561,674	$29,973,339
5	Sec. 5311 - Nonurbanized Formula			$0	$0	$0	$0
6	Sec. 5316 - JARC >200K			$0	$0	$0	$0
7	Sec. 5316 - JARC <200K			$0	$0	$0	$0
8	Sec. 5316 - JARC Nonurbanized			$0	$0	$0	$0
9	Sec. 5317 - New Freedom >200K			$0	$0	$0	$0
10	Sec. 5317 - New Freedom <200K			$0	$0	$0	$0
11	Sec. 5317 - New Freedom Nonurbanized			$0	$0	$0	$0
12	Other FTA	$9,529,812	$0	$9,529,812	$250,849,198	$6,578,625	$257,427,823
13	Regionally Significant or Other	$1,200,000	$181,140,000	$182,340,000	$19,910,000	$894,016,766	$913,926,766
	Total Funds	**$151,266,885**	**$181,800,000**	**$333,066,885**	**$859,394,383**	**$931,761,851**	**$1,791,156,234**
	Transportation Development Credits						
	Requested			775,967			28,135,376
	Awarded			775,967			28,135,376

Chapter 3
Highway Project Listing

Federal, State and Local Regionally Significant Projects

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Chapter 3 — Highway Project Listing

FEDERAL, STATE, AND LOCAL REGIONALLY SIGNIFICANT PROJECTS

This chapter of the 2025-2028 TIP lists highway projects for which federal action is sought and those state and locally (including private) funded highway projects considered to be regionally significant. Federal and state funding programs are organized by The Texas Department of Transportation (TxDOT) into the twelve (12) categories shown in the Unified Transportation Program (UTP). A complete description of these funding categories, an explanation of the selection process for each category, and applicable funding requirements and restrictions is provided in **Appendix E** of this document.

In general, these programs support projects such as:

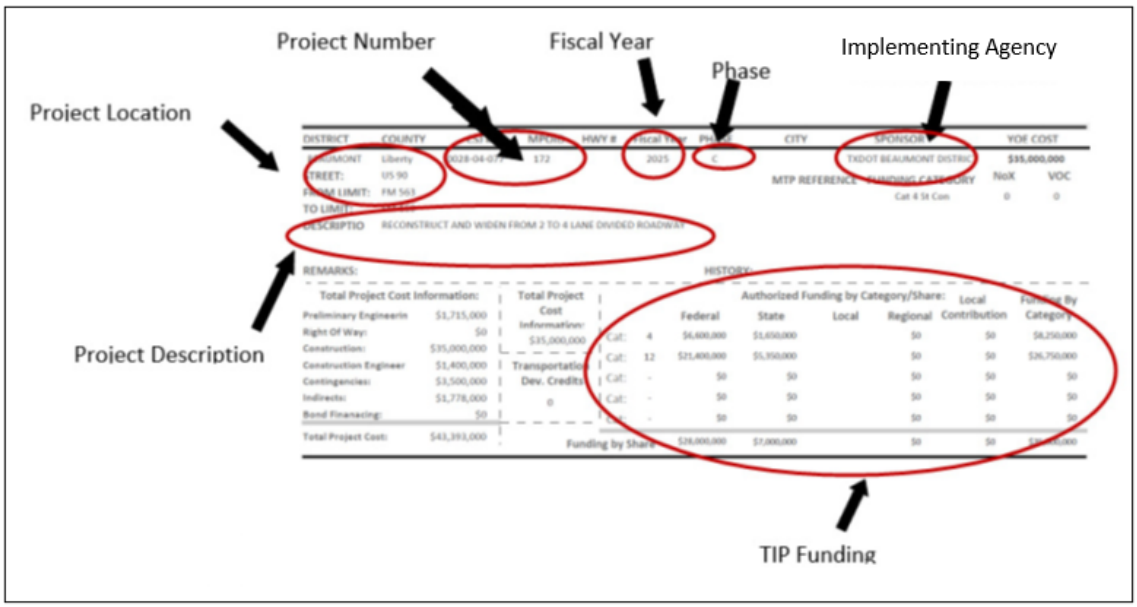
- New roadways
- Road widening
- Major roadway reconstruction
- Major intersection improvements, including interchanges
- Access Management
- Transportation Operations/ITS
- Regional Air Quality programs
- Pedestrian/Bicycle facilities
- Transit and Freight projects funded with flexible funds

PROJECT LISTING

The project listing in this chapter is provided in the format required by TxDOT for inclusion in the Statewide Transportation Improvement Program (STIP). The listing is organized by TxDOT District (Beaumont and Houston) and fiscal year. Under each fiscal year, projects are sorted by highway name and identification number (CSJ Number or MPOID).

The diagram below is a guide on how to interpret the tables and indicates where to find key project information within the listings.

Figure 3-1: Highway Project Listing Legend



FISCAL YEAR

Consistent with the State fiscal year, fiscal years in the 2025-2028 TIP begins on September 1st and continue through August 31st of the following year. Applying this rule to the 2025-2028 TIP, fiscal year 2025 begins September 1, 2024 and ends August 31, 2025.

Fiscal years are used in the TIP project listing to show the year in which funds are committed to a particular project or project phase. All projects in 2025-2028 TIP are fiscally constrained and have identified funding commitments.

TOTAL PROJECT COST

In addition to the funding programmed in the 2025-2028 TIP, an estimate of the total project cost is provided for each project. The total project cost estimate is provided to communicate the overall investment being made to the transportation system and may reflect work that has already occurred or that may occur after the time period covered by the TIP.

The total project cost estimate reflects all facets of the referenced project, including design and engineering costs, needed acquisition of rights-of-way or utility relocations, and construction contingencies.

YEAR OF EXPENDITURE (YOE)

Funding and costs for all projects is shown as nominal year of expenditure (YOE) dollars as opposed to current dollars or indexed dollars (such as "2024 dollars").

STATEWIDE PROGRAMS

The project listing also includes a list of statewide programs – often referred to as "Grouped CSJs." These programs represent investments in categories of work (such as bridge replacement, safety, or landscaping) where individual projects are not considered to be regionally significant. Grouped CSJ projects are exempt from conformity/regional emissions analysis and typically require limited environmental review documentation (categorical exclusion).

These work types are typically programmed by TxDOT and are fiscally constrained at the statewide level. A current listing of individual projects under these Statewide Programs is provided for information in **Appendix J.**

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YOE = Year Of Expenditure

HIGHWAY LISTING - JULY 2024 REVISION

Sorted by District, Fiscal Year, and Street

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
BEAUMONT	Chambers	1024-01-077	17113	FM 565	2025	C	Baytown	TXDOT BEAUMONT DISTRICT	**$42,250,679**

STREET: FM 565
FROM LIMIT: SH 146
TO LIMIT: SH 99
DESCRIPTIO WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS CENTER LEFT TURN LANE AND RAILROAD OVERPASS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2 Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,070,283
Right Of Way:	$2,000,000
Construction:	$42,250,679
Construction Engineer	$1,690,027
Contingencies:	$4,225,068
Indirects:	$2,146,334
Bond Finanacing:	$0
Total Project Cost:	$54,382,391

Total Project Cost Information: $42,250,679

Transportation Dev. Credits 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$33,800,543	$8,450,136	$0	$0	$0	$42,250,679
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$33,800,543	$8,450,136	$0	$0	$0	$42,250,679

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
BEAUMONT	Chambers	0920-39-035	19078	CR	2025	C, E		CHAMBERS COUNTY	**$2,750,000**

STREET: Hatcherville Rd.
FROM LIMIT: Libertv C/L
TO LIMIT: FM 1942
DESCRIPTIO RECONSTRUCT FROM 2 TO 2 LANES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$128,456
Right Of Way:	$0
Construction:	$2,621,544
Construction Engineer	$157,293
Contingencies:	$262,154
Indirects:	$133,174
Bond Finanacing:	$0
Total Project Cost:	$3,302,621

Total Project Cost Information: $2,750,000

Transportation Dev. Credits 550,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$2,750,000	$0	$0	$0	$0	$2,750,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$2,750,000	$0	$0	$0	$0	$2,750,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
BEAUMONT	Chambers	5000-00-192	19076	IH 10 E	2025	C		TXDOT BEAUMONT DISTRICT	**$1,161,297**

STREET: IH 10 E
FROM LIMIT: AT FM 1663
TO LIMIT: -
DESCRIPTIO INSTALL FOUR DIRECT CURRENT FAST CHARGE ELECTRIC VEHILCE CHARGING PORTS WITHIN ONE MILE OF THE ELECTRIC ALTERNATIVE FUEL CORRIDORS AS PART OF THE BIL NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM (IH10)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 10 NEVI	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$56,904
Right Of Way:	$0
Construction:	$1,161,297
Construction Engineer	$69,678
Contingencies:	$116,130
Indirects:	$58,994
Bond Finanacing:	$0
Total Project Cost:	$1,463,003

Total Project Cost Information: $1,161,297

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	10	$679,360	$481,937	$0	$0	$0	$1,161,297
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$679,360	$481,937	$0	$0	$0	$1,161,297

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
BEAUMONT	Liberty	0338-05-028	16338	SH 105	2025	C	Cleveland	TXDOT BEAUMONT DISTRICT	**$24,850,494**

STREET: SH 105
FROM LIMIT: MONTGOMERY C/L
TO LIMIT: BS 105 T (CLEVELAND BYPASS)
DESCRIPTIO WIDEN FROM 2 TO 4 LANE DIVIDED

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,217,674
Right Of Way:	$0
Construction:	$24,850,494
Construction Engineer	$1,242,525
Contingencies:	$2,485,049
Indirects:	$1,262,405
Bond Finanacing:	$0
Total Project Cost:	$31,058,147

Total Project Cost Information: $24,850,494

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$19,880,395	$4,970,099	$0	$0	$0	$24,850,494
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$19,880,395	$4,970,099	$0	$0	$0	$24,850,494

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
BEAUMONT	Chambers	3187-02-010	14248	SH 99	2025	C, E		TXDOT BEAUMONT DISTRICT	**$76,000,000**

STREET: SH 99
FROM LIMIT: AT IH 10 E
TO LIMIT: -
DESCRIPTIO SEG I-1/I-2: CONSTRUCT 4 DCS (TOLL)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,550,048
Right Of Way:	$0
Construction:	$72,449,952
Construction Engineer	$2,897,998
Contingencies:	$7,244,995
Indirects:	$3,680,458
Bond Finanacing:	$0
Total Project Cost:	$89,823,451

Total Project Cost Information: $76,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3Toll	$0	$76,000,000	$0	$0	$0	$76,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$76,000,000	$0	$0	$0	$76,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
BEAUMONT	Liberty	0028-04-077	172	US 90	2025	C	Liberty	TXDOT BEAUMONT DISTRICT	**$35,000,000**

STREET: US 90
FROM LIMIT: FM 563
TO LIMIT: FM 160
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED ROADWAY

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 4 St Con, Cat 12 Stra Priori	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,715,000
Right Of Way:	$0
Construction:	$35,000,000
Construction Engineer	$1,400,000
Contingencies:	$3,500,000
Indirects:	$1,778,000
Bond Finanacing:	$0
Total Project Cost:	$43,393,000

Total Project Cost Information: $35,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	4	$6,600,000	$1,650,000	$0	$0	$0	$8,250,000
Cat:	12	$21,400,000	$5,350,000	$0	$0	$0	$26,750,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$28,000,000	$7,000,000	$0	$0	$0	$35,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
BEAUMONT	Liberty	0028-04-069	16347	US 90	2025	C	Devers	TXDOT BEAUMONT DISTRICT	**$110,000,000**

STREET: US 90
FROM LIMIT: FM 160
TO LIMIT: SH 61
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 4 St Con, Cat 12 Stra Priori, Cat 12 TCL	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$5,390,000
Right Of Way:	$0
Construction:	$110,000,000
Construction Engineer	$4,400,000
Contingencies:	$11,000,000
Indirects:	$5,588,000
Bond Finanacing:	$0
Total Project Cost:	$136,378,000

Total Project Cost Information: $110,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	4	$12,552,000	$3,138,000	$0	$0	$0	$15,690,000
Cat:	12	$19,448,000	$4,862,000	$0	$0	$0	$24,310,000
Cat:	12	$56,000,000	$14,000,000	$0	$0	$0	$70,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$88,000,000	$22,000,000	$0	$0	$0	$110,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
BEAUMONT	Liberty	0028-03-111	18036	US 90	2025	C	Dayton	TXDOT BEAUMONT DISTRICT	**$56,270,196**

STREET: US 90
FROM LIMIT: AT UP RAILROAD
TO LIMIT: -
DESCRIPTIO CONSTRUCT GRADE SEPARATION AT UP RAILROAD TRACKS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	0.14	0.11

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,757,240
Right Of Way:	$0
Construction:	$56,270,196
Construction Engineer	$2,250,808
Contingencies:	$5,627,000
Indirects:	$2,858,526
Bond Finanacing:	$0
Total Project Cost:	$69,763,770

Total Project Cost Information: $56,270,196

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$45,016,157	$11,254,039	$0	$0	$0	$56,270,196
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$45,016,157	$11,254,039	$0	$0	$0	$56,270,196

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
BEAUMONT	Chambers	0389-02-059	19020	SH 146	2026	C	Baytown	TXDOT BEAUMONT DISTRICT	**$4,466,985**

STREET: SH 146
FROM LIMIT: AT IH 10E
TO LIMIT: -
DESCRIPTIO CONSTRUCTION OF SH 146 NB DUAL LEFT TURN LANES AT IH 10 E.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	0.16	0.06

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$218,882
Right Of Way:	$0
Construction:	$4,466,985
Construction Engineer	$268,019
Contingencies:	$446,699
Indirects:	$226,923
Bond Finanacing:	$0
Total Project Cost:	$5,627,508

Total Project Cost Information: $4,466,985

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$3,573,588	$893,397	$0	$0	$0	$4,466,985
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$3,573,588	$893,397	$0	$0	$0	$4,466,985

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
BEAUMONT	Chambers	0508-02-139	19016	IH 10 E	2028	C	Mont BelVieu	TXDOT BEAUMONT DISTRICT	**$9,357,218**

STREET: IH 10 E
FROM LIMIT: SH 146
TO LIMIT: FM 565
DESCRIPTIO Relocate IH 10 E ENTRANCE EXIT RAMPS ON IH 10E.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2 Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$458,504
Right Of Way:	$0
Construction:	$9,357,218
Construction Engineer	$467,861
Contingencies:	$935,722
Indirects:	$475,347
Bond Finanacing:	$0
Total Project Cost:	$11,694,652

Total Project Cost Information: $9,357,218

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$7,485,774	$1,871,444	$0	$0	$0	$9,357,218
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$7,485,774	$1,871,444	$0	$0	$0	$9,357,218

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-00-727	18761	VA	2025	T	Houston	METRO	**$26,961,378**

STREET: 54 SCOTT BOOST CORRIDOR
FROM LIMIT: DOWNTOWN TRANSIT CENTER
TO LIMIT: MLK HEALTH CENTER
DESCRIPTIO CONSTRUCT NEW BUS PADS AND SIDEWALK SECTIONS (FILL IN THE GAPS, WIDEN AND SLOPE ADJUSTMENTS) AND NEW RAMPS (WIDEN AND SLOPE ADJUSTMENTS) IN LOCATIONS THAT DO NOT CURRENTLY MEET ADA TO IN ORDER TO MEET ADA COMPLIANCE. ALSO, OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING CONSOLIDATION AND RELOCATION OF BUS STOPS TO IMPROVE BUS ROUTE EFFICIENCY. NO ACTIVITY WILL BE IN-KIND OR ROUTINE MAINTENANCE.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ, Cat 3LC	5	5

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$26,961,378
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$26,961,378

Total Project Cost Information: $26,961,378

Transportation Dev. Credits: 3,658,734

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$18,293,670	$0	$0	$0	$0	$18,293,670
Cat:	3LC	$0	$0	$0	$0	$8,667,708	$8,667,708
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$18,293,670	$0	$0	$0	$8,667,708	$26,961,378

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-00-728	18762	VA	2025	T	Houston	METRO	**$41,474,639**

STREET: 56 AIRLINE/MONTROSE BOOST COORIDOR
FROM LIMIT: TMC/RICE TRANSIT CENTER
TO LIMIT: GREENSPOINT TRANSIT CENTER

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ, Cat 3LC	5	5

DESCRIPTIO CONSTRUCT NEW BUS PADS AND SIDEWALK SECTIONS (FILL IN THE GAPS, WIDEN AND SLOPE ADJUSTMENTS) AND NEW RAMPS (WIDEN AND SLOPE ADJUSTMENTS) IN LOCATIONS THAT DO NOT CURRENTLY MEET ADA TO IN ORDER TO MEET ADA COMPLIANCE. ALSO, OPERATIONAL AND SAFETY IMPROVEMENTS INCLUDING CONSOLIDATION AND RELOCATION OF BUS STOPS TO IMPROVE BUS ROUTE EFFICIENCY. NO ACTIVITY WILL BE IN-KIND OR ROUTINE MAINTENANCE.

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$41,474,639
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$41,474,639

Total Project Cost Information: $41,474,639

Transportation Dev. Credits 4,418,514

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$22,092,568	$0	$0	$0	$0	$22,092,568
Cat:	3LC	$0	$0	$0	$0	$19,382,071	$19,382,071
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$22,092,568	$0	$0	$0	$19,382,071	$41,474,639

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-788	19040	CS	2025	T	Houston	UPPER KIRBY DISTRICT	**$7,463,857**

STREET: ALABAMA ST W
FROM LIMIT: BUFFALO SPWY
TO LIMIT: SHEPHERD DR

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

DESCRIPTIO UPPER KIRBY AREA SAFE ROUTES TO TRANSIT - CONSTRUCT AND/OR WIDEN SIDEWALKS, FILL IN SIDEWALK GAPS, REPLACE CURBS, PROVIDE ADA COMPLIANT RAMPS, PROVIDE NEW BICYCLE FACILITIES, NEW PEDESTRIAN LIGHTING, NEW LANDSCAPING, AND ASSOCIATED UTILITIES.

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$7,463,857
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$7,463,857

Total Project Cost Information: $7,463,857

Transportation Dev. Credits 1,492,722

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$7,463,857	$0	$0	$0	$0	$7,463,857
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$7,463,857	$0	$0	$0	$0	$7,463,857

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-789	19041	CS	2025	T	Houston	MIDTOWN MANAGEMENT DISTRIC	**$4,062,636**

STREET: ALABAMA ST W
FROM LIMIT: SP 527
TO LIMIT: CHENEVERT ST

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

DESCRIPTIO MIDTOWN AREA SAFE ROUTES TO TRANSIT - CONSTRUCT AND/OR WIDEN SIDEWALKS, FILL IN SIDEWALK GAPS, REPLACE CURBS, PROVIDE ADA COMPLIANT RAMPS, PROVIDE NEW BICYCLE FACILITIES, NEW PEDESTRIAN LIGHTING, NEW LANDSCAPING, AND ASSOCIATED UTILITIES.

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$199,048
Right Of Way:	$0
Construction:	$4,062,636
Construction Engineer	$162,488
Contingencies:	$406,220
Indirects:	$206,360
Bond Finanacing:	$0
Total Project Cost:	$5,036,752

Total Project Cost Information: $4,062,636

Transportation Dev. Credits 812,528

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$4,062,636	$0	$0	$0	$0	$4,062,636
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$4,062,636	$0	$0	$0	$0	$4,062,636

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-790	19042	CS	2025	T	Houston	MONTROSE REDEVELOPMENT AUTHORI	**$11,149,937**

STREET: ALABAMA ST W
FROM LIMIT: SHEPHERD DR
TO LIMIT: SP 527

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

DESCRIPTIO MONTROSE AREA SAFE ROUTES TO TRANSIT - CONSTRUCT AND/OR WIDEN SIDEWALKS, FILL IN SIDEWALK GAPS, REPLACE CURBS, PROVIDE ADA COMPLIANT RAMPS, PROVIDE NEW BICYCLE FACILITIES, NEW PEDESTRIAN LIGHTING, NEW LANDSCAPING, AND ASSOCIATED UTILITIES.

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$546,347
Right Of Way:	$0
Construction:	$11,149,937
Construction Engineer	$557,497
Contingencies:	$1,114,994
Indirects:	$566,417
Bond Finanacing:	$0
Total Project Cost:	$13,935,192

Total Project Cost Information: $11,149,937

Transportation Dev. Credits: 2,229,988

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$11,149,937	$0	$0	$0	$0	$11,149,937
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$11,149,937	$0	$0	$0	$0	$11,149,937

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-687	18879	CS	2025	C	Houston	HOUSTON - HOUSTON PUBLIC	**$29,500,000**

STREET: ANTOINE DR
FROM LIMIT: W MOUNT HOUSTON RD
TO LIMIT: VICTORY DR

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3LC, Cat 7 STBG	0	0

DESCRIPTIO RECONSTRUCT 4 LANE ROADWAY IN SEGMENTS WITH PEDESTRIAN AND BICYCLE ACCOMMODATIONS, TURN LANES, AND INTERSECTION IMPROVEMENTS.

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,445,500
Right Of Way:	$0
Construction:	$29,500,000
Construction Engineer	$1,180,000
Contingencies:	$2,950,000
Indirects:	$1,498,600
Bond Finanacing:	$0
Total Project Cost:	$36,574,100

Total Project Cost Information: $29,500,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$4,500,000	$4,500,000
Cat:	7	$20,000,000	$0	$5,000,000	$0		$25,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$20,000,000	$0	$5,000,000	$0	$4,500,000	$29,500,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-392	17092	CS	2025	T	Houston	IDTOWN MANAGEMENT DISTRI	**$5,144,000**

STREET: BRAZOS ST
FROM LIMIT: ELGIN ST
TO LIMIT: PIERCE ST

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

DESCRIPTIO RECONSTRUCT BACK OF CURB INFRASTRUCTURE (SIDEWALKS, CURBS, ADA RAMPS, BICYCLE FACILITIES, PEDESTRIAN LIGHTING AND LANDSCAPING, ASSOCIATED UTILITIES)

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$252,029
Right Of Way:	$0
Construction:	$5,144,000
Construction Engineer	$205,738
Contingencies:	$514,345
Indirects:	$261,287
Bond Finanacing:	$0
Total Project Cost:	$6,377,399

Total Project Cost Information: $5,144,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$4,115,200	$0	$1,028,800	$0	$0	$5,144,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$4,115,200	$0	$1,028,800	$0	$0	$5,144,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	-	7510	CS	2025	C	La Porte	PORT OF HOUSTON AUTHORITY	**$2,632,382**

STREET: BROADWAY ST
FROM LIMIT: BARBOURS CUT BLVD
TO LIMIT: L ST N
DESCRIPTIO WIDEN FROM 2 TO 4-LANES ROADWAY

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 LC	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$128,987
Right Of Way:	$0
Construction:	$2,632,382
Construction Engineer	$157,943
Contingencies:	$263,238
Indirects:	$133,725
Bond Finanacing:	
Total Project Cost:	$3,316,275

Total Project Cost Information: $2,632,382

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$2,632,382	$2,632,382
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$2,632,382	$2,632,382

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-799	19021	CR	2025	E		HARRIS COUNTY	**$2,224,376**

STREET: E. RICHEY RD
FROM LIMIT: IH-45 NBFR
TO LIMIT: GROVEDALE RD
DESCRIPTIO ENGINEERING FOR E.RICHEY RD ACCESS MANAGEMENT (MEDIANS, DRIVEWAY), SAFETY, AND SIDEWALK IMPROVEMENTS.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
19022	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,224,376
Right Of Way:	$0
Construction:	$4,722,209
Construction Engineer	$283,333
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$7,229,918

Total Project Cost Information: $2,224,376

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$1,779,501	$0	$444,875	$0	$0	$2,224,376
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,779,501	$0	$444,875	$0	$0	$2,224,376

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-721	19003	CS	2025	C	Houston	HOUSTON - HOUSTON PUBLIC	**$607,438**

STREET: ELDRIDGE PKWAY, N
FROM LIMIT: AT N DAIRY ASHFORD RD
TO LIMIT: NULL
DESCRIPTIO CONSTRUCT TRAFFIC SIGNAL, INTERSECTION AND MULTIMODAL SAFETY IMPROVEMENTS (POTENTIAL ROAD DIET)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 8 Safety	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$29,764
Right Of Way:	$0
Construction:	$607,438
Construction Engineer	$54,669
Contingencies:	$60,744
Indirects:	$30,858
Bond Finanacing:	$0
Total Project Cost:	$783,473

Total Project Cost Information: $607,438

Transportation Dev. Credits: 60,744

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	8	$546,694	$0	$60,744	$0	$0	$607,438
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$546,694	$0	$60,744	$0	$0	$607,438

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-720	19002	CS	2025	C	Houston	HOUSTON - HOUSTON PUBLIC	**$818,329**

STREET: FEAGAN ST/WILLIA ST
FROM LIMIT: AT WAUGH DR & AT S HEIGHTS BLVD
TO LIMIT: NULL
DESCRIPTIO CONSTRUCT TRAFFIC SIGNALS, INTERSECTION AND MULTIMODAL SAFETY IMPROVEMENTS (POTENTIAL ROAD DIET)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 8 Safety	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$40,098
Right Of Way:	$0
Construction:	$818,329
Construction Engineer	$73,650
Contingencies:	$81,833
Indirects:	$41,571
Bond Finanacing:	$0
Total Project Cost:	$1,055,481

Total Project Cost Information: $818,329

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	8	$818,329	$0	$0	$0	$0	$818,329
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$818,329	$0	$0	$0	$0	$818,329

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	1258-03-045	16192	FM 1093	2025	C, E		FORT BEND COUNTY	**$27,000,000**

STREET: FM 1093
FROM LIMIT: FM 1463/FM 359
TO LIMIT: W OF FM 723
DESCRIPTIO CONSTRUCT NEW 4-LANES TOLLWAY

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,261,201
Right Of Way:	$0
Construction:	$25,738,799
Construction Engineer	$1,029,552
Contingencies:	$2,573,880
Indirects:	$1,307,531
Bond Finanacing:	$0
Total Project Cost:	$31,910,963

Total Project Cost Information: $27,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3Toll	$0	$0	$0	$0	$27,000,000	$27,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$27,000,000	$27,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0543-02-064	8014	FM 359	2025	C, E, R		FORT BEND COUNTY	**$45,000,000**

STREET: FM 1093/FM 359
FROM LIMIT: W of Texas Heritage Pkwy
TO LIMIT: FM 1463/FM 359
DESCRIPTIO CONSTRUCT NEW 4-LANES TOLLWAY

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,480,064
Right Of Way:	$7,551,349
Construction:	$30,205,397
Construction Engineer	$1,208,216
Contingencies:	$3,020,540
Indirects:	$1,534,434
Bond Finanacing:	$0
Total Project Cost:	$45,000,000

Total Project Cost Information: $45,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3Toll	$0	$0	$0	$0	$45,000,000	$45,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$45,000,000	$0	$45,000,000	$45,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0523-07-003	18985	FM 1488	2025	R	Magnolia	TXDOT HOUSTON DISTRICT	**$14,210,000**

STREET: FM 1488
FROM LIMIT: BF 1488-P
TO LIMIT: SH 249 AT FM 1488
DESCRIPTIO ADVANCED ROW ACQUISITION FOR CONSTRUCTION OF 4 LANE ROADWAY ON NEW LOCATION (MAGNOLIA BYPASS)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
16313	SW ROW	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$14,210,000
Construction:	$70,650,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$84,860,000

Total Project Cost Information: $14,210,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$14,210,000	$0	$0	$0	$14,210,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$14,210,000	$0	$0	$0	$14,210,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	2941-01-035	18892	FM 2920	2025	R		TXDOT HOUSTON DISTRICT	**$18,000,000**

STREET: FM 2920
FROM LIMIT: BECKER RD
TO LIMIT: CYPRESS-ROSEHILL RD
DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES AND INSTALL NEW SIDEWALKS WHERE NONE CURRENTLY EXIST. (C PHASE - MPOID 18516)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
18516	SW ROW	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,283,400
Right Of Way:	$18,000,000
Construction:	$46,600,000
Construction Engineer	$1,864,000
Contingencies:	$4,660,000
Indirects:	$2,367,280
Bond Finanacing:	$0
Total Project Cost:	$75,774,680

Total Project Cost Information: $18,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$18,000,000	$0	$0	$0	$18,000,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$18,000,000	$0	$0	$0	$18,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	2941-01-027	18990	FM 2920	2025	R	Waller	TXDOT HOUSTON DISTRICT	**$20,000,000**

STREET: FM 2920
FROM LIMIT: BS 290
TO LIMIT: BECKER RD
DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES AND CONSTRUCT NEW SIDEWALK (C PHASE - MPOID 18102)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
18102	SW ROW	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,597,000
Right Of Way:	$20,000,000
Construction:	$53,000,000
Construction Engineer	$2,120,0000
Contingencies:	$5,300,0000
Indirects:	$2,692,400
Bond Finanacing:	$0
Total Project Cost:	$85,709,400

Total Project Cost Information: $20,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$20,000,000	$0	$0	$0	$20,000,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$20,000,000	$0	$0	$0	$20,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	2941-01-041	18991	FM 2920	2025	R	Tomball	TXDOT HOUSTON DISTRICT	**$21,600,000**

STREET: FM 2920
FROM LIMIT: BS 249 (SH 249 B)
TO LIMIT: CYPRESS-ROSEHILL RD
DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES AND INSTALL NEW SIDEWALKS WHERE NONE CURRENTLY EXIST (C PHASE - MPOID 18156)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
18156	SW ROW	0	0

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$3,655,409
Right Of Way:	$21,600,000
Construction:	$74,600,175
Construction Engineer	$2,984,007
Contingencies:	$7,460,018
Indirects:	$3,789,689
Bond Finanacing:	$0
Total Project Cost:	$114,089,298

Total Project Cost Information: $21,600,000
Transportation Dev. Credits: 0

Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$21,600,000	$0	$0	$0	$21,600,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$21,600,000	$0	$0	$0	$21,600,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	1002-01-008	18994	FM 517	2025	R	Alvin	TXDOT HOUSTON DISTRICT	**$1,740,000**

STREET: FM 517
FROM LIMIT: GALVESTON C/L
TO LIMIT: SH 35
DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (C PHASE - MPOID 16320)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
16320	SW ROW	0	0

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$1,740,000
Construction:	$17,464,984
Construction Engineer	$873,249
Contingencies:	$1,746,498
Indirects:	$887,221
Bond Finanacing:	$0
Total Project Cost:	$22,711,952

Total Project Cost Information: $1,740,000
Transportation Dev. Credits: 0

Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$1,740,000	$0	$0	$0	$1,740,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$1,740,000	$0	$0	$0	$1,740,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Galveston	1002-02-022	18995	FM 517	2025	R	**Dickinson**	TXDOT HOUSTON DISTRICT	**$22,000,000**

STREET: FM 517
FROM LIMIT: FM 646
TO LIMIT: BRAZORIA C/L
DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (C PHASE - MOPID 38)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
38	SW ROW	0	0

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$6,200,802
Right Of Way:	$22,000,000
Construction:	$133,799,197
Construction Engineer	$5,351,968
Contingencies:	$13,379,922
Indirects:	$6,796,999
Bond Finanacing:	$0
Total Project Cost:	$187,528,889

Total Project Cost Information: $22,000,000
Transportation Dev. Credits: 0

Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$22,000,000	$0	$0	$0	$22,000,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$22,000,000	$0	$0	$0	$22,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0111-03-067	18984	FM 521	2025	R		TXDOT HOUSTON DISTRICT	**$11,437,500**

STREET: FM 521
FROM LIMIT: CR 56
TO LIMIT: SH 6

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
18501	SW ROW	0	0

DESCRIPTIO ADVANCED ROW ACQUISITION FOR WIDEN FROM 2 LANES TO 4 LANES DIVIDED AND INSTALL NEW SIDEWALKS WHERE NONE CURRENTLY EXIST. (C PHASE - MPOID 18501)

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$2,211,998
Right Of Way:	$11,437,500
Construction:	$45,142,822
Construction Engineer	$1,805,713
Contingencies:	$4,514,282
Indirects:	$2,293,255
Bond Finanacing:	$0
Total Project Cost:	$67,405,570

Total Project Cost Information: $11,437,500

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:							
		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$11,437,500	$0	$0	$0	$11,437,500
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$11,437,500	$0	$0	$0	$11,437,500

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	1006-01-084	18996	FM 529	2025	R		TXDOT HOUSTON DISTRICT	**$8,940,000**

STREET: FM 529
FROM LIMIT: KATY-HOCKLEY CUTOFF RD
TO LIMIT: SH 99

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
18514	SW ROW	0	0

DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT AND WIDEN FROM 2 TO 6 LANES (C PHASE - MPOID 18514)

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$2,195,200
Right Of Way:	$8,940,000
Construction:	$44,800,000
Construction Engineer	$1,792,000
Contingencies:	$4,480,000
Indirects:	$2,275,840
Bond Finanacing:	$0
Total Project Cost:	$64,483,040

Total Project Cost Information: $8,940,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:							
		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$8,940,000	$0	$0	$0	$8,940,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$8,940,000	$0	$0	$0	$8,940,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	1006-01-085	18997	FM 529	2025	R	Houston	TXDOT HOUSTON DISTRICT	**$12,000,000**

STREET: FM 529
FROM LIMIT: WALLER C/L
TO LIMIT: KATY-HOCKLEY CUTOFF RD

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
17210	SW ROW	0	0

DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND INSTALL NEW SHARED USE PATHS WHERE NONE CURRENTLY EXIST. (C PHASE - MPOID 17210)

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,873,495
Right Of Way:	$12,000,000
Construction:	$38,234,588
Construction Engineer	$1,529,384
Contingencies:	$3,823,459
Indirects:	$1,942,317
Bond Finanacing:	$0
Total Project Cost:	$59,403,243

Total Project Cost Information: $12,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:							
		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$12,000,000	$0	$0	$0	$12,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$12,000,000	$0	$0	$0	$12,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Waller	1006-02-010	18998	FM 529	2025	R		TXDOT HOUSTON DISTRICT	**$16,071,428**

STREET:	FM 529	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	FM 362	17211	SW ROW	0	0
TO LIMIT:	HARRIS C/L				
DESCRIPTIO	ADVANCED ROW ACQUISITION FOR RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES (C PAHSE: MPOID 17211)				

REMARKS: HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,940,000
Right Of Way:	$16,071,428
Construction:	$60,000,000
Construction Engineer	$2,400,000
Contingencies:	$6,000,000
Indirects:	$3,048,000
Bond Finanacing:	$0
Total Project Cost:	$90,459,428

Total Project Cost Information: $16,071,428

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$16,071,428	$0	$0	$0	$16,071,428
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$16,071,428	$0	$0	$0	$16,071,428

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0912-34-192	17062	CS	2025	C, E		FORT BEND COUNTY	**$9,268,633**

STREET:	FORT BEND COUNTY	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	VA		Cat 5 CMAQ	1.75	0.43
TO LIMIT:	VA				
DESCRIPTIO	CONSTRUCT NEW WIRELESS TRAFFIC SIGNAL COMMUNICATION SYSTEM				

REMARKS: HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$432,949
Right Of Way:	$0
Construction:	$8,835,684
Construction Engineer	$441,784
Contingencies:	$883,568
Indirects:	$448,853
Bond Finanacing:	$0
Total Project Cost:	$11,042,838

Total Project Cost Information: $9,268,633

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$7,414,906	$0	$1,853,727	$0	$0	$9,268,633
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$7,414,906	$0	$1,853,727	$0	$0	$9,268,633

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0912-00-617	18238	VA	2025	T	Mutliple	END COUNTY PUBLIC TRANSPOR	**$476,000**

STREET:	FORT BEND COUNTY	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	UNIVERSITY BLVD		Cat 5 CMAQ	2.51	0.01
TO LIMIT:	DOWNTOWN HOUSTON				
DESCRIPTIO	FY 2022 SUPPLEMENTAL FUNDING FOR PURCHASE OF 28 NEW COMMUTER BUSES FOR NEW SERVICE FROM FORT BEND COUNTY TO DOWNTOWN HOUSTON				

REMARKS: HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$476,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$476,000

Total Project Cost Information: $476,000

Transportation Dev. Credits: 95,200

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$476,000	$0	$0	$0	$0	$476,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$476,000	$0	$0	$0	$0	$476,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Galveston	0912-00-736	19074	CS	2025	E	FRIENDSWOOD	CITY OF FRIENDSWOOD	**$3,625,000**

STREET: FRIENDSWOOD PKWY / PEARLAND PKWY
FROM LIMIT: FM 2351
TO LIMIT: FM 528
DESCRIPTIO ENGINEERING/ENVIRONMENTAL (DEVELOPMENT PHASE ONLY) FOR A NEW 4-LANE FACILITY ON NEW LOCATION

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
18112	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,625,000
Right Of Way:	$0
Construction:	$30,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$33,625,000

Total Project Cost Information: $3,625,000

Transportation Dev. Credits: 725,000

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$3,625,000	$0	$0	$0	$0	$3,625,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$3,625,000	$0	$0	$0	$0	$3,625,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Galveston	0912-73-222	19086	SH 87	2025	C	Galveston	TXDOT HOUSTON DISTRICT	**$68,016,000**

STREET: GALVESTON FERRY
FROM LIMIT: AT SH 87
TO LIMIT:
DESCRIPTIO Replace an existing ferry boat with a new ferry boat and decommission the old ferry boat. Project does not result in an increase in the total number of ferry vehicles operating in the region daily. No added capacity.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 10 Misc	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,332,784
Right Of Way:	$0
Construction:	$68,016,000
Construction Engineer	$2,720,640
Contingencies:	$6,801,600
Indirects:	$3,455,213
Bond Finanacing:	$0
Total Project Cost:	$84,326,237

Total Project Cost Information: $68,016,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	10	$0	$29,702,318	$0	$0	$0	$29,702,318
Cat:	10	$30,650,946	$7,662,736	$0	$0	$0	$38,313,682
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$30,650,946	$37,365,054	$0	$0	$0	$68,016,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-359	17096	CS	2025	C	BAYTOWN	CITY OF BAYTOWN	**$48,530,000**

STREET: GARTH RD
FROM LIMIT: IH 10
TO LIMIT: S OF ARCHER RD
DESCRIPTIO CONSTRUCT ACCESS MANAGEMENT (INCLUDING RAISED CONCRETE MEDIANS, DRIVEWAY CONSOLIDATION AND CHANNELIZED TURNING MOVEMENTS) AND WIDEN FROM 4 TO 6 LANES IN SECTIONS.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,377,970
Right Of Way:	$0
Construction:	$48,530,000
Construction Engineer	$1,941,200
Contingencies:	$4,859,000
Indirects:	$2,465,324
Bond Finanacing:	$0
Total Project Cost:	$60,173,494

Total Project Cost Information: $48,530,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$37,774,000	$0	$10,756,000	$0	$0	$48,530,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$37,774,000	$0	$10,756,000	$0	$0	$48,530,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-382	77	CS	2025	C	Houston	CITY OF HOUSTON	**$29,010,000**

STREET: GESSNER DR
FROM LIMIT: N OF BRIAR FOREST
TO LIMIT: WESTHEIMER ST
DESCRIPTIO WIDEN FROM 4 TO 6-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE AND PUBLIC UTILITY IMPROVEMENTS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,421,490
Right Of Way:	$0
Construction:	$29,010,000
Construction Engineer	$1,160,400
Contingencies:	$2,901,000
Indirects:	$1,473,708
Bond Finanacing:	$0
Total Project Cost:	$35,966,598

Total Project Cost Information: $29,010,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$23,208,000	$0	$5,802,000	$0	$0	$29,010,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$23,208,000	$0	$5,802,000	$0	$0	$29,010,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-383	17111	CS	2025	C,E	Houston	CITY OF HOUSTON	**$11,806,000**

STREET: GESSNER DR S
FROM LIMIT: WESTHEIMER RD
TO LIMIT: RICHMOND AVE
DESCRIPTIO WIDEN FROM 4 TO 6-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE AND PUBLIC UTILITY IMPROVEMENTS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7- STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$578,494
Right Of Way:	$0
Construction:	$11,227,506
Construction Engineer	$590,300
Contingencies:	$1,180,600
Indirects:	$599,745
Bond Finanacing:	$0
Total Project Cost:	$14,755,139

Total Project Cost Information: $11,806,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$9,444,800	$0	$2,361,200	$0	$0	$11,806,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$9,444,800	$0	$2,361,200	$0	$0	$11,806,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-759	19005	CS	2025	C	Houston	HOUSTON - HOUSTON PUBLIC	**$675,000**

STREET: GESSNER RD, S
FROM LIMIT: AT BELLAIRE BLVD & AT N OF BEECHNUT ST
TO LIMIT: NULL
DESCRIPTIO CONSTRUCT INTERSECTION AND MULTIMODAL SAFETY IMPROVEMENTS (POTENTIAL ROAD DIET)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 8 Safety	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$33,075
Right Of Way:	$0
Construction:	$675,000
Construction Engineer	$60,750
Contingencies:	$67,500
Indirects:	$34,290
Bond Finanacing:	$0
Total Project Cost:	$870,615

Total Project Cost Information: $675,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	8	$675,000	$0	$0	$0	$0	$675,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$675,000	$0	$0	$0	$0	$675,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0050-06-092	18052	CS	2025	C	Houston	HARRIS COUNTY MUD #500	**$43,380,000**

STREET: GREENHOUSE RD
FROM LIMIT: MOUND RD
TO LIMIT: SKINNER RD AT US 290
DESCRIPTIO CONSTRUCT 6-LANE UNDERPASS WITH PEDESTRIAN AND BIKEWAYS WITHIN THE ROW EXTENDING UNDER US 290 AND THE UPRR CONNECTING TO SKINNER ROAD ON THE NORTH.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,125,620
Right Of Way:	$0
Construction:	$43,380,000
Construction Engineer	$1,735,200
Contingencies:	$4,338,000
Indirects:	$2,203,704
Bond Finanacing:	$0
Total Project Cost:	$53,782,524

Total Project Cost Information: $43,380,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$34,704,000	$0	$8,676,000	$0	$0	$43,380,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$34,704,000	$0	$8,676,000	$0	$0	$43,380,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-71-836	5030	CS	2025	C, E	Houston	CITY OF HOUSTON	**$16,000,000**

STREET: GREENS RD
FROM LIMIT: JFK BLVD
TO LIMIT: IH 69
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 LANE TO 4-LANES DIVIDED

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$747,378
Right Of Way:	$0
Construction:	$15,252,622
Construction Engineer	$762,631
Contingencies:	$1,525,262
Indirects:	$774,833
Bond Finanacing:	$0
Total Project Cost:	$19,062,726

Total Project Cost Information: $16,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$12,800,000	$0	$3,200,000	$0	$0	$16,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$12,800,000	$0	$3,200,000	$0	$0	$16,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-608	15208	SS 548	2025	C	Houston	HCTRA	**$250,000,000**

STREET: HARDY TOLL RD
FROM LIMIT: IH 610
TO LIMIT: IH 69
DESCRIPTIO CONSTRUCT 4-LANE TOLL ROAD TO COMPLETE HARDY TOLL ROAD

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$12,250,000
Right Of Way:	$0
Construction:	$250,000,000
Construction Engineer	$10,000,000
Contingencies:	$25,000,000
Indirects:	$12,700,000
Bond Finanacing:	$0
Total Project Cost:	$309,950,000

Total Project Cost Information: $250,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3Toll	$0	$0	$0	$0	$250,000,000	$250,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$250,000,000	$250,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-609	16076	CR	2025	C	Houston	HCTRA	**$71,000,000**

STREET: HARDY TOLL RD
FROM LIMIT: AT SL 8
TO LIMIT: -
DESCRIPTIO CONSTRUCT NB-EB, SB-EB, WB-SB and WB-NB DIRECT CONNECTORS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,479,000
Right Of Way:	$0
Construction:	$71,000,000
Construction Engineer	$2,840,000
Contingencies:	$7,100,000
Indirects:	$3,606,800
Bond Finanacing:	$0
Total Project Cost:	$88,025,800

Total Project Cost Information: $71,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3Toll	$0	$0	$0	$0	$71,000,000	$71,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$71,000,000	$71,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	-	12622	CR	2025	C		FORT BEND COUNTY	**$11,180,000**

STREET: HARLEM RD
FROM LIMIT: Morton Rd
TO LIMIT: N of W Airport Blvd
DESCRIPTIO WIDEN FROM 4 TO 6 LANES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3LC	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$547,820
Right Of Way:	$0
Construction:	$11,180,000
Construction Engineer	$559,000
Contingencies:	$1,118,000
Indirects:	$567,944
Bond Finanacing:	$0
Total Project Cost:	$13,972,764

Total Project Cost Information: $11,180,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$11,180,000	$11,180,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$11,180,000	$11,180,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Multiple	0912-00-500	16088	VA	2025	E		H-GAC	**$4,140,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA
DESCRIPTIO TRAVEL DEMAND MANAGEMENT, MARKETING, OUTREACH AND PUBLIC EDUCATION

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	29.51	44.17

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$4,140,000
Right Of Way:	$0
Construction:	$0
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$4,140,000

Total Project Cost Information: $4,140,000

Transportation Dev. Credits: 828,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$4,140,000	$0	$0	$0	$0	$4,140,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$4,140,000	$0	$0	$0	$0	$4,140,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-622	18260	VA	2025	T	METRO	METRO	**$40,317,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA
DESCRIPTIO REGIONAL TRANSIT FARE COLLECTION SYSTEM (FY 2023-2026)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	0.6	0.57

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$40,317,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$40,317,000

Total Project Cost Information: $40,317,000

Transportation Dev. Credits: 8,063,400

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$40,317,000	$0	$0	$0	$0	$40,317,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$40,317,000	$0	$0	$0	$0	$40,317,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-662	18527	VA	2025	E		H-GAC	**$1,500,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA
DESCRIPTIO BICYCLE-PEDESTRIAN PLANNING STUDIES IN 8-COUNTY AREA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,500,000
Right Of Way:	$0
Construction:	$0
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$1,500,000

Total Project Cost Information: $1,500,000

Transportation Dev. Credits: 300,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$1,500,000	$0	$0	$0	$0	$1,500,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,500,000	$0	$0	$0	$0	$1,500,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-550	18607	VA	2025	E		H-GAC	**$1,380,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA
DESCRIPTIO TRAVEL DEMAND MANAGEMENT, MARKETING, OUTREACH AND PUBLIC EDUCATION: FY 2024

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	21.63	1.17

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,380,000
Right Of Way:	$0
Construction:	$0
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$1,380,000

Total Project Cost Information: $1,380,000

Transportation Dev. Credits: 276,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$1,380,000	$0	$0	$0	$0	$1,380,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,380,000	$0	$0	$0	$0	$1,380,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-633	18618	VA	2025	E		H-GAC	**$1,250,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

DESCRIPTIO HIGH-CAPACITY TRANSIT BUNDLE#1 - TRANSIT STUDIES FOR THE OUTER WEST PARK CORRIDOR AND REGIONAL BUS SUPPORTING CONCEPT FROM THE HIGH CAPACITY TRANSIT TASK FORCE REPORT

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,250,000
Right Of Way:	$0
Construction:	$0
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$1,250,000

Total Project Cost Information: $1,250,000

Transportation Dev. Credits 250,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$1,250,000	$0	$0	$0	$0	$1,250,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,250,000	$0	$0	$0	$0	$1,250,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-634	18818	VA	2025	E		H-GAC	**$2,317,500**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

DESCRIPTIO PUBLIC OUTREACH PROJECTS ADDRESSING REGIONAL TRAFFIC SAFETY ISSUES IDENTIFIED IN THE REGIONAL SAFETY PLAN AND OTHER TRANSPORTATION PLANNING EFFORTS. ISSUES INCLUDE IMPAIRMENT, SPEEDING, BICYCLE AND PEDESTRIAN SAFETY, TRAFFIC INTERSECTION IMPROVEMENTS.

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$2,317,500
Right Of Way:	$0
Construction:	$0
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$2,317,500

Total Project Cost Information: $2,317,500

Transportation Dev. Credits 463,500

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$2,317,500	$0	$0	$0	$0	$2,317,500
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$2,317,500	$0	$0	$0	$0	$2,317,500

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-666	18821	VA	2025	E		H-GAC	**$1,250,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

DESCRIPTIO HIGH CAPACITY TRANSIT BUNDLE 2: ADDITIONAL TRANSIT STUDIES IN THE EIGHT-COUNTY TRANSPORTATION MANAGEMENT AREA

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,250,000
Right Of Way:	$0
Construction:	$0
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$1,250,000

Total Project Cost Information: $1,250,000

Transportation Dev. Credits 250,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$1,250,000	$0	$0	$0	$0	$1,250,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,250,000	$0	$0	$0	$0	$1,250,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-670	18846	VA	2025	T		METRO	**$5,000,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	0.6	0.57

DESCRIPTIO CONTINUED IMPLEMENTATION OF A REGIONAL SEAMLESS FARE SYSTEM AND SUPPORTING PROJECT INCLUDING DATA MANAGEMENT, A MOBILE TICKETING APP AND RELATED EQUIPMENT, AND DEVELOPMENT OF A FARE POLICY

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$5,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$5,000,000

Total Project Cost Information: $5,000,000

Transportation Dev. Credits: 1,000,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$5,000,000	$0	$0	$0	$0	$5,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$5,000,000	$0	$0	$0	$0	$5,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-686	18853	VA	2025	C		H-GAC	**$8,000,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	395.39	10.79

DESCRIPTIO CLEAN VEHICLES PROGRAM (ENGINE/VEHICLE REPLACEMENT, ALTERNATE FUELS, EDUCATION): FY 2023-2024

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$8,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$8,000,000

Total Project Cost Information: $8,000,000

Transportation Dev. Credits: 1,600,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$8,000,000	$0	$0	$0	$0	$8,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$8,000,000	$0	$0	$0	$0	$8,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-687	18854	VA	2025	E		H-GAC	**$7,000,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	31.87	47.71

DESCRIPTIO COMMUTER AND TRANSIT PILOT PROGRAM: FY 2023

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$7,000,000
Right Of Way:	$0
Construction:	$0
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$7,000,000

Total Project Cost Information: $7,000,000

Transportation Dev. Credits: 1,400,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$7,000,000	$0	$0	$0	$0	$7,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$7,000,000	$0	$0	$0	$0	$7,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-723	19006	VA	2025	E		H-GAC	**$5,500,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

DESCRIPTIO Develop advanced multimodal transportation scenario planning tools and update travel demand models by integrating regional surveys, land use, transportation, and big data.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$5,500,000
Right Of Way:	$0
Construction:	$0
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$5,500,000

Total Project Cost Information: $5,500,000

Transportation Dev. Credits 1,100,000

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$5,500,000	$0	$0	$0	$0	$5,500,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$5,500,000	$0	$0	$0	$0	$5,500,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0508-01-390	18989	IH 10 E	2025	R	Baytown	TXDOT HOUSTON DISTRICT	**$91,200,000**

STREET: IH 10 E
FROM LIMIT: W OF MAGNOLIA ST
TO LIMIT: W OF THOMPSON RD/E OF SS 330 INTERCHANGE

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
18707	SW ROW	0	0

DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT SAN JACINTO RIVER BRIDGE AND WIDEN FROM 6 TO 11 MAIN LANES AND CONSTRUCT 4 NON-TOLLED MANAGED LANES AND SS 330 INTERCHANGE RECONSTRUCTION (MPOID 18707).

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$27,229,418
Right Of Way:	$91,200,000
Construction:	$555,702,400
Construction Engineer	$22,228,096
Contingencies:	$55,570,240
Indirects:	$28,229,682
Bond Finanacing:	$0
Total Project Cost:	$780,159,836

Total Project Cost Information: $91,200,000

Transportation Dev. Credits 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$91,200,000	$0	$0	$0	$91,200,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$91,200,000	$0	$0	$0	$91,200,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0271-05-025	10334	IH 10	2025	C, R	Katy	TXDOT HOUSTON DISTRICT	**$305,804,986**

STREET: IH 10 W
FROM LIMIT: W OF SNAKE CREEK
TO LIMIT: FORT BEND/HARRIS COUNTY LINE

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 4- ST WIDE, Cat 12 Stra Priori, Cat 5 CMAQ,	0.055	0.001

DESCRIPTIO RECONSTRUCT AND WIDEN FROM 6 TO 10 LANES (ADD 2 NEW MANAGED LANES AND 2 GENERAL PURPOSE LANES)

REMARKS: CMAQ will be used for the two new managed lanes only.

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$14,974,261
Right Of Way:	$19,295,655
Construction:	$286,509,331
Construction Engineer	$12,223,887
Contingencies:	$30,559,717
Indirects:	$15,524,336
Bond Finanacing:	$0
Total Project Cost:	$379,087,187

Total Project Cost Information: $305,804,986

Transportation Dev. Credits 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	t 4- ST WI	$181,399,666	$45,349,917	$0	$0	$0	$226,749,583
Cat:	12	$16,000,000	$4,000,000	$0	$0		$20,000,000
Cat:	SW ROW	$0	$19,295,655	$0	$0		$19,295,655
Cat:	5	$31,807,798	$7,951,950	$0	$0		$39,759,748
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$229,207,464	$76,597,522	$0	$0	$0	$305,804,986

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0271-06-117	13864	IH 10	2025	C, R	Katy	TXDOT HOUSTON DISTRICT	**$26,947,829**

STREET: IH 10 W
FROM LIMIT: FORT BEND C/L
TO LIMIT: MASON RD
DESCRIPTIO RESTRIPE AND WIDEN FROM 10 MAIN LANES TO 10 MAIN AND 2 NEW MANAGED LANES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 4- ST WIDE, SW ROW, Cat 5 CMAQ	0.006	0.041

REMARKS: CMAQ will be used for the two new managed lanes only.
HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,204,069
Right Of Way:	$8,299,000
Construction:	$18,648,819
Construction Engineer	$982,913
Contingencies:	$2,457,283
Indirects:	$1,248,300
Bond Finanacing:	$0
Total Project Cost:	$32,840,384

Total Project Cost Information: $26,947,829
Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat	4	$13,182,885	$3,295,721	$0	$0	$0	$16,478,606
Cat:	SW ROW	$0	$8,299,010	$0	$0		$8,299,010
Cat:	5	$1,736,170	$434,043	$0	$0		$2,170,213
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$14,919,055	$12,028,774	$0	$0	$0	$26,947,829

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0271-07-326	19011	IH 10	2025	C, R	Houston	TXDOT HOUSTON DISTRICT	**$313,340,742**

STREET: IH 10 W
FROM LIMIT: HEIGHTS BLVD
TO LIMIT: IH 45
DESCRIPTIO RECONSTRUCT EXISTING MAINLANES FROM IH 45 TO HEIGHTS BLVD AND RECONSTRUCT EXISTING HOV LANES FROM IH 45 TO STUDEMONT STREET TO RAISE THE ROADWAY ABOVE THE FLOODPLAIN TO ENHANCE RESILIENCY AND SAFETY AND CONSTRUCT A NEW SHARED USE PATH WHERE ONE DOES NOT EXIST CURRENTLY ALONG WHITE OAK BAYOU.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	SW ROW, Cat 4 ST WIDE, Cat 12 Stra Priori	0	0

REMARKS:
HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$11,515,272
Right Of Way:	$423,200
Construction:	$312,917,542
Construction Engineer	$9,400,222
Contingencies:	$23,500,556
Indirects:	$11,938,282
Bond Finanacing:	$0
Total Project Cost:	$369,695,074

Total Project Cost Information: $313,340,742
Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$423,200	$0	$0	$0	$423,200
Cat:	4	$0	$222,417,542	$0	$0		$222,417,542
Cat:	12	$0	$90,500,000	$0	$0		$90,500,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$313,340,742	$0	$0	$0	$313,340,742

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0110-04-205	18028	IH 45 N	2025	C, E, R		MONTGOMERY COUNTY	**$21,696,886**

STREET: IH 45 N
FROM LIMIT: AT SH 242
TO LIMIT: -
DESCRIPTIO CONSTRUCT NEW DIRECT CONNECTOR (NB-EB)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3LC, SW ROW	0	0

REMARKS:
HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$697,457
Right Of Way:	$6,795,600
Construction:	$14,233,829
Construction Engineer	$574,369
Contingencies:	$1,147,737
Indirects:	$583,558
Bond Finanacing:	$0
Total Project Cost:	$24,032,550

Total Project Cost Information: $21,696,886
Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$14,931,286	$14,931,286
Cat:	SW ROW	$6,765,600	$0	$0	$0	$0	$6,765,600
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$6,765,600	$0	$0	$0	$14,931,286	$21,696,886

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0500-03-613	19009	IH 45	2025	R	Houston	TXDOT HOUSTON DISTRICT	**$10,000,000**

STREET:	IH 45	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	IH 69	16336	SW ROW	0	0
TO LIMIT:	IH 10				

DESCRIPTIO ADVANCED ROW ACQUISITION FOR CONSTRUCT PARKWAY CONNECTORS INTO DOWNTOWN HOUSTON AND REMOVE EXISTING PIERCE ELEVATED (MPOID 16336: NHHIP SEG-3D)

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$10,000,000
Construction:	$325,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$335,000,000

Total Project Cost Information: $10,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$10,000,000	$0	$0	$0	$10,000,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$10,000,000	$0	$0	$0	$10,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0500-03-608	19010	IH 45	2025	R	Houston	TXDOT HOUSTON DISTRICT	**$800,000,000**

STREET:	IH 45	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	AT IH 69 S	16329	SW.ROW	0	0
TO LIMIT:	-				

DESCRIPTIO ADVANCED ROW ACQUISITION FOR NHHIP SEG 3D (MPOID 16329:NHHIP SEG-3D).

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$800,000,000
Construction:	$1,418,046,046
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$2,218,046,046

Total Project Cost Information: $800,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW.ROW	$0	$800,000,000	$0	$0	$0	$800,000,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$800,000,000	$0	$0	$0	$800,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0110-04-209	18886	IH 45 N	2025	C	Conroe	TXDOT HOUSTON DISTRICT	**$2,600,000**

STREET:	IH 45 N	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	N OF FM 1488		Cat 11- Dist Disc	0	0
TO LIMIT:	SL 336 (SOUTH)				

DESCRIPTIO NORTHBOUND HOV LANE EXTENSION

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$127,400
Right Of Way:	$0
Construction:	$2,600,000
Construction Engineer	$156,000
Contingencies:	$260,000
Indirects:	$132,080
Bond Finanacing:	$0
Total Project Cost:	$3,275,480

Total Project Cost Information: $2,600,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: 11	$0	$2,600,000	$0	$0	$0	$2,600,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$2,600,000	$0	$0	$0	$2,600,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	-	18975	IH 45 N	2025	E		TXDOT HOUSTON DISTRICT	**$1,000,000**

STREET:	IH 45 N	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	S OF HARDY TOLL RD		Cat 10- Misc	0	0
TO LIMIT:	N OF WOODLANDS PKWY				
DESCRIPTIO	CONDUCT IH 45 N. RAMPS RECONFIGURATION ANALYSIS/FEASIBILITY STUDY (TXCID: A00202845)				

REMARKS: HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,000,000
Right Of Way:	$0
Construction:	$0
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$1,000,000

Total Project Cost Information: $1,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	10	$0	$1,000,000	$0	$0	$0	$1,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$1,000,000	$0	$0	$0	$1,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0500-03-616	18976	IH 45 N	2025	R	Houston	TXDOT HOUSTON DISTRICT	**$144,704,000**

STREET:	IH 45 N	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	AT IH 10	16328	SW ROW	0	0
TO LIMIT:	-				
DESCRIPTIO	ADVANCED ROW ACQUISITION FOR NHHIP SEG-3C-4 (C phase - 16328)				

REMARKS: HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$44,568,440
Right Of Way:	$144,704,000
Construction:	$1,098,875,000
Construction Engineer	$36,382,400
Contingencies:	$90,956,000
Indirects:	$46,205,648
Bond Finanacing:	$0
Total Project Cost:	$1,461,691,488

Total Project Cost Information: $144,704,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$144,704,000	$0	$0	$0	$144,704,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$144,704,000	$0	$0	$0	$144,704,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0500-08-002	18977	IH 45 N	2025	R	Houston	TXDOT HOUSTON DISTRICT	**$610,000,000**

STREET:	IH 45 N	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	AT IH 69/IH 10	16330	SW ROW	0	0
TO LIMIT:	-				
DESCRIPTIO	ADVANCED ROW ACQUISITION FOR NHHIP SEG-3C-2 (C phase - 16330)				

REMARKS: HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$52,181,717
Right Of Way:	$610,000,000
Construction:	$1,430,240,000
Construction Engineer	$42,598,320
Contingencies:	$106,493,300
Indirects:	$54,098,596
Bond Finanacing:	$0
Total Project Cost:	$2,295,611,933

Total Project Cost Information: $610,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$610,000,000	$0	$0	$0	$610,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$610,000,000	$0	$0	$0	$610,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0500-03-615	18978	IH 45 N	2025	R	Houston	TXDOT HOUSTON DISTRICT	**$80,000,000**

STREET:	IH 45 N	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	IH 610 N	16332	SW ROW	0	0
TO LIMIT:	IH 10				

DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT AND WIDEN FROM 4 TO 5 MAIN LANES, CONSTRUCT 4 MANAGED LANES AND RECONSTRUCT AND WIDEN FROM TWO 2- AND 3-LN FRS TO TWO 3-LN FRS (NHHIP SEG-2A) (C PHASE - MPOID 16332)

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$80,000,000
Construction:	$712,090,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$792,090,000

Total Project Cost Information: $80,000,000

Transportation Dev. Credits 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$80,000,000	$0	$0	$0	$80,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$80,000,000	$0	$0	$0	$80,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0500-03-614	18979	IH 45 N	2025	R	Houston	TXDOT HOUSTON DISTRICT	**$65,000,000**

STREET:	IH 45 N	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	AT IH 610 N	16327	SW ROW	0	0
TO LIMIT:					

DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCTION OF INTERCHANGE (NHHIP SEG-2B) (C PHASE - MPOID 16327)

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$65,000,000
Construction:	$754,200,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$819,200,000

Total Project Cost Information: $65,000,000

Transportation Dev. Credits 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$65,000,000	$0	$0	$0	$65,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$65,000,000	$0	$0	$0	$65,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0500-03-619	18983	IH 45 N	2025	R	Houston	TXDOT HOUSTON DISTRICT	**$300,000,000**

STREET:	IH 45 N	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	IH 610 N	16333	SW ROW	0	0
TO LIMIT:	AIRLINE DRIVE				

DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT AND WIDEN FROM 8 TO 12 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES AND RECONSTRUCT AND WIDEN FROM TWO 2- AND 3-LANES FRONTAGE ROADS TO TWO 2- AND 3-LANES FRONTAGE ROADS (NHHIP SEG-2B) (C PHASE-MPOID 16333).

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$300,000,000
Construction:	$675,400,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$975,400,000

Total Project Cost Information: $300,000,000

Transportation Dev. Credits 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$300,000,000	$0	$0	$0	$300,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$300,000,000	$0	$0	$0	$300,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Galveston	0500-01-119	282	IH 45 S	2025	C, R	Galveston	TXDOT HOUSTON DISTRICT	**$129,181,220**

STREET: IH 45 S
FROM LIMIT: S OF CAUSEWAY
TO LIMIT: 61ST ST

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	SW ROW, Cat 2 Metro	0	0

DESCRIPTIO RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES AND RECONSTRUCT TWO, 2-LANE FRONTAGE ROADS AND CONSTRUCT A DIRECT CONNECTOR RAMP FROM NORTHBOUND 61ST STREET TO WESTBOUND IH 45 S

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$6,329,880
Right Of Way:	$11,925,621
Construction:	117,255,599
Construction Engineer	$517,249
Contingencies:	$12,918,122
Indirects:	$6,562,406
Bond Finanacing:	$0
Total Project Cost:	$155,508,899

Total Project Cost Information: $129,181,220

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$11,925,621	$0	$0	$0	$11,925,621
Cat:	2	$93,804,479	$23,451,120	$0	$0		$117,255,599
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$93,804,479	$35,376,741	$0	$0	$0	$129,181,220

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0271-15-099	18876	IH 610	2025	C	Houston	TXDOT HOUSTON DISTRICT	**$4,200,000**

STREET: IH 610 E
FROM LIMIT: AT IH 10 E/US 90 E
TO LIMIT: -

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 11- Dist Disc	0	0

DESCRIPTIO RECONSTRUCT AND WIDEN NB-EB DIRECT CONNECTOR RAMP FROM 1 LANE TO 2 LANES

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$205,800
Right Of Way:	$0
Construction:	$4,200,000
Construction Engineer	$252,000
Contingencies:	$420,000
Indirects:	$213,360
Bond Finanacing:	$0
Total Project Cost:	$5,291,160

Total Project Cost Information: $4,200,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	11	$3,360,000	$840,000	$0	$0	$0	$4,200,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$3,360,000	$840,000	$0	$0	$0	$4,200,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0027-13-200	7428	IH 69 S	2025	C, R	Houston	TXDOT HOUSTON DISTRICT	**$578,461,622**

STREET: IH 69 S
FROM LIMIT: IH 45
TO LIMIT: SH 288

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, Cat 4 St Con, Cat 12 Str Priori, SW ROW	0	0

DESCRIPTIO RECONSTRUCT AND WIDEN FROM 8 TO 10 MAIN LANES AND RECONSTRUCT IH 69/SH 288 INTERCHANGE (NHHIP SEG-3B-2)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$27,166,904
Right Of Way:	$91,615,434
Construction:	$486,866,188
Construction Engineer	$22,177,065
Contingencies:	$55,442,662
Indirects:	$28,164,872
Bond Finanacing:	$0
Total Project Cost:	$711,433,125

Total Project Cost Information: $578,461,622

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$24,000,000	$6,000,000	$0	$0	$0	$30,000,000
Cat:	4	$220,444,950	$55,111,238	$0	$0	$0	$275,556,188
Cat:	12	$145,032,000	$36,258,000	$0	$0	$0	$181,290,000
Cat:	SW ROW	$0	$91,615,434	$0	$0	$0	$91,615,434
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$389,476,950	$188,984,672	$0	$0	$0	$578,461,622

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	5000-00-191	19075	IH 69 S	2025	C	Sugar Land	TXDOT HOUSTON DISTRICT	**$1,114,497**

STREET: IH 69 S
FROM LIMIT: AT 15145 Southwest Freeway
TO LIMIT: -

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 10-NEVI	0	0

DESCRIPTIO INSTALL FOUR DIRECT CURRENT FAST CHARGE ELECTRIC VEHICLE CHARGING PORTS WITHIN ONE MILE OF THE ELECTRIC ALTERNATIVE FUEL CORRIDORS AS PART OF THE BIL NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM (IH 69).

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$54,610
Right Of Way:	$0
Construction:	$1,114,497
Construction Engineer	$66,870
Contingencies:	$111,450
Indirects:	$56,616
Bond Finanacing:	$0
Total Project Cost:	$1,404,043

Total Project Cost Information: $1,114,497

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	10	$672,160	$442,337	$0	$0	$0	$1,114,497
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$672,160	$442,337	$0	$0	$0	$1,114,497

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0271-07-332	11473	BRT	2025	T	Houston	METRO	**$15,100,000**

STREET: INNER KATY CORRIDOR
FROM LIMIT: IH 610 W
TO LIMIT: KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
18405	Cat 5 CMAQ	1.71	9.67

DESCRIPTIO ENGINEERING FOR CONSTRUCTION OF MULTIMODAL DEDICATED BUS RAPID TRANSIT (BRT) BUSWAY, INCLUDING GRADE-SEPARATION AND CONNECTION TO HOV LANES AND TRANSIT CENTER.

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$15,100,000
Right Of Way:	$0
Construction:	$787,792,843
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$802,892,843

Total Project Cost Information: $15,100,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$12,080,000	$0	$3,020,000	$0	$0	$15,100,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$12,080,000	$0	$3,020,000	$0	$0	$15,100,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris		19087	BRT	2025	C, E	Houston	METRO	**$12,890,000**

STREET: INNER KATY CORRIDOR
FROM LIMIT: Studemont St
TO LIMIT: IH 45

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
18405	Cat 7 STBG	0	0

DESCRIPTIO Design and Construction of BRT busway foundations for up to 37 columns.

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$15,100,000
Right Of Way:	$0
Construction:	$787,792,843
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$802,892,843

Total Project Cost Information: $12,890,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$10,312,000	$0	$2,578,000	$0	$0	$12,890,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$10,312,000	$0	$2,578,000	$0	$0	$12,890,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-644	19000	CS	2025	C	Houston	HOUSTON - HOUSTON PUBLIC	**$547,324**

STREET:	LITTLE YORK RD, W	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	TC JESTER BLVD		Cat 8 Safety	0	0
TO LIMIT:	WHEATLEY ST				
DESCRIPTIO	CONSTRUCT SAFETY, ACCESS MANAGEMENT AND MULTIMODAL IMPROVEMENTS WITH ROAD DIET				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$26,819	$547,324	Cat: 8	$492,592	$0	$54,732	$0	$0	$547,324
Right Of Way:	$0		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$547,324		Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$49,259	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$54,732	54,732	Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$27,804								
Bond Finanacing:	$0		Funding by Share	$492,592	$0	$54,732	$0	$0	$547,324
Total Project Cost:	$705,938								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-750	19004	CS	2025	C	Houston	HOUSTON - HOUSTON PUBLIC	**$314,590**

STREET:	MACGREGOR WAY, S	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	SH 288		Cat 8 Safety	0	0
TO LIMIT:	CULLEN BLVD				
DESCRIPTIO	CONSTRUCT INTERSECTION AND MULTIMODAL SAFETY IMPROVEMENTS (POTENTIAL ROAD DIET)				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$15,415	$314,590	Cat: 8	$314,590	$0	$0	$0	$0	$314,590
Right Of Way:	$0		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$314,590		Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$28,313	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$31,459	0	Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$15,981								
Bond Finanacing:	$0		Funding by Share	$314,590	$0	$0	$0	$0	$314,590
Total Project Cost:	$405,758								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0027-13-221	16337	IH 69	2025	C, R	Houston	TXDOT HOUSTON DISTRICT	**$79,128,037**

STREET:	MCGOWEN, TUAM AND ELGIN ST	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	AT IH 69		Cat 4- ST Con, Cat 12 Stra Priori, SW ROW	0	0
TO LIMIT:	-				
DESCRIPTIO	RECONSTRUCT 3 BRIDGES (NHHIP SEG-3B-2)				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$3,656,774	$79,128,037	Cat: 4	$4,080,000	$1,020,000	$0	$0	$0	$5,100,000
Right Of Way:	$10,128,037		Cat: 12	$51,120,000	$12,780,000	$0	$0	$0	$63,900,000
Construction:	$69,000,000		Cat: SW ROW	$0	$10,128,037	$0	$0	$0	$10,128,037
Construction Engineer	$2,985,121	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$7,462,804	0	Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$3,791,104								
Bond Finanacing:	$0		Funding by Share	$55,200,000	$23,928,037	$0	$0	$0	$79,128,037
Total Project Cost:	$97,023,840								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-00-726	11268	VA	2025	T	Houston	METRO	**$150,790,000**

STREET: METRO SERVICE AREA
FROM LIMIT: VA
TO LIMIT: VA
DESCRIPTIO REPLACEMENT OF 160 DIESEL HYBRID BUSES WITH 160 CLEAN DIESEL BUSES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ, Cat 3 LC	29.02	1.84

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$150,790,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$150,790,000

Total Project Cost Information: $150,790,000

Transportation Dev. Credits: 6,591,932

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$32,959,660	$0	$0	$0	$0	$32,959,660
Cat:	3LC	$0	$0	$0	$0	$117,830,340	$117,830,340
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$32,959,660	$0	$0	$0	$117,830,340	$150,790,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-00-639	15243	VA	2025	T	Houston	METRO	**$29,193,000**

STREET: METRO SERVICE AREA
FROM LIMIT: VA
TO LIMIT: VA
DESCRIPTIO REPLACE 20 40' HEAVY DUTY DIESEL BUSES OR DIESEL/ELECTRIC HYBRIDS WITH 20 ALL ELECTRIC BUSES; PURCHASE 10 ALL ELECTRIC CUTAWAY BUSES; PURCHASE NECESSARY RECHARGING STATIONS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	2.8	0.38

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$29,193,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$29,193,000

Total Project Cost Information: $29,193,000

Transportation Dev. Credits: 5,838,600

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$29,193,000	$0	$0	$0	$0	$29,193,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$29,193,000	$0	$0	$0	$0	$29,193,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-00-729	15265	CS	2025	T	Houston	METRO	**$30,000,000**

STREET: METRO SERVICE AREA
FROM LIMIT: VA
TO LIMIT: VA
DESCRIPTIO IMPLEMENT UNIVERSAL ACCESSIBILITY PHASE 2 - CONSTRUCT NEW BUS PADS AND SIDEWALK SECTIONS (FILL IN THE GAPS, WIDEN AND SLOPE ADJUSTMENTS) AND NEW RAMPS (WIDEN AND SLOPE ADJUSTMENTS) IN LOCATIONS THAT DO NOT CURRENTLY MEET ADA TO IN ORDER TO MEET ADA COMPLIANCE. NO ACTIVITY WILL BE IN-KIND OR ROUTINE MAINTENANCE.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	5	5

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$30,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$30,000,000

Total Project Cost Information: $30,000,000

Transportation Dev. Credits: 6,000,000

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$30,000,000	$0	$0	$0	$0	$30,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$30,000,000	$0	$0	$0	$0	$30,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-541	17081	CS	2025	C, E, R	Webster	CITY OF WEBSTER	**$15,299,587**

STREET: NASA RD 1 BYPASS
FROM LIMIT: FM 528
TO LIMIT: LANDING BLVD/NASA 1 BYPASS AT IH 45S
DESCRIPTIO CONSTRUCT 4-LANE DIVIDED ROADWAY ON NEW ALIGNMENT WITH PEDESTRIAN/BICYCLE ACCOMODATIONS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,548,232
Right Of Way:	$2,550,271
Construction:	$10,201,085
Construction Engineer	$510,054
Contingencies:	$1,020,108
Indirects:	$518,215
Bond Finanacing:	$0
Total Project Cost:	$17,347,965

Total Project Cost Information: $15,299,587

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$11,382,362	$0	$2,845,591	$0	$1,071,635	$15,299,587
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$11,382,362	$0	$2,845,591	$0	$1,071,635	$15,299,587

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-792	19044	CS	2025	T	Houston	EAST END DISTRICT	**$9,521,060**

STREET: NAVIGATION BLVD
FROM LIMIT: LOCKWOOD DR
TO LIMIT: MACK ST
DESCRIPTIO NAVIGATION BOULEVARD SAFE ROUTES TO TRANSIT - CONSTRUCT AND/OR WIDEN SIDEWALKS, FILL IN SIDEWALK GAPS, REPLACE CURBS, PROVIDE ADA COMPLIANT RAMPS, NEW PEDESTRIAN LIGHTING, NEW LANDSCAPING, AND ASSOCIATED UTILITIES. CONVERT 1 EXISTING TRAVEL LANE IN EACH DIRECTION (ROAD DIET) TO A SHARED USE PATH IN THE MEDIAN.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$466,428
Right Of Way:	$0
Construction:	$9,521,060
Construction Engineer	$380,802
Contingencies:	$952,005
Indirects:	$483,618
Bond Finanacing:	$0
Total Project Cost:	$11,803,913

Total Project Cost Information: $9,521,060

Transportation Dev. Credits: 1,904,212

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$9,521,060	$0	$0	$0	$0	$9,521,060
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$9,521,060	$0	$0	$0	$0	$9,521,060

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-678	19001	CS	2025	C	Houston	HOUSTON - HOUSTON PUBLIC	**$789,583**

STREET: NORTHLINE DR
FROM LIMIT: PARKER RD
TO LIMIT: CANINO RD
DESCRIPTIO CONSTRUCT ON-STREET BIKE LANE AND INTERSECTION SAFETY IMPROVEMENTS WITH ROAD DIET

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 8 Safety	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$38,690
Right Of Way:	$0
Construction:	$789,583
Construction Engineer	$71,062
Contingencies:	$78,958
Indirects:	$40,111
Bond Finanacing:	$0
Total Project Cost:	$1,018,404

Total Project Cost Information: $789,583

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	8	$789,583	$0	$0	$0	$0	$789,583
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$789,583	$0	$0	$0	$0	$789,583

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0912-37-232	87	CS	2025	C, E	HOUSTON	Lake Houston RA	$76,236,976

STREET: NORTHPARK DR
FROM LIMIT: IH 69 N
TO LIMIT: RUSSELL PALMER RD
DESCRIPTIO WIDEN FROM 4 TO 6 LANES BOULEVARD SECTION INCLUDING DRAINAGE, GRADE SEPARATION AT UPRR/SL 494, AND SIGNALIZED INTERSECTION AT RUSSELL PALMER DRIVE

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3LC	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,036,225
Right Of Way:	$0
Construction:	$61,963,775
Construction Engineer	$2,478,551
Contingencies:	$6,196,378
Indirects:	$3,147,760
Bond Finanacing:	$0
Total Project Cost:	$76,822,689

Total Project Cost Information: $76,236,976

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$76,236,976	$76,236,976
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$76,236,976	$76,236,976

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Galveston	0912-73-213	18085	CS	2025	C, R	Galveston	Galveston County	**$154,181,417**

STREET: PELICAN ISLAND BRIDGE
FROM LIMIT: SH 275
TO LIMIT: SEAWOLF PAWY
DESCRIPTIO CONSTRUCT BRIDGE AT NEW LOCATION AND CONSTRUCT 2 LANE APPROACH ROAD FROM WEST OF BRADNER TO NEW PELICAN ISLAND BRIDGE.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG, Cat 6, Cat 3 TMF, SWROW	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$5,666,167
Right Of Way:	$38,361,600
Construction:	$115,819,817
Construction Engineer	$4,625,443
Contingencies:	$11,563,606
Indirects:	$5,874,312
Bond Finanacing:	$0
Total Project Cost:	$181,910,945

Total Project Cost Information: $154,181,417

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$21,057,454	$0	$5,262,363	$0	$0	$26,319,817
Cat:	6	$40,000,000	$5,000,000	$5,000,000	$0	$0	$50,000,000
Cat:	3L	$0	$0	$0	$0	$32,000,000	$32,000,000
Cat:	3TMF	$0	$7,500,000	$0	$0	$0	$7,500,000
Cat:	SW ROW	$30,689,280	$7,672,320	$0	$0	$0	$38,361,600
Funding by Share		$91,746,734	$20,172,320	$42,262,363	$0	$0	$154,181,417

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-797	19012	CS	2025	E	La Porte	PORT OF HOUSTON AUTHORITY	**$2,795,665**

STREET: Port Rd
FROM LIMIT: AT Bayport Container terminal
TO LIMIT: -
DESCRIPTIO Engineering for Port Rd Grade Separation at Bayport Container terminal at-Grade RXR.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
19013	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,795,665
Right Of Way:	$0
Construction:	$28,142,009
Construction Engineer	$1,125,680
Contingencies:	$2,814,201
Indirects:	$1,429,614
Bond Finanacing:	$0
Total Project Cost:	$36,307,169

Total Project Cost Information: $2,795,665

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$2,236,532	$0	$559,133	$0	$0	$2,795,665
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$2,236,532	$0	$559,133	$0	$0	$2,795,665

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-798	19018	CR	2025	E		HARRIS COUNTY	**$1,980,964**

STREET:	RANKIN RD	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	IH-45 NBFR	19019	Cat 7 STBG	0	0
TO LIMIT:	RANCH VIEW TRAIL				

DESCRIPTIO ENGINEERING for RANIN RD ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS (LEADING PEDESTRIAN SINGAL INTERVALS, CROSSWALKS, ADA RAMPS), SIDEWALK IMPROVEMENTS TO MITIGATE SERIOUS INJURIES AND FATALITIES ON VISION ZERO NETWORK.

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,980,964
Right Of Way:	$0
Construction:	$14,632,236
Construction Engineer	$731,612
Contingencies:	$1,463,224
Indirects:	$743,318
Bond Finanacing:	$0
Total Project Cost:	$19,551,354

Total Project Cost Information: $1,980,964

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$1,584,771	$0	$396,193	$0	$0	$1,980,964
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,584,771	$0	$396,193	$0	$0	$1,980,964

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	-	11058	CS	2025	C, E	Pasadena	CITY OF PASADENA	**$3,410,975**

STREET:	RED BLUFF RD	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	SH 225		Cat 3LC	0	0
TO LIMIT:	BEARLE ST				

DESCRIPTIO DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT SH 225, BEARLE AND THOMAS

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$159,331
Right Of Way:	$0
Construction:	$3,251,644
Construction Engineer	$195,099
Contingencies:	$325,164
Indirects:	$165,184
Bond Finanacing:	$0
Total Project Cost:	$4,096,422

Total Project Cost Information: $3,410,975

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$3,410,975	$3,410,975
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$3,410,975	$3,410,975

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	-	11059	CS	2025	C, E	Pasadena	CITY OF PASADENA	**$7,875,897**

STREET:	RED BLUFF RD	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	BW 8		Cat 3LC	0	0
TO LIMIT:	SPENCER HWY				

DESCRIPTIO DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT RANDOLPH (JANA), KINGSDALE AND SPENCER HWY

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$367,892
Right Of Way:	$0
Construction:	$7,508,005
Construction Engineer	$375,400
Contingencies:	$750,800
Indirects:	$381,407
Bond Finanacing:	$0
Total Project Cost:	$9,383,504

Total Project Cost Information: $7,875,897

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$7,875,897	$7,875,897
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$7,875,897	$7,875,897

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	-	11060	CS	2025	C, E	Pasadena	CITY OF PASADENA	**$10,100,000**

STREET:	RED BLUFF RD	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	BEARLE ST		Cat 3LC	0	0
TO LIMIT:	SOUTH ST				
DESCRIPTIO	DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT BURKE/GRAND, HARRIS/NORTH, PRESTON AND SOUTH				

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$471,783
Right Of Way:	$0
Construction:	$9,628,217
Construction Engineer	$481,411
Contingencies:	$962,822
Indirects:	$489,113
Bond Finanacing:	$0
Total Project Cost:	$12,033,346

Total Project Cost Information:	$10,100,000
Transportation Dev. Credits	0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$10,100,000	$10,100,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$10,100,000	$10,100,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	-	11061	CS	2025	C, E	Pasadena	CITY OF PASADENA	**$3,842,079**

STREET:	RED BLUFF RD	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	SOUTH ST		Cat 3LC	0	0
TO LIMIT:	BW 8				
DESCRIPTIO	DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT SAN AUGUSTINE/ORREL AND BW 8				

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$179,468
Right Of Way:	$0
Construction:	$3,662,611
Construction Engineer	$219,757
Contingencies:	$366,261
Indirects:	$186,061
Bond Finanacing:	$0
Total Project Cost:	$4,614,158

Total Project Cost Information:	$3,842,079
Transportation Dev. Credits	0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$3,842,079	$3,842,079
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$3,842,079	$3,842,079

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0338-07-019	7706	SH 105	2025	C, R	Cleveland	TXDOT HOUSTON DISTRICT	**$53,804,767**

STREET:	SH 105	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	SAN JACINTO C/L		Cat 2- Metro, SW ROW	0	0
TO LIMIT:	LIBERTY C/L				
DESCRIPTIO	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED				

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,600,912
Right Of Way:	$7,888,125
Construction:	$45,916,642
Construction Engineer	$2,123,193
Contingencies:	$5,307,983
Indirects:	$2,696,455
Bond Finanacing:	$0
Total Project Cost:	$66,532,694

Total Project Cost Information:	$53,804,767
Transportation Dev. Credits	0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$36,732,821	$9,183,821	$0	$0	$0	$45,916,642
Cat:	SW ROW	$0	$7,888,125	$0	$0	$0	$7,888,125
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:		$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$36,732,205	$17,071,330	$0	$0	$0	$53,804,767

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	-	15480	SH 105	2025	C	CONROE	CITY OF CONROE	**$2,000,000**

STREET:	SH 105	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	LP 336 W		Cat 3LC	0	0
TO LIMIT:	IH 45 N				
DESCRIPTIO	ACCESS MANAGEMENT TREATMENTS				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$98,000	$2,000,000	Cat: 3LC	$0	$0	$0	$0	$2,000,000	$2,000,000
Right Of Way:	$0		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$2,000,000		Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$120,000	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$200,000	0	Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$101,600		Cat: -	$0	$0	$0	$0	$0	$0
Bond Finanacing:	$0		Funding by Share	$0	$0	$0	$0	$2,000,000	$2,000,000
Total Project Cost:	$2,519,600								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0502-01-217	16340	SH 225	2025	C	Pasadena	HCTRA	**$92,000,000**

STREET:	SH 225	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	AT SL 8		Cat 3LC	0	0
TO LIMIT:	-				
DESCRIPTIO	CONSTRUCT 4 DIRECT CONNECTORS: PHASE 1 (NB-WB, SB-EB, NB-EB, SB-WB)				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$4,508,000	$92,000,000	Cat: 3Toll	$0	$0	$0	$0	$92,000,000	$92,000,000
Right Of Way:	$0		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$92,000,000		Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$3,680,000	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$9,200,000	0	Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$4,673,600		Cat: -	$0	$0	$0	$0	$0	$0
Bond Finanacing:	$0		Funding by Share	$0	$0	$0	$0	$92,000,000	$92,000,000
Total Project Cost:	$114,061,600								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0720-03-150	18999	SH 249	2025	R	Houton	TXDOT HOUSTON DISTRICT	**$25,446,428**

STREET:	SH 249	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	SL 8	17224	SW ROW	0	0
TO LIMIT:	IH 45 N				
DESCRIPTIO	ADVANCED ROW ACQUISITION FOR RECONSTRUCTION AND WIDEN FROM 6 TO 8 LANES DIVIDED AND INSTALL NEW BUS STOP PADS AND SHARED USE PATHS WHERE NONE CURRENTLY EXIST (C PASE MPOID 17224)				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$8,535,716	$25,446,428	Cat: SW ROW	$0	$25,446,428	$0	$0	$0	$25,446,428
Right Of Way:	$25,446,428		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$174,198,278		Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$6,967,931	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$17,419,828	0	Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$8.849.273		Cat: -	$0	$0	$0	$0	$0	$0
Bond Finanacing:	$0		Funding by Share	$0	$25,446,428	$0	$0	$0	$25,446,428
Total Project Cost:	$241,417,454								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0598-01-109	19008	SH 288	2025	C	Houston	TXDOT HOUSTON DISTRICT	**$4,852,848**

STREET: SH 288
FROM LIMIT: N OF BLODGETT ST
TO LIMIT: CLEBURNE ST
DESCRIPTIO Reconstruct SH 288 Managed Lanes Exit Ramp (NHHIP SEG. 3B-2)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 11- Dist Disc	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$4,852,848
Construction Engineer	$291,171
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$5,144,019

Total Project Cost Information: $4,852,848

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	11	$3,882,278	$970,570	$0	$0	$0	$4,852,848
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$3,882,278	$970,570	$0	$0	$0	$4,852,848

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Waller	0050-04-029	18523	SH 6	2025	C		TXDOT HOUSTON DISTRICT	**$5,450,046**

STREET: SH 6
FROM LIMIT: GRIMES C/L
TO LIMIT: US 290
DESCRIPTIO INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE INCLUDING FIBER, CAMERAS, AND DMS SIGNS WHERE NO CURRENT SYSTEM EXISTS. THE NEW EQUIPMENT DOES NOT REPLACE OR UPGRADE EXISTING EQUIPMENT.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5-CMAQ	0.03	0.06

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$267,052
Right Of Way:	$0
Construction:	$5,450,046
Construction Engineer	$272,502
Contingencies:	$545,005
Indirects:	$276,862
Bond Finanacing:	$0
Total Project Cost:	$6,811,467

Total Project Cost Information: $5,450,046

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$4,360,037	$1,090,009	$0	$0	$0	$5,450,046
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$4,360,037	$1,090,009	$0	$0	$0	$5,450,046

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	1685-05-134	18993	SH 6	2025	R	Houston	TXDOT HOUSTON DISTRICT	**$14,000,000**

STREET: SH 6
FROM LIMIT: AT CLAY RD
TO LIMIT: -
DESCRIPTIO ADVANCED ROW ACQUISITION FOR GRADE SEPARATION AND INTERSECTION IMPROVEMENTS (C PHASE MPOID 18509)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
18509	SW ROW	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$14,000,000
Construction:	$32,500,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$46,500,000

Total Project Cost Information: $14,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$14,000,000	$0	$0	$0	$14,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$14,000,000	$0	$0	$0	$14,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0110-03-081	18986	SH 75	2025	R	Conroe	TXDOT HOUSTON DISTRICT	**$4,759,430**

STREET:	SH 75	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	LEAGUE LINE ROAD	17230	SW ROW	0	0
TO LIMIT:	FM 3083/TEAS NURSERY ROAD				
DESCRIPTIO	ADVANCED ROW ACQUISITION FOR WIDEN FROM 2 TO 4 LANE DIVIDED (C PHASE MPOID 17230)				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$641,416	$4,759,430	Cat: SW ROW	$0	$4,759,430	$0	$0	$0	$4,759,430
Right Of Way:	$4,759,430		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$13,090,131	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$654,507	0	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$1,309,013		Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$664,979		Funding by Share	$0	$4,759,430	$0	$0	$0	$4,759,430
Bond Finanacing:	$0								
Total Project Cost:	$21,119,476								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0110-03-083	18987	SH 75	2025	R	Conroe	TXDOT HOUSTON DISTRICT	**$5,102,013**

STREET:	SH 75	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	FM 830	17228	SW ROW	0	0
TO LIMIT:	LEAGUE LINE RD				
DESCRIPTIO	ADVANCED ROW ACQUISITION FOR WIDEN FROM 2 TO 4 LANE DIVIDED (C PHASE- MPOID 17228)				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$982,906	$5,102,013	Cat: SW ROW	$0	$5,102,013	$0	$0	$0	$5,102,013
Right Of Way:	$5,102,013		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$20,059,314	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$1,002,966	0	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$2,005,931		Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$1,019,013		Funding by Share	$0	$5,102,013	$0	$0	$0	$5,102,013
Bond Finanacing:	$0								
Total Project Cost:	$30,172,143								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0110-03-082	18988	SH 75	2025	R	Willis	TXDOT HOUSTON DISTRICT	**$2,900,000**

STREET:	SH 75	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	FM 2432	17229	SW ROW	0	0
TO LIMIT:	FM 830				
DESCRIPTIO	ADVANCED ROW ACQUISITION FOR WIDEN FROM 2 TO 4 LANE DIVIDED (C PHASE- MPOID 17229)				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$1,262,240	$2,900,000	Cat: SW ROW	$0	$2,900,000	$0	$0	$0	$2,900,000
Right Of Way:	$2,900,000		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$25,760,000	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$1,030,400	0	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$2,576,000		Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$1,308,608		Funding by Share	$0	$2,900,000	$0	$0	$0	$2,900,000
Bond Finanacing:	$0								
Total Project Cost:	$34,837,248								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	3510-04-039	14239	SH 99	2025	C, E, R		FBCTRA	**$38,400,000**

STREET: SH 99
FROM LIMIT: AT FM 1093/WPT
TO LIMIT: -
DESCRIPTIO SEG D: CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (WB-NB, NB-EB)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,262,988
Right Of Way:	$6,443,818
Construction:	$25,775,272
Construction Engineer	$1,031,011
Contingencies:	$2,577,527
Indirects:	$1,309,384
Bond Finanacing:	
Total Project Cost:	$38,400,000

Total Project Cost Information: $38,400,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3Toll	$0	$0	$0	$0	$38,400,000	$38,400,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$38,400,000	$38,400,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-684	18885	VA	2025	T	Houston	NORTHWEST MANAGEMENT DIS	**$1,250,000**

STREET: SHARPSTOWN MULTI-USE TRAIL
FROM LIMIT: SANDPOINT DR
TO LIMIT: BEECHNUT ST
DESCRIPTIO Construct SHARPSTOWN MULTI-USE TRAIL PHASE-1

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 10 Misc	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$1,250,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$1,250,000

Total Project Cost Information: $1,250,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	10	$1,000,000	$0	$250,000	$0	$0	$1,250,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,000,000	$0	$250,000	$0	$0	$1,250,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-616	18417	CS	2025	C	Houston	CITY OF HOUSTON	**$50,000,000**

STREET: SHEPHERD-DURHAM CORRIDOR
FROM LIMIT: W 15TH ST
TO LIMIT: IH 10 WB FR
DESCRIPTIO RECONSTRUCT ROADWAY AND VARIOUS CROSS STREETS (11TH, 12TH, 14TH ST. AT VARIOUS LIMITS) INCLUDING RE-CONFIGURATION OF TRAVEL LANES FROM 4 TO 3, INTERSECTIONS, ADDITION OF BIKE FACILITIES AND PEDESTRIAN INFRASTRUCTURE.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,450,000
Right Of Way:	$0
Construction:	$50,000,000
Construction Engineer	$2,000,000
Contingencies:	$5,000,000
Indirects:	$2,540,000
Bond Finanacing:	$0
Total Project Cost:	$61,990,000

Total Project Cost Information: $50,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$40,000,000	$0	$10,000,000	$0	$0	$50,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$40,000,000	$0	$10,000,000	$0	$0	$50,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0338-11-056	16343	SL 336	2025	C, R	Conroe	TXDOT HOUSTON DISTRICT	**$37,097,129**

STREET:	SL 336	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	LADERA CREEK TRACE		Cat 12- Stra Priori, Cat STBG, SW ROW	0	0
TO LIMIT:	IH 45 N				
DESCRIPTIO	WIDEN FROM 2-LANES TO 4-LANES DIVIDED ROADWAY BY CONSTRUCTING NEW EB ROAD AND RESTRIPING WB ROAD				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:		Authorized Funding by Category/Share:					
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$1,363,319	$37,097,129	Cat: 12	$6,680,000	$1,670,000	$0	$0	$0	$8,350,000
Right Of Way:	$1,075,000		Cat: 7	$22,113,703	$5,558,426	$0	$0		$27,672,129
Construction:	$36,022,129		Cat: SW ROW	$0	$1,075,000	$0	$0		$1,075,000
Construction Engineer	$1,112,914	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$2,782,285	0	Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$1,413,401								
Bond Finanacing:	$0								
Total Project Cost:	$43,769,048		Funding by Share	$28,793,703	$8,303,426	$0	$0	$0	$37,097,129

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	0912-31-293	11654	CS	2025	C, E, R	Pearland	CITY OF PEARLAND	**$8,910,931**

STREET:	SMITH RANCH RD	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	HUGHES RANCH RD		Cat 7 STBG	0	0
TO LIMIT:	N OF BROADWAY (FM 518)				
DESCRIPTIO	WIDEN FROM 2 TO 4 LANES DIVIDED				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:		Authorized Funding by Category/Share:					
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$291,129	$8,910,931	Cat: 7	$7,128,744	$0	$1,782,187	$0	$0	$8,910,931
Right Of Way:	$1,485,353		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$5,941,413		Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$297,071	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$594,141	0	Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$301,824								
Bond Finanacing:	$0								
Total Project Cost:	$8,910,931		Funding by Share	$7,128,744	$0	$1,782,187	$0	$0	$8,910,931

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	-	10532	CR	2025	C	La Porte	PORT OF HOUSTON AUTHORITY	**$13,020,000**

STREET:	SPENCER HWY	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	AT MAINLINE DOUBLE-RAILTRACK		Cat 3 LC	0	0
TO LIMIT:					
DESCRIPTIO	CONSTRUCT GRADE SEPARATION OVER MAINLINE DOUBLE-RAIL TRACK				

REMARKS: HISTORY:

Total Project Cost Information:		Total Project Cost Information:		Authorized Funding by Category/Share:					
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$637,980	$13,020,000	Cat: 3LC	$0	$0	$0	$0	$13,020,000	$13,020,000
Right Of Way:	$0		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$13,020,000		Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$651,000	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$1,302,000	0	Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$661,416								
Bond Finanacing:	$0								
Total Project Cost:	$16,272,396		Funding by Share	$0	$0	$0	$0	$13,020,000	$13,020,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-696	18933	CS	2025	C	Houston	CITY OF HOUSTON	**$26,200,000**

STREET: TELEPHONE RD
FROM LIMIT: LAWNDALE ST
TO LIMIT: IH 610 S

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 10 RAISE Grant	0	0

DESCRIPTIO REHABILITATE STREET AND CONSTRUCT SAFETY, ACCESS MANAGEMENT, INTERSECTION, AND MULTIMODAL IMPROVEMENTS WITH ROAD DIET IN SEGMENTS (RAISE 2022 MAIN STREET REVITALIZATION PROJECT)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,283,800
Right Of Way:	$0
Construction:	$26,200,000
Construction Engineer	$1,048,000
Contingencies:	$2,620,000
Indirects:	$1,330,960
Bond Finanacing:	$0
Total Project Cost:	$32,482,760

Total Project Cost Information: $26,200,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	10	$20,960,000	$0	$5,240,000	$0	$0	$26,200,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$20,960,000	$0	$5,240,000	$0	$0	$26,200,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Waller	0114-11-090	18522	US 290	2025	C		TXDOT HOUSTON DISTRICT	**$11,268,693**

STREET: US 290
FROM LIMIT: WASHINGTON C/L
TO LIMIT: HARRIS C/L

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5-CMAQ	0.82	1.65

DESCRIPTIO INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE INCLUDING FIBER, CAMERAS, AND DMS SIGNS WHERE NO CURRENT SYSTEM EXISTS. THE NEW EQUIPMENT DOES NOT REPLACE OR UPGRADE EXISTING EQUIPMENT.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$552,166
Right Of Way:	$0
Construction:	$11,268,693
Construction Engineer	$563,435
Contingencies:	$1,126,869
Indirects:	$572,450
Bond Finanacing:	$0
Total Project Cost:	$14,083,613

Total Project Cost Information: $11,268,693

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$9,014,954	$2,253,739	$0	$0	$0	$11,268,693
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$9,014,954	$2,253,739	$0	$0	$0	$11,268,693

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0114-12-017	18917	US 290	2025	C	Waller	TXDOT HOUSTON DISTRICT	**$1,800,000**

STREET: US 290
FROM LIMIT: AT FM 2920
TO LIMIT: -

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 11- Dist Disc	0	0

DESCRIPTIO CONSTRUCT TRUCK PARKING LOT FOR TRUCK REST STOP WITH APPROXIMATELY 25 PARKING SPACES.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$88,200
Right Of Way:	$0
Construction:	$1,800,000
Construction Engineer	$108,000
Contingencies:	$180,000
Indirects:	$91,440
Bond Finanacing:	$0
Total Project Cost:	$2,267,640

Total Project Cost Information: $1,800,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	11	$1,440,000	$360,000	$0	$0	$0	$1,800,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,440,000	$360,000	$0	$0	$0	$1,800,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0027-08-147	18029	US 90A	2025	C		TXDOT HOUSTON DISTRICT	**$64,275,405**

STREET: US 90A
FROM LIMIT: FM 359
TO LIMIT: W OF SH 99

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, Cat 5 CMAQ	0.026	0.423

DESCRIPTIO RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED (PHASE 2 OF 3) AND INSTALL NEW SHARED USE PATHS WHERE NONE CURRENTLY EXIST. CMAQ FOR USE ON NEW SUP ONLY. DOES NOT APPLY TO ROADWAY.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,149,495
Right Of Way:	$0
Construction:	$64,275,405
Construction Engineer	$2,571,016
Contingencies:	$6,427,541
Indirects:	$3,265,191
Bond Finanacing:	$0
Total Project Cost:	$79,688,648

Total Project Cost Information: $64,275,405

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$49,857,572	$12,464,393	$0	$0	$0	$62,321,965
Cat:	5	$1,562,752	$390,688	$0	$0		$1,953,440
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$51,420,324	$12,855,081	$0	$0	$0	$64,275,405

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-786	19038	CS	2025	T	Houston	TROSE REDEVELOPMENT AUTHC	**$1,364,607**

STREET: WAUGH DR
FROM LIMIT: ALLEN PKWY
TO LIMIT: W DALLAS ST

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 10 Misc	0	0

DESCRIPTIO REPLACE ONE LANE IN EACH DIRECTION (ROAD DIET) WITH PROTECTED BIKE LANES AND ASSOCIATED SAFETY IMPROVEMENTS (INCLUDING CROSS WALKS, SIGNAGE AND PAVEMENT MARKINGS) ENHANCING ACCESS TO TRANSIT

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$66,866
Right Of Way:	$0
Construction:	$1,364,607
Construction Engineer	$81,876
Contingencies:	$136,461
Indirects:	$69,322
Bond Finanacing:	$0
Total Project Cost:	$1,719,132

Total Project Cost Information: $1,364,607

Transportation Dev. Credits: 272,922

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	10	$1,364,607	$0	$0	$0	$0	$1,364,607
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,364,607	$0	$0	$0	$0	$1,364,607

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0912-34-242	19035	VA	2025	T		END COUNTY PUBLIC TRANSPOR	**$2,000,000**

STREET: WESTPARK TOLLWAY PARK AND RIDE
FROM LIMIT: AT 19820 FM 1093
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	1.46	5.95

DESCRIPTIO WESTPARK TOLLWAY PARK AND RIDE CONSTRUCTION SUPPLEMENTAL FUNDING

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$2,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$2,000,000

Total Project Cost Information: $2,000,000

Transportation Dev. Credits: 400,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$2,000,000	$0	$0	$0	$0	$2,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$2,000,000	$0	$0	$0	$0	$2,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0912-72-791	19043	VA	2025	T		THE WOODLANDS TOWNSHIP	**$25,000,000**

STREET: WOODLANDS TOWNSHIP SERVICE AREA
FROM LIMIT: VA
TO LIMIT: VA
DESCRIPTIO REPLACE 25 DIESEL BUSES AND ACQUIRE 5 DIESEL BUSES FOR SPARE FLEET. ACQUIRE 2 ADDITIONAL DIESEL BUSES TO ACCOMMODATE NEW RUN TIMES FOR AN EXISTING ROUTE.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	4.74	0.3

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$25,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$25,000,000

Total Project Cost Information: $25,000,000

Transportation Dev. Credits 5,000,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$25,000,000	$0	$0	$0	$0	$25,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$25,000,000	$0	$0	$0	$0	$25,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-615	18034	CS	2026	C	Houston	CITY OF HOUSTON	**$85,744,884**

STREET: ANTOINE DR
FROM LIMIT: VICTORY DR
TO LIMIT: US 290
DESCRIPTIO RECONSTRUCT AND WIDEN 4 TO 6 LANES IN SEGMENTS WITH PEDESTRIAN AND BICYCLE ACCOMODATIONS, TURN LANES, INTERSECTION IMPROVEMENTS AND A RAILROAD GRADE SEPARATION

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3LC, Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$4,201,499
Right Of Way:	$0
Construction:	$85,744,884
Construction Engineer	$3,429,795
Contingencies:	$8,754,488
Indirects:	$4,355,840
Bond Finanacing:	$0
Total Project Cost:	$106,486,506

Total Project Cost Information: $85,744,884

Transportation Dev. Credits 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$12,000,000	$12,000,000
Cat:	7	$58,995,907	$0	$14,748,977	$0	$0	$73,744,884
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$58,995,907	$0	$14,748,977	$0	$12,000,000	$85,744,884

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-597	18020	CS	2026	C	Bellaire	CITY OF BELLAIRE	**$866,743**

STREET: BELLAIRE BLVD; BISSONNET ST; S RICE AVE; NEWCASTLE ST
FROM LIMIT: CHIMNEY ROCK TO NEWCASTLE; CHIMNEY ROCK TO NEWCASTLE
TO LIMIT: FOURNACE PLACE TO BEECHNUT; BISSONNET TO BEECHNUT
DESCRIPTIO Installation of wireless communications technology (5G or similar), closed-circuit (CCTV) cameras, dynamic message signs and loop detector sensors

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	0.7	0.4

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$42,470
Right Of Way:	$0
Construction:	$866,743
Construction Engineer	$78,007
Contingencies:	$86,674
Indirects:	$44,031
Bond Finanacing:	$0
Total Project Cost:	$1,117,925

Total Project Cost Information: $866,743

Transportation Dev. Credits 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$693,394	$0	$173,349	$0	$0	$866,743
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$693,394	$0	$173,349	$0	$0	$866,743

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	1685-01-108	17088	FM 1960	2026	C	Houston	TXDOT HOUSTON DISTRICT	**$10,904,000**

STREET: FM 1960
FROM LIMIT: SH 249
TO LIMIT: IH 45 N

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5- CMAQ	0.58	0.7

DESCRIPTIO INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE INCLUDING FIBER, CAMERAS, AND DMS SIGNS WHERE NO ITS EQUIPMENT CURRENTLY EXISTS. DOES NOT REPLACE OR UPGRADE EXISTING EQUIPMENT.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$534,296
Right Of Way:	$0
Construction:	$10,904,000
Construction Engineer	$545,200
Contingencies:	$1,090,400
Indirects:	$553,923
Bond Finanacing:	$0
Total Project Cost:	$13,627,819

Total Project Cost Information: $10,904,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$8,723,200	$2,180,800	$0	$0	$0	$10,904,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$8,723,200	$2,180,800	$0	$0	$0	$10,904,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	1062-02-011	290	FM 2100	2026	C, R	Huffman	TXDOT HOUSTON DISTRICT	**$73,839,335**

STREET: FM 2100
FROM LIMIT: SH 99
TO LIMIT: HUFFMAN-CLEVELAND RD (NORTH)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, SW ROW	0	0

DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND EXTEND DIVIDED ROADWAY ON NEW LOCATION (FC: MAJOR COLLECTOR)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,036,154
Right Of Way:	$41,296,776
Construction:	$32,542,599
Construction Engineer	$2,478,493
Contingencies:	$6,196,234
Indirects:	$3,147,687
Bond Finanacing:	$0
Total Project Cost:	$88,697,903

Total Project Cost Information: $73,839,335

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$26,034,047	$6,508,512	$0	$0	$0	$32,542,559
Cat:	SW ROW	$0	$41,296,776	$0	$0	$0	$41,296,776
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$26,034,047	$47,805,288	$0	$0	$0	$73,839,335

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	2941-01-026	18102 FM	FM 2920	2026	C	Waller	TXDOT HOUSTON DISTRICT	**$53,000,000**

STREET: 2920
FROM LIMIT: BS 290
TO LIMIT: BECKER RD

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro	0	0

DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND CONSTRUCT NEW SIDEWALK

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,597,000
Right Of Way:	$20,000,000
Construction:	$53,000,000
Construction Engineer	$2,120,000
Contingencies:	$5,300,000
Indirects:	$2,692,400
Bond Finanacing:	$0
Total Project Cost:	$85,709,400

Total Project Cost Information: $53,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$42,400,000	$10,600,000	$0	$0	$0	$53,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$42,400,000	$10,600,000	$0	$0	$0	$53,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	3416-01-012	10132	FM 518	2026	C, R	Pearland	TXDOT HOUSTON DISTRICT	**$61,300,849**

STREET: FM 518
FROM LIMIT: SH 288
TO LIMIT: FM 865
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 4 AND 6 LANES TO 6 LANES DIVIDED

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, SW ROW	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,252,806
Right Of Way:	$12,476,427
Construction:	$48,824,422
Construction Engineer	$1,839,026
Contingencies:	$4,597,564
Indirects:	$2,335,562
Bond Finanacing:	$0
Total Project Cost:	$72,325,807

Total Project Cost Information: $61,300,849

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$39,059,538	$9,764,884	$0	$0	$0	$48,824,422
Cat:	SW ROW	$0	$12,476,427	$0	$0	$0	$12,476,427
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$39,059,538	$22,241,311	$0	$0	$0	$61,300,849

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-381	17093	CS	2026	C	Houston	CITY OF HOUSTON	**$25,465,000**

STREET: FONDREN RD
FROM LIMIT: BRAESWOOD BLVD S
TO LIMIT: AIRPORT BLVD W
DESCRIPTIO RECONSTRUCT TO 4 LANE ROADWAY WITH INTERSECTION, SAFETY, MULTIMODAL AND DRAINAGE IMPROVEMENTS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,247,785
Right Of Way:	$0
Construction:	$25,465,000
Construction Engineer	$1,018,600
Contingencies:	$2,546,500
Indirects:	$1,293,622
Bond Finanacing:	$0
Total Project Cost:	$31,571,507

Total Project Cost Information: $25,465,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$20,372,000	$0	$5,093,000	$0	$0	$25,465,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$20,372,000	$0	$5,093,000	$0	$0	$25,465,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-384	17112	CS	2026	C,ER	Houston	CITY OF HOUSTON	**$37,233,000**

STREET: GESSNER DR S
FROM LIMIT: AT WESTHEIMER RD
TO LIMIT: -
DESCRIPTIO CONSTRUCT GRADE SEPARATION OVER WESTHEIMER RD

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	0.012	0.011

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,824,417
Right Of Way:	$0
Construction:	$37,233,000
Construction Engineer	$1,489,320
Contingencies:	$3,723,300
Indirects:	$1,891,436
Bond Finanacing:	$0
Total Project Cost:	$46,161,473

Total Project Cost Information: $37,233,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$29,786,400	$0	$7,446,600	$0	$0	$37,233,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$29,786,400	$0	$7,446,600	$0	$0	$37,233,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-566	17138	VA	2026	C	None	H-GAC	**$2,500,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	106.51	22

DESCRIPTIO RIDEMATCHING/TRAVEL DEMAND MANAGEMENT SOFTWARE AND RELATED OUTREACH TO HELP SHIFT MODE, TIME AND/OR ROUTE OF TRAVEL. INCLUDES MARKETING, PROMOTION AND RELATED SUPPORT SERVICES (EX: CHALLENGES, PREFERRED PARKING, AND EMERGENCY RIDE HOME SUPPORT)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$2,500,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$2,500,000

Total Project Cost Information: $2,500,000

Transportation Dev. Credits: 500,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$2,500,000	$0	$0	$0	$0	$2,500,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$2,500,000	$0	$0	$0	$0	$2,500,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-691	18851	VA	2026	C	None	METRO	**$8,000,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	70.4	14.53

DESCRIPTIO REGIONAL VANPOOL: PROMOTIONAL ACTIVITIES TO INCREASE AWARENESS AND PARTICIPATION IN VANPOOL PROGRAM

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$8,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$8,000,000

Total Project Cost Information: $8,000,000

Transportation Dev. Credits: 1,600,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$8,000,000	$0	$0	$0	$0	$8,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$8,000,000	$0	$0	$0	$0	$8,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-720	18852	VA	2026	C	None	METRO	**$4,000,000**

STREET: HOUSTON-GALVESTON TMA
FROM LIMIT: VA
TO LIMIT: VA

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

DESCRIPTIO REGIONAL VANPOOL PROGRAM: VEHICLE LEASE

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$4,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$4,000,000

Total Project Cost Information: $4,000,000

Transportation Dev. Credits: 800,000

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$4,000,000	$0	$0	$0	$0	$4,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$4,000,000	$0	$0	$0	$0	$4,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Various	0912-00-688	18856	VA	2026	C		H-GAC	**$10,000,000**

STREET:	HOUSTON-GALVESTON TMA	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	VA		Cat 7 STBG	0	0
TO LIMIT:	VA				
DESCRIPTIO	REGIONAL FREEWAY INCIDENT MANAGEMENT: FY 2026				

REMARKS: **HISTORY:**

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
					Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$0	$10,000,000	Cat: 7		$10,000,000	$0	$0	$0	$0	$10,000,000
Right Of Way:	$0		Cat: -		$0	$0	$0	$0	$0	$0
Construction:	$10,000,000	Transportation Dev. Credits	Cat: -		$0	$0	$0	$0	$0	$0
Construction Engineer	$0	2,000,000	Cat: -		$0	$0	$0	$0	$0	$0
Contingencies:	$0		Cat: -		$0	$0	$0	$0	$0	$0
Indirects:	$0		Funding by Share		$10,000,000	$0	$0	$0	$0	$10,000,000
Bond Finanacing:	$0									
Total Project Cost:	$10,000,000									

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0508-01-396	19025	IH 10	2026	C, R	Houston	TXDOT HOUSTON DISTRICT	**$196,000,000**

STREET:	IH 10	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	E OF GREGG ST		Cat 4- ST WIDE, SW ROW	0	0
TO LIMIT:	E OF WACO ST				
DESCRIPTIO	RECONSTRUCT 8 MAINLANES (ML) FROM E. OF GREGG ST. TO E. OF WACO ST.; CONSTRUCT 3 IH10 EXPRESS LANES (2 WB, 1 EB) FROM E. OF GREGG ST. TO W. OF WACO ST. (NHHIP SEG-3C-1)				

REMARKS: **HISTORY:**

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
					Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$7,203,000	$196,000,000	Cat: 4		$120,000,000	$30,000,000	$0	$0	$0	$150,000,000
Right Of Way:	$46,000,000		Cat: SW ROW		$0	$46,000,000	$0	$0	$0	$46,000,000
Construction:	$147,000,000	Transportation Dev. Credits	Cat: -		$0	$0	$0	$0	$0	$0
Construction Engineer	$5,880,000	0	Cat: -		$0	$0	$0	$0	$0	$0
Contingencies:	$14,700,000		Cat: -		$0	$0	$0	$0	$0	$0
Indirects:	$7,467,600		Funding by Share		$120,000,000	$76,000,000	$0	$0	$0	$196,000,000
Bond Finanacing:	$0									
Total Project Cost:	$228,250,600									

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Waller	0271-04-070	6056	IH 10 W	2026	C, R	Brookshire	TXDOT HOUSTON DISTRICT	**$388,996,569**

STREET:	IH 10 W	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	FM 359		Cat 4- ST Con, Cat 12 Stra Priori, SW ROW	0	0
TO LIMIT:	FORT BEND C/L				
DESCRIPTIO	RECONSTRUCT AND WIDEN FROM 6 TO 10 LANE (ADD 2 MANAGED LANES AND 2 GENERAL PURPOSE LANES)				

REMARKS: **HISTORY:**

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
					Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$17,693,952	$388,996,569	Cat: 4		$126,308,056	$31,577,014	$0	$0	$0	$157,885,070
Right Of Way:	$27,895,500		Cat: 12		$162,572,799	$40,643,200	$0	$0	$0	$203,215,999
Construction:	$361,101,069	Transportation Dev. Credits	Cat: SW ROW		$0	$27,895,500	$0	$0	$0	$27,895,500
Construction Engineer	$14,444,043	0	Cat: -		$0	$0	$0	$0	$0	$0
Contingencies:	$36,110,107		Cat: -		$0	$0	$0	$0	$0	$0
Indirects:	$18,343,934		Funding by Share		$288,880,855	$100,115,714	$0	$0	$0	$388,996,569
Bond Finanacing:	$0									
Total Project Cost:	$475,588,605									

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0271-05-049	18402	IH 10 W	2026	C, R	Katy	TXDOT HOUSTON DISTRICT	**$94,815,498**

STREET: IH 10 W
FROM LIMIT: WALLER C/L
TO LIMIT: W OF SNAKE CREEK
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 6 TO 10 LANE (ADD 2 MANAGED LANES AND 2 GENERAL PURPOSE LANES)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 4- ST Con, Cat 12 Stra Priori, SW ROW	0	0

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$4,544,284
Right Of Way:	$10,694,971
Construction:	$84,120,525
Construction Engineer	$3,709,620
Contingencies:	$9,274,050
Indirects:	$4,711,217
Bond Finanacing:	$0
Total Project Cost:	$117,054,669

Total Project Cost Information: $94,815,498

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	4	$15,469,221	$3,867,305	$0	$0	$0	$19,336,526
Cat:	12	$51,827,201	$12,956,800	$0	$0	$0	$64,784,001
Cat:	SW ROW	$0	$10,694,971	$0	$0	$0	$10,694,971
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$67,296,422	$27,519,076	$0	$0	$0	$94,815,498

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Waller	0271-04-093	19023	IH 10 W	2026	C, R	Brookshire	TXDOT HOUSTON DISTRICT	**$52,918,319**

STREET: IH 10 W
FROM LIMIT: FM 359
TO LIMIT: FORT BEND C/L
DESCRIPTIO CONSTRUCT 2 TWO LANE FRONTAGE ROADS ON NEW LOCATION (FC: MAJOR COLLECTOR) (EASTBOUND AND WESTBOUND).

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro	0	0

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,944,748
Right Of Way:	$13,229,580
Construction:	$39,688,739
Construction Engineer	$1,587,550
Contingencies:	$3,968,874
Indirects:	$2,016,188
Bond Finanacing:	$0
Total Project Cost:	$62,435,679

Total Project Cost Information: $52,918,319

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$42,334,655	$10,583,664	$0	$0	$0	$52,918,319
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$42,334,655	$10,583,664	$0	$0	$0	$52,918,319

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0271-05-052	19024	IH 10 W	2026	C, R	Katy	TXDOT HOUSTON DISTRICT	**$3,000,000**

STREET: IH 10 W
FROM LIMIT: Waller C/l
TO LIMIT: Cane Island Pkwy
DESCRIPTIO CONSTRUCT 2 TWO LANE (EASTBOUND AND WESTBOUND) FRONTAGE ROADS ON NEW LOCATION.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro	0	0

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$146,379
Right Of Way:	$995,775
Construction:	$2,987,324
Construction Engineer	$179,239
Contingencies:	$298,732
Indirects:	$151,756
Bond Finanacing:	$0
Total Project Cost:	$4,759,205

Total Project Cost Information: $3,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$2,400,000	$600,000	$0	$0	$0	$3,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$2,400,000	$600,000	$0	$0	$0	$3,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0675-08-123	18896	IH 45 N	2026	C	Montgomery	TXDOT HOUSTON DISTRICT	**$1,620,000**

STREET: IH 45 N
FROM LIMIT: AT LONGSTREET RD
TO LIMIT:

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 10 -CBNM	0	0

DESCRIPTIO CONSTRUCT TRUCK PARKING LOT FOR TRUCK REST STOP WITH APPROXIMATELY 15 SPACES NEAR LOVE'S TRUCK STOP.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$1,620,000
Construction Engineer	$97,200
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$1,717,200

Total Project Cost Information: $1,620,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	10	$1,296,000	$324,000	$0	$0	$0	$1,620,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,296,000	$324,000	$0	$0	$0	$1,620,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0271-16-111	18048	IH 610 S	2026	C, R	Houston	TXDOT HOUSTON DISTRICT	**$204,985,375**

STREET: IH 610 S
FROM LIMIT: AT SH 35
TO LIMIT: -

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, Cat 12 Str Priori, SW ROW	0	0

DESCRIPTIO CONSTRUCT 4 DIRECT CONNECTORS (SB-EB; SB-WB; WB-NB; EB-NB) (SH 35 SEGMENT C) (DC RAMPS ON THE NORTH SIDE OF IH 610 S)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$10,009,150
Right Of Way:	$4,969,376
Construction:	$200,016,000
Construction Engineer	$8,170,735
Contingencies:	$20,426,838
Indirects:	$10,376,834
Bond Finanacing:	$0
Total Project Cost:	$253,968,933

Total Project Cost Information: $204,985,375

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$0	$82,942,230	$0	$0	$0	$82,942,230
Cat:	12	$0	$117,073,769	$0	$0	$0	$117,073,769
Cat:	SW ROW	$0	$4,969,376	$0	$0	$0	$4,969,376
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$204,985,375	$0	$0	$0	$204,985,375

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0027-13-201	155	IH 69 S	2026	C, R	Houston	TXDOT HOUSTON DISTRICT	**$801,957,496**

STREET: IH 69 S
FROM LIMIT: SH 288
TO LIMIT: SP 527

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 4- ST Con, Cat 12 Stra Priori, Cat 12 TCL, SW ROW, Cat 5 CMAQ	0.014	0.158

DESCRIPTIO RECONSTRUCT AND WIDEN FROM 6 TO 10 MAIN LANES (NHHIP SEG-3A) AND INSTALL NEW SIDEWALKS, NEW SHARED USE PATHS, AND NEW TRANSIT ASSETS INCLUDING NEW LIGHT RAIL LINE, NEW PLATFORM (THIRD), NEW BUS TURNOUT BAYS WHERE NONE CURRENTLY EXIST

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$36,532,440
Right Of Way:	$132,597,496
Construction:	$669,360,000
Construction Engineer	$29,822,400
Contingencies:	$74,560,000
Indirects:	$37,874,448
Bond Finanacing:	$0
Total Project Cost:	$980,746,784

Total Project Cost Information: $801,957,496

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	4	$0	$131,400,000	$0	$0	$0	$131,400,000
Cat:	12	$0	$50,000,000	$0	$0	$0	$50,000,000
Cat:	12	$0	$457,960,000	$0	$0	$0	$457,960,000
Cat:	SW ROW	$0	$132,597,496	$0	$0	$0	$132,597,496
Cat:	5	$24,000,000	$6,000,000	$0	$0	$0	$30,000,000
Funding by Share		$24,000,000	$777,957,496	$0	$0	$0	$801,957,496

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	-	19077	IH 69 S	2026	C	Houston	METRO	**$184,000,000**

STREET: IH 69 S
FROM LIMIT: SP 527
TO LIMIT: WESTPARK/LOWER UPTOWN TRANSIT CENTER
DESCRIPTIO CONVERSION OF EXISTING 1 LANE REVERSIBLE HOV LANE TO 2 LANES - ONE IN EACH DIRECTION; 24-HOURS BI-DIRECTIONAL OPERATION

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3-LC	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$9,016,000
Right Of Way:	$0
Construction:	$184,000,000
Construction Engineer	$7,360,000
Contingencies:	$18,400,000
Indirects:	$9,347,200
Bond Finanacing:	$0
Total Project Cost:	$228,123,200

Total Project Cost Information: $184,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3	$0	$0	$0	$0	$184,000,000	$184,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$184,000,000	$184,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Galveston	0912-00-519	17080	CS	2026	C	League City	CITY OF LEAGUE CITY	**$63,822,710**

STREET: LANDING BLVD/NASA RD 1 BYPASS
FROM LIMIT: NASA 1 BYPASS AT IH 45 S
TO LIMIT: FM 518
DESCRIPTIO CONSTRUCT 4-LANE DIVIDED ROADWAY ON NEW ALIGNMENT WITH PEDESTRIAN/BICYCLE ACCOMMODATIONS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,127,313
Right Of Way:	$0
Construction:	$63,822,710
Construction Engineer	$2,552,908
Contingencies:	$6,382,271
Indirects:	$3,242,194
Bond Finanacing:	$0
Total Project Cost:	$79,127,396

Total Project Cost Information: $63,822,710

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$42,807,694	$0	$21,015,016	$0	$0	$63,822,710
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$42,807,694	$0	$21,015,016	$0	$0	$63,822,710

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
Houston	Harris	-	18760	VA	2026	C		METRO	**$64,135,399**

STREET: METRO SERVICE AREA
FROM LIMIT: VA
TO LIMIT: VA
DESCRIPTIO DESIGN AND CONSTRUCT A NEW EMERGENCY OPERATIONS CENTER (EOC) THAT WILL HOUSE METRO POLICE, BUS AND RAIL DISPATCH, METROLIFT DISPATCH, AND SUPPORT FOR OTHER TRANSIT SERVICES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 LC	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$64,135,399
Construction Engineer	$2,565,416
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$66,700,815

Total Project Cost Information: $64,135,399

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$64,135,399	$64,135,399
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$64,135,399	$64,135,399

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-564	7602	CS	2026	C, E, R	Pearland	CITY OF PEARLAND	**$2,932,045**

STREET: MYKAWA RD
FROM LIMIT: SL 8
TO LIMIT: BRAZORIA C/L
DESCRIPTIO WIDEN FROM 2 TO 4 LANES DIVIDED

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$34,858
Right Of Way:	$1,858,000
Construction:	$711,382
Construction Engineer	$42,683
Contingencies:	$71,138
Indirects:	$36,138
Bond Finanacing:	$0
Total Project Cost:	$2,754,199

Total Project Cost Information: $2,932,045

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$2,345,636	$0	$586,409	$0	$0	$2,932,045
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$2,345,636	$0	$586,409	$0	$0	$2,932,045

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	0912-31-319	17082	CS	2026	C, E, R	Pearland	CITY OF PEARLAND	**$38,958,955**

STREET: MYKAWA RD
FROM LIMIT: HARRIS C/L
TO LIMIT: FM 518
DESCRIPTIO WIDEN FROM 2 TO 4 LANES DIVIDED

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,301,300
Right Of Way:	$8,974,634
Construction:	$26,683,021
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$38,958,955

Total Project Cost Information: $38,958,955

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$31,167,164	$0	$7,791,791	$0	$0	$38,958,955
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$31,167,164	$0	$7,791,791	$0	$0	$38,958,955

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0912-37-231	17101	CS	2026	C, E, R	Conroe	CITY OF CONROE	**$192,428,175**

STREET: OLD CONROE RD
FROM LIMIT: SL 336 S
TO LIMIT: FM 1488
DESCRIPTIO WIDEN TO 4-LANES AND EXTEND ROADWAY INCLUDING BRIDGE OVER WEST FORK OF SAN JACINTO RIVER

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$6,329,024
Right Of Way:	$6,950,114
Construction:	$154,504,591
Construction Engineer	$5,166,551
Contingencies:	$12,916,376
Indirects:	$6,561,519
Bond Finanacing:	$0
Total Project Cost:	$192,428,175

Total Project Cost Information: $192,428,175

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$153,942,540	$0	$38,485,635	$0	$0	$189,821,882
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$153,942,540	$0	$38,485,635	$0	$0	$192,428,175

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0338-02-032	965	SH 105	2026	C, R	Montgomery	TXDOT HOUSTON DISTRICT	**$125,266,279**

STREET:	SH 105	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	GRIMES C/L		Cat 2- Metro, SW ROW, Cat 4 Con	0	0
TO LIMIT:	FM 149				
DESCRIPTIO	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES DIVIDED				

REMARKS: **HISTORY:**

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$5,100,228	$125,266,279	Cat: 2	$75,267,682	$18,816,921	$0	$0	$0	$94,084,603
Right Of Way:	$21,181,000		Cat: SW ROW	$0	$21,181,000	$0	$0	$0	$21,181,000
Construction:	$104,085,279	Transportation Dev. Credits	Cat: 4	$8,000,541	$2,000,135	$0	$0	$0	$10,000,676
Construction Engineer	$4,163,451	0	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$10,408,628		Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$5,287,583		Funding by Share	$83,268,223	$41,998,056	$0	$0	$0	$125,266,279
Bond Finanacing:	$0								
Total Project Cost:	$150,226,169								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
Houston	Harris	0502-01-243	18883	SH 225	2026	C	Pasadena	HCTRA	**$24,000,000**

STREET:	SH 225	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	AT SL 8		3Toll	0	0
TO LIMIT:	-				
DESCRIPTIO	Construct 4 DCs at SL 8 (EB-NB, EB-SB, WB-SB, WB-NB)				

REMARKS: **HISTORY:**

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$1,176,000	$24,000,000	Cat: 3Toll	$0	$0	$0	$0	$24,000,000	$24,000,000
Right Of Way:	$0		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$24,000,000	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$1,200,000	0	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$2,400,000		Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$1,219,200		Funding by Share	$0	$0	$0	$0	$24,000,000	$24,000,000
Bond Finanacing:	$0								
Total Project Cost:	$29,995,200								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0502-01-244	18960	SH 225	2026	C	Pasadena	TXDOT HOUSTON DISTRICT	**$70,607,145**

STREET:	SH 225	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	W OF SL 8		Cat 4- ST WIDE	0	0
TO LIMIT:	E OF SL 8				
DESCRIPTIO	RECONSTRUCT MAIN LANES THROUGH INTERCHANGE				

REMARKS: **HISTORY:**

Total Project Cost Information:		Total Project Cost Information:	Authorized Funding by Category/Share:						
				Federal	State	Local	Regional	Local Contribution	Funding By Category
Preliminary Engineerin	$3,459,750	$70,607,145	Cat: 4	$0	$70,607,145	$0	$0	$0	$70,607,145
Right Of Way:	$0		Cat: -	$0	$0	$0	$0	$0	$0
Construction:	$70,607,145	Transportation Dev. Credits	Cat: -	$0	$0	$0	$0	$0	$0
Construction Engineer	$2,824,286	0	Cat: -	$0	$0	$0	$0	$0	$0
Contingencies:	$7,060,715		Cat: -	$0	$0	$0	$0	$0	$0
Indirects:	$3,586,843		Funding by Share	$0	$70,607,145	$0	$0	$0	$70,607,145
Bond Finanacing:	$0								
Total Project Cost:	$87,538,739								

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	0598-02-120	17090	SH 288	2026	C	Iowa Colony	TXDOT HOUSTON DISTRICT	**$8,032,000**

STREET: SH 288
FROM LIMIT: SH 6
TO LIMIT: FM 1462

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 - CMAQ	0.54	1.09

DESCRIPTIO INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE INCLUDING FIBER, CAMERAS, AND DMS SIGNS WHERE NO CURRENT SYSTEM EXISTS. THE NEW EQUIPMENT DOES NOT REPLACE OR UPGRADE EXISTING EQUIPMENT.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$393,568
Right Of Way:	$0
Construction:	$8,032,000
Construction Engineer	$401,600
Contingencies:	$803,200
Indirects:	$408,026
Bond Finanacing:	$0
Total Project Cost:	$10,038,394

Total Project Cost Information: $8,032,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$6,425,600	$1,606,400	$0	$0	$0	$8,032,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$6,425,600	$1,606,400	$0	$0	$0	$8,032,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	0178-02-092	18027	SH 35	2026	C, R	Alvin	TXDOT HOUSTON DISTRICT	**$39,411,874**

STREET: SH 35
FROM LIMIT: BS 35 C N (NORTH GORDON ST)
TO LIMIT: STEELE RD

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, SW ROW	0	0

DESCRIPTIO CONSTRUCT 4 NEW MAIN LANES (FC: PRINCIPAL ARTERIAL - (OTHER FREEWAYS AND EXPRESSWAYS)) WITH OVERPASSES AT WHEELER DRIVE AND AT FM 528 AND RECONSTRUCT EXISTING FRONTAGE ROADS

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,747,318
Right Of Way:	$2,005,000
Construction:	$37,406,875
Construction Engineer	$1,496,275
Contingencies:	$3,740,687
Indirects:	$1,900,269
Bond Finanacing:	$0
Total Project Cost:	$48,296,424

Total Project Cost Information: $39,411,874

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$29,925,500	$7,481,375	$0	$0	$0	$37,406,875
Cat:	SW ROW	$0	$2,005,000	$0	$0	$0	$2,005,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$29,925,500	$9,486,374	$0	$0	$0	$39,411,874

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0178-09-020	209	SH 35	2026	C, R	Houston	TXDOT HOUSTON DISTRICT	**$113,810,902**

STREET: SH 35/SP 5
FROM LIMIT: DIXIE DR
TO LIMIT: N OF GRIGGS RD

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 4- St Con, Cat 12 Stra Priori, Cat 12 TCL, SW ROW	0	0

DESCRIPTIO CONSTRUCT 8 LANE FREEWAY ON NEW LOCATION (FC: PRINCIPAL ARTERIAL - (OTHER FREEWAYS AND EXPRESSWAYS)) (SEGMENT C)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$4,182,551
Right Of Way:	$2,370,682
Construction:	$111,440,220
Construction Engineer	$3,414,327
Contingencies:	$8,535,818
Indirects:	$4,336,195
Bond Finanacing:	$0
Total Project Cost:	$134,279,793

Total Project Cost Information: $113,810,902

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	4	$0	$50,812,942	$0	$0	$0	$50,812,942
Cat:	12	$0	$20,000,000	$0	$0	$0	$20,000,000
Cat:	12	$0	$40,627,278	$0	$0	$0	$40,627,278
Cat:	SW ROW	$0	$2,370,682	$0	$0	$0	$2,370,682
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$113,810,902	$0	$0	$0	$113,810,902

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0188-01-016	263	SH 36	2026	C, R	Rosenberg	TXDOT HOUSTON DISTRICT	**$75,339,081**

STREET: SH 36
FROM LIMIT: IH 69 S
TO LIMIT: FM 2218
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, SW ROW	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,768,711
Right Of Way:	$18,908,444
Construction:	$56,504,311
Construction Engineer	$2,260,172
Contingencies:	$5,650,431
Indirects:	$2,870,419
Bond Finanacing:	$0
Total Project Cost:	$88,962,488

Total Project Cost Information: $75,339,081

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$45,144,510	$11,286,127	$0	$0	$0	$56,430,637
Cat:	SW ROW	$0	$18,908,444	$0	$0	$0	$18,908,444
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$45,144,510	$30,194,571	$0	$0	$0	$75,339,081

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0187-05-062	18404	SH 36	2026	C	Orchard	HOUSTON TRANSTAR	**$9,908,400**

STREET: SH 36
FROM LIMIT: Austin C/L
TO LIMIT: SS 10
DESCRIPTIO Install New ITS Equipment and Infrastructure where no current system exist. The new equipment does not replace or upgrade existing equipment.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$485,512
Right Of Way:	$0
Construction:	$9,908,400
Construction Engineer	$495,420
Contingencies:	$990,840
Indirects:	$503,347
Bond Finanacing:	$0
Total Project Cost:	$12,383,519

Total Project Cost Information: $9,908,400

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$7,926,720	$1,981,680	$0	$0	$0	$9,908,400
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$7,926,720	$1,981,680	$0	$0	$0	$9,908,400

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	3510-02-001	257	SH 99	2026	C, R	Alvin	TXDOT HOUSTON DISTRICT	**$203,160,000**

STREET: SH 99
FROM LIMIT: N OF FM 2403
TO LIMIT: GALVESTON C/L
DESCRIPTIO SEG B: CONSTRUCT 4 LANE TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2 LANE FRONTAGE ROADS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	SW ROW, Cat 3 Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$9,219,840
Right Of Way:	$15,000,000
Construction:	$188,160,000
Construction Engineer	$7,526,400
Contingencies:	$18,816,000
Indirects:	$9,558,528
Bond Finanacing:	$0
Total Project Cost:	$248,280,768

Total Project Cost Information: $203,160,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$15,000,000	$0	$0	$0	$15,000,000
Cat:	3Toll	$0	$188,160,000	$0	$0	$0	$188,160,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$203,160,000	$0	$0	$0	$203,160,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Galveston	3510-01-001	283	SH 99	2026	C, R	League City	TXDOT HOUSTON DISTRICT	**$409,606,879**

STREET: SH 99
FROM LIMIT: IH 45 S
TO LIMIT: BRAZORIA C/L
DESCRIPTIO SEG B-1: CONSTRUCT 4 LANE TOLLWAY WITH INTERCHANGES AND 2 NONCONTINUOUS 2 LANE FRONTAGE ROADS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	SW ROW, Cat 3 Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$18,821,237
Right Of Way:	$25,500,000
Construction:	$384,106,879
Construction Engineer	$15,364,275
Contingencies:	$38,410,688
Indirects:	$19,512,629
Bond Finanacing:	$0
Total Project Cost:	$501,715,708

Total Project Cost Information: $409,606,879

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$25,500,000	$0	$0	$0	$25,500,000
Cat: 3Toll	$0	$384,106,879	$0	$0	$0	$384,106,879
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$409,606,879	$0	$0	$0	$409,606,879

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	3510-02-003	8088	SH 99	2026	C, R	Alvin	TXDOT HOUSTON DISTRICT	**$88,406,471**

STREET: SH 99
FROM LIMIT: at SH 35
TO LIMIT: -
DESCRIPTIO CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (WB-NB, SB-EB) (SEGMENT B-1)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	SW ROW, Cat 3 Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,248,938
Right Of Way:	$4,000,000
Construction:	$84,406,471
Construction Engineer	$2,652,194
Contingencies:	$6,630,485
Indirects:	$3,368,287
Bond Finanacing:	$0
Total Project Cost:	$104,306,375

Total Project Cost Information: $88,406,471

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$4,000,000	$0	$0	$0	$4,000,000
Cat: 3Toll	$0	$84,406,471	$0	$0	$0	$84,406,471
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$88,406,471	$0	$0	$0	$88,406,471

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Galveston	3510-01-003	14249	SH 99	2026	C, E, R	League City	TXDOT HOUSTON DISTRICT	**$145,922,385**

STREET: SH 99
FROM LIMIT: AT IH 45 S
TO LIMIT: -
DESCRIPTIO CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (EB-NB, EB-SB, SB-WB, NB-WB) (SEGMENT B)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	SW ROW, Cat 3 Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$4,799,434
Right Of Way:	$4,000,000
Construction:	$118,434,542
Construction Engineer	$3,917,905
Contingencies:	$9,794,763
Indirects:	$4,975,740
Bond Finanacing:	$0
Total Project Cost:	$145,922,384

Total Project Cost Information: $145,922,385

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$4,000,000	$0	$0	$0	$4,000,000
Cat: 3Toll	$0	$141,922,385	$0	$0	$0	$141,922,385
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$145,922,385	$0	$0	$0	$145,922,385

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	3510-05-047	18724	SH 99	2026	C		TXDOT HOUSTON DISTRICT	**$86,231,212**

STREET: SH 99
FROM LIMIT: WEST RD
TO LIMIT: IH 10 W
DESCRIPTIO SEG E: WIDEN FROM 4 TO 6 LANE TOLLED HIGHWAY

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 - Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$4,225,329
Right Of Way:	$0
Construction:	$86,231,212
Construction Engineer	$3,449,248
Contingencies:	$8,623,121
Indirects:	$4,380,546
Bond Finanacing:	$0
Total Project Cost:	$106,909,456

Total Project Cost Information: $86,231,212

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3	$0	$86,231,212	$0	$0	$0	$86,231,212
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$86,231,212	$0	$0	$0	$86,231,212

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	3510-05-048	18725	SH 99	2026	C		TXDOT HOUSTON DISTRICT	**$82,771,268**

STREET: SH 99
FROM LIMIT: US 290
TO LIMIT: WEST RD
DESCRIPTIO SEG E: WIDEN FROM 4 TO 6 LANE TOLLED HIGHWAY

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 - Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$4,055,792
Right Of Way:	$0
Construction:	$82,771,268
Construction Engineer	$3,310,851
Contingencies:	$8,277,127
Indirects:	$4,204,780
Bond Finanacing:	$0
Total Project Cost:	$102,619,818

Total Project Cost Information: $82,771,268

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3	$0	$82,771,268	$0	$0	$0	$82,771,268
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$82,771,268	$0	$0	$0	$82,771,268

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	3256-01-127	18035	SL 8	2026	C	Houston	TXDOT HOUSTON DISTRICT	**$26,916,757**

STREET: SL 8 FRONTAGE RD
FROM LIMIT: IH 10 W
TO LIMIT: IH 69 S
DESCRIPTIO MULTIPLE SIGNAL TIMING OPTIMIZATIONS, MULTIPLE INTERSECTION IMPROVEMENTS, AND MULTIPLE TURN LANE EXTENSION IMPROVEMENTS ALONG THE FRONTAGE ROAD ALONG BELTWAY 8 BETWEEN IH 10 W AND IH 69 S.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 - CMAQ	4.5	1.8

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,318,921
Right Of Way:	$0
Construction:	$26,916,757
Construction Engineer	$1,076,670
Contingencies:	$2,691,676
Indirects:	$1,367,371
Bond Finanacing:	$0
Total Project Cost:	$33,371,395

Total Project Cost Information: $26,916,757

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$21,533,406	$5,383,351	$0	$0	$0	$26,916,757
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$21,533,406	$5,383,351	$0	$0	$0	$26,916,757

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0187-05-061	17100	SS 10	2026	C	Rosenberg	TXDOT HOUSTON DISTRICT	**$4,451,601**

STREET: SS 10
FROM LIMIT: SH 36 N
TO LIMIT: IH 69

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 - CMAQ	0.01	0.01

DESCRIPTIO INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE INCLUDING FIBER, CAMERAS, AND DMS SIGNS WHERE NO CURRENT SYSTEM EXISTS. THE NEW EQUIPMENT DOES NOT REPLACE OR UPGRADE EXISTING EQUIPMENT.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$218,128
Right Of Way:	$0
Construction:	$4,451,601
Construction Engineer	$267,096
Contingencies:	$445,160
Indirects:	$226,141
Bond Finanacing:	$0
Total Project Cost:	$5,608,126

Total Project Cost Information: $4,451,601

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$3,561,281	$890,320	$0	$0	$0	$4,451,601
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$3,561,281	$890,320	$0	$0	$0	$4,451,601

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-799	19022	CR	2027	C		HARRIS COUNTY	**$4,722,209**

STREET: E. RICHEY RD
FROM LIMIT: IH-45 NBFR
TO LIMIT: GROVEDALE RD

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

DESCRIPTIO CONSTRUCTION OF E.RICHEY RD ACCESS MANAGEMENT (MEDIANS, DRIVEWAY), SAFETY, AND SIDEWALK IMPROVEMENTS.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,224,376
Right Of Way:	$0
Construction:	$4,722,209
Construction Engineer	$283,333
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$7,229,918

Total Project Cost Information: $4,722,209

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$4,577,767	$0	$144,442	$0	$0	$4,722,209
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$4,577,767	$0	$144,442	$0	$0	$4,722,209

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	2941-02-054	17045	FM 2920	2027	C, R	Tomball	TXDOT HOUSTON DISTRICT	**$1,961,544**

STREET: FM 2920
FROM LIMIT: SH 249
TO LIMIT: WILLOW ST

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 - CMAQ, SW ROW	0.07	0.02

DESCRIPTIO INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE INCLUDING FIBER AND CAMERAS WHERE NO ITS EQUIPMENT CURRENTLY EXISTS. DOES NOT REPLACE OR UPGRADE EQUIPMENT.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$70,726
Right Of Way:	$518,155
Construction:	$1,443,389
Construction Engineer	$86,603
Contingencies:	$144,339
Indirects:	$73,324
Bond Finanacing:	$0
Total Project Cost:	$2,336,536

Total Project Cost Information: $1,961,544

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$1,154,711	$288,678	$0	$0	$0	$1,443,389
Cat:	SW ROW	$0	$518,155	$0	$0	$0	$518,155
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,154,711	$806,833	$0	$0	$0	$1,961,544

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	2941-02-056	17085	FM 2920	2027	C, E, R	Tomball	CITY OF TOMBALL	**$30,123,978**

STREET:	FM 2920	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	BS 249		Cat 2 Metro	0	0
TO LIMIT:	WILLOW ST				

DESCRIPTIO: RECONSTRUCT 4-LANE ROADWAY WITH RAISED MEDIANS, DRAINAGE, SIGNAL IMPROVEMENTS AND SIDEWALKS

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,334,426
Right Of Way:	$4,743,746
Construction:	$22,734,746
Construction Engineer	$467,178
Contingencies:	$934,355
Indirects:	$474,652
Bond Finanacing:	$0
Total Project Cost:	$30,689,103

Total Project Cost Information: $30,123,978

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$24,099,182	$6,024,796	$0	$0	$0	$30,123,978
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$24,099,182	$6,024,796	$0	$0	$0	$30,123,978

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	2941-01-028	18156	FM 2920	2027	C	Tomball	TXDOT HOUSTON DISTRICT	**$71,600,877**

STREET:	FM 2920	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	BS 249		Cat 5 - CMAQ, Cat 2 Metro	0.28	0.545
TO LIMIT:	IH 45 N				

DESCRIPTIO: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES AND INSTALL NEW SIDEWALKS WHERE NONE CURRENTLY EXIST (CMAQ FUNDS FOR NEW SIDEWALK ONLY, NOT ROADWAY)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,655,409
Right Of Way:	$21,600,000
Construction:	$71,600,877
Construction Engineer	$2,984,007
Contingencies:	$7,160,018
Indirects:	$3,789,689
Bond Finanacing:	$0
Total Project Cost:	$110,790,000

Total Project Cost Information: $71,600,877

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$3,040,702	$760,175	$0	$0	$0	$3,800,877
Cat:	2	$54,240,000	$13,560,000	$0	$0	$0	$67,800,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$57,280,702	$14,320,175	$0	$0	$0	$71,600,877

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	2941-01-034	18516	FM 2920	2027	C	None	TXDOT HOUSTON DISTRICT	**$46,600,000**

STREET:	FM 2920	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	BECKER RD		Cat 5 - CMAQ, Cat 2 Metro	0.017	0.31
TO LIMIT:	CYPRESS-ROSEHILL RD				

DESCRIPTIO: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND INSTALL NEW SIDEWALKS WHERE NONE CURRENTLY EXIST. CMAQ FOR USE ON NEW SIDEWALK ONLY. DOES NOT APPLY TO ROADWAY.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,283,400
Right Of Way:	$18,000,000
Construction:	$46,600,000
Construction Engineer	$1,864,000
Contingencies:	$4,660,000
Indirects:	$2,367,280
Bond Finanacing:	$0
Total Project Cost:	$75,774,680

Total Project Cost Information: $46,600,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$35,200,000	$8,800,000	$0	$0	$0	$44,000,000
Cat:	5	$2,080,000	$520,000	$0	$0	$0	$2,600,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$37,280,000	$9,320,000	$0	$0	$0	$46,600,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	0976-02-086	10133	FM 518	2027	C, R	Pearland	TXDOT HOUSTON DISTRICT	**$83,643,597**

STREET: FM 518
FROM LIMIT: FM 865
TO LIMIT: SH 35
DESCRIPTIO WIDEN FROM 4 LANE TO 6 LANE

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	SW ROW, Cat 2 Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,073,902
Right Of Way:	$13,079,670
Construction:	$70,563,927
Construction Engineer	$2,509,308
Contingencies:	$6,273,270
Indirects:	$3,186,821
Bond Finanacing:	$0
Total Project Cost:	$98,686,898

Total Project Cost Information: $83,643,597

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	SW ROW	$0	$13,079,670	$0	$0	$0	$13,079,670
Cat:	2	$56,451,142	$14,112,785	$0	$0	$0	$70,563,927
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$56,451,142	$27,192,455	$0	$0	$0	$83,643,597

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0111-03-064	18501	FM 521	2027	C		TXDOT HOUSTON DISTRICT	**$45,142,822**

STREET: FM 521
FROM LIMIT: BRAZORIA C/L
TO LIMIT: SH 6
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND INSTALL NEW SIDEWALKS WHERE NONE CURRENTLY EXIST. CMAQ FOR USE ON NEW SIDEWALK ONLY. DOES NOT APPLY TO ROADWAY.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, Cat 5 MAQ	0.205	0.924

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,211,998
Right Of Way:	$11,437,500
Construction:	$45,142,822
Construction Engineer	$1,805,713
Contingencies:	$4,514,282
Indirects:	$2,293,255
Bond Finanacing:	$0
Total Project Cost:	$67,405,570

Total Project Cost Information: $45,142,822

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$34,160,000	$8,540,000	$0	$0	$0	$42,700,000
Cat:	5	$1,954,258	$488,564	$0	$0	$0	$2,442,822
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$36,114,258	$9,028,564	$0	$0	$0	$45,142,822

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	1003-01-061	512	FM 523	2027	C, R	Freeport	TXDOT HOUSTON DISTRICT	**$36,307,000**

STREET: FM 523
FROM LIMIT: SH 332
TO LIMIT: S OF FM 1495
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED URBAN

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	11-PES, SW ROW	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,334,282
Right Of Way:	$4,051,000
Construction:	$32,256,000
Construction Engineer	$1,089,210
Contingencies:	$2,723,025
Indirects:	$1,383,297
Bond Finanacing:	$0
Total Project Cost:	$42,836,814

Total Project Cost Information: $36,307,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	11	$25,804,800	$6,451,200	$0	$0	$0	$32,256,000
Cat:	SW ROW	$0	$4,051,000	$0	$0	$0	$4,051,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$25,804,800	$10,502,200	$0	$0	$0	$36,307,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	1414-02-016	7564	FM 528	2027	C	Alvin	TXDOT HOUSTON DISTRICT	**$17,100,000**

STREET: FM 528
FROM LIMIT: BS 35/GORDON ST
TO LIMIT: SH 6

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, Cat 5 MAQ	0.124	0.189

DESCRIPTIO CONSTRUCT 2 LANE NEW LOCATION ROADWAY (FC: MAJOR COLLECTOR) WITH RAILROAD GRADE SEPARATION AND INSTALL NEW SHARED USE PATHS WHERE NONE CURRENTLY EXIST. CMAQ FOR US ON SUP ONLY. DOES NOT APPLY TO ROADWAY.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$891,800
Right Of Way:	$0
Construction:	$18,200,000
Construction Engineer	$910,000
Contingencies:	$1,820,000
Indirects:	$924,560
Bond Finanacing:	$0
Total Project Cost:	$22,746,360

Total Project Cost Information: $17,100,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$12,800,000	$3,200,000	$0	$0	$0	$16,000,000
Cat:	5	$880,000	$220,000	$0	$0	$0	$1,100,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$13,680,000	$3,420,000	$0	$0	$0	$17,100,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	1006-01-074	17210	FM 529	2027	C	Houston	TXDOT HOUSTON DISTRICT	**$38,234,588**

STREET: FM 529
FROM LIMIT: Waller C/L
TO LIMIT: KATY-HOCKLEY CUTOFF RD

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, Cat 5 MAQ	0.057	0.139

DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND INSTALL NEW SHARED USE PATHS WHERE NONE CURRENTLY EXIST. CMAQ FOR US ON SUP ONLY. DOES NOT APPLY TO ROADWAY.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,873,495
Right Of Way:	$12,000,000
Construction:	$38,234,588
Construction Engineer	$1,529,384
Contingencies:	$3,823,459
Indirects:	$1,942,317
Bond Finanacing:	$0
Total Project Cost:	$59,403,243

Total Project Cost Information: $38,234,588

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$3,886,870	$971,718	$0	$0	$0	$4,858,588
Cat:	2	$26,700,800	$6,675,200	$0	$0	$0	$33,376,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$30,587,670	$7,646,918	$0	$0	$0	$38,234,588

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	1006-01-079	18514	FM 529	2027	C		TXDOT HOUSTON DISTRICT	**$44,800,000**

STREET: FM 529
FROM LIMIT: KATY-HOCKLEY CUTOFF RD
TO LIMIT: SH 99

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro	0	0

DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 6 LANES

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,195,200
Right Of Way:	$8,940,000
Construction:	$44,800,000
Construction Engineer	$1,792,000
Contingencies:	$4,480,000
Indirects:	$2,275,840
Bond Finanacing:	$0
Total Project Cost:	$64,483,040

Total Project Cost Information: $44,800,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$35,840,000	$8,960,000	$0	$0	$0	$44,800,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$35,840,000	$8,960,000	$0	$0	$0	$44,800,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0188-09-050	18400	FM 723	2027	C	Rosenberg	TXDOT HOUSTON DISTRICT	**$5,000,000**

STREET: FM 723
FROM LIMIT: AVENUE D
TO LIMIT: US 90A/AVENUE H
DESCRIPTIO WIDEN FROM 2 LANES TO 4 LANES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	2 - Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$245,000
Right Of Way:	$0
Construction:	$5,000,000
Construction Engineer	$250,000
Contingencies:	$500,000
Indirects:	$254,000
Bond Finanacing:	$0
Total Project Cost:	$6,249,000

Total Project Cost Information: $5,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$4,000,000	$1,000,000	$0	$0	$0	$5,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$4,000,000	$1,000,000	$0	$0	$0	$5,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	-	18162	RR	2027	C	Houston	METRO	**$31,580,000**

STREET: GREEN & PURPLE METRO LINES
FROM LIMIT: Theater District
TO LIMIT: Municipal Courthouse
DESCRIPTIO EXTENSION OF GREEN AND PURPLE LRT LINES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 LC	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$31,580,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$31,580,000

Total Project Cost Information: $31,580,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$31,580,000	$31,580,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$31,580,000	$31,580,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0508-01-397	19026	IH 10	2027	C	Houston	TXDOT HOUSTON DISTRICT	**$250,000,000**

STREET: IH 10
FROM LIMIT: W OF WHITE OAK BAYOU
TO LIMIT: W OF MCKEE ST
DESCRIPTIO IH10 REALIGN/RECONSTRUCT 8 MAINLANES (ML) FROM W. OF WHITE OAK BAYOU TO W. OF MCKEE ST.; CONSTRUCT 4 IH10 EXPRESS LANES FROM W. OF WHITE OAK BAYOU TO W. OF MCKEE ST.; REALIGN/WIDEN IH45 FROM 6 TO 7 ML INCLUDING 3 LANES EB AND WB (NHHIP SEG 3C-3)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$12,250,000
Right Of Way:	$0
Construction:	$250,000,000
Construction Engineer	$10,000,000
Contingencies:	$25,000,000
Indirects:	$12,700,000
Bond Finanacing:	$0
Total Project Cost:	$309,950,000

Total Project Cost Information: $250,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$200,000,000	$50,000,000	$0	$0	$0	$250,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$200,000,000	$50,000,000	$0	$0	$0	$250,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0271-07-336	18405	BRT	2027	C	Houston	METRO	**$775,039,843**

STREET: INNER KATY CORRIDOR
FROM LIMIT: IH 610 W
TO LIMIT: KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP
DESCRIPTIO CONSTRUCT MULTIMODAL DEDICATED BUS RAPID TRANSIT (BRT) BUSWAY, INCLUDING GRADE-SEPARATION AND CONNECTION TO HOV LANES AND TRANSIT CENTER

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ, 3LC, Cat 7 STBG	1.71	9.67

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$15,100,000
Right Of Way:	$0
Construction:	$787,792,843
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$802,892,843

Total Project Cost Information: $775,039,843

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$57,572,070	$0	$14,393,018	$0	$0	$71,965,088
Cat:	3LC	$0	$0	$0	$0	$565,964,755	$565,964,755
Cat:	7	$109,688,000	$0	$27,422,000	$0	$0	$137,110,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$167,260,070	$0	$41,815,018	$0	$565,964,755	$775,039,843

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-797	19013	CS	2027	C	La porte	PORT OF HOUSTON AUTHORITY	**$28,142,009**

STREET: Port Rd
FROM LIMIT: AT Bayport Container terminal
TO LIMIT: -
DESCRIPTIO Grade Separation at Bayport Container terminal at-Grade RXR.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,795,665
Right Of Way:	$0
Construction:	$28,142,009
Construction Engineer	$1,125,680
Contingencies:	$2,814,201
Indirects:	$1,429,614
Bond Finanacing:	$0
Total Project Cost:	$36,307,169

Total Project Cost Information: $28,142,009

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$22,513,607	$0	$5,628,402	$0	$0	$28,142,009
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$22,513,607	$0	$5,628,402	$0	$0	$28,142,009

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0720-03-131	17224	SH 249	2027	C	Houston	TXDOT HOUSTON DISTRICT	**$218,998,278**

STREET: SH 249
FROM LIMIT: SL 8
TO LIMIT: IH 45 N
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 6 TO 8 LANES DIVIDED AND INSTALL NEW BUS STOP PADS AND SHARED USE PATHS WHERE NONE CURRENTLY EXIST (CMAQ FUNDS FOR BUS STOP PAD AND SUP ONLY, NOT ROADWAY)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 - CMAQ, Cat 2 Metro, Cat 4 ST Con	0.073	0.217

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$8,535,716
Right Of Way:	$25,446,428
Construction:	$174,198,278
Construction Engineer	$6,967,931
Contingencies:	$17,419,828
Indirects:	$8,849,273
Bond Finanacing:	$0
Total Project Cost:	$241,417,454

Total Project Cost Information: $218,998,278

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$4,958,622	$1,239,656	$0	$0	$0	$6,198,278
Cat:	2	$67,200,000	$16,800,000	$0	$0	$0	$84,000,000
Cat:	4	$67,200,000	$16,800,000	$0	$0	$0	$84,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$139,358,622	$34,839,656	$0	$0	$0	$174,198,278

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0051-02-110	19015	SH 3	2027	C	Houston	TXDOT HOUSTON DISTRICT	**$6,043,621**

STREET: SH 3
FROM LIMIT: AT SOUTH RICHEY, EDGEBROOK, EL DORADO, AND BAY AREA BLVD.
TO LIMIT: -
DESCRIPTIO SH 3 INTERSECTION IMPROVEMENTs. UPGRADE SIGNALS TO MAST ARMS, REPLACE RR ARMS AND GATES, AND LENGTHEN RR PLANKING.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7- STBG	0	0

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$296,137
Right Of Way:	$0
Construction:	$6,043,621
Construction Engineer	$302,181
Contingencies:	$604,362
Indirects:	$307,016
Bond Finanacing:	$0
Total Project Cost:	$7,553,317

Total Project Cost Information: $6,043,621

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$4,834,897	$1,208,724	$0	$0	$0	$6,043,621
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$4,834,897	$1,208,724	$0	$0	$0	$6,043,621

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0178-09-019	210	SH 35	2027	C, R	Houston	TXDOT HOUSTON DISTRICT	**$30,628,951**

STREET: SH 35
FROM LIMIT: DIXIE DR
TO LIMIT: LONG DR
DESCRIPTIO CONSTRUCT 2 LANE FRONTAGE ROADS ON NEW LOCATION (SEGMENT B)

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 12 CL, SW ROW	0	0

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,460,149
Right Of Way:	$830,000
Construction:	$29,798,951
Construction Engineer	$1,191,958
Contingencies:	$2,979,895
Indirects:	$1,513,787
Bond Finanacing:	$0
Total Project Cost:	$37,774,740

Total Project Cost Information: $30,628,951

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	12	$0	$29,798,951	$0	$0	$0	$29,798,951
Cat:	SW ROW	$0	$830,000	$0	$0	$0	$830,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$30,628,951	$0	$0	$0	$30,628,951

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	3510-02-008	18872	SH 99	2027	C, R	Alvin	BRAZORIA COUNTY	**$604,900,000**

STREET: SH 99
FROM LIMIT: N OF FM 2403
TO LIMIT: SH 288
DESCRIPTIO SEG B: CONSTRUCT 4-LANE TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE ROADS

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 Toll, SW ROW	0	0

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$25,793,600
Right Of Way:	$78,500,000
Construction:	$526,400,000
Construction Engineer	$21,056,000
Contingencies:	$52,640,000
Indirects:	$26,741,120
Bond Finanacing:	$0
Total Project Cost:	$731,130,720

Total Project Cost Information: $604,900,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3Toll	$0	$526,400,000	$0	$0	$0	$526,400,000
Cat:	SW ROW	$78,500,000	$0	$0	$0	$0	$78,500,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$78,500,000	$526,400,000	$0	$0	$0	$604,900,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0050-06-093	17041	US 290	2027	C, E, R	Houston	METRO	**$41,905,241**

STREET: US 290
FROM LIMIT: AT CYPRESS P&R
TO LIMIT: -
DESCRIPTIO CONSTRUCT RAMP PROVIDING ACCESS TO THE US 290 HOV/HOT FACILITY

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ, Cat 3LC	2.35	16.97

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,378,277
Right Of Way:	$5,763,441
Construction:	$34,763,523
Construction Engineer	$1,390,541
Contingencies:	$3,476,353
Indirects:	$1,765,987
Bond Finanacing:	$0
Total Project Cost:	$48,538,122

Total Project Cost Information: $41,905,241

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$28,913,440	$0	$7,228,360	$0	$0	$36,141,800
Cat:	3LC	$0	$0	$0	$0	$5,763,441	$5,763,441
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$28,913,440	$0	$7,228,360	$0	$5,763,441	$41,905,241

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Galveston	-	9403	SH 342	2028	C	Galveston	CITY OF GALVESTON	**$17,300,000**

STREET: 61ST ST/SH 342
FROM LIMIT: BROADWAY ST/SH 87
TO LIMIT: HARBORSIDE DR/SH 275
DESCRIPTIO 4 LANE EXTENSION TO HARBORSIDE DR

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3LC	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$847,700
Right Of Way:	$0
Construction:	$17,300,000
Construction Engineer	$865,000
Contingencies:	$1,730,000
Indirects:	$878,840
Bond Finanacing:	$0
Total Project Cost:	$21,621,540

Total Project Cost Information: $17,300,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	$17,300,000	$17,300,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	$0	$0	$17,300,000	$17,300,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Galveston	1002-02-016	38	FM 517	2028	C, R	Dickinson	TXDOT HOUSTON DISTRICT	**$134,399,999**

STREET: FM 517
FROM LIMIT: FM 646
TO LIMIT: BRAZORIA C/L
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$6,200,802
Right Of Way:	$33,600,000
Construction:	$100,799,999
Construction Engineer	$5,351,968
Contingencies:	$13,379,922
Indirects:	$6,796,999
Bond Finanacing:	$0
Total Project Cost:	$166,129,690

Total Project Cost Information: $134,399,999

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$107,519,999	$26,880,000	$0	$0	$0	$134,399,999
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$107,519,999	$26,880,000	$0	$0	$0	$134,399,999

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	1002-01-006	16320	FM 517	2028	C	Alvin	TXDOT HOUSTON DISTRICT	**$17,464,984**

STREET: FM 517
FROM LIMIT: GALVESTON C/L
TO LIMIT: SH 35
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$1,740,000
Construction:	$17,464,984
Construction Engineer	$873,249
Contingencies:	$1,746,498
Indirects:	$887,221
Bond Finanacing:	$0
Total Project Cost:	$22,711,952

Total Project Cost Information: $17,464,984

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$13,971,987	$3,492,997	$0	$0	$0	$17,464,984
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$13,971,987	$3,492,997	$0	$0	$0	$17,464,984

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Waller	1006-02-009	17211	FM 529	2028	C		TXDOT HOUSTON DISTRICT	**$60,000,000**

STREET: FM 529
FROM LIMIT: FM 362
TO LIMIT: HARRIS C/L
DESCRIPTIO RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro TMA	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,940,000
Right Of Way:	$16,071,428
Construction:	$60,000,000
Construction Engineer	$2,400,000
Contingencies:	$6,000,000
Indirects:	$3,048,000
Bond Finanacing:	$0
Total Project Cost:	$90,459,428

Total Project Cost Information: $60,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$48,000,000	$12,000,000	$0	$0	$0	$60,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$48,000,000	$12,000,000	$0	$0	$0	$60,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0508-01-379	18707	IH 10 E	2028	C	Baytown	TXDOT HOUSTON DISTRICT	**$555,702,400**

STREET: IH 10 E
FROM LIMIT: MAGNOLIA AVE
TO LIMIT: THOMPSON RD
DESCRIPTIO RECONSTRUCT SAN JACINTO RIVER BRIDGE AND WIDEN FROM 6 TO 10 MAIN LANES AND CONSTRUCT 4 NEW NON-TOLLED MANAGED LANES AND SS 330 INTERCHANGE RECONSTRUCTION.

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 12 TCL, Cat 2 Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$27,229,418
Right Of Way:	$91,200,000
Construction:	$555,702,400
Construction Engineer	$22,228,096
Contingencies:	$55,570,240
Indirects:	$28,229,682
Bond Finanacing:	$0
Total Project Cost:	$780,159,836

Total Project Cost Information: $555,702,400

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	12	$303,272,960	$75,818,240	$0	$0	$0	$379,091,200
Cat:	2	$141,288,960	$35,322,240	$0	$0	$0	$176,611,200
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$444,561,920	$111,140,480	$0	$0	$0	$555,702,400

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0508-01-395	19101	IH 10 E	2028	C	Baytown	TXDOT HOUSTON DISTRICT	**$3,360,000**

STREET: IH 10 E
FROM LIMIT: AT EMPTY LOT W OF 1876 EAST FWY, BAYTOWN, TX 77521
TO LIMIT:

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 10 CRP	0	0

DESCRIPTIO CONSTRUCT TRUCK PARKING LOT FOR TRUCK REST STOP WITH APPROXIMATELY 25 SPACES NEAR FLYING J TRUCK STOP.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$164,640
Right Of Way:	$0
Construction:	$3,360,000
Construction Engineer	$201,600
Contingencies:	$336,000
Indirects:	$170,688
Bond Finanacing:	$0
Total Project Cost:	$4,232,928

Total Project Cost Information: $3,360,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	10	$2,688,000	$672,000	$0	$0	$0	$3,360,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$2,688,000	$672,000	$0	$0	$0	$3,360,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0500-08-001	16330	IH 45	2028	C	Houston	TXDOT HOUSTON DISTRICT	**$1,430,240,000**

STREET: IH 45
FROM LIMIT: AT IH 69/IH 10
TO LIMIT: -

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 4 St Con, Cat 12 Stra Priori, Cat 12 TCL, Cat 3 DB	0	0

DESCRIPTIO Reconstruct IH45/IH10/IH69 interchanges. IH10 realign/reconstruct 8 mainlanes (ML) from W. of Main St. to Waco St.; construct 4 IH10 express lanes from W. of Main St. to W. of Waco St.; realign/widen IH45 from 6 to 7 ML including 3 lanes EB and 4 lanes WB from S. of Runnels St. to W. of Main St.; reconstruct IH-69 from 8 to 8 ML from S. of Runnels St. to N. of Lyons Ave. (NHHIP-3C-2)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$52,181,717
Right Of Way:	$610,000,000
Construction:	$1,430,240,000
Construction Engineer	$42,598,320
Contingencies:	$106,493,300
Indirects:	$54,098,596
Bond Finanacing:	$0
Total Project Cost:	$2,295,611,933

Total Project Cost Information: $1,430,240,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	4	$190,572,000	$47,643,000	$0	$0	$0	$238,215,000
Cat:	12	$197,040,000	$49,260,000	$0	$0	$0	$246,300,000
Cat:	12TCL	$587,420,000	$146,855,000	$0	$0	$0	$734,275,000
Cat:	3 DB	$169,160,000	$42,290,000	$0	$0	$0	$211,450,000
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		1,144,192,000	$286,048,000	$0	$0	$0	$1,430,240,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0500-03-599	16328	IH 45 N	2028	C	Houston	TXDOT HOUSTON DISTRICT	**$1,098,875,000**

STREET: IH 45 N
FROM LIMIT: AT IH 10
TO LIMIT: -

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 2- Metro, Cat 4 St Con, Cat 12 TCL	0	0

DESCRIPTIO RECONSTRUCT IH45/IH10 INTERCHANGE. IH10 REALIGN/WIDEN FROM 6 TO 8 MAINLANES (ML) FROM W. OF HOUSTON ST. TO WHITE OAK BAYOU AND FROM W. OF MCKEE ST. TO E. OF ELYSIAN ST.; CONSTRUCT 4 IH10 EXPRESS LANES FROM W. OF HOUSTON ST. TO WHITE OAK BAYOU AND FROM W.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$44,568,440
Right Of Way:	$144,704,000
Construction:	$1,098,875,000
Construction Engineer	$36,382,400
Contingencies:	$90,956,000
Indirects:	$46,205,648
Bond Finanacing:	$0
Total Project Cost:	$1,461,691,488

Total Project Cost Information: $1,098,875,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$312,600,000	$78,150,000	$0	$0	$0	$390,750,000
Cat:	4	$0	$89,000,000	$0	$0	$0	$89,000,000
Cat:	12 TCL	$495,300,000	$123,825,000	$0	$0	$0	$619,125,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$807,900,000	$290,975,000	$0	$0	$0	$1,098,875,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0110-06-149	18980	IH 45 N	2028	R	Houston	TXDOT HOUSTON DISTRICT	**$170,000,000**

STREET: IH 45 N
FROM LIMIT: S OF WEST RD
TO LIMIT: N OF SL 8

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
16334	SW ROW	0	0

DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT 8 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES TRANSITIONING INTO TWO ENTERING AND EXITING LANES AT REVERSIBLE HOV LANE NORTH OF SL8, AND RECONSTRUCT AND WIDEN FROM TWO 2 AND 3-LANE FRONTAGE ROADS TO TWO 2 AND 3-LANE FRONTAGE. ROADS

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$170,000,000
Construction:	$325,700,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$495,700,000

Total Project Cost Information: $170,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$170,000,000	$0	$0	$0	$170,000,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$170,000,000	$0	$0	$0	$170,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0110-06-148	18981	IH 45 N	2028	R	Houston	TXDOT HOUSTON DISTRICT	**$300,000,000**

STREET: IH 45 N
FROM LIMIT: S OF SHEPHERD DR
TO LIMIT: S OF WEST RD

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
16335	SW ROW	0	0

DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT/WIDEN FROM 8 TO 10 MAINLANES, RECONSTRUCT/WIDEN FROM 1 TO 4 MANAGED LANES; RECONSTRUCT/WIDEN FROM TWO, 2- AND 3-LANE FRONTAGE ROADS TO TWO, 2- AND 3-LANE FRONTAGE ROADS. (NHHIP SEG-1B MPOID 16335)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$300,000,000
Construction:	$480,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$780,000,000

Total Project Cost Information: $300,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$300,000,000	$0	$0	$0	$300,000,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$300,000,000	$0	$0	$0	$300,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0500-03-632	18982	IH 45 N	2028	R	Houston	TXDOT HOUSTON DISTRICT	**$375,000,000**

STREET: IH 45 N
FROM LIMIT: AIRLINE DRIVE
TO LIMIT: S OF SHEPHERD DR

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
16331	SW ROW	0	0

DESCRIPTIO ADVANCED ROW ACQUISITION FOR RECONSTRUCT MAIN LNS, CONSTRUCT 4 MANAGED LNS, AND RECONSTRUCT AND WIDEN FROM TWO 2-LN FRONTAGE RDS TO TWO 3-LN FRONTAGE RDS (NHHIP SEG-1A MPOID 16331)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$375,000,000
Construction:	$393,500,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$768,500,000

Total Project Cost Information: $375,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:	Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat: SW ROW	$0	$375,000,000	$0	$0	$0	$375,000,000
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Cat: -	$0	$0	$0	$0	$0	$0
Funding by Share	$0	$375,000,000	$0	$0	$0	$375,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Multiple	0912-00-692	15310	VA	2028	T		METRO	**$8,000,000**

STREET: METRO SERVICE AREA
FROM LIMIT: VA
TO LIMIT: VA
DESCRIPTIO REGIONAL VANPOOL PROGRAM: PROMOTIONAL ACTIVITIES TO INCREASE AWARENESS AND PARTICIPATION IN VANPOOL PROGRAM

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	70.4	14.53

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$8,000,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$8,000,000

Total Project Cost Information: $8,000,000

Transportation Dev. Credits 1,600,000

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$8,000,000	$0	$0	$0	$0	$8,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$8,000,000	$0	$0	$0	$0	$8,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0912-37-245	18033	CS	2028	C	Houston	OUSTON REDEVELOPMENT AUTI	**$23,551,660**

STREET: NORTHPARK DR
FROM LIMIT: RUSSELL PALMER RD
TO LIMIT: HARRIS C/L
DESCRIPTIO WIDEN FROM 4 TO 6 LANE BOULEVARD SECTION INCLUDING DRAINAGE, RECONSTRUCTION OF THE BRIDGE AT KINGWOOD DIVERSION DITCH

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,154,031
Right Of Way:	$0
Construction:	$23,551,660
Construction Engineer	$1,177,583
Contingencies:	$2,355,166
Indirects:	$1,196,424
Bond Finanacing:	$0
Total Project Cost:	$29,434,864

Total Project Cost Information: $23,551,660

Transportation Dev. Credits 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$18,841,328	$0	$4,710,332	$0	$0	$23,551,660
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$18,841,328	$0	$4,710,332	$0	$0	$23,551,660

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-618	18732	CS	2028	C	Houston	OUSTON REDEVELOPMENT AUTI	**$29,374,872**

STREET: NORTHPARK DR
FROM LIMIT: MONTGOMERY C/L
TO LIMIT: WOODLANDS HILL DR
DESCRIPTIO WIDEN FROM 4 TO 6 LANE BOULEVARD SECTION, RECONSTRUCTION OF THE BRIDGE/CULVERT AT BEN'S BRANCH, PEDESTRIAN UNDERPASS AT PLUM VALLEY DRIVE

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 7 STBG	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,439,369
Right Of Way:	$0
Construction:	$29,374,872
Construction Engineer	$1,174,995
Contingencies:	$2,937,487
Indirects:	$1,492,243
Bond Finanacing:	$0
Total Project Cost:	$36,418,966

Total Project Cost Information: $29,374,872

Transportation Dev. Credits 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$19,583,248	$0	$9,791,624	$0	$0	$29,374,872
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$19,583,248	$0	$9,791,624	$0	$0	$29,374,872

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-798	19019	CR	2028	C		HARRIS COUNTY	**$14,632,236**

STREET:	RANKIN RD	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	IH-45 NBFR		Cat 7 STBG	0	0
TO LIMIT:	RANCH VIEW TRAIL				

DESCRIPTIO CONSTRUCTION Of RANIN RD ACCESS MANAGEMENT, INTERSECTION MODIFICATIONS (LEADING PEDESTRIAN SINGAL INTERVALS, CROSSWALKS, ADA RAMPS), SIDEWALK IMPROVEMENTS TO MITIGATE SERIOUS INJURIES AND FATALITIES ON VISION ZERO NETWORK.

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,980,964
Right Of Way:	$0
Construction:	$14,632,236
Construction Engineer	$731,612
Contingencies:	$1,463,224
Indirects:	$743,318
Bond Finanacing:	$0
Total Project Cost:	$19,551,354

Total Project Cost Information: $14,632,236

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	7	$11,705,789	$0	$2,926,447	$0	$0	$14,632,236
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$11,705,789	$0	$2,926,447	$0	$0	$14,632,236

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Brazoria	1524-01-047	525	SH 332	2028	C	Lake Jackson	TXDOT HOUSTON DISTRICT	**$64,300,000**

STREET:	SH 332	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	E OF FM 521		2 - Metro	0	0
TO LIMIT:	SH 288				

DESCRIPTIO WIDEN FROM 2 TO 4 LANES (FM 521 TO FM 2004) AND FROM 4 TO 6 LANES (FM 2004 TO SH 288)

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$3,150,700
Right Of Way:	$0
Construction:	$64,300,000
Construction Engineer	$2,572,000
Contingencies:	$6,430,000
Indirects:	$3,266,440
Bond Finanacing:	$0
Total Project Cost:	$79,719,140

Total Project Cost Information: $64,300,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$51,440,000	$12,860,000	$0	$0	$0	$64,300,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$51,440,000	$12,860,000	$0	$0	$0	$64,300,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0110-03-079	17228	SH 75	2028	C	Conroe	TXDOT HOUSTON DISTRICT	**$20,059,314**

STREET:	SH 75	MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
FROM LIMIT:	FM 830		2 - Metro	0	0
TO LIMIT:	LEAGUE LINE RD				

DESCRIPTIO WIDEN FROM 2 LANES TO 4 LANES DIVIDED

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$982,906
Right Of Way:	$5,102,013
Construction:	$20,059,314
Construction Engineer	$1,002,966
Contingencies:	$2,005,931
Indirects:	$1,019,013
Bond Finanacing:	$0
Total Project Cost:	$30,172,143

Total Project Cost Information: $20,059,314

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$16,047,451	$4,011,863	$0	$0	$0	$20,059,314
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$16,047,451	$4,011,863	$0	$0	$0	$20,059,314

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0110-03-080	17229	SH 75	2028	C	Willis	TXDOT HOUSTON DISTRICT	**$25,760,000**

STREET: SH 75
FROM LIMIT: FM 2432
TO LIMIT: FM 830
DESCRIPTIO WIDEN FROM 2 LANES TO 4 LANES DIVIDED

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	2 - Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,262,240
Right Of Way:	$2,900,000
Construction:	$25,760,000
Construction Engineer	$1,030,400
Contingencies:	$2,576,000
Indirects:	$1,308,608
Bond Finanacing:	$0
Total Project Cost:	$34,837,248

Total Project Cost Information: $25,760,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$20,608,000	$5,152,000	$0	$0	$0	$25,760,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$20,608,000	$5,152,000	$0	$0	$0	$25,760,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Montgomery	0110-03-078	17230	SH 75	2028	C	Conroe	TXDOT HOUSTON DISTRICT	**$13,090,131**

STREET: SH 75
FROM LIMIT: LEAGUE LINE ROAD
TO LIMIT: FM 3083/TEAS NURSERY ROAD
DESCRIPTIO WIDEN FROM 2 LANES TO 4 LANES DIVIDED

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	2 - Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$641,416
Right Of Way:	$4,759,430
Construction:	$13,090,131
Construction Engineer	$654,507
Contingencies:	$1,309,013
Indirects:	$664,979
Bond Finanacing:	$0
Total Project Cost:	$21,119,476

Total Project Cost Information: $13,090,131

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$10,472,105	$2,618,026	$0	$0	$0	$13,090,131
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$10,472,105	$2,618,026	$0	$0	$0	$13,090,131

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	3510-06-019	18723	SH 99	2028	C		TXDOT HOUSTON DISTRICT	**$50,873,357**

STREET: SH 99
FROM LIMIT: HOLZWARTH RD
TO LIMIT: KUYKENDAHL RD
DESCRIPTIO SEG F-2: WIDEN FROM 4 TO 6 LANE TOLLED HIGHWAY

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3- Toll	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$2,492,794
Right Of Way:	$0
Construction:	$50,873,357
Construction Engineer	$2,034,934
Contingencies:	$5,087,336
Indirects:	$2,584,367
Bond Finanacing:	$0
Total Project Cost:	$63,072,788

Total Project Cost Information: $50,873,357

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:

		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3Toll	$0	$50,873,357	$0	$0	$0	$50,873,357
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$50,873,357	$0	$0	$0	$50,873,357

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	-	18176	CS	2028	C	Houston	METRO	**$2,134,970,000**

STREET: UNIVERSITY LINE CORRIDOR
FROM LIMIT: Westchase Park and Ride
TO LIMIT: Tidwell Transit Center
DESCRIPTIO NEW BRT BUSWAY

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 3 LC	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$0
Right Of Way:	$0
Construction:	$2,134,970,000
Construction Engineer	$0
Contingencies:	$0
Indirects:	$0
Bond Finanacing:	$0
Total Project Cost:	$2,134,970,000

Total Project Cost Information: $2,134,970,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	3LC	$0	$0	$0	$0	2,134,970,000	$2,134,970,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$0	$0	2,134,970,000	$0	$0	$2,134,970,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Waller	0271-09-026	18114	US 90	2028	C	Katy	TXDOT HOUSTON DISTRICT	**$33,000,000**

STREET: US 90
FROM LIMIT: FM 2855
TO LIMIT: FORT BEND C/L
DESCRIPTIO WIDEN FROM A 2 LANES TO 4 LANES

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	2 - Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$1,616,827
Right Of Way:	$0
Construction:	$33,000,000
Construction Engineer	$1,319,859
Contingencies:	$3,299,648
Indirects:	$1,676,221
Bond Finanacing:	$0
Total Project Cost:	$40,912,556

Total Project Cost Information: $33,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$26,400,000	$6,600,000	$0	$0	$0	$33,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$26,400,000	$6,600,000	$0	$0	$0	$33,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Fort Bend	0271-10-011	18403	US 90	2028	C	Katy	TXDOT HOUSTON DISTRICT	**$2,000,000**

STREET: US 90
FROM LIMIT: Waller C/L
TO LIMIT: FM 1463
DESCRIPTIO RECONSTRUCT 4 LANES AND OPERATIONAL IMPROVEMENTS (OPERATIONAL IMPROVEMENTS INCLUDE LEFT TURN BAY TO KATY HIGH SCHOOL, SHARED USE PATH (BIKE-PED), TRAFFIC SIGNAL IMPROVEMENTS AND RIGHT TURN LANE AT FM 1463

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	2 - Metro	0	0

REMARKS:

HISTORY:

Total Project Cost Information:	
Preliminary Engineerin	$98,000
Right Of Way:	$0
Construction:	$2,000,000
Construction Engineer	$120,000
Contingencies:	$200,000
Indirects:	$101,600
Bond Finanacing:	$0
Total Project Cost:	$2,519,600

Total Project Cost Information: $2,000,000

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	2	$1,600,000	$400,000	$0	$0	$0	$2,000,000
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$1,600,000	$400,000	$0	$0	$0	$2,000,000

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-401	11380	CS	2028	C, R	Houston	HOUSTON - HOUSTON PUBLIC	**$36,530,369**

STREET: WEST BELT RR
FROM LIMIT: AT YORK ST
TO LIMIT: -

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	454.52	92.07

DESCRIPTIO CONSTRUCT RAILROAD UNDERPASS AT YORK STREET AND CLOSE AT-GRADE CROSSINGS AT SAMPSON, MCKINNEY AND MILBY STREETS. THE YORK STREET CROSSING AT GH&H WILL ALSO BE CLOSED.

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,789,990
Right Of Way:	$9,132,595
Construction:	$27,397,774
Construction Engineer	$2,191,817
Contingencies:	$3,653,032
Indirects:	$1,855,742
Bond Finanacing:	$0
Total Project Cost:	$46,020,949

Total Project Cost Information: $36,530,369

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$29,224,295	$0	$7,306,074	$0	$0	$36,530,369
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$29,224,295	$0	$7,306,074	$0	$0	$36,530,369

DISTRICT	COUNTY	CSJ #	MPOID	HWY #	Fiscal Year	PHASE	CITY	SPONSOR	YOE COST
HOUSTON	Harris	0912-72-388	17067	CS	2028	C, R	Houston	HOUSTON - HOUSTON PUBLIC	**$40,225,631**

STREET: WEST BELT RR
FROM LIMIT: AT NAVIGATION BLVD/COMMERCE ST
TO LIMIT: -

MTP REFERENCE	FUNDING CATEGORY	NoX	VOC
	Cat 5 CMAQ	0.88	0.21

DESCRIPTIO CONSTRUCT RAILROAD UNDERPASS AT NAVIGATION/COMMERCE AND CLOSE AT-GRADE CROSSINGS AT HUTCHINS AND COMMERCE STREETS

REMARKS: **HISTORY:**

Total Project Cost Information:	
Preliminary Engineerin	$1,971,107
Right Of Way:	$10,056,660
Construction:	$30,169,971
Construction Engineer	$2,413,592
Contingencies:	$4,022,658
Indirects:	$2,043,512
Bond Finanacing:	$0
Total Project Cost:	$50,677,499

Total Project Cost Information: $40,225,631

Transportation Dev. Credits: 0

Authorized Funding by Category/Share:		Federal	State	Local	Regional	Local Contribution	Funding By Category
Cat:	5	$32,180,505	$0	$8,045,126	$0	$0	$40,225,631
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Cat:	-	$0	$0	$0	$0	$0	$0
Funding by Share		$32,180,505	$0	$8,045,126	$0	$0	$40,225,631

Chapter 4
Transit Project Listing

Federal, State and Local Regionally Significant Projects

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Chapter 4 — Transit Project Listing

The 2025-2028 TIP details the program of projects from federal, state, and local sources for the public transportation providers within the Houston-Galveston metropolitan planning area. A complete description of federal transit funding programs is provided in Appendix E.

PUBLIC TRANSPORTATION OVERVIEW

Within the Houston region, transportation services are provided by private for-profit, private nonprofit, and public entities such as regional transportation authorities, small urban providers, and rural providers. These entities coordinate the provision of transportation services to the general public in the Houston, Conroe-The Woodlands, Lake Jackson-Angleton, and Texas City Urbanized Areas (UZA) as well as to residents of the region's nonurbanized areas.

SERVICE PROVIDERS[1]

Public service providers in the Houston-Galveston metropolitan region that provide fixed route, demand response, and/or paratransit services include:

A. **The Brazos Transit District** ("The District")

As a public transportation provider, The District operates demand response, paratransit, and fixed route services in 21 counties within central and eastern Texas. However, in the Houston-Galveston metropolitan planning area, The District provides mostly demand response service in rural areas of Montgomery County and limited fixed route and ADA services to residents in certain cities in Liberty County.

The District receives funding from the Texas Department of Transportation and Federal Transit Administration.

B. **Colorado Valley Transit District** ("CVTD")

Colorado Valley Transit (CVTD) is a Rural Transit District and provides demand response and limited fixed route transit services within Austin, Colorado, Waller, and Wharton Counties. CVTD receives funding from the Federal Transportation Administration and from the Texas Department of Transportation.

[1] The District, CVTD, Connect Transit and Island Transit receive FTA 5311 "Rural" program funds to support services provided within the 8-county H-GAC region. Section 5311 funds are programmed by TxDOT Public Transportation Division (PTN) directly in the Statewide TIP and are not shown in the H-GAC 2025-2028 TIP.

C. **Gulf Coast Transit District** ("GCTD")

The Gulf Coast Transit District (GCTD) provides demand response service in Galveston and Brazoria Counties. Since 2020, GCTD has offered fixed route service in Texas City and La Marque Urbanized Areas. GCTD extended its fixed route service to southern Brazoria County in 2010, known as "Southern Brazoria County Transit". GCTD also operates Park and Ride service between League City and Galveston Island.

D. **Island Transit**

Island Transit provides fixed-route transit, dial-a-ride and trolley services in the Galveston area. The Galveston trolley has 20 stops that connect the City of Galveston downtown region, Seawall Boulevard, the Historic Strand, and the University of Texas Medical Branch (UTMB). Island Transit also offers "dial-a-ride" service to those that qualify.

E. **Metropolitan Transit Authority of Harris County** ("METRO")

METRO is the largest transit provider in the Houston-Galveston metropolitan planning area and offers numerous transportation solutions to the travelling public, including traditional fixed-route bus service, light rail, over 100 miles of HOV/HOT lanes along six major corridors, 28 park and ride lots, 21 transit centers, paratransit service known as METROLift, and Rideshare programs, including vanpool operations.

F. **Harris County Transit**

Developed through the Community and Economic Development Department of Harris County, Harris County Transit operates service in areas within Harris County that are not served by METRO. Harris County Transit operates the following coordinated services: fixed route bus service in Eastern Harris County, the RIDES program for discounted taxi and shared ride services, ADA Paratransit, the Baytown Park and Ride, and a medical transportation program.

Harris County receives funding from the Houston Urbanized Area allocations from the Federal Transit Administration.

G. **Fort Bend County Transit**[2] ("FBCT")

Fort Bend County Transit serves as a Rural Transit District for Fort Bend County and operates demand response service within Fort Bend County. FBCT also provides commuter park and ride service from three locations in Fort Bend County to Harris County destinations including the Texas Medical Center, Downtown Houston, The Galleria, and Greenway Plaza.

Fort Bend County Transit receives Federal and state funding to support its rural transit services.

H. **Conroe Connection Transit**

Conroe Connection Transit provides public transportation service within the Conroe-The Woodlands urbanized area. Conroe Connection Transit provides fixed bus routes that connect residents to housing, jobs, schools, social services, medical offices, and shopping throughout the city. This service is complemented by ADA service that operates within 3/4 miles of the fixed route.

The Metropolitan Transit Authority of Harris County (METRO) operates the Conroe Commuter Connection on behalf of Conroe Connection Transit. METRO provides bus service from the Conroe Park and Ride facility to Downtown Houston, Midtown, Texas Medical Center, and the Michael E. DeBakey Department of Veterans Affairs Medical Center.

I. **The Woodlands Transit**

The Woodlands Transit is an FTA grant recipient and provides transit services which include a park and ride operation and a fare-free urban circulator trolley service.

- **Park and Ride**: The Woodlands Express Park and ride service provides round-trip transportation from the Woodlands to three employment centers in the City of Houston: The Texas Medical Center, Greenway Plaza, and the Downtown Business District. Service is provided Monday through Friday, excluding holidays. Within the Houston metropolitan area, the Woodlands Express is second only to METRO in the number of riders per day and is operated by the Woodlands Township through a commuter bus operating contract. Users are charged a fee for the service.

[2] Fort Bend County receives FTA 5311 "Rural" program funds to support services provided within the 8-county H-GAC region. Section 5311 funds are programmed by TxDOT Public Transportation Division (PTN) directly in the Statewide TIP and are not shown in the H-GAC 2025-2028 TIP.

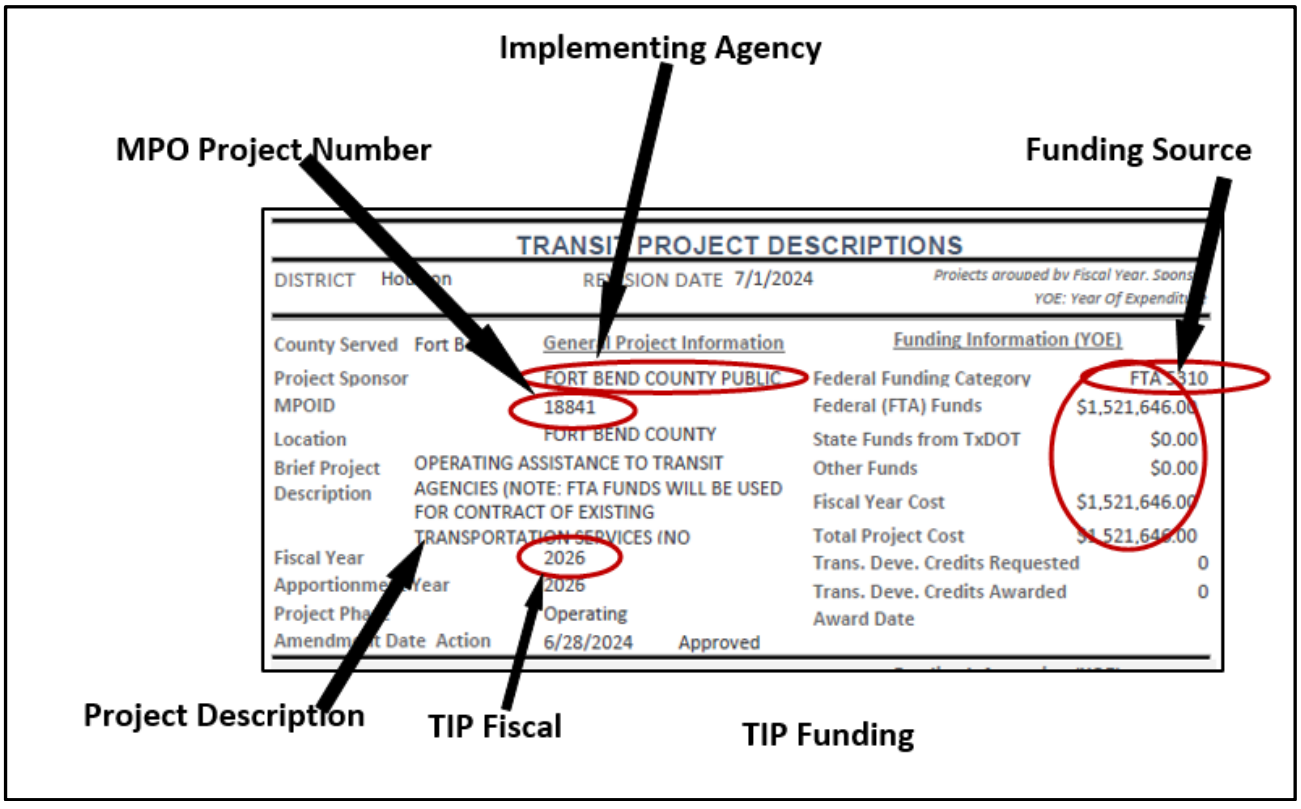
- **Trolley Circulator**: The Woodlands Transit also operates a fare-free urban circulator trolley service which provides transportation to business locations and residences within the Woodlands Town Center. The trolley service connects Hughes Landing, the Woodlands Mall, Market Street, and Hughes Landing with businesses and residences in the Town Center. The service operates daily excepting certain holidays and is complemented by ADA paratransit service.

PROJECT LISTING

The project listing in this chapter is provided in the format required by the Texas Department of Transportation (TxDOT) for inclusion in the Statewide Transportation Improvement Program (STIP). The listing is organized by TxDOT District (Beaumont and Houston), and fiscal year. Under each fiscal year, projects are sorted by sponsor, fiscal year, and identification number (CSJ Number or MPOID).

The diagram below is a guide on how to interpret the tables and indicates where to find key project information within the listings.

Figure 4-1: Transit Project Listing Legend



FISCAL YEAR

Consistent with the State fiscal year, fiscal years in the 2025-2028 TIP begin on September 1st and continue through August 31st of the following year. Applying this rule to the 2025-2028 TIP, fiscal year 2025 begins September 1, 2024, and ends August 31, 2025.

Fiscal years are used in the TIP project listing to show the year in which funds are committed to a particular project or project phase. All projects in 2025-2028 TIP are fiscally constrained and have identified funding commitments.

TOTAL PROJECT COST

In addition to the funding programmed in the 2025-2028 TIP, an estimate of the total project cost is provided for each project. The total project cost estimate is provided to communicate the overall investment being made to the transportation system and may reflect work that has already occurred or that may occur after the time period covered by the TIP.

The total project cost estimate reflects all facets of the referenced project, including design and engineering costs, needed acquisition of rights-of-way or utility relocations, and construction contingencies.

YEAR OF EXPENDITURE (YOE)

Funding and costs for all projects is shown as nominal year of expenditure (YOE) dollars as opposed to current dollars or indexed dollars (such as “2024 dollars”).

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HOUSTON-GALVESTON MPO
FISCAL YEAR 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Montgomery

General Project Information

Project Sponsor CITY OF CONROE
MPOID 11452
Location CITY OF CONROE
Brief Project Description CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR TRANSPORTATION IMPROVEMENTS: FY 2021 (REHABILITATION OF TRANSIT VEHICLES, AND PURCHASE OF NEW BUSES AND RAIL CARS TO REPLACE EXISTING VEHICLES OR FOR MINOR EXPANSIONS OF THE FLEET)

Apportionment Year 2025 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$250,000
State Funds from TxDOT	$0
Other Funds	$62,500
Fiscal Year Cost	$312,500
Total Project Cost	$312,500
Trans. Deve. Credits Requested	
Trans. Deve. Credits Awarded	
Award Date	

County Served Montgomery

General Project Information

Project Sponsor CITY OF CONROE
MPOID 15218
Location CITY OF CONROE
Brief Project Description CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR ASSOCIATED TRANSPORTATION IMPROVEMENTS (REHABILITATION OF TRANSIT VEHICLES AND OPERATING ASSISTANCE TO TRANSIT AGENCY)

Apportionment Year 2025 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$90,000
State Funds from TxDOT	$0
Other Funds	$22,500
Fiscal Year Cost	$112,500
Total Project Cost	$112,500
Trans. Deve. Credits Requested	
Trans. Deve. Credits Awarded	
Award Date	

County Served Montgomery

General Project Information

Project Sponsor CITY OF CONROE
MPOID 11485
Location CITY OF CONROE
Brief Project Description OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: 2021

Apportionment Year 2021 **Fiscal Year** 2025
Project Phase Operating
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$153,911
State Funds from TxDOT	$0
Other Funds	$153,911
Fiscal Year Cost	$307,822
Total Project Cost	$307,822
Trans. Deve. Credits Requested	
Trans. Deve. Credits Awarded	
Award Date	

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5307
MPOID		15219		**Federal (FTA) Funds**	$397,925
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description	TRANSIT OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION			**Other Funds**	$397,925
				Fiscal Year Cost	$795,850
				Total Project Cost	$795,850
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5307
MPOID		18937		**Federal (FTA) Funds**	$508,216
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description	FIXED BUS ROUTE OPERATIONS: FY 2023 5307			**Other Funds**	$0
				Fiscal Year Cost	$508,216
				Total Project Cost	$508,216
				Trans. Deve. Credits Requested	254108
Apportionment Year	2023	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	254108
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5307
MPOID		11498		**Federal (FTA) Funds**	$150,000
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021			**Other Funds**	$37,500
				Fiscal Year Cost	$187,500
				Total Project Cost	$187,500
				Trans. Deve. Credits Requested	
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Montgomery				
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5307
MPOID		15400		**Federal (FTA) Funds**	$150,000
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION			**Other Funds**	$37,500
				Fiscal Year Cost	$187,500
				Total Project Cost	$187,500
				Trans. Deve. Credits Requested	
Apportionment Year	2019	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Montgomery				
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5307
MPOID		18939		**Federal (FTA) Funds**	$165,000
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description	METROPOLITAN PLANNING: FY 2023 5307			**Other Funds**	$0
				Fiscal Year Cost	$165,000
				Total Project Cost	$165,000
				Trans. Deve. Credits Requested	33000
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	33000
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Montgomery				
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5307
MPOID		18938		**Federal (FTA) Funds**	$163,000
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description	PM AND ADA PARATRANSIT: FY 2023 5307			**Other Funds**	$0
				Fiscal Year Cost	$163,000
				Total Project Cost	$163,000
				Trans. Deve. Credits Requested	32000
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	32000
Project Phase		Capital		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5310
MPOID		11010		**Federal (FTA) Funds**	$164,556
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description		ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2022		**Other Funds**	$41,139
				Fiscal Year Cost	$205,695
				Total Project Cost	$205,695
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5310
MPOID		18935		**Federal (FTA) Funds**	$286,690
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description		ADA ACCESSIBLE BUS AND BUS FACILITIES: 5310 FY 2023		**Other Funds**	$0
				Fiscal Year Cost	$286,690
				Total Project Cost	$286,690
				Trans. Deve. Credits Requested	51604
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	51604
Project Phase		Capital		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5310
MPOID		11027		**Federal (FTA) Funds**	$18,284
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description		ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2022		**Other Funds**	$0
				Fiscal Year Cost	$18,284
				Total Project Cost	$18,284
				Trans. Deve. Credits Requested	
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Administration		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Montgomery				
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5339
MPOID		11500		**Federal (FTA) Funds**	$65,128
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description		CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021 (REHABILITATION OF TRANSIT VEHICLES AND OPERATING ASSISTANCE TO TRANSIT AGENCY)		**Other Funds**	$16,282
				Fiscal Year Cost	$81,410
				Total Project Cost	$81,410
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Montgomery				
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5339
MPOID		18936		**Federal (FTA) Funds**	$64,307
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description		TRANSIT ROLLING STOCK PURCHASE: FY 2023 5339		**Other Funds**	$0
				Fiscal Year Cost	$64,307
				Total Project Cost	$64,307
				Trans. Deve. Credits Requested	12862
Apportionment Year	2023	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	12862
Project Phase		Capital		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Montgomery				
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5307
MPOID		11515		**Federal (FTA) Funds**	$250,000
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description		CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR TRANSPORTATION IMPROVEMENTS: FY 2022		**Other Funds**	$62,500
				Fiscal Year Cost	$312,500
				Total Project Cost	$312,500
				Trans. Deve. Credits Requested	
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5307
MPOID		11519		**Federal (FTA) Funds**	$153,911
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description		TRANSIT OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: 2022		**Other Funds**	$153,911
				Fiscal Year Cost	$307,822
				Total Project Cost	$307,822
				Trans. Deve. Credits Requested	
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5307
MPOID		11523		**Federal (FTA) Funds**	$165,000
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description		TRANSIT PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2022		**Other Funds**	$41,250
				Fiscal Year Cost	$206,250
				Total Project Cost	$206,250
				Trans. Deve. Credits Requested	
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		CITY OF CONROE		**Federal Funding Category**	FTA 5339
MPOID		11535		**Federal (FTA) Funds**	$60,850
Location		CITY OF CONROE		**State Funds from TxDOT**	$0
Brief Project Description		CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2022		**Other Funds**	$15,213
				Fiscal Year Cost	$76,063
				Total Project Cost	$76,063
				Trans. Deve. Credits Requested	
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5307
Project Sponsor		CITY OF GALVESTON		**Federal (FTA) Funds**	$1,652,442
MPOID		18602		**State Funds from TxDOT**	$0
Location		CITY OF GALVESTON		**Other Funds**	$1,038,180
Brief Project Description		TRANSIT CAPITAL, OPERATING, PLANNING AND ADMINISTRATION: FY 2021		**Fiscal Year Cost**	$2,690,622
				Total Project Cost	$2,690,622
				Trans. Deve. Credits Requested	
Apportionment Year	2020	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5307
Project Sponsor		CITY OF GALVESTON		**Federal (FTA) Funds**	$1,600,000
MPOID		18616		**State Funds from TxDOT**	$0
Location		CITY OF GALVESTON		**Other Funds**	$1,000,000
Brief Project Description		TRANSIT CAPITAL, OPERATING, PLANNING AND ADMINISTRATION: FY 2023		**Fiscal Year Cost**	$2,600,000
				Total Project Cost	$2,600,000
				Trans. Deve. Credits Requested	
Apportionment Year	2023	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5307
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$1,025,154
MPOID		18345		**State Funds from TxDOT**	$0
Location		54 SCOTT BOOST CORRIDOR		**Other Funds**	$0
Brief Project Description		PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2022 5307		**Fiscal Year Cost**	$1,025,154
				Total Project Cost	$1,025,154
				Trans. Deve. Credits Requested	205031
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	205031
Project Phase		Planning		**Award Date**	5/20/2022
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served	Fort Bend	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal Funding Category**	FTA 5307
MPOID		18333		**Federal (FTA) Funds**	$1,280,896
Location		FORT BEND COUNTY		**State Funds from TxDOT**	$0
Brief Project Description		BUS SUPPORT EQUIPMENT AND FACILITIES, CONSTRUCTION FOR WESTPARK PARK&RIDE		**Other Funds**	$0
				Fiscal Year Cost	$1,280,896
				Total Project Cost	$1,280,896
				Trans. Deve. Credits Requested	256179
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	256179
Project Phase		Capital		**Award Date**	3/27/2020
Amendment Date/Action		6/28/2024	Approved		

County Served	Fort Bend	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal Funding Category**	FTA 5307
MPOID		18334		**Federal (FTA) Funds**	$1,303,439
Location		FORT BEND COUNTY		**State Funds from TxDOT**	$0
Brief Project Description		BUS STATION, STOPS & TERMINALS, CONSTRUCTION WESTPARK PARK & RIDE		**Other Funds**	$0
				Fiscal Year Cost	$1,303,439
				Total Project Cost	$1,303,439
				Trans. Deve. Credits Requested	260688
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	260688
Project Phase		Capital		**Award Date**	3/27/2020
Amendment Date/Action		6/28/2024	Approved		

County Served	Fort Bend	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal Funding Category**	FTA 5307
MPOID		18338		**Federal (FTA) Funds**	$498,682
Location		FORT BEND COUNTY		**State Funds from TxDOT**	$0
Brief Project Description		BUS SUPPORT EQUIPMENT AND FACILITIES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2021 5307		**Other Funds**	$0
				Fiscal Year Cost	$498,682
				Total Project Cost	$498,682
				Trans. Deve. Credits Requested	99738
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	99738
Project Phase		Capital		**Award Date**	6/26/2020
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18339
Location FORT BEND COUNTY
Brief Project Description OTHER CAPITAL ITEMS (BUS) FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2021 5307

Apportionment Year 2021 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$2,075,911
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$2,075,911
Total Project Cost	$2,075,911
Trans. Deve. Credits Requested	415183
Trans. Deve. Credits Awarded	415183
Award Date	6/26/2020

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18342
Location FORT BEND COUNTY
Brief Project Description BUS SUPPORT EQUIPMENT AND FACILITIES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2022

Apportionment Year 2021 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$519,200
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$519,200
Total Project Cost	$519,200
Trans. Deve. Credits Requested	103840
Trans. Deve. Credits Awarded	103840
Award Date	12/18/2020

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18873
Location FORT BEND COUNTY
Brief Project Description BUS SUPPORT & FACILITIES: FY 2020

Apportionment Year 2020 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$56,451
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$56,451
Total Project Cost	$56,451
Trans. Deve. Credits Requested	11290
Trans. Deve. Credits Awarded	11290
Award Date	7/29/2022

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5307
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$1,009,419
MPOID		18336		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$0
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2020			**Fiscal Year Cost**	$1,009,419
				Total Project Cost	$1,009,419
				Trans. Deve. Credits Requested	534408
Apportionment Year	2020	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	534408
Project Phase		Operating		**Award Date**	6/26/2020
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5307
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$969,880
MPOID		18335		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$0
Brief Project Description	PLANNING EXPENDITURES: FY 2020			**Fiscal Year Cost**	$969,880
				Total Project Cost	$969,880
				Trans. Deve. Credits Requested	193976
Apportionment Year	2020	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	193976
Project Phase		Planning		**Award Date**	5/20/2020
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5307
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$825,120
MPOID		18340		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$0
Brief Project Description	PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2021 5307			**Fiscal Year Cost**	$825,120
				Total Project Cost	$825,120
				Trans. Deve. Credits Requested	165024
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	165024
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18836
Location FORT BEND COUNTY
Brief Project Description CAPITAL EXPENDITURES FOR FBCPT (FY 2020) (FTA FUNDS WILL BE USED FOR CONTRACT FOR EXISTING TRANSPORTATION SERVICES (NO EXPANSION): DISPATCH, DRIVER STAFFING, SUPERVISION & MANAGEMENT, STAFF TRAINING AND VEHICLE MAINTENANCE AND TO MANAGE EXISTING TRANSPORT

Apportionment Year 2025 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5310
Federal (FTA) Funds	$1,316,328
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$1,316,328
Total Project Cost	$1,316,328
Trans. Deve. Credits Requested	
Trans. Deve. Credits Awarded	
Award Date	

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18837
Location FORT BEND COUNTY
Brief Project Description CAPITAL EXPENDITURES (FY2021): CONTRACT FOR EXISTING TRANSPORTATION SERVICES (NO EXPANSION): DISPATCH, DRIVER STAFFING, SUPERVISION & MANAGEMENT, STAFF TRAINING AND VEHICLE MAINTENANCE AND TO MANAGE EXISTING TRANSPORTATION SERVICE FOR INDIVIDUALS WITH

Apportionment Year 2021 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5310
Federal (FTA) Funds	$472,821
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$472,821
Total Project Cost	$472,821
Trans. Deve. Credits Requested	94565
Trans. Deve. Credits Awarded	94565
Award Date	3/22/2024

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18838
Location FORT BEND COUNTY
Brief Project Description CAPITAL EXPENDITURES (FY2022): CONTRACT FOR EXISTING TRANSPORTATION SERVICES (NO EXPANSION): DISPATCH, DRIVER STAFFING, SUPERVISION & MANAGEMENT, STAFF TRAINING AND VEHICLE MAINTENANCE AND TO MANAGE EXISTING TRANSPORTATION SERVICE FOR INDIVIDUALS WITH DI

Apportionment Year 2022 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5310
Federal (FTA) Funds	$1,214,101
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$1,214,101
Total Project Cost	$1,214,101
Trans. Deve. Credits Requested	220000
Trans. Deve. Credits Awarded	220000
Award Date	7/28/2023

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served	Fort Bend	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal Funding Category**	FTA 5310
MPOID		18839		**Federal (FTA) Funds**	$1,250,525
Location		FORT BEND COUNTY		**State Funds from TxDOT**	$0
Brief Project Description		CAPITAL EXPENDITURES (FY 2023) CONTRACT FOR EXISTING TRANSPORTATION SERVICES (NO EXPANSION): DISPATCH, DRIVER STAFFING, SUPERVISION & MANAGEMENT, STAFF TRAINING AND VEHICLE MAINTENANCE AND TO MANAGE EXISTING TRANSPORTATION SERVICE FOR INDIVIDUALS WITH DI		**Other Funds**	$0
				Fiscal Year Cost	$1,250,525
				Total Project Cost	$1,250,525
				Trans. Deve. Credits Requested	250105
Apportionment Year	2023	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	250105
Project Phase		Capital		**Award Date**	6/23/2023
Amendment Date/Action		6/28/2024	Approved		

County Served	Fort Bend	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal Funding Category**	FTA 5310
MPOID		18926		**Federal (FTA) Funds**	$1,100,000
Location		FORT BEND COUNTY		**State Funds from TxDOT**	$0
Brief Project Description		ENHANCED MOBILITY OF SENIORS (5310): FY 2021 APPORTIONMENT		**Other Funds**	$220,000
				Fiscal Year Cost	$1,320,000
				Total Project Cost	$1,320,000
				Trans. Deve. Credits Requested	
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

County Served	Fort Bend	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal Funding Category**	FTA 5310
MPOID		18930		**Federal (FTA) Funds**	$1,100,000
Location		FORT BEND COUNTY		**State Funds from TxDOT**	$0
Brief Project Description		ENHANCED MOBILITY OF SENIORS (5310): FY 2022 APPORTIONMENT		**Other Funds**	$220,000
				Fiscal Year Cost	$1,320,000
				Total Project Cost	$1,320,000
				Trans. Deve. Credits Requested	
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18343
Location FORT BEND COUNTY
Brief Project Description BUS SUPPORT EQUIPMENT AND FACILITIES, SOFTWARE, HARDWARE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2022 5307

Apportionment Year 2022 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$668,566
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$668,566
Total Project Cost	$668,566
Trans. Deve. Credits Requested	133714
Trans. Deve. Credits Awarded	133714
Award Date	8/26/2022

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18344
Location FORT BEND COUNTY
Brief Project Description CAPITAL EXPENDITURES FOR FBCPT (FY2022) (CONTRACT OF EXISTING TRANSPORTATION SERVICES (DISPATCH, DRIVER STAFFING, SUPERVISION & MANAGEMENT, STAFF TRAINING AND VEHICLE MAINTENANCE, PREVENTATIVE MAINTENANCE OF TRANSIT VEHICLES) AND MANAGE EXISTING TRANSPORT

Apportionment Year 2022 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$2,604,459
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$2,604,459
Total Project Cost	$2,604,459
Trans. Deve. Credits Requested	520893
Trans. Deve. Credits Awarded	520893
Award Date	7/28/2023

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18348
Location FORT BEND COUNTY
Brief Project Description BUS SUPPORT AND FACILITIES, MISC SOFTWARE AND HARDWARE, BUS WRAPS AND SOFTWARE MAINTENANCE: FY 2023

Apportionment Year 2023 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$504,187
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$504,187
Total Project Cost	$504,187
Trans. Deve. Credits Requested	100838
Trans. Deve. Credits Awarded	100838
Award Date	3/22/2024

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served	Fort Bend	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal Funding Category**	FTA 5307
MPOID		18349		**Federal (FTA) Funds**	$2,287,218
Location		FORT BEND COUNTY		**State Funds from TxDOT**	$0
Brief Project Description	OTHER CAPITAL ITEMS (BUS), CAPITAL PURCHASE OF SERVICE: FY 2023			**Other Funds**	$0
				Fiscal Year Cost	$2,287,218
				Total Project Cost	$2,287,218
				Trans. Deve. Credits Requested	457444
Apportionment Year	2023	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	457444
Project Phase		Capital		**Award Date**	3/22/2024
Amendment Date/Action		6/28/2024	Approved		

County Served	Fort Bend	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal Funding Category**	FTA 5307
MPOID		18341		**Federal (FTA) Funds**	$1,050,287
Location		FORT BEND COUNTY		**State Funds from TxDOT**	$0
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2021 5307			**Other Funds**	$0
				Fiscal Year Cost	$1,050,287
				Total Project Cost	$1,050,287
				Trans. Deve. Credits Requested	525144
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	525144
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

County Served	Fort Bend	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal Funding Category**	FTA 5307
MPOID		18346		**Federal (FTA) Funds**	$1,351,821
Location		FORT BEND COUNTY		**State Funds from TxDOT**	$0
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2022 5307			**Other Funds**	$0
				Fiscal Year Cost	$1,351,821
				Total Project Cost	$1,351,821
				Trans. Deve. Credits Requested	675911
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	675911
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18351
Location FORT BEND COUNTY
Brief Project Description OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2023

Apportionment Year 2023 **Fiscal Year** 2025
Project Phase Operating
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$1,381,227
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$1,381,227
Total Project Cost	$1,381,227
Trans. Deve. Credits Requested	690614
Trans. Deve. Credits Awarded	690614
Award Date	3/22/2024

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18350
Location FORT BEND COUNTY
Brief Project Description PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2023

Apportionment Year 2023 **Fiscal Year** 2025
Project Phase Planning
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$725,500
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$725,500
Total Project Cost	$725,500
Trans. Deve. Credits Requested	145100
Trans. Deve. Credits Awarded	145100
Award Date	3/22/2024

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18830
Location FORT BEND COUNTY
Brief Project Description OPERATING ASSISTANCE TO TRANSIT AGENCY, REHABILITATIO OF TRANSIT VEHICLES (NOTE: FTA FUNDS ARE USED FOR CONTRACT OF EXISTING TRANSPORTATION SERVICES WHICH INCLUDES DISPATCH, DRIVER STAFFING, SUPERVISION & MANAGEMENT, STAFF TRAINING AND VEHICLE MAINTENANCE

Apportionment Year 2025 **Fiscal Year** 2025
Project Phase Operating
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$642,130
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$642,130
Total Project Cost	$642,130
Trans. Deve. Credits Requested	
Trans. Deve. Credits Awarded	
Award Date	

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5307
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$1,181,105
MPOID		18831		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$0
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION (FY2024)			**Fiscal Year Cost**	$1,181,105
				Total Project Cost	$1,181,105
				Trans. Deve. Credits Requested	
Apportionment Year	2024	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5307
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$899,127
MPOID		18832		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$0
Brief Project Description	PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION (FY2024)			**Fiscal Year Cost**	$899,127
				Total Project Cost	$899,127
				Trans. Deve. Credits Requested	
Apportionment Year	2024	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5310
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$1,477,327
MPOID		18840		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$0
Brief Project Description	CAPITAL EXPENDITURES (FY2024): CONTRACT FOR EXISTING TRANSPORTATION SERVICES (NO EXPANSION): DISPATCH, DRIVER STAFFING, SUPERVISION & MANAGEMENT, STAFF TRAINING AND VEHICLE MAINTENANCE AND TO MANAGE EXISTING TRANSPORTATION SERVICE FOR INDIVIDUAL			**Fiscal Year Cost**	$1,477,327
				Total Project Cost	$1,477,327
				Trans. Deve. Credits Requested	
Apportionment Year	2023	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	Cat 10 CDS
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$360,000
MPOID		19141		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$90,000
Brief Project Description		TRANSIT SCHEDULING AND DISPATCH SYSTEM		**Fiscal Year Cost**	$450,000
				Total Project Cost	$450,000
				Trans. Deve. Credits Requested	
Apportionment Year	2024	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5304
Project Sponsor		GREATER SOUTHEAST MANAGEME		**Federal (FTA) Funds**	$283,000
MPOID		18877		**State Funds from TxDOT**	$0
Location		GREATER SOUTHEAST MANAGEME		**Other Funds**	$31,445
Brief Project Description		COMPLETE PLANNING, PRELIMINARY ENGINEERING AND NEPA TO IMPROVE MULTIMODAL SAFETY, INCREASE ACCESS TO PUBLIC TRANSPORTATION AND IMPROVE ECONOMIC OUTCOMES		**Fiscal Year Cost**	$314,445
				Total Project Cost	$314,445
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Brazoria			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$1,169,480
MPOID		19138		**State Funds from TxDOT**	$0
Location		LAKE JACKSON-ANGLETON UZA		**Other Funds**	$0
Brief Project Description		COMBINE FY 2017 & FY 2019 LAKE JACKSON/ANGLETON FUNDS FOR OPERATING EXPENDITURES		**Fiscal Year Cost**	$1,169,480
				Total Project Cost	$1,169,480
				Trans. Deve. Credits Requested	584740
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	584740
Project Phase		Operating		**Award Date**	6/28/2024
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Multiple			**Federal Funding Category**	FTA 5339
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$902,008
MPOID		19139		**State Funds from TxDOT**	$0
Location		TEXAS CITY & LAKE JACKSON-ANGLE		**Other Funds**	$0
Brief Project Description	FY 2016, 2017 and 2021 FTA SECTION 5339 FOR CAPITAL EXPENDITURES FOR TEXAS CITY & LAKE JACKSON-ANGLETON UZAs			**Fiscal Year Cost**	$902,008
				Total Project Cost	$902,008
				Trans. Deve. Credits Requested	180402
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	180402
Project Phase		Capital		**Award Date**	6/28/2024
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5310
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$250,000
MPOID		19140		**State Funds from TxDOT**	$0
Location		GULF COAST TRANSIT DISTRICT SER		**Other Funds**	$0
Brief Project Description	FY 2022 FTA SECTION 5310 FUNDS FOR CAPITAL EXPENDITURES DISTRICT-WIDE			**Fiscal Year Cost**	$250,000
				Total Project Cost	$250,000
				Trans. Deve. Credits Requested	50000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	50000
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Brazoria			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$200,000
MPOID		18942		**State Funds from TxDOT**	$0
Location		BRAZORIA COUNTY		**Other Funds**	$0
Brief Project Description	TRANSIT OPERATIONS IN BRAZORIA COUNTY: FY 2021 5307			**Fiscal Year Cost**	$200,000
				Total Project Cost	$200,000
				Trans. Deve. Credits Requested	200000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	200000
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Brazoria			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$200,000
MPOID		18946		**State Funds from TxDOT**	$0
Location		BRAZORIA COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT OPERATIONS IN BRAZORIA COUNTY: FY 2022 5307		**Fiscal Year Cost**	$200,000
				Total Project Cost	$200,000
				Trans. Deve. Credits Requested	200000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	200000
Project Phase		Operating		**Award Date**	5/20/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Brazoria			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$200,000
MPOID		18943		**State Funds from TxDOT**	$0
Location		BRAZORIA COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT PLANNING IN BRAZORIA COUNTY: FY 2021 5307		**Fiscal Year Cost**	$200,000
				Total Project Cost	$200,000
				Trans. Deve. Credits Requested	40000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	40000
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$100,000
MPOID		18945		**State Funds from TxDOT**	$0
Location		BRAZORIA COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT PLANNING IN GALVESTON COUNTY: FY 2022 5307		**Fiscal Year Cost**	$100,000
				Total Project Cost	$100,000
				Trans. Deve. Credits Requested	20000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	20000
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Brazoria			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$100,000
MPOID		18947		**State Funds from TxDOT**	$0
Location		BRAZORIA COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT PLANNING IN BRAZORIA COUNTY: FY 2022 5307		**Fiscal Year Cost**	$100,000
				Total Project Cost	$100,000
				Trans. Deve. Credits Requested	20000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	20000
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Brazoria			**Federal Funding Category**	FTA 5310
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$100,000
MPOID		18951		**State Funds from TxDOT**	$0
Location		BRAZORIA COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT MOBILITY MANAGEMENT/OPERATIONS IN BRAZORIA COUNTY: FY 2021 5310		**Fiscal Year Cost**	$100,000
				Total Project Cost	$100,000
				Trans. Deve. Credits Requested	100000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	100000
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Brazoria			**Federal Funding Category**	FTA 5339
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$750,000
MPOID		18953		**State Funds from TxDOT**	$0
Location		BRAZORIA COUNTY		**Other Funds**	$0
Brief Project Description		NEW VEHICLE PURCHASES FOR BRAZORIA: FY 2022 5339		**Fiscal Year Cost**	$750,000
				Total Project Cost	$750,000
				Trans. Deve. Credits Requested	170000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	170000
Project Phase		Capital		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Brazoria			**Federal Funding Category**	FTA 5339
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$100,000
MPOID		18954		**State Funds from TxDOT**	$0
Location		BRAZORIA COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT PLANNING IN BRAZORIA COUNTY: FY 2022 5339		**Fiscal Year Cost**	$100,000
				Total Project Cost	$100,000
				Trans. Deve. Credits Requested	20000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	20000
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$1,200,000
MPOID		18940		**State Funds from TxDOT**	$0
Location		GALVESTON COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT OPERATIONS IN GALVESTON COUNTY: FY 2021 5307		**Fiscal Year Cost**	$1,200,000
				Total Project Cost	$1,200,000
				Trans. Deve. Credits Requested	1200000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	1200000
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$700,000
MPOID		18944		**State Funds from TxDOT**	$0
Location		GALVESTON COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT OPERATIONS IN GALVESTON COUNTY: FY 2022 5307		**Fiscal Year Cost**	$700,000
				Total Project Cost	$700,000
				Trans. Deve. Credits Requested	700000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	700000
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$200,000
MPOID		18941		**State Funds from TxDOT**	$0
Location		GALVESTON COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT PLANNING IN GALVESTON COUNTY: FY 2021 5307		**Fiscal Year Cost**	$200,000
				Total Project Cost	$200,000
				Trans. Deve. Credits Requested	40000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	40000
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5310
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$150,000
MPOID		18928		**State Funds from TxDOT**	$0
Location		GALVESTON COUNTY		**Other Funds**	$0
Brief Project Description		MOBILITY MANAGEMENT/OPERATIONS IN GALVESTON COUNTY: FY 2021 5310		**Fiscal Year Cost**	$150,000
				Total Project Cost	$150,000
				Trans. Deve. Credits Requested	150000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	150000
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5339
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$250,000
MPOID		18929		**State Funds from TxDOT**	$0
Location		GALVESTON COUNTY		**Other Funds**	$0
Brief Project Description		NEW VEHICLE PURCHASES: FY 2021 5339		**Fiscal Year Cost**	$250,000
				Total Project Cost	$250,000
				Trans. Deve. Credits Requested	50000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	50000
Project Phase		Capital		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5339
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$950,000
MPOID		18932		**State Funds from TxDOT**	$0
Location		GALVESTON COUNTY		**Other Funds**	$0
Brief Project Description	NEW VEHICLE PURCHASES: FY 2022 5339			**Fiscal Year Cost**	$950,000
				Total Project Cost	$950,000
				Trans. Deve. Credits Requested	190000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	190000
Project Phase		Capital		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5339
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$25,000
MPOID		18950		**State Funds from TxDOT**	$0
Location		GALVESTON COUNTY		**Other Funds**	$0
Brief Project Description	TRANSIT PLANNING IN GALVESTON COUNTY: FY 2021 5339			**Fiscal Year Cost**	$25,000
				Total Project Cost	$25,000
				Trans. Deve. Credits Requested	5000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	5000
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5339
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$100,000
MPOID		18952		**State Funds from TxDOT**	$0
Location		GALVESTON COUNTY		**Other Funds**	$0
Brief Project Description	TRANSIT PLANNING IN GALVESTON COUNTY: FY 2022 5339			**Fiscal Year Cost**	$100,000
				Total Project Cost	$100,000
				Trans. Deve. Credits Requested	20000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	20000
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served	Brazoria	**General Project Information**	**Funding Information (YOE)**
Project Sponsor		GULF COAST TRANSIT DISTRICT	**Federal Funding Category** FTA 5307
MPOID		18869	**Federal (FTA) Funds** $150,000
Location		LAKE JACKSON/ANGLETON UZA	**State Funds from TxDOT** $0
Brief Project Description		TRANSIT CAPITAL EXPENDITURES: PURCHASE OF ROLLING STOCK FOR REPLACEMENT OF EXISTING TRANSIT VEHICLES, ROUTINE MAINTENANCE OF VEHICLES, REPAIRS AND UPGRADES TO EXISTING OPERATIONS AND MAINTENANCE FACILITY	**Other Funds** $0
			Fiscal Year Cost $150,000
			Total Project Cost $150,000
			Trans. Deve. Credits Requested
Apportionment Year	2025	**Fiscal Year** 2025	**Trans. Deve. Credits Awarded**
Project Phase		Capital	**Award Date**
Amendment Date/Action		6/28/2024 Approved	

County Served	Brazoria	**General Project Information**	**Funding Information (YOE)**
Project Sponsor		GULF COAST TRANSIT DISTRICT	**Federal Funding Category** FTA 5307
MPOID		18871	**Federal (FTA) Funds** $1,793,468
Location		LAKE JACKSON/ANGLETON UZA	**State Funds from TxDOT** $0
Brief Project Description		TRANSIT OPERATING EXPENDITURES	**Other Funds** $0
			Fiscal Year Cost $1,793,468
			Total Project Cost $1,793,468
			Trans. Deve. Credits Requested 1793468
Apportionment Year	2025	**Fiscal Year** 2025	**Trans. Deve. Credits Awarded** 1793468
Project Phase		Operating	**Award Date** 8/26/2022
Amendment Date/Action		6/28/2024 Approved	

County Served	Brazoria	**General Project Information**	**Funding Information (YOE)**
Project Sponsor		GULF COAST TRANSIT DISTRICT	**Federal Funding Category** FTA 5307
MPOID		18882	**Federal (FTA) Funds** $3,620,853
Location		LAKE JACKSON/ANGLETON UZA	**State Funds from TxDOT** $0
Brief Project Description		TRANSIT OPERATING EXPENDITURES 5307	**Other Funds** $0
			Fiscal Year Cost $3,620,853
			Total Project Cost $3,620,853
			Trans. Deve. Credits Requested 3620853
Apportionment Year	2025	**Fiscal Year** 2025	**Trans. Deve. Credits Awarded** 3620853
Project Phase		Operating	**Award Date** 12/16/2022
Amendment Date/Action		6/28/2024 Approved	

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Brazoria			**Federal Funding Category**	FTA 5304
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$1,124,209
MPOID		19085		**State Funds from TxDOT**	$0
Location		LAKE JACKSON-ANGLETON UZA		**Other Funds**	$0
Brief Project Description		OPERATING EXPENDITURES FOR LAKE JACKSON-ANGLETON		**Fiscal Year Cost**	$1,124,209
				Total Project Cost	$1,124,209
				Trans. Deve. Credits Requested	1124209
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	1124209
Project Phase		Operating		**Award Date**	3/22/2024
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Brazoria			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$1,122,422
MPOID		19084		**State Funds from TxDOT**	$0
Location		LAKE JACKSON-ANGLETON UZA		**Other Funds**	$0
Brief Project Description		OPERATING EXPENDITURES FOR LAKE JACKSON-ANGLETON		**Fiscal Year Cost**	$1,122,422
				Total Project Cost	$1,122,422
				Trans. Deve. Credits Requested	1122422
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	1122422
Project Phase		Capital		**Award Date**	3/22/2024
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$150,000
MPOID		18866		**State Funds from TxDOT**	$0
Location		TEXAS CITY/LA MARQUE UZA		**Other Funds**	$0
Brief Project Description		TRANSIT CAPITAL EXPENDITURES: PURCHASE OF ROLLING STOCK FOR REPLACEMENT OF EXISTING TRANSIT VEHICLES, ROUTINE MAINTENANCE OF VEHICLES, REPAIRS AND UPGRADES TO EXISTING OPERATIONS AND MAINTENANCE FACILITY		**Fiscal Year Cost**	$150,000
				Total Project Cost	$150,000
				Trans. Deve. Credits Requested	
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$1,739,331
MPOID		18868		**State Funds from TxDOT**	$0
Location		TEXAS CITY/LA MARQUE UZA		**Other Funds**	$0
Brief Project Description	TRANSIT OPERATING EXPENDITURES			**Fiscal Year Cost**	$1,739,331
				Total Project Cost	$1,739,331
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$2,457,548
MPOID		18881		**State Funds from TxDOT**	$0
Location		TEXAS CITY/LA MARQUE UZA		**Other Funds**	$0
Brief Project Description	TRANSIT OPERATING EXPENDITURES			**Fiscal Year Cost**	$2,457,548
				Total Project Cost	$2,457,548
				Trans. Deve. Credits Requested	2457548
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	2457548
Project Phase		Operating		**Award Date**	12/16/2022
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA 5307
Project Sponsor		GULF COAST TRANSIT DISTRICT		**Federal (FTA) Funds**	$75,000
MPOID		18867		**State Funds from TxDOT**	$0
Location		TEXAS CITY/LA MARQUE UZA		**Other Funds**	$0
Brief Project Description	TRANSIT PLANNING EXPENDITURES			**Fiscal Year Cost**	$75,000
				Total Project Cost	$75,000
				Trans. Deve. Credits Requested	15000
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	15000
Project Phase		Planning		**Award Date**	8/6/2022
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5307
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal (FTA) Funds**	$4,480,797
MPOID		18622		**State Funds from TxDOT**	$0
Location		HARRIS COUNTY		**Other Funds**	$197,379
Brief Project Description		TRANSIT CAPITAL EXPENSES: FY 2020		**Fiscal Year Cost**	$4,678,176
				Total Project Cost	$4,678,176
				Trans. Deve. Credits Requested	896159
Apportionment Year	2020	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	896159
Project Phase		Capital		**Award Date**	5/20/2022
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5307
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal (FTA) Funds**	$3,627,151
MPOID		18625		**State Funds from TxDOT**	$0
Location		HARRIS COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT CAPITAL EXPENSES: FY 2021 (CAPITAL COSTS ARE FOR CONTRACTING, DESIGN AND CONSTRUCTION OF SIDEWALKS, AND BAYTOWN PARK & RIDE FACILITY		**Fiscal Year Cost**	$3,627,151
				Total Project Cost	$3,627,151
				Trans. Deve. Credits Requested	725430
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	725430
Project Phase		Capital		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5307
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal (FTA) Funds**	$1,178,424
MPOID		18624		**State Funds from TxDOT**	$0
Location		HARRIS COUNTY		**Other Funds**	$493,448
Brief Project Description		TRANSIT OPERATING EXPENSES: FY 2020		**Fiscal Year Cost**	$1,671,872
				Total Project Cost	$1,671,872
				Trans. Deve. Credits Requested	589212
Apportionment Year	2020	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	589212
Project Phase		Operating		**Award Date**	5/20/2022
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5307
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal (FTA) Funds**	$1,614,453
MPOID		18627		**State Funds from TxDOT**	$0
Location		HARRIS COUNTY		**Other Funds**	$1,614,453
Brief Project Description	TRANSIT OPERATING EXPENSES: FY 2021			**Fiscal Year Cost**	$3,228,906
				Total Project Cost	$3,228,906
				Trans. Deve. Credits Requested	704080
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	704080
Project Phase		Operating		**Award Date**	5/20/2022
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5307
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal (FTA) Funds**	$1,099,010
MPOID		18623		**State Funds from TxDOT**	$0
Location		HARRIS COUNTY		**Other Funds**	$0
Brief Project Description	TRANSIT PLANNING EXPENSES: FY 2020			**Fiscal Year Cost**	$1,099,010
				Total Project Cost	$1,099,010
				Trans. Deve. Credits Requested	219802
Apportionment Year	2020	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	219802
Project Phase		Planning		**Award Date**	5/20/2022
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5307
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal (FTA) Funds**	$300,000
MPOID		18626		**State Funds from TxDOT**	$0
Location		HARRIS COUNTY		**Other Funds**	$0
Brief Project Description	TRANSIT PLANNING EXPENSES: FY 2021 5307			**Fiscal Year Cost**	$300,000
				Total Project Cost	$300,000
				Trans. Deve. Credits Requested	60000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	60000
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5310
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal (FTA) Funds**	$425,000
MPOID		18927		**State Funds from TxDOT**	$0
Location		HARRIS COUNTY		**Other Funds**	$0
Brief Project Description		TRANSIT PLANNING EXPENSES: FY 2022 5307		**Fiscal Year Cost**	$425,000
				Total Project Cost	$425,000
				Trans. Deve. Credits Requested	85000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	85000
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5310
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal (FTA) Funds**	$1,115,000
MPOID		18931		**State Funds from TxDOT**	$0
Location		HARRIS COUNTY		**Other Funds**	$0
Brief Project Description		PURCHASE OF SERVICE: FY 2022 5310		**Fiscal Year Cost**	$1,115,000
				Total Project Cost	$1,115,000
				Trans. Deve. Credits Requested	223000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	223000
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5310
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal (FTA) Funds**	$675,000
MPOID		18948		**State Funds from TxDOT**	$0
Location		HARRIS COUNTY		**Other Funds**	$0
Brief Project Description		MOBILITY MANAGEMENT: FY 2021 5310		**Fiscal Year Cost**	$675,000
				Total Project Cost	$675,000
				Trans. Deve. Credits Requested	135000
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	135000
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served	Harris	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal Funding Category**	FTA 5310
MPOID		18949		**Federal (FTA) Funds**	$1,415,000
Location		HARRIS COUNTY		**State Funds from TxDOT**	$0
Brief Project Description		MOBILITY MANAGEMENT: FY 2022 5310		**Other Funds**	$0
				Fiscal Year Cost	$1,415,000
				Total Project Cost	$1,415,000
				Trans. Deve. Credits Requested	283000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	283000
Project Phase		Operating		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

County Served	Harris	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal Funding Category**	FTA 5307
MPOID		18628		**Federal (FTA) Funds**	$5,004,402
Location		HARRIS COUNTY		**State Funds from TxDOT**	$0
Brief Project Description		TRANSIT CAPITAL EXPENSES: FY 2022		**Other Funds**	$341
				Fiscal Year Cost	$5,004,743
				Total Project Cost	$5,004,743
				Trans. Deve. Credits Requested	1000607
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	1000607
Project Phase		Capital		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

County Served	Harris	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal Funding Category**	FTA 5307
MPOID		18629		**Federal (FTA) Funds**	$300,000
Location		HARRIS COUNTY		**State Funds from TxDOT**	$0
Brief Project Description		TRANSIT PLANNING EXPENSES: FY 2022 5307		**Other Funds**	$0
				Fiscal Year Cost	$300,000
				Total Project Cost	$300,000
				Trans. Deve. Credits Requested	60000
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	60000
Project Phase		Planning		**Award Date**	7/28/2023
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5307
Project Sponsor		HARRIS CO. COMMUNITY & ECONO		**Federal (FTA) Funds**	$1,688,307
MPOID		18630		**State Funds from TxDOT**	$0
Location		HARRIS COUNTY		**Other Funds**	$1,688,307
Brief Project Description	TRANSIT OPERATING EXPENSES: FY 2022			**Fiscal Year Cost**	$3,376,614
				Total Project Cost	$3,376,614
				Trans. Deve. Credits Requested	
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5310
Project Sponsor		EAST END DISTRICT		**Federal (FTA) Funds**	$322,141
MPOID		18655		**State Funds from TxDOT**	$0
Location		LOCKWOOD LRT AREA		**Other Funds**	$80,535
Brief Project Description	LOCKWOOD LRT AREA ACCESS TO TRANSIT IMPROVEMENTS: SIDEWALK AND HANDICAP RAMP IMPROVEMENTS AROUND THE LOCKWOOD LRT STATION			**Fiscal Year Cost**	$402,676
				Total Project Cost	$402,676
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		11723		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$1,418,774
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS: FY 2025			**Fiscal Year Cost**	$1,418,774
				Total Project Cost	$1,418,774
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		11795		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$5,000,000
Brief Project Description	PARK AND RIDE MODIFICATIONS: FY 2025			**Fiscal Year Cost**	$5,000,000
				Total Project Cost	$5,000,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		15246		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$151,000,000
Brief Project Description	PURCHASE OF CLEAN DIESEL BUSES			**Fiscal Year Cost**	$151,000,000
				Total Project Cost	$151,000,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		15547		**State Funds from TxDOT**	$0
Location		WHEELER INTERMODAL TERMINAL		**Other Funds**	$30,000,000
Brief Project Description	WHEELER INTERMODAL TERMINAL DESIGN AND CONSTRUCTION: FY 2025			**Fiscal Year Cost**	$30,000,000
				Total Project Cost	$30,000,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		15549		**State Funds from TxDOT**	$0
Location		NORTHLINE TRANSIT CENTER		**Other Funds**	$42,628,743
Brief Project Description	NORTHLINE TRANSIT CENTER			**Fiscal Year Cost**	$42,628,743
				Total Project Cost	$42,628,743
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		18160		**State Funds from TxDOT**	$0
Location		METRORAPID GULFTON CORRIDOR		**Other Funds**	$250,000,000
Brief Project Description	SOUTHERN EXTENSION OF METRORAPID SILVER LINE			**Fiscal Year Cost**	$250,000,000
				Total Project Cost	$250,000,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	Cat 10 CDS
Project Sponsor		METRO		**Federal (FTA) Funds**	$5,000,000
MPOID		18167		**State Funds from TxDOT**	$0
Location		MISSOURI CITY/SH 6 PARK AND RID		**Other Funds**	$55,300,000
Brief Project Description	REAL ESTATE LEASE AGREEMENT FOR A PRIVATELY CONSTRUCTED PARK AND RIDE STRUCTURE			**Fiscal Year Cost**	$60,300,000
				Total Project Cost	$60,300,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		18352		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$1,000,000
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS: FY 2024			**Fiscal Year Cost**	$1,000,000
				Total Project Cost	$1,000,000
				Trans. Deve. Credits Requested	
Apportionment Year	2024	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		18371		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$40,000,000
Brief Project Description	REDESIGN AND CONSTRUCTION OF DENVER HARBOR TRANSIT CENTER			**Fiscal Year Cost**	$40,000,000
				Total Project Cost	$40,000,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA 5339 LONO
Project Sponsor		METRO		**Federal (FTA) Funds**	$102,000,000
MPOID		19096		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	AT NORTHWEST BUS OPERATING FACILITY RETROFIT MAINTENANCE BAYS FOR CNG CAPABILITY, CONSTRUCT CNG REFUELING FACILITY, AND WORKFORCE TRAINING. PURCHASE 100 CNG REPLACEMENT BUSES.			**Fiscal Year Cost**	$102,000,000
				Total Project Cost	$102,000,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris				
Project Sponsor		METRO		**Federal Funding Category**	Cat 10 CDS
MPOID		19097		**Federal (FTA) Funds**	$500,000
Location		METRO SERVICE AREA		**State Funds from TxDOT**	$0
Brief Project Description	NORTHLINE TRANSIT CENTER CONGRESSIONAL PRIORITY PROJECT			**Other Funds**	$125,000
				Fiscal Year Cost	$625,000
				Total Project Cost	$625,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris				
Project Sponsor		METRO		**Federal Funding Category**	Cat 10 CDS
MPOID		19100		**Federal (FTA) Funds**	$850,000
Location		METRO SERVICE AREA		**State Funds from TxDOT**	$0
Brief Project Description	GESSNER BOOST BUS STOP IMPROVEMENTS CONGRESSIONAL PRIORITY PROJECT			**Other Funds**	$212,500
				Fiscal Year Cost	$1,062,500
				Total Project Cost	$1,062,500
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris				
Project Sponsor		METRO		**Federal Funding Category**	Cat 10 CDS
MPOID		19099		**Federal (FTA) Funds**	$500,000
Location		METRO SERVICE AREA		**State Funds from TxDOT**	$0
Brief Project Description	METRO AND MIDTOWN REDEVELOPMENT CONGRESSIONAL PRIORITY PROJECT			**Other Funds**	$125,000
				Fiscal Year Cost	$625,000
				Total Project Cost	$625,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

General Project Information		Funding Information (YOE)	
County Served	Harris	**Federal Funding Category**	FTA-5307
Project Sponsor	METRO	**Federal (FTA) Funds**	$52,840,047
MPOID	19102	**State Funds from TxDOT**	$0
Location	METRO SERVICE AREA	**Other Funds**	$0
Brief Project Description	BUS/RAIL PREVENTATIVE MAINTENANCE: FY2024 APPORTIONMENT	**Fiscal Year Cost**	$52,840,047
		Total Project Cost	$52,840,047
		Trans. Deve. Credits Requested	
Apportionment Year	2024	**Trans. Deve. Credits Awarded**	
Fiscal Year	2025	**Award Date**	
Project Phase	Capital		
Amendment Date/Action	6/28/2024 Approved		

General Project Information		Funding Information (YOE)	
County Served	Harris	**Federal Funding Category**	FTA-5307
Project Sponsor	METRO	**Federal (FTA) Funds**	$11,638,185
MPOID	19103	**State Funds from TxDOT**	$0
Location	METRO SERVICE AREA	**Other Funds**	$0
Brief Project Description	METROLIFT ADA SUPPORT: FY2024 APPORTIONMENT	**Fiscal Year Cost**	$11,638,185
		Total Project Cost	$11,638,185
		Trans. Deve. Credits Requested	
Apportionment Year	2024	**Trans. Deve. Credits Awarded**	
Fiscal Year	2025	**Award Date**	
Project Phase	Capital		
Amendment Date/Action	6/28/2024 Approved		

General Project Information		Funding Information (YOE)	
County Served	Harris	**Federal Funding Category**	FTA-5307
Project Sponsor	METRO	**Federal (FTA) Funds**	$2,036,682
MPOID	19104	**State Funds from TxDOT**	$0
Location	METRO SERVICE AREA	**Other Funds**	$0
Brief Project Description	SAFETY & SECURITY IMPLEMENTATION: FY2024 APPORTIONMENT	**Fiscal Year Cost**	$2,036,682
		Total Project Cost	$2,036,682
		Trans. Deve. Credits Requested	
Apportionment Year	2024	**Trans. Deve. Credits Awarded**	
Fiscal Year	2025	**Award Date**	
Project Phase	Capital		
Amendment Date/Action	6/28/2024 Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5307
Project Sponsor		METRO		**Federal (FTA) Funds**	$35,226,698
MPOID		19105		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	STATE OF GOOD REPAIR: FY2024 APPORTIONMENT			**Fiscal Year Cost**	$35,226,698
				Total Project Cost	$35,226,698
				Trans. Deve. Credits Requested	
Apportionment Year	2024	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5337
Project Sponsor		METRO		**Federal (FTA) Funds**	$19,175,225
MPOID		19106		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	RAIL PREVENTATIVE MAINTENANCE: FY2024 APPORTIONMENT			**Fiscal Year Cost**	$19,175,225
				Total Project Cost	$19,175,225
				Trans. Deve. Credits Requested	
Apportionment Year	2024	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5337
Project Sponsor		METRO		**Federal (FTA) Funds**	$2,130,581
MPOID		19107		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	STATE OF GOOD REPAIR: FY2024 APPORTIONMENT			**Fiscal Year Cost**	$2,130,581
				Total Project Cost	$2,130,581
				Trans. Deve. Credits Requested	
Apportionment Year	2024	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

General Project Information		Funding Information (YOE)	
County Served	Harris	**Federal Funding Category**	FTA-5339
Project Sponsor	METRO	**Federal (FTA) Funds**	$8,721,128
MPOID	19108	**State Funds from TxDOT**	$0
Location	METRO SERVICE AREA	**Other Funds**	$0
Brief Project Description	PURCHASE OF VEHICLES: FY2024 APPORTIONMENT	**Fiscal Year Cost**	$8,721,128
		Total Project Cost	$8,721,128
		Trans. Deve. Credits Requested	
Apportionment Year	2024 **Fiscal Year** 2025	**Trans. Deve. Credits Awarded**	
Project Phase	Capital	**Award Date**	
Amendment Date/Action	6/28/2024 Approved		

General Project Information		Funding Information (YOE)	
County Served	Harris	**Federal Funding Category**	FTA-5310
Project Sponsor	METRO	**Federal (FTA) Funds**	$2,485,421
MPOID	19109	**State Funds from TxDOT**	$0
Location	METRO SERVICE AREA	**Other Funds**	$0
Brief Project Description	ADA PARATRANSIT SERVICE: FY2024 APPORTIONMENT	**Fiscal Year Cost**	$2,485,421
		Total Project Cost	$2,485,421
		Trans. Deve. Credits Requested	
Apportionment Year	2024 **Fiscal Year** 2025	**Trans. Deve. Credits Awarded**	
Project Phase	Capital	**Award Date**	
Amendment Date/Action	6/28/2024 Approved		

General Project Information		Funding Information (YOE)	
County Served	Harris	**Federal Funding Category**	FTA-5310
Project Sponsor	METRO	**Federal (FTA) Funds**	$1,065,180
MPOID	19110	**State Funds from TxDOT**	$0
Location	METRO SERVICE AREA	**Other Funds**	$0
Brief Project Description	SUPPORT ENHANCED MOBILITY OF SENIORS AND DISABLED: FY2024 APPORTIONMENT	**Fiscal Year Cost**	$1,065,180
		Total Project Cost	$1,065,180
		Trans. Deve. Credits Requested	
Apportionment Year	2024 **Fiscal Year** 2025	**Trans. Deve. Credits Awarded**	
Project Phase	Capital	**Award Date**	
Amendment Date/Action	6/28/2024 Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 18763
Location 82 WESTHEIMER BOOST CORRIDOR
Brief Project Description OPTIMIZING BUS OPERATIONS THROUGH BUS STOP CONSOLIDATION, RELOCATION, SIDEWALK REPAIR OR RECONSTRUCTION, CROSSWALK SAFETY IMPROVEMENTS, BUS SIGNAL PRIORITY TREATMENTS, BUS SHELTER REPLACEMENT, NEXT BUS ARRIVAL SIGNAGE, AND RECONSTRUCTION OF TRAFFIC LANES

Apportionment Year 2025 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	Cat 10 CDS
Federal (FTA) Funds	$5,000,000
State Funds from TxDOT	$0
Other Funds	$39,000,000
Fiscal Year Cost	$44,000,000
Total Project Cost	$44,000,000
Trans. Deve. Credits Requested	
Trans. Deve. Credits Awarded	
Award Date	

County Served Montgomery

General Project Information

Project Sponsor THE WOODLANDS TOWNSHIP
MPOID 18632
Location THE WOODLANDS TOWNSHIP
Brief Project Description CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING

Apportionment Year 2020 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$2,100,000
State Funds from TxDOT	$0
Other Funds	$4,088,886
Fiscal Year Cost	$6,188,886
Total Project Cost	$6,188,886
Trans. Deve. Credits Requested	
Trans. Deve. Credits Awarded	
Award Date	

County Served Montgomery

General Project Information

Project Sponsor THE WOODLANDS TOWNSHIP
MPOID 18636
Location THE WOODLANDS TOWNSHIP
Brief Project Description CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING: FY 2020

Apportionment Year 2025 **Fiscal Year** 2025
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$2,300,000
State Funds from TxDOT	$0
Other Funds	$4,512,664
Fiscal Year Cost	$6,812,664
Total Project Cost	$6,812,664
Trans. Deve. Credits Requested	
Trans. Deve. Credits Awarded	
Award Date	

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Montgomery				
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal Funding Category**	FTA 5307
MPOID		11660		**Federal (FTA) Funds**	$927,094
Location		THE WOODLANDS TOWNSHIP		**State Funds from TxDOT**	$0
Brief Project Description		OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION		**Other Funds**	$927,094
				Fiscal Year Cost	$1,854,188
				Total Project Cost	$1,854,188
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Montgomery				
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal Funding Category**	FTA 5307
MPOID		11676		**Federal (FTA) Funds**	$540,000
Location		THE WOODLANDS TOWNSHIP		**State Funds from TxDOT**	$0
Brief Project Description		OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION		**Other Funds**	$540,000
				Fiscal Year Cost	$1,080,000
				Total Project Cost	$1,080,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Montgomery				
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal Funding Category**	FTA 5307
MPOID		11521		**Federal (FTA) Funds**	$160,000
Location		THE WOODLANDS TOWNSHIP		**State Funds from TxDOT**	$0
Brief Project Description		PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION		**Other Funds**	$40,000
				Fiscal Year Cost	$200,000
				Total Project Cost	$200,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Montgomery			**Federal Funding Category**	FTA 5307
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal (FTA) Funds**	$183,330
MPOID		11668		**State Funds from TxDOT**	$0
Location		THE WOODLANDS TOWNSHIP		**Other Funds**	$45,833
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION			**Fiscal Year Cost**	$229,163
				Total Project Cost	$229,163
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Montgomery			**Federal Funding Category**	FTA 5307
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal (FTA) Funds**	$200,000
MPOID		18631		**State Funds from TxDOT**	$0
Location		THE WOODLANDS TOWNSHIP		**Other Funds**	$50,000
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION			**Fiscal Year Cost**	$250,000
				Total Project Cost	$250,000
				Trans. Deve. Credits Requested	
Apportionment Year	2025	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Montgomery			**Federal Funding Category**	FTA 5307
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal (FTA) Funds**	$388,480
MPOID		18635		**State Funds from TxDOT**	$0
Location		THE WOODLANDS TOWNSHIP		**Other Funds**	$97,120
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020			**Fiscal Year Cost**	$485,600
				Total Project Cost	$485,600
				Trans. Deve. Credits Requested	
Apportionment Year	2020	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal Funding Category**	FTA 5307
MPOID		18878		**Federal (FTA) Funds**	$400,000
Location		THE WOODLANDS TOWNSHIP		**State Funds from TxDOT**	$0
Brief Project Description	COMPLETE TRANSIT PLAN TO EVALUATE POST-COVID 19 SERVICE LEVELS			**Other Funds**	$0
				Fiscal Year Cost	$400,000
				Total Project Cost	$400,000
				Trans. Deve. Credits Requested	400000
Apportionment Year	2020	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	400000
Project Phase		Planning		**Award Date**	7/29/2022
Amendment Date/Action		6/28/2024	Approved		

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal Funding Category**	FTA 5307
MPOID		18633		**Federal (FTA) Funds**	$625,000
Location		THE WOODLANDS TOWNSHIP		**State Funds from TxDOT**	$0
Brief Project Description	OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION			**Other Funds**	$625,000
				Fiscal Year Cost	$1,250,000
				Total Project Cost	$1,250,000
				Trans. Deve. Credits Requested	
Apportionment Year	2020	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal Funding Category**	FTA 5307
MPOID		18637		**Federal (FTA) Funds**	$675,000
Location		THE WOODLANDS TOWNSHIP		**State Funds from TxDOT**	$0
Brief Project Description	OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020			**Other Funds**	$675,000
				Fiscal Year Cost	$1,350,000
				Total Project Cost	$1,350,000
				Trans. Deve. Credits Requested	
Apportionment Year	2020	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Montgomery			**Federal Funding Category**	FTA 5339
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal (FTA) Funds**	$339,313
MPOID		18863		**State Funds from TxDOT**	$0
Location		THE WOODLANDS TOWNSHIP		**Other Funds**	$0
Brief Project Description		BUS ACQUISITION AND BUS FACILITIES: FY 2022		**Fiscal Year Cost**	$339,313
				Total Project Cost	$339,313
				Trans. Deve. Credits Requested	67863
Apportionment Year	2022	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	67863
Project Phase		Capital		**Award Date**	7/29/2022
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Montgomery			**Federal Funding Category**	FTA 5339
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal (FTA) Funds**	$339,827
MPOID		18864		**State Funds from TxDOT**	$0
Location		THE WOODLANDS TOWNSHIP		**Other Funds**	$56,500
Brief Project Description		BUS ACQUISITION AND BUS FACILITIES: FY 2023		**Fiscal Year Cost**	$396,327
				Total Project Cost	$396,327
				Trans. Deve. Credits Requested	22766
Apportionment Year	2023	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	22766
Project Phase		Capital		**Award Date**	7/29/2022
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Montgomery			**Federal Funding Category**	FTA 5307
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal (FTA) Funds**	$2,300,000
MPOID		18640		**State Funds from TxDOT**	$0
Location		THE WOODLANDS TOWNSHIP		**Other Funds**	$4,512,664
Brief Project Description		CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING: FY 2021		**Fiscal Year Cost**	$6,812,664
				Total Project Cost	$6,812,664
				Trans. Deve. Credits Requested	
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal Funding Category**	FTA 5307
MPOID		18641		**Federal (FTA) Funds**	$675,000
Location		THE WOODLANDS TOWNSHIP		**State Funds from TxDOT**	$0
Brief Project Description	OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021			**Other Funds**	$675,000
				Fiscal Year Cost	$1,350,000
				Total Project Cost	$1,350,000
				Trans. Deve. Credits Requested	
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal Funding Category**	FTA 5307
MPOID		18639		**Federal (FTA) Funds**	$388,480
Location		THE WOODLANDS TOWNSHIP		**State Funds from TxDOT**	$0
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021			**Other Funds**	$97,120
				Fiscal Year Cost	$485,600
				Total Project Cost	$485,600
				Trans. Deve. Credits Requested	
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

County Served	Montgomery	**General Project Information**		**Funding Information (YOE)**	
Project Sponsor		THE WOODLANDS TOWNSHIP		**Federal Funding Category**	FTA 5339
MPOID		18642		**Federal (FTA) Funds**	$352,945
Location		THE WOODLANDS TOWNSHIP		**State Funds from TxDOT**	$0
Brief Project Description	BUS ACQUISITION AND BUS FACILITIES: FY 2021			**Other Funds**	$0
				Fiscal Year Cost	$352,945
				Total Project Cost	$352,945
				Trans. Deve. Credits Requested	70589
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	70589
Project Phase		Capital		**Award Date**	7/29/2022
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT Houston REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA-5307
Project Sponsor		CITY OF GALVESTON		**Federal (FTA) Funds**	$2,001,000
MPOID		19088		**State Funds from TxDOT**	$400,000
Location		City of Galveston		**Other Funds**	$300
Brief Project Description	Operations, Vehicle maintenance, ADAand Planning			**Fiscal Year Cost**	$2,401,300
				Total Project Cost	$2,801,600
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA-5339
Project Sponsor		CITY OF GALVESTON		**Federal (FTA) Funds**	$400,000
MPOID		19089		**State Funds from TxDOT**	$0
Location		City of Galveston		**Other Funds**	$80,000
Brief Project Description	Technology;Fixed Route Software/Contactless Payment/Smart Media			**Fiscal Year Cost**	$480,000
				Total Project Cost	$480,000
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5307
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$1,405,557
MPOID		18874		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$0
Brief Project Description	OTHER CAPITAL ITEMS (BUS): FY 2020 (CONTRACT OF EXISTING TRANSPORTATION SERVICES: DISPATCH, DRIVER STAFFING, SUPERVISION & MANAGEMENT, STAFF TRAINING AND VEHICLE MAINTENANCE, PREVENTATIVE MAINTENANCE OF TRANSIT VEHICLES AND MANAGE EXISTING TRANSPORTATION			**Fiscal Year Cost**	$1,405,557
				Total Project Cost	$1,405,557
				Trans. Deve. Credits Requested	0
Apportionment Year	2025	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT Houston REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5307
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$5,359,319
MPOID		18833		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$0
Brief Project Description	CAPITAL EXPENDITURES (FY2025): CONTRACT OF EXISTING TRANSPORTATION SERVICES: DISPATCH, DRIVER STAFFING, SUPERVISION & MANAGEMENT, STAFF TRAINING AND VEHICLE MAINTENANCE, PREVENTATIVE MAINTENANCE OF TRANSIT VEHICLES AND MANAGE EXISTING TRANSPORTATION SER			**Fiscal Year Cost**	$5,359,319
				Total Project Cost	$5,359,319
				Trans. Deve. Credits Requested	0
Apportionment Year	2025	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5307
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$1,251,971
MPOID		18834		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$0
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION (FY2025)			**Fiscal Year Cost**	$1,251,971
				Total Project Cost	$1,251,971
				Trans. Deve. Credits Requested	0
Apportionment Year	2025	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Fort Bend			**Federal Funding Category**	FTA 5307
Project Sponsor		FORT BEND COUNTY PUBLIC TRANS		**Federal (FTA) Funds**	$938,075
MPOID		18835		**State Funds from TxDOT**	$0
Location		FORT BEND COUNTY		**Other Funds**	$0
Brief Project Description	PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION (FY2025)			**Fiscal Year Cost**	$938,075
				Total Project Cost	$938,075
				Trans. Deve. Credits Requested	0
Apportionment Year	2025	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Planning		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT Houston REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Fort Bend

General Project Information

Project Sponsor FORT BEND COUNTY PUBLIC TRANS
MPOID 18841
Location FORT BEND COUNTY
Brief Project Description OPERATING ASSISTANCE TO TRANSIT AGENCIES (NOTE: FTA FUNDS WILL BE USED FOR CONTRACT OF EXISTING TRANSPORTATION SERVICES (NO EXPANSION) WHICH INCLUDES DISPATCH, DRIVER STAFFING, SUPERVISION & MANAGEMENT, STAFF TRAINING AND VEHICLE MAINTENANCE, AND TO MANAG

Apportionment Year 2026 **Fiscal Year** 2026
Project Phase Operating
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5310
Federal (FTA) Funds	$1,521,646
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$1,521,646
Total Project Cost	$1,521,646
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

County Served Brazoria

General Project Information

Project Sponsor GULF COAST TRANSIT DISTRICT
MPOID 18870
Location LAKE JACKSON/ANGLETON UZA
Brief Project Description TRANSIT PLANNING EXPENDITURES

Apportionment Year 2026 **Fiscal Year** 2026
Project Phase Planning
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5307
Federal (FTA) Funds	$75,000
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$75,000
Total Project Cost	$75,000
Trans. Deve. Credits Requested	15000
Trans. Deve. Credits Awarded	15000
Award Date	8/26/2022

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 18370
Location METRO SERVICE AREA
Brief Project Description REPLACEMENT BUSES AND FUELING FACILITY

Apportionment Year 2026 **Fiscal Year** 2026
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA 5339
Federal (FTA) Funds	$40,402,549
State Funds from TxDOT	$0
Other Funds	$6,379,185
Fiscal Year Cost	$46,781,734
Total Project Cost	$46,781,734
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

TRANSIT PROJECT LISTING

DISTRICT Houston REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		18372		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$20,000,000
Brief Project Description		TRANSIT CENTER MODIFICATIONS: FY 2026-2028		**Fiscal Year Cost**	$20,000,000
				Total Project Cost	$20,000,000
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		18354		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$5,000,000
Brief Project Description		FUTURE SIGNATURE BUS SERVICE: FY 2026		**Fiscal Year Cost**	$5,000,000
				Total Project Cost	$5,000,000
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		16240		**State Funds from TxDOT**	$0
Location		BUFFALO BAYOU DAY LOT		**Other Funds**	$31,506,749
Brief Project Description		DESIGN AND CONSTRUCTION OF BUFFALO BAYOU DAY LOT		**Fiscal Year Cost**	$31,506,749
				Total Project Cost	$31,506,749
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT Houston REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 18192
Location MISSOURI CITY PARK & RIDE
Brief Project Description CONSTRUCT NEW PARK AND RIDE IN THE VICINITY OF US 90A AND BW 8

Apportionment Year 2026 **Fiscal Year** 2026
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	Cat 3 LC
Federal (FTA) Funds	$0
State Funds from TxDOT	$0
Other Funds	$39,690,000
Fiscal Year Cost	$39,690,000
Total Project Cost	$39,690,000
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19111
Location METRO SERVICE AREA
Brief Project Description BUS/RAIL PREVENTATIVE MAINTENANCE: FY2025 APPORTIONMENT

Apportionment Year 2025 **Fiscal Year** 2026
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5307
Federal (FTA) Funds	$36,283,499
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$36,283,499
Total Project Cost	$36,283,499
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19112
Location METRO SERVICE AREA
Brief Project Description METROLIFT ADA SUPPORT: FY2025 APPORTIONMENT

Apportionment Year 2025 **Fiscal Year** 2026
Project Phase Operating
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5307
Federal (FTA) Funds	$11,987,330
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$11,987,330
Total Project Cost	$11,987,330
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

TRANSIT PROJECT LISTING

DISTRICT Houston REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5307
Project Sponsor		METRO		**Federal (FTA) Funds**	$2,097,783
MPOID		19113		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	SAFETY & SECURITY IMPLEMENTATION: FY2025 APPORTIONMENT			**Fiscal Year Cost**	$2,097,783
				Total Project Cost	$2,097,783
				Trans. Deve. Credits Requested	0
Apportionment Year	2025	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5307
Project Sponsor		METRO		**Federal (FTA) Funds**	$54,425,248
MPOID		19114		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	STATE OF GOOD REPAIR: FY2025 APPORTIONMENT			**Fiscal Year Cost**	$54,425,248
				Total Project Cost	$54,425,248
				Trans. Deve. Credits Requested	0
Apportionment Year	2025	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5337
Project Sponsor		METRO		**Federal (FTA) Funds**	$19,750,482
MPOID		19115		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	RAIL PREVENTATIVE MAINTENANCE: FY2025 APPORTIONMENT			**Fiscal Year Cost**	$19,750,482
				Total Project Cost	$19,750,482
				Trans. Deve. Credits Requested	0
Apportionment Year	2025	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT Houston REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

General Project Information		Funding Information (YOE)	
County Served	Harris	**Federal Funding Category**	FTA-5337
Project Sponsor	METRO	**Federal (FTA) Funds**	$2,194,498
MPOID	19116	**State Funds from TxDOT**	$0
Location	METRO SERVICE AREA	**Other Funds**	$0
Brief Project Description	STATE OF GOOD REPAIR: FY2025 APPORTIONMENT	**Fiscal Year Cost**	$2,194,498
		Total Project Cost	$2,194,498
		Trans. Deve. Credits Requested	0
Apportionment Year	2025 **Fiscal Year** 2026	**Trans. Deve. Credits Awarded**	0
Project Phase	Capital	**Award Date**	
Amendment Date/Action	6/28/2024 Approved		

General Project Information		Funding Information (YOE)	
County Served	Harris	**Federal Funding Category**	FTA-5339
Project Sponsor	METRO	**Federal (FTA) Funds**	$8,982,762
MPOID	19117	**State Funds from TxDOT**	$0
Location	METRO SERVICE AREA	**Other Funds**	$0
Brief Project Description	PURCHASE OF VEHICLES: FY2025 APPORTIONMENT	**Fiscal Year Cost**	$8,982,762
		Total Project Cost	$8,982,762
		Trans. Deve. Credits Requested	0
Apportionment Year	2025 **Fiscal Year** 2026	**Trans. Deve. Credits Awarded**	0
Project Phase	Capital	**Award Date**	
Amendment Date/Action	6/28/2024 Approved		

General Project Information		Funding Information (YOE)	
County Served	Harris	**Federal Funding Category**	FTA-5310
Project Sponsor	METRO	**Federal (FTA) Funds**	$2,742,839
MPOID	19118	**State Funds from TxDOT**	$0
Location	METRO SERVICE AREA	**Other Funds**	$0
Brief Project Description	ADA PARATRANSIT SERVICE: FY2025 APPORTIONMENT	**Fiscal Year Cost**	$2,742,839
		Total Project Cost	$2,742,839
		Trans. Deve. Credits Requested	0
Apportionment Year	2025 **Fiscal Year** 2026	**Trans. Deve. Credits Awarded**	0
Project Phase	Capital	**Award Date**	
Amendment Date/Action	6/28/2024 Approved		

TRANSIT PROJECT LISTING

DISTRICT Houston REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5310
Project Sponsor		METRO		**Federal (FTA) Funds**	$1,097,136
MPOID		19119		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description		SUPPORT ENHANCED MOBILITY OF SENIORS AND DISABLED: FY2025 APPORTIONMENT		**Fiscal Year Cost**	$1,097,136
				Total Project Cost	$1,097,136
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2026	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA-5307
Project Sponsor		CITY OF GALVESTON		**Federal (FTA) Funds**	$2,020,000
MPOID		19090		**State Funds from TxDOT**	$400,000
Location		City of Galveston		**Other Funds**	$256,500
Brief Project Description		Operatons, Vehicle Maintenance, ADA and Planning		**Fiscal Year Cost**	$2,676,500
				Total Project Cost	$2,676,500
				Trans. Deve. Credits Requested	0
Apportionment Year	2027	**Fiscal Year**	2027	**Trans. Deve. Credits Awarded**	0
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	RAISE GRANT
Project Sponsor		CITY OF GALVESTON		**Federal (FTA) Funds**	$6,500,000
MPOID		19091		**State Funds from TxDOT**	$0
Location		City of Galveston		**Other Funds**	$780,000
Brief Project Description		Contruction-Trolley Barn/Maintenance Facility refurbished		**Fiscal Year Cost**	$8,580,000
				Total Project Cost	$8,580,000
				Trans. Deve. Credits Requested	1300000
Apportionment Year	2027	**Fiscal Year**	2027	**Trans. Deve. Credits Awarded**	1300000
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5307
Project Sponsor		METRO		**Federal (FTA) Funds**	$37,372,004
MPOID		19120		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	BUS/RAIL PREVENTATIVE MAINTENANCE: FY2026 APPORTIONMENT			**Fiscal Year Cost**	$37,372,004
				Total Project Cost	$37,372,004
				Trans. Deve. Credits Requested	0
Apportionment Year	2027	**Fiscal Year**	2027	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5307
Project Sponsor		METRO		**Federal (FTA) Funds**	$12,346,950
MPOID		19121		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	METROLIFT ADA SUPPORT: FY2026 APPORTIONMENT			**Fiscal Year Cost**	$12,346,950
				Total Project Cost	$12,346,950
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2027	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5307
Project Sponsor		METRO		**Federal (FTA) Funds**	$2,160,716
MPOID		19122		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	SAFETY & SECURITY IMPLEMENTATION: FY2026 APPORTIONMENT			**Fiscal Year Cost**	$2,160,716
				Total Project Cost	$2,160,716
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2027	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5307
Project Sponsor		METRO		**Federal (FTA) Funds**	$56,058,006
MPOID		19123		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	STATE OF GOOD REPAIR: FY2026 APPORTIONMENT			**Fiscal Year Cost**	$56,058,006
				Total Project Cost	$56,058,006
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2027	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5337
Project Sponsor		METRO		**Federal (FTA) Funds**	$20,342,996
MPOID		19124		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	RAIL PREVENTATIVE MAINTENANCE: FY2026 APPORTIONMENT			**Fiscal Year Cost**	$20,342,996
				Total Project Cost	$20,342,996
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2027	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5337
Project Sponsor		METRO		**Federal (FTA) Funds**	$2,260,333
MPOID		19125		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	STATE OF GOOD REPAIR: FY2026 APPORTIONMENT			**Fiscal Year Cost**	$2,260,333
				Total Project Cost	$2,260,333
				Trans. Deve. Credits Requested	0
Apportionment Year	2026	**Fiscal Year**	2027	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19126
Location METRO SERVICE AREA
Brief Project Description PURCHASE OF VEHICLES: FY2026 APPORTIONMENT

Apportionment Year 2026 **Fiscal Year** 2027
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5339
Federal (FTA) Funds	$9,252,245
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$9,252,245
Total Project Cost	$9,252,245
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19127
Location METRO SERVICE AREA
Brief Project Description ADA PARATRANSIT SERVICE: FY2026 APPORTIONMENT

Apportionment Year 2026 **Fiscal Year** 2027
Project Phase Operating
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5310
Federal (FTA) Funds	$2,636,783
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$2,636,783
Total Project Cost	$2,636,783
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19128
Location METRO SERVICE AREA
Brief Project Description SUPPORT ENHANCED MOBILITY OF SENIORS AND DISABLED: FY2027 APPORTIONMENT

Apportionment Year 2026 **Fiscal Year** 2027
Project Phase Operating
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5310
Federal (FTA) Funds	$1,130,050
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$1,130,050
Total Project Cost	$1,130,050
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	FTA-5307
Project Sponsor		CITY OF GALVESTON		**Federal (FTA) Funds**	$2,200,000
MPOID		19092		**State Funds from TxDOT**	$425,000
Location		City of Galveston		**Other Funds**	$235,000
Brief Project Description	Operatons, Vehicle Maintenance, ADA and Planning			**Fiscal Year Cost**	$2,860,000
				Total Project Cost	$2,860,000
				Trans. Deve. Credits Requested	0
Apportionment Year	2028	**Fiscal Year**	2028	**Trans. Deve. Credits Awarded**	0
Project Phase		Operating		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Galveston			**Federal Funding Category**	RAISE GRANT
Project Sponsor		CITY OF GALVESTON		**Federal (FTA) Funds**	$1,200,000
MPOID		19093		**State Funds from TxDOT**	$0
Location		City of Galveston		**Other Funds**	$240,000
Brief Project Description	Rail Switches/Rebuild and Installation			**Fiscal Year Cost**	$1,440,000
				Total Project Cost	$1,440,000
				Trans. Deve. Credits Requested	0
Apportionment Year	2028	**Fiscal Year**	2028	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	Cat 3 LC
Project Sponsor		METRO		**Federal (FTA) Funds**	$0
MPOID		18601		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$180,000,000
Brief Project Description	NEW BUS OPERATING FACILITY			**Fiscal Year Cost**	$180,000,000
				Total Project Cost	$180,000,000
				Trans. Deve. Credits Requested	0
Apportionment Year	2028	**Fiscal Year**	2028	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19129
Location METRO SERVICE AREA
Brief Project Description BUS/RAIL PREVENTATIVE MAINTENANCE: FY2027 APPORTIONMENT

Apportionment Year 2027 **Fiscal Year** 2028
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5307
Federal (FTA) Funds	$38,493,164
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$38,493,164
Total Project Cost	$38,493,164
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19130
Location METRO SERVICE AREA
Brief Project Description METROLIFT ADA SUPPORT: FY2027 APPORTIONMENT

Apportionment Year 2027 **Fiscal Year** 2028
Project Phase Operating
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5307
Federal (FTA) Funds	$12,717,359
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$12,717,359
Total Project Cost	$12,717,359
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19131
Location METRO SERVICE AREA
Brief Project Description SAFETY & SECURITY IMPLEMENTATION: FY2027 APPORTIONMENT

Apportionment Year 2027 **Fiscal Year** 2028
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5307
Federal (FTA) Funds	$2,225,538
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$2,225,538
Total Project Cost	$2,225,538
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5307
Project Sponsor		METRO		**Federal (FTA) Funds**	$57,739,746
MPOID		19132		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	STATE OF GOOD REPAIR: FY2027 APPORTIONMENT			**Fiscal Year Cost**	$57,739,746
				Total Project Cost	$57,739,746
				Trans. Deve. Credits Requested	0
Apportionment Year	2027	**Fiscal Year**	2028	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5337
Project Sponsor		METRO		**Federal (FTA) Funds**	$20,953,286
MPOID		19133		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	RAIL PREVENTATIVE MAINTENANCE: FY2027 APPORTIONMENT			**Fiscal Year Cost**	$20,953,286
				Total Project Cost	$20,953,286
				Trans. Deve. Credits Requested	0
Apportionment Year	2027	**Fiscal Year**	2028	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

		General Project Information		Funding Information (YOE)	
County Served	Harris			**Federal Funding Category**	FTA-5337
Project Sponsor		METRO		**Federal (FTA) Funds**	$2,328,143
MPOID		19134		**State Funds from TxDOT**	$0
Location		METRO SERVICE AREA		**Other Funds**	$0
Brief Project Description	STATE OF GOOD REPAIR: FY2027 APPORTIONMENT			**Fiscal Year Cost**	$2,328,143
				Total Project Cost	$2,328,143
				Trans. Deve. Credits Requested	0
Apportionment Year	2027	**Fiscal Year**	2028	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action		6/28/2024	Approved		

TRANSIT PROJECT LISTING

DISTRICT HOUSTON REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19135
Location METRO SERVICE AREA
Brief Project Description PURCHASE OF VEHICLES: FY2027 APPORTIONMENT

Apportionment Year 2027 **Fiscal Year** 2028
Project Phase Capital
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5339
Federal (FTA) Funds	$9,529,812
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$9,529,812
Total Project Cost	$9,529,812
Trans. Deve. Credits Requested	0
Trans. Deve. Credits Awarded	0
Award Date	

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19136
Location METRO SERVICE AREA
Brief Project Description ADA PARATRANSIT SERVICE: FY2027 APPORTIONMENT

Apportionment Year 2027 **Fiscal Year** 2028
Project Phase Operating
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5310
Federal (FTA) Funds	$2,715,886
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$2,715,886
Total Project Cost	$2,715,886
Trans. Deve. Credits Requested	543177
Trans. Deve. Credits Awarded	543177
Award Date	

County Served Harris

General Project Information

Project Sponsor METRO
MPOID 19137
Location METRO SERVICE AREA
Brief Project Description SUPPORT ENHANCED MOBILITY OF SENIORS AND DISABLED: FY2027 APPORTIONMENT

Apportionment Year 2027 **Fiscal Year** 2028
Project Phase Operating
Amendment Date/Action 6/28/2024 Approved

Funding Information (YOE)

Federal Funding Category	FTA-5310
Federal (FTA) Funds	$1,163,951
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$1,163,951
Total Project Cost	$1,163,951
Trans. Deve. Credits Requested	232790
Trans. Deve. Credits Awarded	232790
Award Date	

TRANSIT PROJECT LISTING

DISTRICT Houston REVISION 7/1/2024

Projects Sorted by Fiscal Year, Sponsor and MPOID
YOE = Year Of Expenditur

		General Project Information		Funding Information (YOE)	
County Served	Harris				
Project Sponsor		METRO		**Federal Funding Category**	5307
MPOID		18924		**Federal (FTA) Funds**	$20,000,000
Location		METRO SERVICE AREA		**State Funds from TxDOT**	$0
Brief Project Description		STATE OF GOOD REPAIR - BUS REPLACEMENTS		**Other Funds**	$5,000,000
				Fiscal Year Cost	$25,000,000
				Total Project Cost	$25,000,000
				Trans. Deve. Credits Requested	0
Apportionment Year	2021	**Fiscal Year**	2025	**Trans. Deve. Credits Awarded**	0
Project Phase		Capital		**Award Date**	
Amendment Date/Action					

Appendix A
Public Comments

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Appendix A – Public Comments

PUBLIC INVOLVEMENT PROCESS FOR THE 2025-2028 TIP

The public comment period for the Draft 2025-2028 Transportation Improvement Program (TIP) began on March 25, 2024, and ended on May 24, 2024. Two public meetings were held on April 3, 2024, virtual at 9:30 am and in person at 5:30 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 2025-2028 TIP development process. The H-GAC TIP website reports on the ongoing development and administration of the 2025-2028 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 over 600 comments from individuals and organizations during the Draft 2025-2028 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.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
3	Yeo	Madden	Howe Rosales LLC	Amet amet ducimus	3/18/24	H-GAC	Thank you for your comment. H-GAC encourages you to stay engaged with our public participation and outreach efforts.
5	Neal	Ehardt		The TIP should list the purpose of the project. A purpose might be safety or access. I take issue with the way TIP presents many projects as "WIDEN FROM 4 LANE TO 6 LANE ROADWAY." Widening is not a purpose; widening is a design choice. The TIP should show the expected cost to maintain each project over the next 100 years. The TIP website should provide the Draft Project List as a downloadable spreadsheet file. The NHHIP (I-45 expansion) should be delayed until Federal money is available.	4/2/24	TxDOT Houston	Noted.
6	Lane	Fobbs		All of these projects are a waste of time. Just give our tax dollars to these redneck and foreign ass f#####s who your caking off, let them embezzle it and leave commuters the hell alone.	4/3/24	H-GAC	Thank you for your comment. H-GAC encourages you to stay engaged with our public participation and outreach efforts.
7	Nick	Killian	-	We should not be expanding roadways in this era of climate change. HGAC must be focused on providing safe and equitable transportation that focuses on multimodal options and quality of life for communities. All projects that include expanding the number of lanes should be unfunded and the funding should be re-appropriated for bike lanes, transit, and sidewalk repairs. We cannot be spending $10,000,000,000 on 1 highway project (NHHIP) while we still have $2,000,000,000 of broken sidewalks, a small bike network, and unfunded transit corridors. Once we have all these less polutting and more cost efficient alternatives completed, we can think about spending money on new roads and lanes again.	4/3/24	TxDOT Houston	Noted.
8	Tammy	McDonald	City of Palacios	I notice that Matagorda County was not included in the 2023-2026 Plan and now is not being included in the 2025-2028 Transportation Improvement Plan. As an employee of the City of Palacios and a citizen of Matagorda County, this is disappointing. There is so much needed work in Matagorda County to make our citizens safe. Palacios alone has had two deaths (bicyclist and pedestrian) on Hwy 35 in town in the past 6-8 months. These roads need sidewalks, updated traffic lights, crosswalks with signals, and more. When will Matagorda County be added to the Transportation Improvement Plan?	4/4/24	H-GAC	Thank you for your comment. Fiscal Year 2025-2028 TIP contains program of projects located within the 8-County Metorpolitan Planning Area (MPA) scheduled to be implemented between fiscal years 2025-2028. Matagorda County is outside the H-GAC MPA, therefore cannot recieve funding from this program. Planning Area boundaries are reviewed for potential adjustments based on federal guidance after every Census.
9	Thomas	Smith		Are the Houston Metro Light Rail Extensions under consideration? the METRONext page states the below: I "The expansion of the METRORail Light Rail Transit (LRT) system is designed to serve more people and places. The Red Line will extend northwest to a new multimodal center at the North Shepherd Park & Ride with connections to METRORapid, Regional Express Network, and local bus routes. The Green and Purple lines, combined, will extend to Hobby Airport in the southeast, while to the west of Downtown the lines will be extended to the City of Houston Municipal Courthouse."	4/4/24	METRO	METRO is not advancing LRT projects at this time. METRO is working with TxDOT and City of Houston to secure a grant to fund the LRT guideway over the Long-Griggs Mykawa intersection to preserve future expansion cabability. The LRT exensions are part of the METRONext Plan 20-year plan and may be advanced at a later time.
10	Ian	Johnson		Hello. I am fully on board with the University BRT line, but still think the NHHIP and I-10 projects as well as the SH225 and SH35 connectors are bad projects that will not have a positive impact on CoH or HC residents, and hope that the Council will continue to scrutinize them as heavily as possible. Thank you.	4/4/24	TxDOT Houston	Noted.
11	Imani	Spence		I am new to Houston and I just KNOW that the growth this city is experiencing is only beginning. Houston is a lovely vibrant city with awful traffic, unbearable smog and very few walkable communities. It's devastating as I'm trying to create a home here, my favorite thing has been riding transit and my bike. It's VITAL to create more opportunities for folks to use transportation that's not cars. That includes walking, biking and using mobility aids. It's comical how bad the sidewalks are over this city. It's going to be hard to retain all the new residents without serious street calming and reform.	4/4/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
12	Douglas	Gallardo Jr		Thank you for the inclusion of so many walking and cycling paths, even if they are shared-use. We need to reduce our dependence on gas-powered vehicles, especially for personal transportation in the city, and these paths are a great way to begin that transition. I sincerely appreciate that they were included. Please keep it up.	4/4/24	H-GAC	Thank you for your comment. H-GAC encourages you to stay engaged with public participation and outreach efforts.
13	Michael	McHenry		I just would like to voice my support for wider and safer bike paths across the region. Thank you	4/4/24	H-GAC	Thank you for your comment. H-GAC encourages you to stay engaged with public participation and outreach efforts.
14	Michael	McHenry		I would also like to note that I am vehemently opposed to the widening of I-69, I-10, and I-45 around downtown. At some point, our region has to look to other solutions to traffic aside from widening freeways. Just looking at I-10 west of 610, it's 26 lanes and still gets backed up like crazy every single day. When our population doubles, that CANNOT mean we double the size of our freeways. We need to invest in other modes of transportation that are more sustainable for population growth NOW. Please take this into consideration and avoid choking our region in even more freeways. The billions of dollars being pumped into freeway construction in our city this decade could be used to build more efficient bus and rail (light and heavy) that would help bring people into and out of the city more efficiently than private passenger vehicles. Thank you.	4/4/24	TxDOT Houston	Noted.
15	Yamir	Silva		Spending the majority of this budget on road widening is a mistake. More fund must be allocated towards public transit and pedestrian/bicycle improvements. Widening roads does not lower traffic! Displacing low-income peoples to build new highways does not solve social inequality. Paving cover forests and prairies does not help with climate change and the tragedy that is our region's air contamination problem. I on behalf of the millions of young people affected by this budget implore that you look to real solutions to our problems. Look at the examples set by other nations that have lowered their greenhouse gas emissions, lowered their pedestrian mortality rate. It almost feels like the rest of the world is capable of doing this except us, it's demoralizing.	4/4/24	H-GAC	Thank you for your comment. H-GAC encourages you to stay engaged with our public participation and outreach efforts.
16	Francesco	Carmine		Road improvements that include bike infrastructure and ada compliant sidewalks are vital for the community.	4/4/24	H-GAC	Thank you for your comment. H-GAC appreciates your support of the program and encourages you to stay engaged with public participation and outreach efforts.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
17	Callen	Hajda		Howdy, First, I request the HGAC and TxDOT to NOT delay the FM 517 project another three years. If the delay is due to not enough funding being secured then I ask the HGAC and TxDOT to break it into two phases and tackle the immediate priority now. Frankly, we who live on the far west side of Dickinson (west of 646 on FM 517) are being absolutely strangled by traffic, most of it being out of town traffic. This has been exacerbated by League City installing a light at Calder Lane and FM 517 to provide an additional convenient route for the residents of Bay Colony but hindering those of us whose only route is FM 517. Traffic is frequently at a crawl between the Lobit schools and FM 646, often traffic backs up into the FM 646 intersection, creating further delays and safety issues. Dickinson needs immediate relief via the widening of FM 517 from 2 to 4 lanes between FM 646 and Cemetery Road and the installation of medians. I ask that if the dates from the last TIP cannot be held (which was a let year of 2025), that the project be broken into two phases with the first phase being from FM 646 to Cemetery Road and is constructed beginning next year. TxDOT's website shows this project was planned to begin last year. A delay of 5 years is simply unacceptable. As this project is delayed, the problems of FM 517 only increase. A new community, Pedregal, is building homes extremely quickly and is currently building a new section and a new section of Bayou Lakes has been approved by the city of Dickinson. This will worsen our problems. Further, Tres Rios, a community of 3600 homes with a crystal lagoon will have an entrance on FM 517. This will increase residential and tourist traffic. This ask is reasonable and would greatly improve the quality of life for residents. There is plenty of room in this budget to at least advance a first phase of this project on time. Second, I request more funding is put to pedestrian and bicycle infrastructure and to light/commuter rail infrastructure. All of the bayous in the Houston-Galveston metro need to be rightly recognized for what they are- public infrastructure- and utilized as such. That means the bayous are the first line of defense against and the core of our response to flooding. This also means the land fronting the bayous must be returned to natural space where that isn't currently the case. Buffalo Bayou Park should be a model for the entire bayou system with hike and bike trails along the banks. This model, applied to the Dickinson Bayou would allow almost all residents of Dickinson access (via walking and cycling) to downtown Dickinson and upcoming developments at I-45 and FM 517. On Clear Creek, it would allow walking and cycling access to jobs centers at/near the Johnson Space Center and South Shore Harbor, schools such as Clear Springs High School and Creekside Intermediate School (imagine a very safe bicycle commute away from cars for students!), and upcoming developments such as Friendswood City Center on FM 528 and Flyway at I-45 and Clear Creek. Commuter rail should be established from Galveston to Houston. Rail should connect with the streetcar system in Galveston, travel along I-45 before splitting off onto Galveston Road, travel up Galveston Road until its end at Broadway St, and meet the Green line on Harrisburg. With a connection to the Johnson Space Center, this line would completely reinvigorate the downtowns of La Marque, Dickinson, League City, and South Houston. It would provide significant living and job opportunities for those people working in downtown Houston, Ellington Airfield/Houston Spaceport, Johnson Space Center, Texas City refineries, and in Galveston. It would also provide a transit connection to the Houston Botanic Garden. These projects I proposed would greatly increase opportunities for recreation but more importantly would allow for different types of commutes that would, over time, help curb traffic growth that we will never be able to build ourselves out of. Thank you, Callen	4/5/24	TxDOT Houston	Noted.
18	Frank	Groen		Old Houston Road in Montgomery County was recently widened from FM 3083 to HWY 242. The widening should continue from HWY 242 to FM 1314. This change would greatly increase mobility in the area by allowing school busses and commuters the ability to bypass the HWY 242 and FM 1314 intersection bridge. It would allow faster access to the Grand Parkway as well. This area is exploding in population and business growth. Now would be the best time to begin this project.	4/5/24	H-GAC	Thank you for your comment. Your comment has been transmitted to Montgomery County.
19	Marc	Garrido		Greetings, is there any expected start date for construction of the I-45N-to-242 East connector/flyiver? Traffic on the I-45N feeder to 242 East has become horrendous, and jams up multiple times a day, sometimes back to Portofino Mall. CSJ: 0110-04-205	4/5/24	TxDOT Houston	CSJ ID 0110-04-205 is schedule to Let in August 2024.
20	Rebekah	Kington		I'm in full support of all multi use / shared paths for walking and cycling! Let's make Houston a better place for all.	4/5/24	H-GAC	Thank you for your comment. H-GAC appreciates your support of the program and encourages you to stay engaged with public participation and outreach efforts.
21	John	Nicks	Self - Individual	I am against this report 100%. It would be nice if H-GAC leaders focused on more public transit and alternatives modes of getting around then by car. Some people can't drive for multiple reasons or don't have a car, and this report penalizes them. Cars are expensive and dangerous to society, but y'all want to praise and build more. I would rather see the chart be like 50% transit, including public or micro-transit, even to suburbs, 30% for bike paths/pedestrian use and 20% for road projects.	4/5/24	H-GAC	Thank you for your comment. H-GAC encourages you to stay engaged with our public participation and outreach efforts.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
22	Marie	Johnson		How di we know the expansions of Stuebner and Louetta will not cause flooding or make it worse? This is a realistic possibility, unless there are quantifiable plans otherwise? Please explain or provide us with clear plans to avoid flooding with these projects. Thank you, MP Johnson, PhD	4/7/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
23	Sandra	Powers		Hwy. 2854 from Montgomery to Loop 336 in Conroe needs to be widened to 4 -6 lanes. Hwy 149 from Montgomery to Hwy 249 at Pinehurst needs to be widened to 4 lanes.	4/8/24	H-GAC	Thank you for your comment. Your comment has been transmitted to Montgomery County.
24	Clara	Lewis	Cypress Creek Drainage Improvement District	Spring-Cypress Rd is in great need of additional lanes at the westbound intersection of Spring Cypress and Hwy 249. Gosling Rd and FM 2920 also needs additional lanes and better North South signal light timing.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
25	Brenda	Finney		The widening of Veterans Memorial to the Beltway is desperately needed. A middle turn lane is a must.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
26	Angela	Small	MUD365	MUD365 is looking to add sidewalk/trail down Jarvis from barker cypress to Skinner. We were haulted because of the need for a pedestrian bridge over Dry Creek. This path would connect the coles crossing community to the park n ride, the school complex, and thanks to the new four way light… the upcoming hospital. At this time we can't move forward because of funding, and are looking to find other entries to cost share with. This path is already on Precinct 3's plan as well. And the new Memorial Hospital will likely want it is well. Would love to work together so it's completed before the street area is widened to 4 lane and the hospital opens.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
27	Tom	Colwell	Coles Crossing resident	If Jarvis Road is going to be widened from 2 lanes to 4 lanes between Telge and Barker Cypress, a sidewalk from Telge to Skinner needs to be included. Currently, many people have to walk on the side of the road with no sidewalk between Telge and Skinner.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
28	Charlton	Lemp		Need to include sidewalks on Jarvis	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
29	Gongxiao	Wang	home	About project from Barker Cypress Road to Telge Road (MPOID: 7465), we must have a sidewalk/trail from telge to skinner on Jarvis. There were numerous number of families I've seen going from coles crossing to the schools (Spillane MS and Cypress Woods HS) walking on the edge of Jarvis. So please consider this!	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
30	Josue	Casco		I am commenting in support of ALL projects that propose bike lanes and/or road diets.	4/8/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
31	Kutbuddin	Trunkwala		MPOID # 7465 - Please make sure to include a side walk in the project (Jarvis Rd between Barker Cypress Rd and Telge Rd) to ensure that there is a safe walkable pathway for our residents and nearby neighbors. We have many students / residents either walking or bicycling along that path. With the increase in traffic, it will otherwise become harder for them.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
32	Dan	Housley	Cole Crossing Resident	Hello, I don't know the complete details of the project to widen Jarvis between Telge and Barker, but I do request you include a sidewalk in the project please. Thank you. Coles Crossing resident.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
33	Larry	Kopecky		The families in Coles Crossing and of the huge apartment complex on Jarvis and Telge desperately need a sidewalk along Jarvis from Telge to Skinner. Right now pedestrians have to walk on the edge of the road, which is very dangerous. Also Methodist hospital at Jarvis will open next year as well.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
34	Therese	Bienvenu Bertrand		In your upcoming plans to widen Jarvis between Telge and Barker Cypress, please, please, PLEASE include a sidewalk because there are many people who currently walk in the grass right now. We need a safer alternative for pedestrian traffic as the road is being expanded. Thank you for your consideration.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
35	Ben	Pulley		For the Jarvis expansion I think it is important to have sidewalks from telge to skinner. Kids walk along this road to get to school and if it is busier their is greater risk without a sidewalk.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
36	Sarah	Haeberle		There needs to be a sidewalk on Jarvis between Coles Crossing and the schools	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
37	Annelie	McIver		We desperately need sidewalks alongside Jarvis in both directions from Telge to Skinner. Lots of kids are walking to and from school and it's not going to get better with more traffic to/from the hospital.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
38	Logan	Martin		MPOID 7465. Jarvis Rd desperately needs street lights. Please drive on this road at night, it is extremely unsafe. Please include street lights in this project.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
39	Laura	Riley		I'm very concerned about the pending widening of Jarvis between Telge and Barker Cypress. The street will be right up against the fences in Cole's Crossing. I've routinely seen fences knocked down on Telge where the road was widened so close to the fence line. It seems very unsafe to have our children playing in the backyard with the possibility of cars losing control and coming through the fences. Right now we have some green space as well as many trees to serve as a barrier. I think the proposed changes are very dangerous and I oppose them.	4/8/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
40	Lesley	Guilmart		Please add a sidewalk along Jarvis Rd from Telge to Skinner. People need a safe way to navigate that stretch, especially if Jarvis is going to be widened and become busier.	4/9/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
41	Thomas	Kirn		Support SH-99 widening from SH-249 to Interstate 45. A lot of growth is happening here and we need more capacity.	4/9/24	TxDOT Houston	Noted.
42	Thomas	Kirn		17221 project number. Fully support. A lot of traffic going through here to EB SH-242. We need a right turn lane and better channeling to 242.	4/9/24	TxDOT Houston	Noted.
43	Thomas	Kirn		Project number:18028. New ramps will be great improvement. Right turn to EB 242 always backs up with amount of traffic.	4/9/24	H-GAC	Thank you for your comment. Your comment has been transmitted to Montgomery County.
44	Sara	Bielamowicz		If you widen Jarvis Road in Cypress, it's important a sidewalk is put in between Telge Road and Barker Cypress. I have seen many dangerous situations with people/families walking alongside Jarvis and it is dangerous without a sidewalk.	4/9/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
45	Vladimir	Stanisic	Memorial Hermann Hospital	Regarding H-GAC plan for expansion of the Research Forest Drive from 4 to 6 lanes between Shadowbend Dr. and Kuykendahl Rd. The expansion to a 6-lane highway not 10ft away from our houses and living rooms would destroy our lives. The amount of noise and pollution that we would be exposed to would devastate our wellbeing, our health and the health of our children. Thousands of cars and trucks from surrounding areas will pour every day next to our homes on their way to I-45. This would turn our lives into a polluted nightmare. There simply isn't enough space to jam 2 more lanes without bringing it next to our houses and without causing irreparable, permanent destruction to tree barrier. It would not solve or ease congestion. Instead, it would make it worse by inviting all the surrounding areas to commute through our neighborhood and cause even greater traffic for us. The problem of access to I-45 for surrounding communities cannot be solved by bulldozering and destroying our residential neighborhoods. Why not widen 1488 that goes around the Woodlands and does not have houses right next to the road? Why not add turn lanes for the Woodlands Highschool to streamline the traffic? But instead bring the 6-lane highway through the residential community where it was never meant to be built. Nowhere else does the 6 lane highway cut so close to people's homes, virtually only a few feet to the fences and houses. Who in a right mind builds 6 lane highway through the residential neighborhood?!	4/10/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
46	Dave	Montore		I live nearly half a mile from Highway 99 due east in the Waterstone subdivision and I can hear that highway 24/7 already. If we are going to expand this highway, please budget for sound barriers along the east side of Highway 99 for those communities abutting the highway.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
47	Mary	Davis		This project should include a sound barrier for the neighborhood Waterstone. There is already noise from the Grand Parkway so increasing the lanes will increase the noise for residents.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
48	Jacquelyn	Ross	Waterstone	The subdivision of Waterstone is just off 99 near Morton. A majority of our neighborhood backs up to 99, and with increasing cars and population, with this 99 expansion, we DESPERATELY NEED SOUND BARRIERS. It is continuously getting louder and with more lanes being added, our neighborhood needs the barriers. The sound will absolutely drive down our property values. Please add sound barriers on 99 outside of the Waterstone subdivision.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
49	DAVID	FONTAINE	Waterstone Subdivision, Katy	This is regarding the Grand Parkway expansion. Waterstone subdivision (east side of Grand Parkway) has been experiencing excessive sound for several years now due to the high speed traffic on Grand Parkway between Morton Ranch Rd and Clay Rd. Expanding Grand Parkway from 4 to 6 lanes will exacerbate this problem and harm property values in Waterstone as well as quality of life. We implore you to include significant sound barriers on the east side of Grand Parkway between Morton Ranch Rd and Clay Rd on the east side to ameliorate the horrific noise situation. Thank you.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
50	Sonia	Menjivar	Waterstone community	In regards to this project, if you could please be sure to include sound barriers for the Waterstone community that faces toll road 99. The road noise has became louder over the years and with an expansion to the lanes it will become unbearable. Thank you!	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
51	Michael	Zamora		Please install sound barriers along the waterstone community. We currently have none and more lanes from this project will make freeway noise unbearable. My address to look up the community is 22507 Belmont Cove Lane, Katy, Texas, 77449	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
52	Ronald	Donkerslo ot		Sound barrier walls are needed against Waterstone community. The current traffic on Grand Parkway is already noisy and can be heard within the homes.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
53	Kristen	Baxter		The Waterstone Community (Katy) located on Grand Parkway and Morton Ranch Rd (North) need Sound Barriers to be included in this project. Increasing the lanes will dramatically increase the already high volume of noise that the Grand Parkway produces. Not including Sound Barriers will devalue the neighborhood and disrupt lifestyles.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
54	Elicia	Sanders		I currently live in the Waterstone community just adjacent to 99. Our neighborhood badly needs sound barriers. With the coming expansion project from Katy Freeway to 290 the current problem will only be magnified. I respectfully ask that sound barriers be included for our neighborhood in the construction plans/budget as they are severely overdue.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
55	Kelly	Donkerslo ot		Sound barrier walls by Waterstone subdivision has been needed for a long time. Please consider adding sound barrier walls for our community!	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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56	Joseph	Garcia		The Waterstone community is already subject to and extreme amount of noise from 99. Sound barriers would be instrumental to keep the peace at home	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
57	Elda	Zavala	Waterstone Community Katy,Tx	Please include adding sound barriers for the Waterstone community. We really need it if there will be lane expansion to add to the noise we have dealt with for years. Thank you, The Zavala's	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
58	Scott	Machala		Widening 99 towards 290 is definitely needed, but will bring extra traffic and ultimately louder noises. The Waterstone subdivision would benefit greatly with sound barrier walls incorporated into the design.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
59	Maria	Ocegueda		To me this may be our best, and perhaps, last opportunity to get SOUND BARRIERS installed on the west side of Waterstone Waterstone has needed sound barriers for the past several years, but when Grand Parkway becomes six lanes, the noise will increase significantly and will negatively impact our home values. : If you travel on Grand Parkway south of Katy Freeway, you will notice that they are installing sound barriers along at least one section, so we know that sound barriers can be included in the expansion project	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
60	Bonnie	Jennings		Please add sound barriers along Waterstone subdivision if you are expanding the Grand Parkway. We hear the traffic, cars racing in our yards now with it being 4 lanes, and expanding to 6 lanes is most likely going to increase the noise we hear in our yards presently. Thank you for your consideration.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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61	Katina	Robalino		The Katy corridor along 99 and Clay is in need of sound barriers. The expansion of 99 will bring more traffic and access to the communities from the highway as there is an access way. Please consider this a priority for safety and curiosity to communities. Thank you	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
62	Mary Angelique	Nathan		We need sound barriers at the Waterstone subdivision at Morton Ranch and 99N.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
63	Raushanh	Harris		In regards to the 99 expansion project. Along grand parkway, there needs to be a sound barrier installed. As we, the homeowners of the Waterstone community have had to deal with increasing traffic sounds. As well as the occasional car exiting off of the road early.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
64	Steve	Larson		With the proposed widening of the Grand Parkway (North) from 4 lanes to 6 lanes, it is of utmost importance for sound barriers to be installed to abate the noise from traffic. If not, our property values in Waterstone will be negatively impacted. Thank you for your attention to this request.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
65	Vanessa	Coronado		Please install sound barrier walls for the waterstone neighborhood, located by 99 and clay rd in Katy, TX The freeway is very noisy, we need sound barriers! Thank you	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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66	Cade	Hollandsworth	Waterstone neighborhood Katy	I have lived in the Waterstone neighborhood in Katy right off 99 and Morton road for 4 years now and the noise that comes from 99 is getting worse and worse. We really need sound barriers up between 99 and the neighborhood. Please consider this when doing the improvement program on north 99. The residents have needed it since the community was built 10+ years ago and this might be our last chance to get that opportunity!	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
67	Aljeau	Perdon	Waterstone Community	Sound Barriers that separate Waterstone Subdivision from the Grand Parkway is necessary for minimizing noise levels that will be increasing due to the expansion project. Please make this happen.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
68	Siriwat	Montore		Please consider a sound barrier along highway 99 for the residents of Waterstone subdivision at 99/Morton Ranch Rd. We already hear the highway all day and night 3/4 mile away from the highway, adding lanes will make it unbearable and will tank out already dropping property values. Thank you for any consideration.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
69	Jamie	Manuel		We love our Waterstone community, but live directly across from 99. When we moved in, we had minimal noise, but now it has increased significantly and with the expansion lanes, I can't imagine the noise for our little family. We definitely need a sound wall to reduce the noise pollution for the members of our community.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
70	Gonzalez	Nubia		Sound barrier for Waterstone subdivision is needed, very loud.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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71	Theresa	Loredo		As part of the Waterstone community, I would like to propose adding sound barriers as part of the preliminary design of the Grand parkway expansion in our neighborhood to prevent added noise disturbances from the expansion.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
72	Gregory	Whiteside		Sound barriers are needed along grand parkway, especially for the waterstone neighborhood behind the Walmart on Morton Ranch.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
73	Jenna	Fletcher		I live in the Waterstone sub division located at Grand Parkway Hwy 99 between Morton ranch and Clay Road. We so desperately need sound barriers to help with the traffic noise on 99. Especially with the expansion that soon will be coming. Please consider helping our community out with this project.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
74	Joshua	Fletcher		I live in the Waterstone sub division located at Grand Parkway Hwy 99 between Morton ranch and Clay Road. We so desperately need sound barriers to help with the traffic noise on 99. Especially with the expansion that soon will be coming. Please consider helping our community out with this project.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
75	Alisha	Manuel		I respectfully request sound barriers be placed for the Waterstone subdivision located on 99 between Morton Ranch and Clay Rd	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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76	Tamara	Milakovic		Comment regarding widening Research Forest Drive from four to six lanes from Shadowbend Drive to Kuykendahl Road; Please, please do not proceed with this project!!! This would have devastating effect on The Woodlands community. Research Forest Drive passes right behind backyards, parks, biking trails; Widening it even more would completely devastate The Woodlands as the nature and recreation friendly community. Noise level would make it unlivable, and it would be impossible to cross the street. There is Woodlands High School on this street, there are recreation areas. It is not right to build 6 lanes highway trough the communities where people live, it should be around communities. Why destroy community that works? This project would not help with traffic congestion it would just make it worse and worse and bring more traffic.. Please consider alternate solutions for area growth, like planning to build around the existing areas not trough. 6 lane highway should not cut so close to people's homes.	4/10/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
77	Laurie	Wilmoth		PLEASE add sound barriers to the Waterstone community, located between Morton Ranch and Clay Road off 99. The 24/7 noise already created by traffic on 99 is detrimental to our quality of life. Adding more lanes without a sound barrier will compound our noise issues.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
78	Robin	Kuvent	Waterston Subdivision (Katy, TX)	Desperately in need of a noise reduction wall for the Waterstone subdivision in Katy. Location Grand Parkway 99, wall for the Morton Ranch road to Clay Road span.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
79	Aida	Omeragic		We need sound barrier along Grand Parkway Hwy 99 - Morton Ranch and Clay Rd. Waterstone neighborhood. Please make sure they are included in the project as it is already noisy and it will only get worse when it's 6 lanes. Thank you for taking time to read this comment and I hope you will take this into consideration.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
80	Sylvia	Mayorga		Project: Grand Parkway Hwy 99 between Morton Ranch and Clay Rd. Waterstone subdivision. A sound barrier is needed if expansion upon the expansion of the Grand Pkwy. The noise from the traffic and racing is already bad. Expansion will worsen the noise pollution tremendously!	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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81	Sylvia	Mayorga		Project: Grand Parkway Hwy 99 between Morton Ranch and Clay Rd. Waterstone subdivision. A sound barrier is needed if expansion upon the expansion of the Grand Pkwy. The noise from the traffic and racing is already bad. Expansion will worsen the noise pollution tremendously!	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
82	John	Mayorga		Project: Grand Parkway Hwy 99 between Morton Ranch and Clay Rd. Waterstone subdivision. A sound barrier is needed if expansion upon the expansion of the Grand Pkwy. The noise from the traffic and racing is already bad. Expansion will worsen the noise pollution tremendously!	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
83	Maria V	Martinez		Project: Grand Parkway Hwy 99 between Morton Ranch and Clay Rd. Waterstone subdivision. A sound barrier is needed if expansion upon the expansion of the Grand Pkwy. The noise from the traffic and racing is already bad. Expansion will worsen the noise pollution tremendously!	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
84	Heather	Carson	From The Waterstone Subdivision	Please provide sound barriers on the 99 expansion project near morton road and 99 in Katy when you begin. We love our community and want to keep our home values. Thank you for your help in this matter. Heather Carson	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
85	Ben	Devane	Bendevane@yahoo.com	I live in the Waterstone subdivision on the east of Hwy 99. The noise from the freeway is becoming unbearable during the day and night. It would be greatly appreciated if a sound barrier wall was constructed along the east side of the freeway to block the noise. Thank you.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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86	Melanie	CUSI	Waterstone Subdivision	Hi! May we request for a sound barrier on the project location at Grand Parkway Hwy 99 between Morton Ranch and Clay Rd. Waterstone subdivision? We badly need this sound barrier as our home is located near Grand Parkway Hway 99 and will surely be affected with noise pollution. Hoping that our request be granted as per completion of expansion of this project. Thank you for listening and making a good impact to all the community surrounding your said project.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
87	Cari	Swain		Please include sound barriers as part of the expansion. For the waterstone community before the clay exit (Katy).	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
88	Pais	Joseph		Waterstone off of Morton Ranch and 99 needs a sound barrier installed	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
89	Jacquwline	Aguilar		I live in Waterstone - off 99 and in between Morton Ranch Rd and Clay Road. The expansion would greatly affect the noise level in the neighborhood. If the expansion is to occur, please also place a wall barrier that would block the noise. Thanks	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
90	Jessica	Serrano-Perez		Grand Parkway HWY 99 between Morton Ranch and Clay Rd. - Waterstone Subdivision. In need of sound barriers to help eigh noise from the freeway.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
91	Jose	Perez		Grand Parkway HWY 99 - between Morton Ranch and Clay rd - Waterstone Subdivision. In need of sound barrier to help protect against noise come freeway.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
92	Matthew	Mandeville Jr		For the widening of the Grand Parkway north of the Katy Freeway, I understand that it will be including the area west of the Waterstone community (on the corner of Grand Parkway/99 and Morton Ranch up to Clay Road). It is already unreasonably noisy along this stretch. I am halfway across the community and can hear the freeway noises with all my windows closed. If additional lanes are added, it will be crazy loud. Please, please, add a sound barrier between the road and the Waterstone Community.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
93	Maria	martin	Waterstone katy, tx	I live by 99 in between morton and clay and the noise of the freeway increases every day, it's pretty bad, we been needing sound barriers for so many years. the builders said the city were going to install it, but it never happened. I would really appreciate if you consider our neighborhood in your project (waterstone)	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
94	Tracy	Valadez		I think you should install the sound barrier walls along Grandpark Way //99 and Morton Ranch because living right off 99 residents in the WaterStone community have to hear the cars through the night. If/when you expand the lanes the noise is just going to become even more of a problem for my family and other residents in the WaterStone community. I hope that you chose to install the sound barrier walls for us. Thank you in advance.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
95	Javier	Hernandez		I am a part of the Waterstone Community located near Morton and Grand Parkway. I am very concerned about the impact that the widening of the Grand Parkway lanes will have on our community. The road traffic is already very loud to begin with, especially at night when drivers are going at full speeds. I am also concerned that the extra road may increase the chance of flooding to our community. Widening the road will allow for more traffic and noise pollution to occur to our community. Having more cement added to our area where there is a lot of nature could impact of our flood zone. Can you please ensure that this project has been fully reviewed to ensure that the flood zone in our community isn't affected? If it has been reviewed and there are no changes to our flood zone, can you please include a sound barrier along our community? I appreciate your time and consideration.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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96	Armand	Dizon	Waterstone Subdivision	I would like to request installing sound barriers upon expansion of Grand Parkway Hwy 99 between Morton Ranch and Clay Rd. Waterstone subdivision. Thank you.	4/10/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
97	Kevin	Fruge		Exited to see the 99 Grand Parkway expanded to help ease traffic flow. However I am concerned about noise pollution in my neighborhood of Waterstone. The noise is already extensive and I very concerned about the increased noise pollution levels once the lanes are further expanded. My request is that a sound barrier be installed to help reduce the noise pollution for the residents of the Waterstone community. Thank you.	4/11/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
98	Alyssa	Izworski		Sound barriers are needed for the project on Grand Parkway Hwy 99 between Morton Ranch and Clay Rd. Waterstone subdivision.	4/11/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
99	Peter	Wang		UNIVERSITY LINE CORRIDOR has been badly needed for years. The previous US Congressman did a great deal of damage by stalling the development of transit in this corridor for political reasons. Now is the time to rectify the situation. This project has my support.	4/11/24	METRO	Thank you for your interest in this project
100	Traci	Dugas		I live in the Waterstone Subdivision near Grand Parkway and Morton. With the upcoming expansion of Grand Parkway we really need sound barriers. Please add this to the plans to expand Grand Parkway. Thank you!	4/11/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
101	Gina	Benincasa		I would like to request sound barriers to the Grand Parkway expansion for the Morton Ranch Road to Clay Rd. For the Waterstone Community neighborhood.	4/11/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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102	Clinton	Spradley		For the section spanning 99 between Morton road and Clay road, there should be a sound barrier along the Waterstone subdivision section on the East side of 99. There should also be access road lanes added for the areas along 99 north of Morton Road. Currently traffic routes through surface streets causing congestion in the neighborhoods and on surface roads. The Morton Road North Bound Exit from 99 to the access road should be moved further back towards Franz as it currently causes severe congestion in its current location being so close to the 99 and Morton intersection. There is plenty of space to move the exit further back and it needs to be done.	4/11/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
103	Briana	Perea		I was disappointed to read that the 2025-2028 Transportation Improvement Program includes plans for expanding freeways. As a lifelong Houstonian who has lived in various sectors of the city and now commutes daily from Clear Lake to Oak Forest, I am begging you to consider alternative options for moving people around the city. We all know that widening freeways does not ease traffic but actually induces demand. Furthermore, we are in an accelerating climate crisis that will have outsized impacts on Houston through extreme weather events. We have only a few short years to turn the ship; it is madness at this stage to implement projects that will increase the climate effects of driving. The city needs better mass transit options that are safe and convenient, not more of the same failed approaches that will ultimately steer our community dead ahead to our climate and economic doom.	4/11/24	H-GAC	Thank you for your comment. H-GAC encourages you to stay engaged with our public participation and outreach efforts.
104	Christina	Worrall		Good evening, I just saw the post about the new widening of Jarvis Rd in Cypress. I would like to suggest a sidewalk on Jarvis from Telge to Skinner Rd. I see so many people walking in the grass there and kids walking to and from school. This is a much needed safety sidewalk for our community. Thank you.	4/11/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
105	Shenelle	Graves		I'm glad TxDOT is expanding Grand Parkway north of I10. I have lived in Waterstone subdivision since 2013. We have seen a lot of growth. When we first moved in 99 wasn't built. The noise that comes from the highway has steadily increased over time due to higher traffic volumes. With the proposed expansion I am concerned about even more noise. Are you considering putting up soundwalls in this location? I have seen this work along westpark tollway and more recently along 99 south of I10. Please consider sound barriers of some kind. We love the convenience of the highway, but the noise is a big concern.	4/12/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
106	Tim	Cole		I am opposed to expanding Research Forest. This will increase noise and will only invite more traffic. Please don't do it.	4/12/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
107	John	Echols		There will be strong opposition to project 12589, to widen Research Forest to 6 lanes. The congestion issue is that Kuyendahl was extended through to FM 1488, which now has significant pass through. Just saying....	4/12/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
108	Martin	Posey	Self	There is a proposal to widen Research Forest Road in The Woodlands, TX. This is a terrible plan and should not move forward. Our home backs up to Research Forest Road and the traffic and noise has always been and issue. More lanes will encourage more traffic and noise. Since you are only doing a portion of the road I don't understand the necessity. Are people complaining how long it takes for their kids to get to school? That is the only group that would benefit from the expansion. Again, not necessary. My VOTE is a NO!	4/12/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
109	Ana	Cosio	resident	Concerning MOID 379: That land is protected for Jones State Forests , Texas SB 345, You cannot use that land to hook up to north and develop a lane. That land houses the red-cockaded woodpecker, an endangered species, protected!! HGAC needs to refrain from systematically drawing roads through Forest land, it has happened before, Please advice Conroe City that this project is Prohibited. Please remove from the TIP!! thanks	4/12/24	H-GAC	Thank you for your comment. MPOID #379 Longmire Rd widening project (SGT. Ed Holcombe Rd to FM 1488) will not be listed in the Fiscal Year 2025-2028 TIP.

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110	D	H	Resident	Comments for MPOID 12589 (RESEARCH FOREST DR): - The Research Forest Dr Expansion project introduces significant readway and pedestrian safety hazards that will threaten lives. We are requesting that this project be removed from the 2025-2028 TIP to preserve existing safety levels and reallocate funds to higher priority projects. - Intersection of Research Forest Dr and Windridge Pl already a major hazard. Increasing to six lanes would undoubtedly result in casualties. - The walkways along Research Forest Dr are the only option for some high school students to get to The Woodlands High School. Widening to six lanes will make these walkways much more hazardous. Our children's lives will be at an increased risk. - This stretch of Research Forest Dr is a major route for bikers. Widening the road to six lanes will undoubtedly increase biker casualties due to smaller or no shoulders and increased traffic throughput. - Road noise level for residential housing along Research Forest Dr is already extremely high and will be worsended by widening to six lanes. - Safety has already been an issue with cars racing down Research Forest with existing four lanes. Widening to six lanes will increase safety issues even more and increase automobile accidents and death. - Along this stretch of Research Forest Dr, the following will be negatively impacted by widening the road: hundreds of residential homes, an elementary school, a high school, four churches, Lone Star College System, The Rec at Bear Branch Park (one of the largest rec facilities in The Woodlands), Bear Branch Sportsfields, a water tower, a major bridge, multiple creeks for flood control, and a residential lake. - Parking is already a major issue at Bear Branch Sportsfields and almost every Saturday there are cars lined up and down Research Forest Dr parked on the shoulder. Widening to six lanes will cause significant logistical issues	4/12/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
111	Joe	DiFrancesco	Managing	The widening of Research Forest Drive from Shadowbend Drive to Kuykendahl Drive CANNOT be allowed to happen. This will bring 6 lane highway into my backyard and my bedroom. The noise is already unbearable and will only get worse if this happens not to mention the pollution that it will cause will make our lives unlivable. Thousands of cars and trucks for surrounding areas will pour at high speeds every day next to our homes on their wat to I-45. There simply isn't enough space to jam 2 more lanes and additional turn lanes without causing irreparable destruction to the tree barrier medians and pathways. IT WILL NOT SOLVE CONJESTIONS. Instead, it will make it worse for us by inviting all the surrounding areas to commute through our neighborhood and cause even greater traffic jams. The road is already close enough to my house and would be even closer. There are other roads such as 1488 and 242 that are big enough to add extra lanes without crowding neighborhoods.	4/12/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
112	Jaclyn	Smith		Excited to see Grand Parkway (99) expanded to ease traffic congestion. However, I am concerned about noise pollution in my neighborhood of Waterstone (Grand Parkway Hwy 99 between Morton Ranch and Clay Rd). The noise is already extensive and I am very concerned about the increase in the noise pollution levels once the lanes are further expanded. My request is for a sound barrier to be installed to help reduce noise pollution for the residents of the Waterstone community. Thank you.	4/12/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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113	Ashley	Brignac		My home backs up to Research Forest drive and so this project directly impacts me. The noise level is already excessive and cars can be heard at all hours of the day even inside of my home. To expand the road without proper sound barriers in place will result in even more noise and reduce our property values significantly. It also places our home at risk if the road is expanded towards the sidewalks, rather than towards the median as the current road is already at a very close distance to our back fence. Vehicles regularly race through this area and if they are in close proximity to our property it could lead to a potential accident on our property. This road will not reduce traffic in the area and will just create a large thoroughfare in our residential community. Please do not move forward with this project and keep our residences safe!	4/12/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
114	Maria	Flores		As a Waterstone subdivision homeowner the need for a noise barrier along the Grand Parkway is necessary now. Currently the noise is constant due to proximity of Amazon and FedEx and more warehouses being constructed. It will only get worse when it becomes 6 lanes.	4/12/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
115	Ruthanna	Morrow		I'm very concerned about the additional noise pollution expansions on the highway will have for our subdivision. I would like to request sound barriers at Grand Parkway Hwy 99 between Morton Ranch and Clay Rd.for Waterstone subdivision.	4/12/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
116	Jonathan	Brignac		My house backs up to research forest. The noise is already too loud. Be prepared for a law suit for a sound barrier.	4/12/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
117	Rey	Quiroga		Research forest drive is literally in my backyard. I do not wsnt this expansion project to be done!! I oppose!!	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
118	Tiffany	Jones		We will not approve adding more lanes to Research Forest. The noise level, currently, is horrible. If more lanes are added, our property value will decrease even more. We will be moving if this plan is approved.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
119	Cynthia	Schneider		The expansion of Research Forest between Shadowbend and Kuykendahl cannot happen. Many children have to cross Research in this section for Powell Elementary and for the high school. This expansion will make it unsafe to do so. The houses that back up to Research barely have any tree/sound barrier as it is. The expansion will make it unlivable and will tank our resale values. Research is a neighborhood street for us and WE DO NOT WANT IT as a major thoroughfare. Please route people via 1488 as there are not houses/yards within feet of the road. Please do not do this.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
120	Creston	Schneider		The expansion of Research Forest between Shadowbend and Kuykendahl is not a viable congestion solution. Please reconsider this expansion as there are far too many houses that back up very closely to Research all along this stretch of road. It is already loud. There is already not enough in place to block sound. If this gets further reduced these families will be severely impacted. We do not want this stretch of road used as a major thoroughfare. Route people on 1488 where there is not so much established residential that close to the road. The negative impact of this project far outweighs any possible benefits.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

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121	Zhenzi	Liu		I am strongly against the "Research Forest Drive Expansion" Project. Whoever suggested the project never had considered the impact of the residents around the area or thought about the damage it would be causing to the environment. We are the residents beside Research Forest Drive. We bought the property because of the greens and the trees along the street. The drive from Shadowbend Drive to Kuykendahl road was designed to be residential community and is now with big amount of people living there and loving it. Stop taking out the nature that's protecting people's health and blocking the noise from the traffic. Leave The Woodlands to be the beautiful woodlands, and not mess my home. Zhenzi Liu	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
122	Cayson	Wang		I am writing to vote against the project of Research Forest Drive expansion that widening from 4 lanes to 6 lanes from Shadowbend Drive to Kuykendhl Road. This project will cause too much traffic noise and tremendous inconvenience for the residents along the streets. This drive is a residential area and should follow residential area's design policy and take the residents' health and benefit into consideration. This project will cause tremendous property value decrease. And whoever advocated the project would not be able to pay the residents' loss.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
123	Jing	Gao	Perkins&Will	As a resident in the beautiful the woodlands area and an architect who have involved in many regional planning project, I seriously protest MPOID 12589 which is to widen research forest drive from 4 lane to 6 lanes. The main reason that cause traffic congestion is that we have one elementary school and one high school in the neighborhood along research Forest drive. If widen the street of the school zoning area can mitigate the issue, I believe most residents will support that. But it will cause issue if it extend to our residential zone. You can't tear down the plant barrier of our Cochran crossing neighborhood and expanding the driveway to our neighbors' backyard. The noise from research forest is already a significant concern for the people who live along the driveway. It makes it even worse without the plant barrier. In addition, we definitely need to keep our only pedestrian walkway to promote sustainability and well being of the neighborhood. Hence we protest the proposal to widen research forest drive. It will cause more issue rather than solving anything.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
124	Jing	Gao	Perkins&Will	As a resident in the beautiful the woodlands area and an architect who have involved in many regional planning project, I seriously protest MPOID 12589 which is to widen research forest drive from 4 lane to 6 lanes. The main reason that cause traffic congestion is that we have one elementary school and one high school in the neighborhood along research Forest drive. If widen the street of the school zoning area can mitigate the issue, I believe most residents will support that. But it will cause issue if it extend to our residential zone. You can't tear down the plant barrier of our Cochran crossing neighborhood and expanding the driveway to our neighbors' backyard. The noise from research forest is already a significant concern for the people who live along the driveway. It makes it even worse without the plant barrier. In addition, we definitely need to keep our only pedestrian walkway to promote sustainability and well being of the neighborhood. Hence we protest the proposal to widen research forest drive. It will cause more issue rather than solving anything.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
125	Anne	Huang		I am a resident in Cochran Crossing neighborhood. I protest MPOID 12589. I don't like the proposal to widen research forest drive from 4 lane to 6 lanes. I am so proud of the beautiful plants and woods in our neighborhood. So I won't allow any behavior to destroy our environment and the peace of our community. Adding more lanes is not a good way to solve the traffic issue. But it will bring safety concerns and noise concerns. You are welcome to build a new elementary school somewhere else or use the funding to expand the parking lot of the schools which cause the traffic jam during school drop off or pick up times.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
126	George	Huang		I don't support #12589 proposal. We don't see a lot of benefit to widen the research forest drive. Please consider using 5 million to improve the parking lot facility of Powell and The Woodlands High will be more efficient to solve the traffic issue during rush hours.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
127	Troy	Felix		The proposed widening of Research Forest Drive in The Woodlands is entirely unnecessary and will only lead to worsening congestion exactly where is was not intended to divert traffic. The current 4 lane road servicing the neighborhoods that cannot expand is very adequate. A 6 lane road within feet of residential neighborhoods will be produce unacceptable noise levels and pollution. The Woodlands covenants also protect our forestation, and our walking paths. This proposed expansion would be a violation of those covenants. There are far better ways to divert traffic to major roadways where this traffic accessing businesses and other major roadways is intended to be. Consider expanding 1488 and 242. These current roadways have a much wider access and could be expanded to accommodate traffic around residential neighborhoods. The Woodlands residential neighborhoods are entirely built out and the traffic using Research Forest Drive should only be accessing these neighborhood and is not intended to connect one major thoroughfare with another. I use this road daily to travel to and from Memorial Hermann The Woodlands where I work. This trip takes me 15 minutes and widening to 3 lanes will do nothing to reduce this acceptable travel time. will do everything I can to stop this in-necessary expansion of a roadway right in the middle of several residential neighborhoods in The Woodlands. Obviously someone who doesn't live in The Woodlands or near Research conducted this study and proposed this expansion. You need to listen to the people who do.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
128	Brittny	Kaigler		As a long time resident (14 years) of The Woodlands, I am very opposed to widening research forest drive. My house backs up to research forest and this would be detrimental to our residential area. It would take away the path that I walk my pet on every single day, it would cause construction noise, and remove all of the trees that act as a barrier from the road to our house. This area is not meant to be a major thoroughfare for large trucks and traffic which it would become. Thank you for your time.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
129	Qian	Zhou		Project 12589 Six lanes will bring tons of noise and pollution to surrounding communities. Also, it's not safe for high schoolers who drive to school every day	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
130	Xiangjun	Zhang		I strongly object to the widening of research forest drive from shadow bend drive to kukendual road	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
131	Lisa	Zhou		Firmly reject the project to widen Research Forest Street to six lanes. It will make our neighborhood a super noisy highway with all the nearby roaring cars. The Woodlands suppose to be woody and quiet, not a highway intersection!	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
132	Lei	Wang		I'm writing to vote against project #12589, which widens from 4 to 6-lanes from Shadowbend dr to Kuykendahl. Here are my severe concerns: 1) Two school zones. The portion of Research Forest Drive passes through two school zones: The Woodlands High School and Powell Elementary School. Widening road will not improve the traffic at all. In fact, it will increase the traffic risks and hazard to local students and families. 2) Residential area is the not the bottle neck. Both sides of this portion of Research Forest Drive are mainly single-family houses not commercial plazas or shopping center. Nowhere else does the 6-lane highway cut so close to people's homes. 3) Noise and pollution will make our live unlivable. Research Forest Dr. already has consistent traffic 24x7, many my neighbors already requested to add sound barriers to reduce noise. widening the lanes, thousands of cars and trucks from surrounding areas will pour at high speed and make noise issue even worse. 4) Damage tree barriers and environment. There simply isn't enough space to jam 2 more lanes without causing irreparable destruction to the tree barriers, medians, and pathways. 5) Why not widen 1488! No residential area, commercial plazas on both sides. Plenty space to add additional lanes.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
133	Lei	Wang		I'm writing to vote against project #12589, which widens from 4 to 6-lanes from Shadowbend dr to Kuykendahl. Here are my concerns: 1) Two school zones. The portion of Research Forest Drive passes through two school zones: The Woodlands High School and Powell Elementary School. Widening road will not improve the traffic at all. In fact, it will increase the traffic risks and hazard to local students and families. 2) Residential area is the not the bottle neck. Both sides of this portion of Research Forest Drive are mainly single-family houses not commercial plazas or shopping center. Nowhere else does the 6-lane highway cut so close to people's homes. 3) Noise and pollution will make our live unlivable. Research Forest Dr. already has consistent traffic 24x7, many my neighbors already requested to add sound barriers to reduce noise. widening the lanes, thousands of cars and trucks from surrounding areas will pour at high speed and make noise issue even worse. 4) Damage tree barriers and environment. There simply isn't enough space to jam 2 more lanes without causing irreparable destruction to the tree barriers, medians, and pathways. 5) Why not widen 1488! No residential area, commercial plazas on both sides. Plenty space to add additional lanes.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
134	Bin	Cai		against the project 12589 because of the sound pollution.	4/13/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
135	Nyoka	Celestine		Grand Parkway Hwy 99 between Morton Ranch and Clay Rd. Watersstone subdivision sound barriers.	4/13/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
136	Allison	Newport		The Shepherd Durham reconstruction is a slam dunk great project. So thankful to see this long awaited project come to fruition.	4/14/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
137	Rosa	Hall		No, to the Research Forest expansion from Shadowbend to Kuykendahl. This will bring more pollution, traffic and accidents. Also against the land grabbing.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
138	Nguyen	Quach		Please include sound barriers along the south bound direction of the Grand Parkway expansion project which borders the Water stone community. The 4-6 six lane expansion will increase noise substantially and negatively impact our home values and overall well being. Please consider this addition.	4/14/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
139	Cynthia	Medrano		Please include sound barriers along the south bound direction of the Grand Parkway expansion project which borders the Water stone community. The 4-6 six lane expansion will increase noise substantially and negatively impact our home values and overall well being. Please consider this addition.	4/14/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
140	Victor	Anaya		Regarding project 12589 for Montgomery County for widening of Research Forest Dr., this is absolutely unnecessary, traffic is barely heavy around some key peak hours only, unless the intention is to have semi-trucks drive through a residential community instead of proper roads like the very close by 1488 that has MASSIVE traffic problems at almost any hour of the day. This amount of funding should go to proper roads that are not right behind homes, like on 242 and 1488 if the intention is to relieve traffic from I-45 into the newer communities that are precisely located around these two roads.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
141	Patti	MacMillan		This proposal will increase the through traffic on Research Forest from Kuykendahl and FM2978 making the traffic to the freeway considerably increased. Not to mention the increased noise pollution making the housing communities along this route unbearable. We have already seen the increased trucks and through traffic increased from Magnolia by now using Research Forest to get to I45. My house is along this proposed route and already the noise pollution has devalued the price of my house! The corner of Kuykendahl and Reseach already has a problem with people running red lights and driving fast which will only cause more accidents in these areas. Why don't you widen FM1488 to allow the traffic to not be so congested to I45. I ADAMANTLY DISAGREE WITH THIS PROPOSAL TO WIDEN ANY MORE STREETS IN THE WOODLANDS AS THIS WILL INCREASE TRAFFIC AND CLOG THE AREAS THAT ARE 4 lanes to I45!!!	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
142	Anna	Tharp		I am very much against the widening of Shadowbend to Kuykendahl. We moved to The Woodlands to enjoy the trees, not the roads. We moved to The Woodlands so my sons could grow up riding these trails the same way my husband did (although so much has already changed since then). Just in the 8 years I've been visiting so much is happening to take away how The Woodlands is unique. Please do not ruin it! This isn't progress, this is another example of destroying nature for automobiles. It has to end. We can't undo all of the "progress" once it's been done. We're destroying this beautiful place to live and making it exactly like everywhere else.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
143	Scott	MacMillan		Widening Research Forest to six lanes from Kuykendahl to Shadowbend in the Woodlands is a terrible idea. I am firmly against it! The noise pollution is already horrendous which has brought down the value of my home. The noise pollution will be unbearable as well as bringing it closer to the existing houses. It will not solve the congestion but only make it worse. Please take into consideration the MANY opposed comments.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
144	Lilly	McCaine		I am against the Research Forest Expansion at Shadowbend to Kuykendahl. The Woodlands needs to be done with expansion. We're losing all the reasons The Woodlands is an amazing place to live. Enough is enough, no more expansion. We're ruining our home, and we're becoming everywhere else. No more expansion for automobiles.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
145	John	Tharp		Please do not expand Research Forest Drive. It is a beautiful road representative of The Woodlands, and its expansion would destroy the walkability and serenity it gives residents. I grew up here and moved back with my family so my children could ride their bikes from our house to my parents' house using the trail on Research Forest. Please do not deny my sons the magical experience I had growing up here for the sake of more automobiles. Children walk and ride bikes along this route to the Recreation Center, the soccer fields, Mystic Lake, and the High School. Let's please leave some things, especially this path, alone. Thank you.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

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146	Gay	Tharp		Please reconsider widening the road from Shadowbend to Kuykendahl. Widening Research Forest will make it even more dangerous for the students attending The Woodlands High School and those attending Powell Elementary since many of them need to cross Research Forest in order to go to school. Widening the road will only bring more traffic to an already dangerous and congested area.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
147	Cole	MacMillan		Research Forest Drive expansion in The Woodlands will not only bring more through traffic to that area at the corner of Kuykendahl Road and Research Forest Drive but that whole route will increase the amount of trucks and through traffic coming from Magnolia which is already a problem! The homes along this route will be affected by bringing more noise pollution to the houses which will considerably decrease the values in the area further! There is already a problem with cars and trucks speeding next to our homes with people driving to I45. This will also cause Irreparable destruction to our medians which contain large trees and foliage to separate the lanes. This will also affect our paths along Research Forest. It will not solve the congestion, but make it severely worse. This is NOT what Mitchell intended. I believe the impact of this project will hurt our status of being one of the most favorable master planed community in Texas as well as the US. I don't believe it was part of Mitchells plan to take out our very mature trees and ruin the beauty of our WOODLANDS thus the reason we have to get approval to take out trees from the Township. I adamantly disagree with this proposal!!	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
148	Anne	Jones		I am opposed to the Research Forest Drive expansion plan. This will ruin our master planned community! Taking out mature trees, increasing traffic near homes bringing the value of the homes and sell ability already worse then it is now with the noise. It will only worsen the traffic but cause irreparable damage to our master planned community. It will not solve any congestion problems but only make it worse when it reduces to 4 lanes. This would be a travesty to our community.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
149	Meghan	Fiero		Hello, I am very concerned and against the Research Forest drive expansion project. Bringing a 6 lane highway into my backyard will increase the noise and pollution to an unlivable level. The volume of traffic that would increase would cause irreparable damage and not solve congestion issues. There is no reason to bringing a 6 lane highway into our backyards and affect our community in this negative way.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
150	Streett	Kaigler		As a 20 year resident of the woodlands, strongly disagree with expanding research forest. We live in Cochran's Crossing and our home backs up to research forest. Expanding the road to 6 lanes will eat into the common area and walking path as well as present a danger having vehicle traffic so close to residential back yards.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
151	Mary	Fornieles		Is there a formal pettion page to request sound barriers for thr planned extension of 99 pkwy? As it is, it is very noisy and it would be of great help to have those included in the expansion peoject- thank you	4/14/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

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152	Yolanda	Mace		There is absolutely no good reason to make Research Forest into a 6 lane highway. There are schools on this route that already have problems with crossing at Research Forest and adding more lanes will create more danger for children crossing at the lights. Dedicated right hand turn lanes is a much safer option and will help the flow of traffic. If anyone sitting on this Houston Galveston 'Improvement' Board as even driven on Reaearch Forest between 10am-2pm will know that there is minimal traffic and peak hour traffic is normal. The reason The Woodlands is such a sought out community is because of the protection most houses have from busy, noisy roads. Adding more lanes is actually adding more speed and more stress to drivers. I bet you that 90% of any Woodlands resident would say it's a bad idea, so who are you actually helping here?? Lake Woodlands is still a speed limit of 40 miles per hour with much more space on the sides so maybe that needs to be looked at first to help traffic flow rather than adding more chaos to Research Forest!	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
153	Michelle	Pike		We adamantly OPPOSE the project to widen Research Forest Drive. Our back yard backs up to Research, and it is already so ridiculously loud, with people racing up and down at all hours of the day and night. You would lower all of our property values, make our outdoor space unusable, and drive long time residents out of their homes. Please think long and hard about this insane plan. There are many other projects that these funds could be used for (like widening Kuykendahl, from Research to 1488), or funding the police so they have enough officers to enforce the speed limit on Research, as it is currently a drag racing magnet. I'm shocked that this proposal is even being discussed.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
154	Catherine	Olson	Home owner	I am a homeowner whose property backs up to Reasearch Forest Drive. I'm against the expansion of Reasearch Forest Drive, from Shadowbend Drive to Kuykendahl Road. Going from 4 lanes to 6 lanes in this area doesn't make sense. We are a residential area not business area like other sections of Reasearch Forest Drive or HWY 242. Increasing lanes here will make it noisier in my home, take away the space from the Bike Path to the traffic on the road which also impedes on one's safety. This definitely is not a way to Enhance this section of The Woodlands, which was designed to be residential. Please reconsider this decision.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
155	Claudia	Torres		I am in favor of the sound barriers. My house backs up to 99 at Clay Road. Thank you.	4/14/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
156	Patricia	Brown		Sound walls are definitely needed on the 99 northbound between Morton Ranch and Clay road bordering the waterstone subdivision whether or not there is lane expansion being considered.	4/14/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
157	Jeff	Fiero		To whom it may concern, I'm writing to voice that the Research Forest drive expansion project should NOT move forward. Putting a 6 lane highway in our backyards is unacceptable and will make living here too much from a noise and pollution perspective. Thousands of cars and truck would pour through our neighborhood and make it increasingly unsafe for our kids to cross research forest drive to get to school. This expansion will not solve congestion, more so, only add a great burden to our neighborhood, families and children. I write to ask if widening roads is needed, consider 1488 or other areas that are not the backyards that are not current backyards of current residents.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
158	Anita	Dinella		I oppose the widening of Research Forest Drive from four to six lanes from Shadowbend Drive to Kuykendahl Road. This road backup to my property, there is no room and there is already too much noise and too much grease and grime that comes from the road on to my property. This road does not need more cars from outside of The Woodlands using it as a cut through.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
159	Amy	Carberry		As someone who lives off of Research Forest and has children attending schools off of Research Forest I don't support expanding the lanes. The amount of speeding cars at these intersections is already alarming and there have been a couple of casualties with pedestrians getting hit. The intersection at Research and Cochran already floods and with more concrete road and less land barrier I worry about even more for flooding. I also think the additional lanes would attract more traffic to use these lanes. I don't support the expansion of Research. I feel like expanding 242 between Gosling and 1488 would help spread traffic out and not be so close to school aged children and their school crossings.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
160	Lisa	Chandonnet-Bedoya		Sir/Madam, I remain concerned with the Research Forest Drive expansion of $5 million, particularly the widening from four to six lanes from Shadowbend Drive to Kuykendahl Road. I'm petrified that it will be like the Woodlands Parkway which is essentially now a major highway through the woodlands. My children can barely cross safely to Powell Elementary with four lands without a fear of getting hit: the speeds will only increase as will traffic. I beg you to reconsider and find another solution. Sincerely, Lisa Chandonnet-Bedoya 31 E Sunny Slope Cir , The Woodlands, TX 77381. The noise pollution is always loud from our house and however it is the safely abs congestion that concerns me the most. Kids have been killed given the woodlands high school and powell elementary both right off Research Forest Drive. Please do not make it for more cars. I fear for the safety of neighbors kids and mine	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
161	James	Walters	Homeowner	NO to Research Forest Expansion!! The Woodlands is supposed to be a pre-planned community. Research Forest was not planned to be a 6 lane highway. Their are residences way too close to the four lanes of Research Forest, so adding two more lanes will be ridiculous from noise problems, dangerous speeds, lower property values, taking away from the natural quiet beauty that homeowners envisioned when purchasing homes in The Woodlands. The natural trees block "some" of the loud road noises now, but the 6 lane expansion of Research will require tree cutting and more concrete being poured. The Woodlands should first take care of its residential owners, before making it easier for people outside of the Woodlands to quickly have an east west thoroughfare, which will just bring in more crime, more traffic, more accidents and more noise and less beauty!	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
162	Abigail	Harrison		I've been informed that there are plans to widen Research Forest. I'm absolutely opposed to this for many reasons including the safety of the local community, the loss of property we would experience and the woodlands aesthetic that would be ruined in the process. 1488 is widening. It's ridiculous to ruin the infrastructure of yet another road. I'm completely opposed. It will only create more problems and lead to safety issues. Abigail Harrison	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
163	Richard	Harrison		I am fully against expanding Research Forest. Our house backs up to the walking trail and the road. It is already a significant thoroughfare. This would increase traffic, increase road noise, increase EMS vehicle noise behind our house (which is constant). It would decrease space between the road and our house. It would ultimately decrease our property value, decrease safety, decrease the safety of the walking trail. There is already a problem with non residents speeding through Alden Bridge, not stopping at stop signs, and driving poorly. Expanding research will bring more traffic and noise through our neighborhood. Expand 1488, expand woodlands parkway, fix the traffic light problem where if you hit a red light on research you will hit 8 more sequentially. I'm angry that my property taxes are going through the roof and no one will take our (mine and my neighbors) safety concerns seriously. This is beginning to look like taxation without actual representation. Your actions will let us know if we need to take action to have different representation. These roads are already dangerous with impatient drivers, cell phones, bicyclists, deer & wildlife, school zones and new drivers… these roads are especially dangerous when it rains. We don't need to have google maps and Waze route more traffic through this area. Stop. Do not do this.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
164	Deep	Mandal		I am a very concerned homeowner who will be directly impacted by proposed project MPOID #12589 in Montgomery County. This is regarding the proposed widening of Research Forest Drive from four to six lanes from Shadowbend Drive to Kuykendahl Road. Implementation of this project will lead to unlivable conditions for my household, with the noise, pollution and damage to the environment due to bringing a 6 lane highway into my backyard and bedrooms! PLEASE DO NOT IMPLEMENT THIS PROJECT #12589. Thank you.	4/14/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
165	Alex	Holzti		I write to express my firm opposition to the Research Forest widening/extension project. I believe this will lead to more noise and air pollution as well as increased number of accidents and racing/reckless driving. I urge the council to not proceed with this project to promote public safety and a cleaner and safer environment.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
166	Gustavo	Vegas		This propose expansion would make the crossings to Powell elementary very dangerous. Also, the noise levels at peak hours on research are really high at the moment, which makes it hard to sit on the backyard at rush hour. Expanding research would also make the home values of homes backing research go down. It is already noisy, there is really very little tree lines left between research and the backyards.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
167	Bernice	Windt		The Widening of Research Forest will make living on this road unbearable & should not be allowed. This is a residential area.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
168	Michael	Kaminski		In regard to Research Forrest Road widening proposal. My family lives directly off this road and I feel the traffic concerns are extremely overblown. The idea of adding lanes is inviting more danger than any small amount of help. People are already driving too fast on this road. Adding lanes will encourage drivers to treat this like a highway. There are so many young kids that bike paths around this road, this proposal just doesn't make sense. It makes families less safe in the area. I travel on this road during all times and the traffic moves just fine. No need to reduce safety and add noise pollution	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
169	David	Bello		I am totally against the widening of Research Forest Drive as part of your plan to alleviate the traffic jams. This road goes through many neighborhoods and the traffic noise/ pollution is already enough. Please do not continue with this project. There are other solutions like thinking on widening 1488 which is a more appropriate road to make it bigger. Also the so call "solution" that was done to the problem on RF between Kuykendahl and Alden bridge... closing the intersection out of that part, was bad; now the traffic out of that strip mall is horrendous. Why not widen Kuykendahl? Research forest towards the Target at Egypt needs to improve but use other alternatives. Option to deviate traffic though 1488 and make that road the main road instead of RF!	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
170	Rika	Wang		Project 12589 will NOT improve any traffic situation but add complication to it. There are two schools along Research Forest Drive from Shadowbend Drive to Kuykendahl Road, and along the road are all residential houses. Changing the drive from 4 lanes to 6 lanes will make the area more dangerous for the students and pedestrians. The only traffic hour for the drive is the school hour, which is not that long. If you really like to improve the traffic situation, please add more smart traffic lights to the drive. Adding lanes to the road will cause more sound pollution to the residents, and it will cause tremendous health issue. Whoever brought up about that project idea must neither knowing the situation of the area nor care about the community's health at all. Please don't use tax money to do bad things for the people in the area.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
171	KAREN	Cole		To many school children to cross six lanes . Don't do this widening project! Create a trolley route. Demand kids take the bus who should be . Use woodlands parkway or fm 242 This project is too close to homes. I've already had a car crash 1 foot from my back fence.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
172	Ian	Hatchell		I cannot accept that widening Research Forest from 4 lanes to 6 lanes will offer any improvement with congestion. Actually, quite the opposite, allowing more cut-thru traffic to dissect the Woodlands community even more than it is now. The Woodlands is a residential area and needs to be protected as such. Residents NOT transit vehicles must have priority.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
173	Lorraine	Walters		I'm writing in response to the possibility of an expansion to Research Forest in The Woodlands. My home backs up to Research Forest and in no way do I think this idea is plausible. First of all, extending the road to six lanes is comparable to constructing a major highway right in the center of a residential area. There are homes that are too close to the road; not to mention all the live trees that would be killed to make room for said extension! Secondly, why do the residents of The Woodlands need to be punished and cater to non residents? None of this expansion would be necessary if our roads were strictly for The Woodlands residents' use. All I see occurring is these non residents clogging our roads! State highway 242 is already in the process of being extended. Let non residents use that expansion to get to I-45! Thirdly, this expansion would lower my home value! No one wants to live in a home where they can't enjoy the beauty of the outdoors because of the extremely loud noise from car exhausts and tires, pollution from the additional cars traveling to and from I-45, and absolutely no beauty to admire from what was once the reason we chose to live here.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
174	Helene	McKee		I'm concerned about the increase in traffic and danger to students by the Collins Intermediate, The Woodlands High School and Powell Elementary.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
175	Natalie	Ilten		I AM AGAINST: Proposed Montgomery County Montgomery 12589-2027 RESEARCH FOREST DR SHADOWBEND DR KUYKENDAHL RD WIDEN FROM 4 TO 6-LANES I am against this expansion. This will not relieve congestion but instead only increase the amount of thru traffic in The Woodlands. Kids will no longer be able to safely cross Research Forest as this is basically a highway with 3 lanes of traffic each direction. This is a terrible idea for The Woodlands and will only add to the congestion and noise for the houses so close to Research Forest already. Keep our community a community, NOT a passage way for commuters who live in Woodforest/Magnolia area to get to the freeway. They can have 1488. It is a dangerous road to be on now and that was because they expanded it past its original intent. Research Forest is the heart of The Woodlands. Expanding it further, so close to the houses and neighborhoods, will drastically change the safety of the area.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
176	Lauren	Conway	Concerned Mom and lifetime resident	Please do NOT widen research forest! It's dangerous enough for our kids that walk to school. More lanes means more cars more opportunities for kids to get hurt. We just had a high school student get hit by a car last month! Keep our kids, walkers, and bikers safe! DO NOT WIDEN RESEARCH FOREST!!!!	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
178	Marissa	Mapes		I crossed Research Forest from my neighborhood (Summer Storm) for 7 years while my kids attended Powell Elementary. It was absolutely terrifying and there is no way MoCo can keep pedestrians and students safe if Research Forest is widened to 6 lanes. This would be an irresponsible project and will certainly lead to many problems as this is also a crossing for numerous high school students to TWHS. Please be responsible and keep the children as safe as possible. There have unfortunately already been numerous accidents involving pedestrians (students) being hit on their way to school. Do not increase their risk. Safety of students should always be a priority.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
179	Mikel	Herrasti	Student	Hello, I'm a student at The Woodlands High School, which means that I go through Research Forest Dr every day in order to get to school. Even if there is traffic in the mornings before school, and in the afternoon after school, most of the time there is little to no traffic. This means that an expansion in Research Forest Dr is not necessary since, first there aren't that many cars going through that road, but if the problem is "congestion", then expanding the road is not going to fix the problem but it will make it worse in every way possible. I love all of the greenery that the woodlands is, therefore I don't want to see it turn into a massive highway that will cost us our precious tax dollars, and it's not even going to fix the "problem". If the goal is to relieve congestion, there are better alternatives to doing it than just expanding the road to make way for more cars which will cause more congestion at the end. The only real way to solve congestion is to get people to use other means of transportation since that would instantly get people off the road, so that means less congestion. Therefore, I suggest building safe and reliable bike lanes, public transportation, carpooling, etc. The goal should be to move people, not just cars.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
180	Lindsay	May		For project 12589, widen research forest dr from 4-6 lanes from Kuykendahl to Shadowbend: I am against this proposal as it introduces unnecessary pedestrian risk. Children walk from the capstone and surrounding neighborhoods along Research forest to The Woodlands high school multiple times a day. Just recently, a student was struck by a vehicle and injured on his way to school in the morning.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
181	Alexander	Dawe	HP Inc.	The initiative to direct traffic from FM1488 along Research Forest Drive is not a good idea. Research Forest Drive already struggles to serve the cyclists, joggers, walkers, and most importantly children that use its multiple crosswalks already. In particular when school is session some areas becomes congested as children and teens exercise independence by walking to school, which I personally feel is an important benefit of living in the Research Forest area.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
182	Michelle	Sample		I am highly against the widening of Research Forest. My house backs up to Research. The traffic noise is already terribly loud. It starts up around 6am and is not quiet until after midnight. Research is also crossed by all three of my children going to school. It is already dangerous. Just a few weeks ago, a student was struck by a vehicle crossing for the high school. Students as young as five cross to go to Powell. This is not safe for our children. We bought our home because of the neighborhood and being able to walk our children to school. Increasing lanes with only make it a race track and a death trap for all of our children.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
183	Emily	Pomeroy		Please do not widen Research Forest, for the safety of our students. There has already been an incident this year where a student was struck by a moving vehicle on Research Forest, and it will only get worse with 3 lanes. It will not benefit our community, it will make our neighborhoods into a thoroughfare.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
184	Lacey	Sparks		Do not widen any of our roads on research Forest!!!! Our kids cross the road and it is dangerous enough when school lets out because nobody is patrolling through there as far as cops and I've seen too many close calls as it is. If anything, they need to implement a toll tag to cut down on drivers that are cutting through The Woodlands. This tag needs to be at every red light and extremely expensive unless you work here or live here.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
185	Brenda	Driscoll		Re: Expansion of Research Forest from 4 to 6 lanes from Shadowbend to Kuykendahl I am a homeowner whose home backs up to Research Forest. The proposed expansion would result in significantly increased noise, traffic congestion, reduced lane width, safety issues, flooding risk, loss of greenspace. This is a residential area, not a business district. Having a 6 lane road adjacent to or backing up to backyards without sufficient greenspace barrier would be a disaster.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
186	Molly	Anders		It is unsafe and unnecessary to widen Research Forest Drive between Shadowbend and Kuykendahl Road. There are several schools, including an elementary school in this stretch. The Woodlands residents pay tax dollars for safe schools and safe streets. Many children walk to school and widening the road would create extremely unsafe conditions to our residents. It should be not a main thoroughfare for residents of others cities to travel through our area. Safety of children and residents should come before making the road convenient to those traveling through.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
187	jiin-jen	sue		AGAINST Research Forest Drive expansion The Research Forest Drive expansion from Shadowbend Drive to Kuykendahl Road would increase truck traffic, noise, and pollution to Woodlands' most-proud tranquility area. In this section proposed to be expanded, there are located with The Crossing Church, The Recreation Center at Bear Branch Park, The Woodlands High School, Bear Branch Sport Field, Faith Bible Church, Christ Church Methodist, and Powell Elementary School. Most importantly, the expansion will have the following irreversible, catastrophic effects: 1)Causes safety to a great number of children, sport people, church-goers, students, and wild animals. 2)Removes already scarce area of wet-land that we all love. 3)Endanger wild life we have enjoyed in this area. Furthermore, I have lived in Amberglow for 29 years and never encounter traffic congestion.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
188	Rachit	Lal		Please include sound barriers along the north bound direction of the Grand Parkway expansion project which borders the Water stone community. The 4-6 six lane expansion will increase noise substantially and negatively impact our home values and overall well being. Please consider this addition.	4/15/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
189	Robert	VanBenthuysen	None	I am writing in opposition to MPOID 12589 – Widen Research Forest Drive to six lanes. I have lived in The Woodlands for over 10 years and my home is near Research Forest Drive, as are countless elementary schools, and a high school, and many small businesses. This proposal is detrimental to the community for many reasons: •Public Safety Concerns oThe 45 MPH speed limit is already ignored by most cars on Research today. Increasing the number of lanes will increase speeds and the risk of traffic accidents. oA LOT of children cross Research Forest every day on their way to school. Crossing 6 lanes of traffic increases the risk of death or injury to children. oThe side streets connected to Research Forest Drive are not designed for safe entry and exit onto a 6-lane highway. Accidents will increase. oAdding lanes increases crime. Thieves will take advantage of increased traffic and improved means of ingress/egress, just as they have along the 45 corridor. •Quality of Life concerns oIncreased traffic will increase pollution, noise, and congestion. oAn increase to 6-lanes will result in the loss of most of the trees that currently line Research Forest. This is counter to the ethos/design of The woodlands •Efficient use of resources oThe throughfares in The Woodlands were never intended for large traffic volumes. There are better candidates for improvement. FM 242 and 1488 have available expansion space and do not feed directly into neighborhood streets. I appreciate that the HGAC is forward thinking but this is a BAD idea. Residents of The Woodlands are well educated and have financial and professional resources available to fight this proposed improvement, which they will do in earnest. Find a better expansion project.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
190	Taylor	Fowler		PLEASE DO NOT widen Research Forest!!!!	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
191	Swarnali	Mandal		Please stop the Research Forest widening project in Montgomery County, 4 to 6 lanes between Shadowbend Drive and Kukendahl Road. It will cause damage and disruption to our house which is right on Research Forest.	4/15/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
192	Anar	Agamirzoyev		Please DO NOT expand. We do not need this expansion!	4/16/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
193	Erin	McGuire		Please do not expand Research Forest into 6 lanes. Our community is used as a thoroughfare for outlying communities and this will only encourage more commuters to travel through the Woodlands. These commuters have no regard for speed limits or traffic lights and create dangerous situations for bikers, walkers, as well as fellow drivers. This stretch has 2 schools off of this road with students crossing daily. This would create a dangerous situation for students and parents. Not to mention the noise pollution. There are houses that back up to what would now be a highway and you would be removing trees to accommodate this change. Traffic is already out of control in The Woodlands and this would only compound that. We do not have the police presence to monitor and control this change! Our area is growing so fast and the solution to accommodate this growth cannot come at the expense of the safety and wellbeing of the residents of The Woodlands!!!!!	4/16/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
194	Charles	Morris		I am absolutely opposed to the widening of Research Forest Drive from Shadowbend Drive to Kuykendahl Road. This is part of the continuing attempt to cut-up The Woodlands community into sections and destroy the basic quality of life of the unique original development plan. It will bring unprecedented noise and pollution to bedroom housing sections that will solve no congestion problems. This project is not an improvement.	4/16/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
195	Sonja	Morris		This e-mail is in opposition of the proposed 2025-28 TIP proposed project regarding the expansion of Research Forest. I live in a section of The Woodlands that will be directly impacted if this expansion is carried out. This expansion will not improve the quality of life for any of us living here. So the question is Who's life will it improve? The expansion will go right by the high school. During certain hours this is already a heavily congested area. With the increased traffic roaring by, it will become even more of a hazard for students. This is nothing more than placing a clone of I-45 right through a residential community where it will impact the environment and quality of life and where it was never meant to be. In my opinion this expansion solves nothing. It invites traffic from surrounding areas to pour through our neighborhood at high speeds causing more problems then it can ever solve.	4/16/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
196	Anne	Reilly		Please do not approve funding to widen Research Forest Drive from Shadowbend to Kuykendahl Road. There is not enough room to support 2 more lanes without totally destroying the barrier between homes and the road. The amount of traffic so close to people's homes will be a detriment to the community. Anne Reilly	4/16/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
197	Jeff	Bergeron		MPOID - 12589 (Research Forest Widening) I am very opposed to any widening of Research Forest past Gosling and there is very little reason to have this project move forward. Research Forest was not intended, nor should it be a thorofare for traffic going through the Woodlands. Congestion has already increased dramatically since the construction of 242 began and any widening will just increase traffic more through the area. Reducing green space and increasing traffic is not why people move to this area and will do considerably more harm than good if this project goes through. Please cancel this project! Thank you, Jeff Bergeron	4/16/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
198	Zylvana	Campos		I don't approve the new project of research forest expanding the 4 lane into a 6 lane	4/16/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
199	Louise	Juillard	Concerned neighbor	It has been drawn to my attention that there is a proposal for the expansion of research forest dr from Kuykendahl to shadowbend. My first thoughts were "why expand a road through residential neighborhoods and not just expand 242 & 1488". We need to direct traffic away from our neighborhoods, it creates noise, pollution and not to mention more road accidents. Please consider that residents purchased in the woodlands so they could enjoy the wonderful trails not have a major roads cut through their neighborhood.	4/16/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
200	Jean	Baker		I am definitely AGAINST the widening of Research Forest Drive from Shadowbend to Kuykendahl from 4 lanes to 6 lanes. This area has been totally built out and is basically residential. Adding another lane east and west flowing would just make it a busier and more congested roadway. This is not advantageous to those living in this area!! Do not do it.	4/16/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
201	Fallon	Watkins		I would like to voice my concern for the potential widening of Research Forest. I do not feel this is a good idea as many students use the paths to get to and from multiple schools. I do not think the roads should be pushed any closer to the walking paths due to safety concern for the children who bike and walk these paths going to and from school. The added traffic that this would bring is also a concern. I would like for it to be known that I do not support the widening of Research Forest. Thank you, Fallon Watkins	4/16/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

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202	livy	jackson		Do not expand road	4/16/24	H-GAC	Thank you for your comment. H-GAC encourages you to stay engaged with our public participation and outreach efforts.
203	Allan	Post		I am a resident off of 517 in Dickinson. The traffic is already a nightmare and with the addition of housing developments on 517 from Cemetery Road to 35 it is only getting exponentially worse daily. I highly recommend this project be fast tracked and completed as soon as possible with widening to four lanes with a median and turn lanes from 646 all the way to 35.	4/16/24	TxDOT Houston	Noted.
204	Sarah	Page		I believe project 12589 for widening of Research Forest will negatively impact my home's value as well as cause a safety concern for children who regularly cross Research Forest to get to school and to access the various parks and bike paths that The Woodlands offers. Widening this to 6 lanes would be incredibly detrimental to our neighborhood and community and was definitely not what George Mitchell intended when he designed The Woodlands.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
205	Caroline	Kohli		I believe project 12589 for widening of Research Forest will negatively impact my home's value as well as cause a safety concern for children who regularly cross Research Forest to get to school and to access the various parks and bike paths that The Woodlands offers. Widening this to 6 lanes would be incredibly detrimental to our neighborhood and community and was definitely not what George Mitchell intended when he designed The Woodlands.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
206	Connie	DeGuerre		I believe project 12589 for widening of Research Forest will negatively impact my home's value as well as cause a safety concern for children who regularly cross Research Forest to get to school and to access the various parks and bike paths that The Woodlands offers. Widening this to 6 lanes would be incredibly detrimental to our neighborhood and community and was definitely not what George Mitchell intended when he designed The Woodlands.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
207	Casey	Page		I believe project 12589 for widening of Research Forest will negatively impact my home's value as well as cause a safety concern for children who regularly cross Research Forest to get to school and to access the various parks and bike paths that The Woodlands offers. Widening this to 6 lanes would be incredibly detrimental to our neighborhood and community and was definitely not what George Mitchell intended when he designed The Woodlands.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
208	Amanda	Fontenot		Please do not widen Research. This will negatively affect the neighborhood, the community and guests.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
209	Sarah	Becker		I believe project 12589 for widening of Research Forest will negatively impact my home's value as well as cause a safety concern for children who regularly cross Research Forest to get to school and to access the various parks and bike paths that The Woodlands offers. Widening this to 6 lanes would be incredibly detrimental to our neighborhood and community and was definitely not what George Mitchell intended when he designed The Woodlands. I have lived in The Woodlands for over 20 years and passionately believe it is a wonderful place to live and that widening Research Forest would negatively affect the livability of the area. It will increase congestion and traffic and commute times. Please do not widen Research Forest.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
210	Jade	Lavery		Residents do not want this road widened. Children cross this street to attend schools. Extra lanes would increase danger.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
211	Nicole	Baker		Please do not expand research forest. My children and friends who attend Powell elementary have to walk across it twice a day and it's very scary. We have handicap kids that wheel over too. My mom's backyard is loud enough& she lives in Amberglow. It's not pleasant to have This road so loud as it is. Making it 6 lanes will make people leave! Mr Mitchell wanted to save the trees, not tear them down. It's too scary for kids to ride their bikes across research even now. I moved.l here in 1993, when it was 2 lanes and fun. We could safely ride around as kids. Kids can't. Please don't make this 6 lanes. It will not be a selling point . People will only want to rent and that won't look good on you. I beg of you. The highschool won't like it. We have neighbors all along research with families . We all have animals that will be killed if you ot the road closer.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

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212	Tania	Morales		I'm concerned that project 12589, widening Research Forest, will lower my home's value and pose safety risks for children crossing to school and accessing parks and bike paths. Expanding it to 6 lanes would be harmful to our neighborhood.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
213	Charlotte	Meissner		Project 12589 is unacceptable. Widening research forest goes against everything The Woodlands stands for including the original intent of George Mitchell. Research Forest is frequently crossed by families for purposes of leisure bike rides, runs, walks, as well as children walking and biking to and from school. At its current status of 4 lanes, families (including mine) are wary to cross it, but they do. Project 12589 will divide The Woodlands, because families will not want to cross a 6 lane road with their children. Not only will it damage our community, Project 12589 will negatively affect my home value. It is unacceptable and Woodlands Residents reject it wholeheartedly.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
214	Adria	Salas		I believe project 12589 for widening of Research Forest will negatively impact my home's value as well as cause a safety concern for children who regularly cross Research Forest to get to school and to access the various parks and bike paths that The Woodlands offers. Widening this to 6 lanes would be incredibly detrimental to our neighborhood and community and was definitely not what George Mitchell intended when he designed The Woodlands. This part of research is in a prime spot for families and their children to be able to feel safe moving through the community. Widening these to 6 will take away any parents comfort of allowing their childfpren to cross research due to the number of cares and speed people will go with this project. This community is based on family living, though inconvenient during traffic time for those in it, this will always be a safe threat for the children and families.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
215	LES	JONES		I'm opposed to 12589 expansion of Research Forest Drive from four to six lanes. It's in my backyard. It's not needed or wanted. Take it off the list, please.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
216	Patrick	Sylvester	Alden Bridge Area, Spring Hill neighborhood.	Research forest drive expansion from shadowbend dr to kuykendahl rd. No no no! The traffic noise is already deafening in our back yard! This is ridiculous to expand research forest to six lanes in our residential area! No! this CANNOT be allowed to happen! This will bring a 6 lane highway into our backyards and bedrooms. The amount of noise and pollution will make our lives unlivable. Thousands of cars and trucks from surrounding areas will pour at high speeds every day next to our homes on their way to I-45. It will make crossing RFD dangerous and nearly impossible. There simply isn't enough space to jam 2 more lanes (additional turn lanes) without causing irreparable destruction to the tree barrier, medians and pathways. IT WILL NOT SOLVE CONJESTION. Instead, it will make it worse for us by inviting all the surrounding areas to commute through our neighborhood and cause even greater traffic jams. Do not do this! Bringing this 6-lane highway through the residential community where it was never meant to be built is ridiculous and will ruin our way of life here. NOWHERE ELSE DOES THE 6 LANE HIGHWAY CUT SO CLOSE TO PEOPLE'S HOMES. I invite this council to spend 2 days in my backyard now just to witness and hear how bad the traffic noise is now. I strongly object to this ridiculous proposal. NO NO NO!	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
217	Tande	Moreau		I believe project 12589 for expanding the number of lanes on Research Forest would be against the original plans for The Woodlands. It would be more difficult and dangerous for those of us who walk, bike and for the school children to cross 6 lanes of traffic. I live near Powell Elementary and The Woodlands High School and this happens every school day. One of the reasons people move to our neighborhoods is the ability to walk to school. It also appears to me that this would be very detrimental to those whose yards back up to Research Forest. We have had flooding issues in the past. Thank you for your consideration of our neighborhood concerns.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
218	Beth	Whitehead		Well the last I checked our beautiful Woodlands is NOT Galveston or Houston so in as nice a way as I can say it STAY THE F### OUT OF THE WOODLANDS WITH YOUR PLANS!! We don't need a highway outside our front door!! There is a reason why the Woodlands is the number 1 master planned community in the USA…and we want to keep it that way! We don't want you cutting down our trees and making it unsafe for our children. I know this is not very professional and I am a professional…Stay the f### out!	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
219	Sarah	Anna		I am against the widening of research Forest from Shadowbend to Kuykendahl.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
220	Crystal	Pierce	Concerned Woodlands Resident	Montgomery County 12589 - 2027 RESEARCH FOREST DR SHADOWBEND DR KUYKENDAHL RD WIDEN FROM 4 TO 6-LANES $5,000,000 RTP C, E, R Cat 3LC $0 $0 $5,000,000 STOP Trying to destroy The Woodlands! The Woodlands wasn't ranked #1 in the country due to having six lanes of traffic down Research Forest to bring more traffic through the community, actually the exact opposite. People moved to the area because of the trees, family surroundings, good schools, and safe road crossings for our children. My home backs up to Research Forest and as I write this comment I can hear traffic while sitting in my house to a degree I am sure was never meant to happen when The Woodlands was designed. This will personally affect me, my family, my neighbors, and the overall rating of The Woodlands. This is what you do for a living so you already know this will not in any way help with traffic. It will only cause more people to now travel down Research Forest which will cause increased traffic, and disrupt even more of an unreasonable noise level for the residents in the community. It also poses a risk to pedestrians and cyclists. The Woodlands is beautiful because, unlike other areas across the country, we feel it's important to keep a certain level of trees and landscaping for eye appeal and to do our part for the environment. At this point, there are hardly any trees separating my yard, and with the current 4 lanes of traffic that already exist, I can hear and visually see the vehicles as they pass through. As a resident who pays extremely high taxes believe if it's a requirement to keep our homes and landscaping at a certain level, the Area Council needs to honor the same process and keep the trees as they were meant to be. I am asking for you to please do what is right and prioritize the safety and well-being of our community by carefully considering the impact of such a poor decision.	4/17/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
221	Yenixsa	Rivera		Please include in the plans sound barrier for the Waterstone Community, this is in the Grand Parkway 99 between Morton Ranch and Clay Road.	4/18/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
222	Glenn	Venables	none	The I-45/NASA Bypass interchange in Webster needs significant improvement. There are major new developments there (e.g. Great Wolf Lodge & others). Going west on NASA Bypass, the traffic will backup for more than a mile during rush hour. The exit to I-45 south has only one lane. Immediately after the exit, the roadway expands to 4-lanes and there is a traffic light. There is plenty of room to expand the exit from one lane to two lanes. It would be even better if there was direct access from NASA Bypass west to I-45 south, and from I-45 north to NASA Bypass east.	4/18/24	TxDOT Houston	Noted.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
223	Glenn	Venables	none	Houston Metro freeway traffic is dangerous due to the number of large trucks. I often drive the freeways and all 3 left lanes will have heavy trucks travelling faster than the speed limit. The trucks often weave onto the painted lane markers. It is difficult to pass when there is only 3 feet of horizontal clearance. Trucks should be prohibited by law from travelling in the left lane(s) when there are 3 or more lanes.	4/18/24	H-GAC	Thank you for your comment. H-GAC encourages you to stay engaged with our public participation and outreach efforts.
224	Kevin	Cook	Waterstone Subdivision	Sound walls are needed by Waterstone community homeowners. The road noise is already unbearable. Adding more lanes, while needed will multiply already excruciating road noise levels.	4/18/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
225	JB	Watkins		Hello- As a member of the community, our biggest love and attraction to The Woodlands was the walk and bike paths and the accessibility to maneuver without a vehicle. Research Forest is the street that The Woodlands Highschool resides on and this proposed expansion would be a large safety concern. Kids utilize the paths everyday to get to and from The Highschool and adjacent elementary school, and the availability of the green space to expand the road would be insufficient and a hazard to residents. There simply isn't enough space and should not be expanded between East Trillium and Cochrans crossing corridors at a minimum. Further to, expanding into the green space would directly put homes in danger of erroneous drivers moving along high speeds without sufficient natural 'wooded' barriers.	4/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
226	Janie	Spring		I live in The Woodlands and had a flyer on my door about the expansion of Research Forest Dr to 6 lanes. This is insanity and should NEVER happen. You have frightened the neighborhoods here with this announcement and come to find out, our precinct representatives and our township board know nothing about it. The project or funding has not been approved and they have no intention of proceeding with this. If for some reason this ever does progress the Woodlands residents will contact our state representatives to have this stopped. It would totally destroy our home values and we will not let that happen.	4/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
227	Ellen	Kurtz-Hammond		I am commenting on the widening of Research Forest Drive to six lanes from Shadowbend Dr to Kuyendhal. I am opposed to this occurring. We have lived in The Woodlands for 25 years in a neighborhood boarding on Greenbridge, Research Forest and Crownridge. We have seen the increase in traffic on Research Forest and Kuyendhal when both of those roads became cut-through roads. Yes, cut-through roads I call them. As you know, the larger corporations; meaning 100 or more employees sit at the front of The Woodlands. Shadowbend to Kuyendhal, actually Shadowbend to 2978 has not had the residential or large commercial business growth that the front of The Woodlands has had. We are built out. Research Forest Dr was NEVER meant to be a major through fare. Where is the space for these roads?? Right next to the existing homes? Take out the pathway?? Do you really want Research Forest to become another Woodlands Parkway? Why not widen 242 where there is space and you are not impacting family residential neighborhoods??? Also, widen 1488. We all knew that road was going to become another 1960 25 years ago. I bet if you sat for 2 days, counted and watched the cars that cut all the way to 2978 and Kuyendhal to access 1488, you would be amazed. Another issue is the crime rate. Our crime rate went up when these roads became open. Easy in and out for people. I am asking you to not widen Research Forest. I am asking you to look at 242 and 1488. These should have been done years ago. As well as 2978. You took all those years to wonder it. Why in the world did you not get the funding at the time to make that road 6 lanes??? Thank you for your time. Ellen Kurtz-Hammond	4/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
228	Mary	Bowen		Expanding Research Forest in The Woodlands should not happen. This will increase thru traffic from 1488 and 2978. It will do nothing for the community it impacts except decrease home values, increase pollution and increase noise. The children along this route are already at risk when attempt to cross research forest to and from school. Even more traffic will cut through the adjacent neighborhoods during peak drive time. There is little room for expansion without destroying more trees and green space. Adding this additional concrete will increase flood risk. The Woodlands is built out. This is not being done for the benefit of the people who live here in The Woodlands. Instead it is being done for persons outside of the community. It's wrong to sacrifice our children and our health and our quality of life for another persons commute. Commuters should be using hwy 242, which is currently being expanded. We don't want to invite more traffic. This area in question is purely residential.	4/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
229	Lisa	T		I live in The Woodlands close to Research Forest. I do not support this idea to widen the road. The traffic is not bad most of the time. The worst is when schools are beginning or ending and rush hour. If roads are widened it will not improve that much during school or rush hour.	4/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
230	Lynnor	Matheney		I am against this project. Just about everything that was promised would not happen in the 90's has come to pass. This will be a nightmare of big city traffic in what used to be quiet suburban neighborhoods. Absolutely not.	4/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
231	Lynn	Feragen		I'm am informing that I am against the widening of Research Forest in the Woodlands. The noise and pollution would be unacceptable. Several neighborhoods would be affected as well as schools.	4/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
232	Bobby	Campbell		Why would there even be consideration of widening Research Forest in the Woodlands from 4 lanes to 6 lanes plus turning lanes when the sector between Shadowbend and Kuykendahl is a residential area?? My home backs up to Research in the designated section and traffic in our area only backs up two times per day and that is during rush hour which causes backups across the area at those same times. The area of Research from I-45 to Shadowbend has 6 lanes plus turning lanes now, however that entire length of Research has commercial property on both sides of the road, so it makes sense. Our residential section has no need to be a major throughfare plus the effect it will have on our buffer trees as it is currently limited and would get even worse. There are numerous alternatives such as SH242 and 1488 which are already highways. Why is this even considered in a residential area with families and small children everywhere?	4/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
233	Sean	Urvan		Absolutely no funding for the Research Forest expansion. We will vote out of office anyone that supports widening this road.	4/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
234	Margaret	Alwon		I am against widening Research Forest in the Woodlands. There is an elementary school, a high school, two churches a park and sports fields that will be affected. Widening the road will make the area more dangerous than it already is and should not be considered. Thank you	4/19/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
235	Daryn	Taylor		This comment is in regard to the purposed additional delay of 3 years on the 517 expansion project. After the installation of the poorly timed traffic light at 517 and Calder, this project is needed more than ever. Gridlock traffic everyday in a residential neighborhood morning and night is unacceptable. The project has been delayed far too long as it is, this needs to be a priority.	4/19/24	H-GAC	Noted.
236	Ken	Cole	N/A	Ref: Project 12589; the widening Research Forest Drive from four to six traffic lanes between Shadowbend Drive and Kuykendahl Road. This proposed project is misguided at best, and dangerous at worst. Widening Research Forest Drive for the purpose of putting more cars on a route through a residential neighborhood during rush hours will create a dangerous situation for traffic through the many school zones along this stretch of Research Forest, putting young students and the handicapped in jeopardy. The nuisance noise will increase disproportionately with heavy equipment and street racers using that stretch for "drag racing" late at night. The loss of trees in the median and along the bike and jogging paths will only lower the property values in the adjoining neighborhoods. A better solution would be to redirect traffic to Woodlands Parkway, College Park Drive (SH242), or SH 1488. I urge you to reconsider this misguided proposal.	4/19/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
237	Charles	Irvin	Homeowner	Research Forest Expansion: Very concerned about this expansion as it may attract more through traffic and its associated congestion and noise. Expansion will also dramatically reduce our natural noise and visual barrier of trees between us and Research.	4/19/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
238	Chris	Haine		THIS COMMENT IS REGARDING MPOID#19002: I AM IN SUPPORT OF THIS PROJECT. THE CURRENT CONDITIONS ARE UNSAFE AND THIS PROJECT WILL MAKE THE AREA SAFER FOR PEDESTRIANS, BICYCLISTS, AS WELL AS GENERAL TRAFFIC.	4/19/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
239	Amanda	Jones		I am asking you do NOT widen Research Forest in the woodlands. My 7 year old daughters cross the road every morning to get to Powell elementary. I walk across the street daily with my dog. By widening the road, the traffic will increase, making it unsafe for us to cross the street: this is a residential area, a 3 lane road is not needed. If you need to get to the back of the woodlands, take 1488.	4/19/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
240	Vivian	Fridley-Hereford	citizen	Widening Research Forest and building Longmire Road Bottom line, please, do not widen Research Forest in The Woodlands and move with caution regarding the construction of Longmire Road. There are two projects on the H-GAC Transportation Improvement Plan (TIP) and the Montgomery County's proposed 2024 Bond Issue that would increase traffic through and to residential areas of The Woodlands as well as threaten Goodrich Jones State Forest and the community in which I live: the widening of Research Forest plus adding Longmire Road. The projects include: #12589 Research Forest Dr – widening from 4 to 6-lanes from Shadowbend to Kuykendahl. Sponsor - Montgomery County. $5M #379 Longmire Rd. extension – construct a new 4-lane road from Sgt. Ed Holcombe to SH 1488. Sponsor - City of Conroe. $18.6M Again, please do not widen Research Forest from 4 to 6-lanes and proceed with caution with greater studies regarding Longmire Road. Such projects will: •impact flooding and watershed (The Woodlands is rated as a "flood-prone area" by the Texas General Land Office) •impact water quality •add congestion to The Woodlands	4/19/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
241	Mary Ellen	Castillo		PLEASE NO! Noise, high speed and more pollution will result. Please consider the residents of the area. Enough already!!	4/19/24	TxDOT Houston	Noted.
242	Saajan	Patel		In reference to SH 99 18725 project, is there any other funding option besides making the lanes tollway managed?	4/19/24	TxDOT Houston	The SH 99 Toll Road is governed by the Grand Parkway Market Valuation Waiver Agreement (MVWA) executed between the seven counties that the Grand Parkway passes through and the State, and requires that unless specifically identified otherwise in the MVWA, all new mainlanes will be tolled. The SH 99 Toll Road System existing lanes are tolled in this project limit and were funded with toll bond funds.
243	Brad	Bickley		Absolutely 100% against the proposed widening of Research Forest from 4 lanes to 6 lanes in The Woodlands. It will create more high speed traffic, will be dangerous for our children and will create irreparable damage to the tree barrier & pathways. This proposal is unacceptable to residents in the residential neighborhoods that will be affected.	4/19/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
244	leslie	norcross		Are you out of your damn minds about widening Research Forest Drive to six lanes from Shadowbend Drive to Kuykendahl Road? There is hardly enough room for the lanes that are there now between lakes, houses, parks, schools, etc. No way, not ever!	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
245	BRENT	norcross		You CANNOT widen Research Forest Drive between Shadowbend Drive and Kuykendahl Road! There's not enough room and it's not needed! Spend your money somewhere else, thanks.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
246	Adam	Cook		I vote no to expanding research forest dr. I bought in this area because it was built out. This is not a shortcut for other developments to cut through to 45. They have woodlands parkway and 1488 that would be more suitable as they are not residential areas.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
247	Drew	Wiley	Cottage Grove Civic Association	HGAC Transportation Improvement Team, Thank you for engaging residents for comment on the 2025-2028 transportation improvement program. Cottage Grove is commenting specifically regarding the proposed I-10 Inner Katy Corridor managed lanes from Voss Road to I-45 project (hereinafter referred to as "the Project" or "this Project"). Cottage Grove is directly adjacent to this Project and its residents face the brunt of the impacts. We have continuously voiced our concerns to TxDOT and HGAC. The neighborhood of Cottage Grove pre-dates I-10 by 50 years and was cut in half for its construction. The neighborhood was left forever fragmented and residents have been forced to endure the noise, pollution, and loss of community for decades. When reviewing the Project renderings during the recent TxDOT open house, our residents were shocked at the scale of the managed lanes. TxDOT is either removing portions of our neighborhood or creating a double decker freeway through the corridor at a tremendous elevation to clear the railroad tracks. Our already noisy park will become unusable, homes and wildlife habitats will be lost, and the long term health effects from increased traffic and vehicles will harm residents, many of whom have young children. It was clear from the presentation there is no way TxDOT can effectively mitigate any of the issues this Project will bring. We understand TxDOT's desire to increase traffic throughput in this corridor but we do not believe this should come at the further expense of our neighborhood. We offered several alternatives in our initial letter and TxDOT's communication director Raquelle Lewis mocked them in our in-person meeting. Regardless, we still feel TxDOT should re-evaluate its methodology in shaping Houston's transportation and consider true multi-modal alternatives for this project. We have been coordinating with the "No Higher No Wider I-10" Organization (https://nohighernowideri10.com/) and fully support their proposed alternative. This group is requesting a structural cap solution that will create a mixed use community space and repair the damage TxDOT has caused our neighborhood, all the while still allowing TxDOT to achieve their throughput goals. We believe TxDOT could change the course of this project and	4/20/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
248	Conor	Downs		This comment is in reference to widening Research Forest from 4 to 6 lanes. Studies have shown numerous times that by adding more lanes to a road doesn't reduce traffic congestion. Katy freeway is an example of this. I don't have a civil engineering degree but I believe this could also possibly affect businesses by making it more difficult to reach them during construction. Example of this would be 105 construction.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
249	Chancey	Garling		Please don't do more construction, we don't want or need it. It's unnecessary. I do not want this near my home. This will increase the noise. Also it will cut down more trees and force more animals to scramble for homes. It's not worth it. I don't need a faster route. I don't need more developments. Value the planet more than money for once. Take care of Earth. She provides everything for us…	4/20/24	H-GAC	Thank you for your comment. Your comment has been transmitted to Montgomery County.
250	Kim	Stelter	Citizen	Thank you for addressing the congestion in Montgomery County. I hope the Transportation improvement Program follows through with this plan to widen research forest and not allow the NIMBY's who want more roads but not any by their homes. This is a necessary improvement in mobility.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
251	Lisa	Villagran		I am against the expansion of Research Forest Dr. As a resident of The Woodlands that lives close to Research Forest, I know we don't need another freeway through our neighborhoods. It is already bad enough with all the through traffic from people cutting through The Woodlands to get to FM 1488. It will only get worse with an expansion to six lanes.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
252	Brandy	Wells		I live in the Woodlands and my backyard backs up to Research Forest Dr. I have lived here for almost 20 years. I have recently heard about a project to make Research Forest 6 lanes instead of 4. This would drastically impact my neighborhood and would negatively affect the many families along this pathway. The noise level would be even worse, as well as the pollution. Please do not do this to the families who live along Research Forest Dr. I beg you to reconsider.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
253	Allison	Chapman		I absolutely DO NOT approve of the proposed expansion of Research Forest Drive through residential areas. I live right next to where this proposed expansion would take place, and it would absolutely hinder the ability of the residents who live in the path to live in peace. Research Forest is already a loud enough road that I can hear way too clearly from my house, and I would not like to have it become what would essentially be a highway. The road would only invite more people to come through a residential area where there are kids crossing on bikes, walking to school, walking dogs, etc. instead of help with congestion issues. It is a safety concern, a noise concern, and a disruption of peace in our homes concern. Please do not allow this expansion to happen. I do not want the peace in my own home to be tarnished, and I do not want the safety of my kids to be threatened by more cars on a bigger, busier road.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
254	Matthew	Green		I am against the proposed widening of Research forest dr in the woodlands. Widening this road would have no positive effect on congestion. Traffic needs to be routed to 1488 or woodlands parkway and not directly through residential areas.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
255	William	McDaniell		I'm a homeowner and live at research forest and east cochrans drive in the mystic lake subdivision of the woodlands. I'm commenting to voice my opinion against the proposition to widen research forest. This road is smack in the middle of subdivisions and passes directly by the woodlands high school. Widening it is dangerous and very poorly thought out. Who benefits? The expansion of housing to the west? The people who are already speeding through our neighborhoods? This proposition will hurt my property value and create a dangerous race track. It will remove trees that act as noise buffer to the already loud sounds of motorcycles and big trucks flying down research forest at all times of day. Stop this project now. This hurts your encumbants.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
256	Selena	McDaniell		I am opposing the proposition to widen Research Forest between Shadowbend and Kuykendahl. I live off of Cochrans Crossing in Mystic Lake neighborhood right in the midst of where this expansion would be occurring. This expansions would, as I see it, create a more optimal route for people only passing through The Woodlands, going from the freeway to magnolia and Egypt. It wouldn't really be serving those of us in the community where the expansion is occurring. There would be rising traffic and speeds for commuters passing through. There have already been too many recent car accidents as well a youth fatalities given two schools on the route. Especially considering my two young girls will one day be walking although this road to those very schools, I don't want to have any more of a concern for their safety than I already do if you all permit this Research Forest highway to happen. Thank you for your consideration.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
257	Jane	McDaniell		The proposed widening of Research Forest is totally unacceptable. This poses a significant hazard to The Woodlands High School , Collins Intermediate School and Lone Star College. Traffic speed and congestion puts students at significant risk as they navigate the commute to school via bicycles, foot traffic, public school bussing and private vehicles. The neighboring bedroom communities would also suffer greatly with increased noise and environmental pollution. The parks and recreation facilities including Bear Branch where families and young athletes are engaged would also suffer tremendously from additional thoroughfare traffic. Research Forest Drive should remain as a connector road to established neighborhoods, places of worship and educational facilities rather than a major roadway! Please protect and maintain the family communities that are accessed along this route!	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
258	Felipe	Cordoba		This is a short term solution to a long term problem. This effort to decrease traffic is a thinly veiled attempt at making The Woodlands more tourist consumer friendly. A city quite literally named after its once beautiful landscape, has less and less trees due to board members with no interest in the long term conservation of the city in order to facilitate an influx of consumers. This combined with the expansion of the Woodland Mall is a sure fire speed run towards destroying the natural visage of the city a short sighted attempt to capture more dollars from individuals. These board members are in the second half of their lives, so all that matters is justifying their elected positions with increased statistics in the immediate future. In short, the distant future of the city is being sold for short term gains.	4/20/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
259	Lynnette	Felder		I am opposed to the expansion of Research Forest in The Woodlands. The traffic is already very congested and adding lanes will only make it worse.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
260	Nathan	Creger		Widening Research Forest to six lanes is a kick in the face to the residents of the town. The amount of noise pollution, traffic, and the dangers it will cause is avoidable and unacceptable. WE DO NOT WANT THIS.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
261	Kenneth	Marcum		Please stop all road expansion in to, out of, and inside the woodlands. Residents do NOT want pass through traffic.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
262	James	McDaniell	Retired Architect	No widening of Research Forrest Drive. As Americans we seem to put "so called progress" ahead of reinforcing nature and beauty. The Woodlands and the areas surrounding this natural Oasis are a great example. While The Woodlands is still a beautiful place to live work and play it has suffered dramatically over the years due to the continued never-ending appetites to expand primary, secondary and tertiary roads. This has got to stop. How? Lower speed limits and eliminate through traffic that link opposite ends of the community to force nonresidents to find other ways to get to their destinations outside The Woodlands.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
263	Brenda	Lawson	None	As a person who was bred, born, and raised in the woodlands, I know for a fact that adding more lanes doesn't help, maybe making it actually accessable to the vast majority of people by adding sidewalks that lead directly to places unlike our squiggly ones that really only lead to roads and not actual the homes. Also actually making the trolley go to public gathering places like parks to the village centers so people who have disability and the elderly can go places without driving potentially putting themselves and others at risk. I've seen the influx of people to this area, adding more lanes isn't gonna solve anything, it's just gonna encourage more sprawling which will then inturn cause the traffic to get worse until a point that it is worse than before. Also it would get rid of a lot of what makes the Woodlands the *Wood*lands. Let's not get rid of the trees that aren't even a 100 years old. People come here from all around Houston and probably farther to see the tree lined streets, I know because my extended family from all over Houston visited us just to have an excuse to come up here and drive around the streets. Also trees gain value over time while road lose value with it constantly needing to be maintained due to damage. Also if you've ever actually left what some people like to call "the bubble" aka the Woodlands you'd see that people here like to drive in the left lane and at the very last possible second take the exit or turn causing people to SLAM on their brakes and at best cause traffic and at worse a car crash. TLDR: This will only cause traffic to be worse and we'll lose trees which makes it the *Wood*lands	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
264	Craig	Livingston		NO--to the widening of Research Forest Drive in The Woodlands. The Woodlands is NOT a transportation hub. Routes to I-45 already exist. There is not need to destroy a residential thoroughfare. Businesses here already are thriving and the high school on Research Forest Drive would be endangered by a 6-lane highway to its immediate front. Leave The Woodlands Research Forest alone.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
265	Kaley	Carroll		PLEASE DO NOT EXPAND RESEARCH FOREST TO 6 LANES BETWEEN SHADOWBEND AND KUYKENDAHL!! (Project MPOID number 12589) This section of Research Forest is NOT like the section of Research between i-45 and Shadowbend. That area is lined with businesses. This section of Research is NOT like Woodlands Parkway, which is lined with businesses and has enough of a tree line buffer between the road and people's backyards in the residential area to help with the noise. This section of Research Forest is LINED with houses the majority of the way between Shadowbend and Kuykendahl. This expansion would literally be encroaching on our backyards. I urge whoever the decision makers are to take a walk literally anywhere along the Research bike path between Cochran's Crossing and Kuykendahl and you will see just how close the houses already are to the road. The noise is already concerning, and drivers already use this road as a speedway, zooming at speeds up to 60mph. Expanding to 3 lanes on each side would exacerbate the issue. I fear that this would invite illegal street racers to use our backyards as their speedway much in the way they already use Woodlands Parkway to do the same. What is MORE concerning is how dangerous crossing a 6 lane road would be for children. Dozens and dozens of elementary aged kids cross Research Forest at Cochran's Crossing to get to Powell Elementary. The same amount, if not more, kids cross Research Forest to get to The Woodlands High School. A teenager was just recently hit at this exact intersection, and you want to make it more dangerous for them to safely get to school? (Proof: https://montgomerycountypolicereporter.com/traffic-alert-research-forest-dr-the-woodlands-auto-vs-pedestrian/) Kids are routinely crossing these intersections. I urge whoever the decision makers are to post up at the corner of Research and Cochran's when Powell Elementary lets out and observe the amount of children walking, biking, and scootering across the road, and then take note of how fast the cars zoom by. The speed limit is 45mph and it is obvious that most vehicles are going much faster than that. This expansion is not necessary. Nothing new has been built in this section in over 10 years. The traffic in this area at rush hour is normal and manageable and is no worse than dozens of other areas in The Woodlands at rush hour. It's not like people are stuck in gridlock, unable to move for extended periods of time. The traffic moves, there are no debilitating hold ups. It begs the question why this is even necessary? This is a residential stretch of land with many pedestrians. If people need to cut through to 1488, that's what 242 is for. From Research, turn onto Gosling, then left on 242 to get to 1488. There is no reason that our backyards should be a cut-through for major traffic. PLEASE DO NOT SUPPORT FUNDING FOR THIS PLAN! PLEASE DO NOT EXPAND THIS ROAD INTO OUR BACKYARDS! Thank you for your consideration.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
266	Elizabeth	Armor		I live in the woodlands Tx and have for 24 years . I have seen roadways expanded sometimes for the good , sometimes not. I understand the powers that be have decided it would be a great idea to expand Research Forest drive to a 6 lane thoroughfare all the way back from Shadowbend drive all the way to 2978. Ask one resident who lives off Research what has happened since the road was exteneded as 4 lane road to 2978. It's become a speedway where there is constant road noise screeching of tires , and one wreck after another. And now you think we need more lanes? Do you seriously think this is a good idea? You'll get rid of more trees which is why the majority of people wanted to move here and get rid of the forest for more concrete, then more speeding traffic, and then more wrecks. Just in case you didn't make up your main this is a good idea, I suggest you come here on a weekend stay in someone's yard that abuts onto Research. Tell me that this is that best place to live in the US? It used to be, when George Mitchell ran it , not since Howard Hughes took over ,And you want to make it worse, I vote no, as does my husband. The woodlands is supposed to be a wooded neighborhood, not a concrete 1960.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
267	Madeline	Babin		1) there are water pipes under the Research Forest roadway. High traffic volume and heavy vehicles will cause damage to our water transport system from the vibrations. What will traffic be like when the system is broke and the roadway closed? 2) you are just moving the fight from traffic consolidation from Shadowbend to Kuykendahl. Why? 3). Isn't 1488 a better option? It doesn't go through residential areas and doesn't have as many red lights. 4) who thought this was a good idea? Names please so we can vote them out of office! Madeline Babin Mbabin2000@yahoo.com	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
268	Jason	Mawae		Research Forest in The Woodlands does not need to be widened to six lanes. This goes through residential areas only. During peak rush hours the amount of traffic that is cutting through The Woodlands to get to Magnolia and beyond is massive. This does not need to be encouraged by widening the road. Widening FM1488 is what is needed. Do not make our residential area unsafe for us!!	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
269	Diane	Stanley	Home Owner	The proposed widening Research Forest to a 6 lane highway into our backyards, CANNOT be allowed for a number of reasons. I have been a homeowner that backs up to Research Forest for 25 years. Since this road was widen to 4 lanes and thru to 2978, we have experienced thousands of loud cars and trucks from surrounding areas at high speeds everyday next to our homes on the way to I-45. This was NEVER intended to be a freeway thru our backyards! This will also cause irreparable destruction to the tree barrier, medians and walking trails. George Mitchell did NOT have this intention for his beloved Woodlands. The Home Town feel has left The Woodlands, and given way to noise, and speeding traffic, causing more and more accidents. Why not widen 1488? Its already a major highway that runs parallel to Research Forest. That would be the logical answer. NOWHERE ELSE DOES THE 6 LANE HIGHWAY CUT SO CLOSE TO PEOPLE'S HOMES! I am also a realtor, and the value of my home will deteriorate considerably. There is no purpose served by widening Research Forest, only the DETERIORATION for noise, road safety, and the destruction of our trees, that were meant to be preserved for future generations to enjoy. DO NOT WIDEN RESEARCH FOREST!	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
270	William	Allison		I have lived in the Capstone neighborhood on Research Forest Dr in The Woodlands for over 20 years I am oppose to the proposed expansion. It will not enhance/ improve traffic flow but will absolutely create more dangerous driving conditions, increase air and noise pollution and adversely affect property values in the adjacent residential areas. Capstone residents will be forced to cross 6 lanes of traffic exiting the development(3 lanes entering Capstone) against traffic moving at least 45 mph. Inherently unsafe-will traffic light be installed for safety reasons ? Again I oppose the proposal for these and other reasons William Allison 3 Day Lily Place The Woodlands	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
271	Taylor	Ehmer		The proposed widening of research forest will make it worse for the residents of this area	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
272	Brad	Reel	Resident	I am against the expansion of research forest drive. Noise, pollution and crime. No thanks.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
273	Emily	Gogineni		I am against the widening Research Forest to 6 lanes. The road passes a high school which would create too much traffic. A neighborhood road shouldn't be 6 lanes.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
274	Paul	Pedersen		RE: Research Forest Drive Expansion Project We have lived in Alden Bridge for more than 5 years and the proposed expansion of Research Forest Drive between Shadowbend Lane and Kuykendahl is unwarranted and a waste of tax payer money. There is only slight congestion on the road in the morning when students go to the Woodlands High School, but this lasts a mere 15 or 20 minutes at most. There is no congestion to speak of in the afternoon when school is out. In the later afternoon with commuters returning home, there is once again a very short period of time where there is congestion before the Kuykendahl intersection, but this could quite easily be resolved by adjusting the traffic light timing slightly to allow traffic to flow for possibly a minute longer during this period of time only. The $5 million expense is completely unwarranted for the slight perceived “inconvenience” for motorists that lasts a short period of time in the morning and afternoon of a week day. Taking into consideration that on the weekend there is no congestion and when school is on summer break, there is even less traffic on this stretch of road for over 2 months so, once again, how is this expense justifiable? Our family is opposed to this expansion as there is no supporting reason to motivate the project. Regards, Paul Pedersen	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor’s request.
275	Karen	Stinson		When was the plan to increase Research Forest to six lanes originally put in a plan? Looking for documentation. Thanks.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor’s request.
276	Yoshiko	Reel		Do not widen Research Forest Drive. Preserve The Woodlands, and do not destroy. We don’t need any more traffic jams, noises, and crimes.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor’s request.
277	Elaine	Lavalle		As a longtime resident of the Woodlands this is very concerning. Stripping away what we love about this community and what we pay for. Bad idea and will be a quality of life decrease. Hope for all residents this does not move forward.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor’s request.
278	Stuart	Hall		The proposal to expand Research Forest Drive to 6 lanes between Shadowbend and Kuykendahl is downright dangerous and ill conceived. You have residential property and schools on this particular stretch of road - children, cyclists, joggers. Anyone who takes the trouble to inspect that stretch of road now which is currently 4 lanes will see the inherent danger of making this road even more unsafe than it is by approving this proposal. If there are accidents due to making this road another speedway thoroughfair you can expect lawsuits.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor’s request.
279	Cheryl	Bourne		I am very much opposed to the widening of Research Forest to 6 lanes. I feel that it will become a pass-through and will bring increased congestion to this area.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor’s request.
280	Bobby	Cleek		I strongly disagree with this project being considered. The road noise now continues to grow as more and more people from outside the woodlands use RFD. We are a small community that RFD was designed to handle at it current configuration. RFD since the opening of 1488 and , kuykendahl has brought in so many people from outside the woodlands using RFD as a alternate path to 242 and i45- the current road conditions ofRFD are getting worse everyday because of the increase in traffic	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor’s request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
281	Andre	Prescott		Please do not go forward with the expansion to 6 lanes of Research Forest from Shadowbend to Kuykendahl. The noise close to this road is already very high and there is a constant safety issue with crossing that road for kids that walk to Powell Elementary. The majority of the time traffic is not nearly a big enough problem to merit an expansion of this road and it would just increase the amount of residential areas with high noise.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
282	Ray	Hotard		I'm against the Research Forest widening project. This is a residential neighborhood and it was never interested for a 6 lane highway. The tree noise barrier wouldn't be sufficient to maintain the residential character of the neighborhood.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
283	Arthur	Smiley		Missouri City/Texas 6 Park & Ride - This is a complete waste of taxpayer funding. METRO, in moving this project forward, never produced a single ridership projection for the project. The temporary lot close to this location produced ridership of just over 200 riders per day several years ago. With COVID ridershipped dropped significantly and has never recovered. Yet, METRO believes building a 1750 space parking garage somehow makes sense. Ft. Bend County is planning on expanding the the Ft.Bend County toll road and, as far as I'm aware, never offered a dime to support this $60 Million garage project. To add insult to injury, METRO has structured the project so that the developer never has to pay property taxes on the garage that will sit immediately adjacent to the developer's retail and residential holdings. I believe METRO has already signed a 50 year ground lease. This is a bad deal for taxpayers, a great deal for the developer. At the end of the ground lease the developer can actually take over the land and the garage for $10, unless METRO continues the lease and facilities arrangements for another 30 years.	4/21/24	METRO	Thank you for your comment. Mobility in the Southwest corridor has become increasingly inefficient because of substantial development and traffic growth that has occurred in the area. According to the H-GAC forecast, the current population in Missouri City is expected to increase approximately 145 percent by 2045. This project will provide direct service to the TMC which is one of the largest employment. Currently, METRO is seeking federal funding for up to 100% federal reimbursement for expenses associated with the project. The project is part of the 2019 METRONext Referendum voted on by METRO riders.
284	John & Fernanda	Haynes		If you're going to expand RF into 6 lanes, you need to build sound barrier walls for the residents that will have an interstate running through their backyards	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
285	Janet	Farlee		I am NOT in favor of widening Research Forest between Shadow Bend and Kuykendahl.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
286	Penny	Cole		Well my next door neighbor is research for us drive and I am laying in my bed and I don't hear much traffic about I don't know 9 hours a day I don't think I need three lanes each Direction in my backyard I've never seen it backed up and I've never had a problem getting out unless they're doing work or someone's had an accident there is no need to run the trees in the Woodlands because if you guys do end up doing this then we can't call it the woodlands anymore it'll be called the cement town	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
287	Melissa	Tattoli		We do not want Research Forest Drive widened. The Woodlands DOES NOT need to encourage more cut through traffic. We have residents who deserve their roads back and who live here for the trees and who pay the taxes to be here. We have our high school on that road too and our teens driving. What is happening to The Woodlands? Why haven't we found a way to loop traffic around our community? It seems to be greed. Is Howard Hughes Corporation so greedy that they need more people driving through our community? When does it stop? Encouraging more traffic is not the answer. We need a loop!	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
288	Sam	Attaya		Commenting on the widening of Research Forest from 4 to 6 lanes between Shadowbend and Kuykendahl. Many of the greenbelts between the back of residents' homes and the proposed new lanes will be reduced to almost nothing. This widening will serve only to permit more "thru traffic" from beyond the widened service area. It will not relieve congestion for residents whose homes are along the widened route. Those living close to Research widening will experience much higher noise levels, the potential for theft and greater inconvenience, not less, in trying to exit their neighborhoods. Traffic flow will increase dramatically on the widened Research Forest route. This may be in the developer's interest for development beyond the widened area, but those living along the widened area will suffer from all of the above. This issue should have been put to a public vote, not planned without input from local residents until the last minute. This is not a small undertaking. It affects many living along Research.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
289	Kana	Kitagawa		I am opposing the project construction of widening from 4 lanes to 6 in Research Forest in The Woodlands, TX. This expansion project will only create noise, pollution and more traffic to our residential neighborhood and will not resolve any congestion traffic in the area. We have many pedestrians in the area including middle school children crossings Research Forest Rd from Kuykendahl Rd to school . More lanes are very dangerous to children and people walking in the trails near by who need to cross Research Forest Rd. This expansion is too close to our residential home which has all the negative impacts to our life. Therefore, I strongly oppose this project. Thank you.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
290	Paul	Wilson		I am very much against this expansion. Every time we have road expansion it creates more traffic. We have everyone using Research as a cut through now. The noise pollution is awful and the road is already used as a race track in the evening. The expansion of research has already lowered our quality of life and this expansion would end up creating more.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
291	Amy	Gentry		I am a resident of The Woodlands in the neighborhood of Alden Bridge. I am writing in regards to the proposal to widen Research Forest Drive from Shadowbend to Kuykendahl Road, expanding from 4 to 6 lanes. This would create a substantial increase in road noise to the home owners living near the expansion, leaving very little barrier between the road and homes. There are bike path and sidewalks that are used every day by students and residents. This would increase the use of Research as a thoroughfare and decrease accessibility to safe routes of travel by foot and bike. The Woodlands was created with the goal of keeping the environment and trees as a priority, and widening the roads does not hold these ideals. This will not alleviate the problem but intensify it. Do not expand these roads, it is unfair to the homeowners who will have to live with the increased traffic noise. Thank you.	4/21/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
292	Beverly	Fennessy		I adamantly oppose expanding Reseaech Forest Drive. This expansion cuts through a residential only part of Reseaech Forest in neighborhoods that have been built out for over 20 years.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
293	Tessa	Kincade		Absolutely NO!!!	4/22/24	H-GAC	Thank you for your comment.
294	Kristen	Tegel		I DO NOT support the Research Forest expansion plan. It is NOT needed and is UNWANTED by most residents who live in this area.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
295	Carolyn	Coombs		No to 4 lanes. I moved to the Woodlands because of all the Trees and the village feel. I do not want to live somewhere where all there is is concrete. The surrounding areas are so unsightly as no thought is put into planning. It's just ugly concrete. The woodlands is special because there's more to it. We are a village albeit big and it's lovely the way it is.	4/22/24	H-GAC	Thank you for your comment. Your comment has been transimitted to Montgomery County for consideration.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
296	Lourdes	FLANAGAN		There is absolutely NO need to expand the number of lanes on Research Forest Drive in The Woodlands. This is a neighborhood road NOT a highway. I walk on the trails along Research Forest and have to cross at Capstone, and as it is it is difficult. Crossing a 6 lane Research Forest as a pedestrian would be impossible. Expanding the number of lanes would increase vehicle speed. It would also encourage trucks to use it as a thoroughfare to get to 1488 and 2978. This is not a good plan for the community.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
297	Diana	Cardinal		No expansion little children wont make it across the street to their local school safely Keep the woodlands a small town feel I don't like 1960 sodont make one here	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
298	Catherine	Swart		I'd like to object to the planned expansion of Research Forest from 2 lanes to 3 between Shadow Bend and Kuykendahl. I live in the Capstone neighborhood and trying to cross Research Forest to turn in to Capstone or across heading west on Research Forest is already difficult and dangerous in my opinion. Additionally, there are several children and parents crossing Research Forest on the proposed section to be expanded, with Powell Elementary and The Woodlands High School being there. Having an additional lane will be a hazard to pedestrians in my opinion. Lastly, I don't even see why this is necessary. I have lived in Capstone for over 6 years and the only time traffic gets heavy on this route is at school drop off and pick up time. This isn't a long and the traffic honestly isn't that bad. I encounter it regularly and it bad. I honestly don't feel the traffic justifies the expansion, nor the future risks to safety of pediatrians. If this is t the correct forum to lodge my objection, please point me in the right direction.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
299	Kim	Moore		I do not think k Tesearch should be expanded to 6 lanes. It's large enough for the traffic it handles going through residential areas.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
300	Stephanie	Ramirez		Expanding the Research Forest Road poses significant concerns that cannot be overlooked. The safety of children walking to Powell Elementary school is paramount. Increasing traffic flow on the road would heighten the risk of accidents and jeopardize the safety if young pedestrians. Less important but still significant, the expansion would bring an influx of noise. The current tree buffer wouldn't be enough to block the noise. Part of the allure of living in The Woodlands is a peaceful environment. For these reasons and more the expansion plans should be halted.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
301	Ashley	Van vuuren		This is a hazard to the families in our area and the children that cross research forest to go to both Powell AND The Woodlands High School. People already treat it like it's a highway and there are constant auto-pedestrian accidents. The most recent happening April 2024!!! Adding a lane will only add to the "highway" feel and be even more dangerous. People already speed through school zones and there isn't enough patrol to go around. This is a terrible idea!! Kuykendahl isn't even three lanes around here & it isn't used to cross the road to schools!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
302	Tracy	Wilson		I live in this area of Research Forest and am very concerned that this would drop our property value greatly with more traffic right next to our house. Kids have been hit by cars walking across Research to get to school and this would inevitably make that risk even worse. Please don't do this!!!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
303	Aine	Riederer		Are they widening the roads which will then infringe the surrounding houses in the area. Also the only time it's busy is school and rush hour. Rest of the day it's fine	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
304	Lucy	Woodhead		Expansion of research forest to 6 lanes is simply not needed at this stage. There are other measures that would help elevate congestion at rush hour. Ongoing updates to 1488 are not complete yet so you do not have evidence over how that could impact the area. The noise from increased traffic will be detrimental to the area. Long term, residents will move away, investors will not be incentivised to remodel 40-50 year old houses, lower income will have no choice but to stay, mid to upper house prices will decrease and those residents will move elsewhere and we will see a form of donut effect. Just because we can, does not mean we should. Greed. Other areas do not have the 'luxury' of space to expand roads - this ultimately self regulates population and traffic.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
305	Jason	Falls		Regarding MPO 12589 - Proposed widening from 4 to 6 lanes of Research Forest Dr. between Shadowbend and Kuykendahl. This proposal will create a new thoroughfare through an area that was never intended to be used as such. A close review of the modeling data for traffic patterns from I-45 to Shadowbend will show heavier traffic during peak hours, but this traffic is not pinched or constrained by the narrowing of lanes at Shadowbend, rather the traffic naturally splits off to other destinations rather than this traffic be of a cross-transit type. Meaning that current traffic is primarily the local residents rather than additional traffic flow that cutting across this area. An increase in the number of lanes will have a significant impact on this flow behavior that will be detrimental to the local residents and established homesteads. Additionally, the existing design of walkways, treed areas, and neighborhood design would be severely impacted in this area as insufficient space exists to add an additional 2 lanes, especially in the area of Woodlands High School, without encroaching on existing residents property and severely devaluing these neighborhoods.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
306	David	Diddell		MPOID 12589 - The Woodlands is a residential suburb that does not need a 6-lane highway running through it. The proposed widening of Research Forest Dr from Shadowbend Dr to Kuykendahl Rd from 4 lanes to 6 lanes (the "Proposed Widening") would unnecessarily increase health and safety risks to children at nearby schools and should therefore not be approved. There are two schools located along Research Forest Dr within the area contemplated for expansion--The Woodlands High School and Powell Elementary School. Children from both of these schools regularly walk and bike across Research Forest Dr within the area of Proposed Widening. Research Forest Dr is already a heavily trafficked road, and adding two more lanes will invite more vehicle traffic and increase the risk of children at these schools being struck by vehicles. The risk of children being struck by vehicles is not the only risk of harm to children the Proposed Widening would cause. The Proposed Widening would invite more vehicles to pass directly by these two schools, bringing a heavy increase in localized air pollution. Studies have shown that children who attend schools located within close proximity to major highways suffer increased instances of cancer, respiratory illness, and other serious health problems. For the foregoing reasons, the Proposed Widening should not be approved now or ever. David Diddell	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
307	Eduardo	Rangel		No to Research Forest Dr expansion from 4 to 6 lanes. Thanks.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
308	Byron	Oliver		The Research Forest Drive expansion project to 6 lanes is completely unnecessary. Only for a couple hours a day during rush hour is traffic barely an issue. The noise levels are already loud with the current 4 lanes, and pulling out of our neighborhood at Smokewood & Research Forest will become very dangerous when people need to make a U-Turn to head east towards I-45. Our tree barrier would be impacted greatly by additional widening, along with the beautiful medians that separate the lanes. George Mitchell would never allow this to happen, and as a resident of this house backing up to Research Forest since May '99 it's a shame this is even a discussion. 1488 & 242 are much better candidates for widening, as there is little to no impact to residential properties and their values. Please consider the hundreds, if not thousands of residents that will be negatively impacted by this project.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
309	Jim	Cash		The widening of Research Blvd from shadowbend to kuykendahl will not only destroy the neighborhoods but kill people. There is an entrance to a community college, three churches, a high school, a grade school and two crossovers to parks in that space. There WILL be fatal accidents as a result. Plus with all that activity, there will be no improvement in traffic flow	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
310	John	Rosenberg		My house at 62 Deerfern Place backs up to Research Forest Drive. The noise from the exhaust systems of cars whose owners have elected to make it as loud as possible disturbed my wife in our bedroom so much that I had to have new, thicker-paned windows installed in the house two years ago at a great expense ($31,000). This helped a little but not a lot. Widening Research Forest Drive will bring the traffic flow almost right up the other side of the fence in the backyard, which will increase the noise from the cars in the house. As a result, my wife will want to sell the house and move to a different house. Doing this, with interest rates where they are, will cost me an additional $500 per month in interest. I really like our house and where we live and would hate moving from it. Therefore, I beg of you not to widen Research Forest Drive.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
311	Carrie	Blanco		AGAINST! the Expansion of Research Forest. You will destroy The Woodlands! You will put our children in danger (big and small) and devalue our homes! Horrible! The Woodlands will no longer be the number 1 place to live when you turn the heart/main road into a highway in the backyards of the tax paying residents. Residents who pay more for their homes to have a feel of a town not a big city. You are going against the plan of The Woodlands to maintain the forest. Every tree removed is destroying the heart of The Woodlands!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
312	John	Omohundro		This should not be allowed. You are proposing a widening of Research Forest through the residential section of The Woodlands. This move would create a major thoroughfare through our neighborhood. This proposal will destroy The Woodlands as it is today and just add more traffic and more noise pollution that we already have.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
313	Vincent	Muniga		Why is there a proposal to widen Research Forest in The Woodlands an additional 2 lanes? Increasing traffic on this road put the lives of children attending Woodlands High School and those at Powell Elementary at grave danger. Both these schools are located on Research Forest. There is no reason for additional traffic on this road. Impact on homes would be detrimental on neighborhood quality of life and decreased property values. This is a big NO vote.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
314	vickie	roberts		I want to know WHEN will FLOODING be YOUR CONCERN? My entire property is now in a high flood prone area. Neighborhoods that never flooded are flooding now due to CONCRETE. I am downstream from all the expansion on FM1488 and Research Forest widening will be MORE CONCRETE, no SOIL for the water to be absorbed. During the tax day flood, have you learned nothing? I am OVER this progress.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
315	John	Kuehn	None; private citizen	To whom it may concern, Please allow me this opportunity to voice my deep concern with the proposed expansion of Research Forest Drive in the Woodlands Township from 4 to 6 lanes. This is proposed project 12589. I strongly urge you to cancel this project. My opposition is based on the fact that this roadway is a residential roadway. The proposed expansion would irreparably destroy the tree barrier that is the fabric of the woodlands, and would irreparably increase noise pollution. It would also decrease safety the increase of non-local through traffic. Any expansions and routing of traffic should be on major thoroughfares like Highway 1488, and Highway 99. We must keep six lane highways out of our neighborhood. Thanks, John Kuehn	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
316	Claudine	Kurp		As a resident of Capstone, I can share that informal polls in my community show that Capstone residents do not want an expansion of Research Forest Drive. We have had issues in the past with Capstone expansion and brought it to the attention of the local Houston press, KPRC NBC. Should this measure move forward, current concerns that would be voiced in the press and at transportation meetings would include: 1. The need for a comprehensive environmental and drainage study to ensure that tree/root system destruction, sewage, and water pipes would not create continued/existing drainage issues within the Capstone neighborhood. 2. Mature tree and green space destruction - What of the existing trails will be left with the widening of Research Forest Drive? Needed trails for HS students (Research Forest Cats Cradle to Cochran's Crossing) will not have a place to be relocated to without taking land from homeowners' backyards. 3. Needed - Noise / Sound / Luminous pollution propagation study - With tree destruction, additional lane installation, and additional overhead light installation closer to existing homes, the issue of sound/noise, and light disturbance will be increased. ?What is this impact on existing homeowners? 4. Traffic Study - Most important- There should be an unwavering priority and commitment to child safety. You are now expanding in an area that has 4,400 high school students as well as an active elementary school (Powell Elementary) that already has traffic that bleeds /backs up into Research Forest Drive every weekday in the morning and at dismissal. There have already been pedestrian fatalities at Research Forest Drive and Cochran's Crossing. There needs be a better understanding of how this will impact students K-4 and high school students grades 9-12. Thank you.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
317	Lynnda	Carr		Please do not add 2 more lanes to Research Forest! There isn't enough room to do this without encroaching on people's homes. With turning lanes this will remove the tree barrier from homes and the median. Traffic is already heavy we don't need to encourage more thru our residential neighborhoods. I don't believe this was ever in the plans to be 6 plus lanes. With school zones and kids walking to school and high school traffic it would be very hazardous to everyone. I have trouble getting out of my neighborhood now at times-i can only imagine how awful it will be with more lanes and more fast moving traffic.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
318	Carol	Gilligan		I strongly protest the widening of Research Forest in the Woodlands! Our lovely township is turning into just another cement city instead of the pleasant green residential spot that it was originally meant to be. We do not need highways here. If it takes folks a little longer to drive, that is the payment for living in this beautiful place. Stop destroying it!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
319	Chris	Howell		I am writing to express my strong opposition to the proposed widening of Research Forest - project 12589. As a resident of The Woodlands, I understand the necessity for infrastructure development, the implications of this project on our residential community and the environment are deeply concerning. First and foremost, widening Research Forest will significantly increase traffic flow through our residential area. This influx of vehicles poses various risks to the safety and well-being of our community members, particularly pedestrians, cyclists, and children. Moreover, the increased noise pollution resulting from heightened traffic levels will disrupt the peace and tranquility of our neighborhood, adversely impacting our quality of life. Furthermore, the proposed widening entails the removal of thousands of trees that currently serve as a protective sound barrier. These trees not only mitigate noise pollution but also provide essential ecological benefits, such as air purification, carbon sequestration, and habitat for local wildlife. Their removal would not only diminish the aesthetic appeal of our community but also exacerbate environmental degradation and contribute to the loss of biodiversity. Instead of prioritizing road expansion, I urge you to explore alternative solutions to alleviate traffic congestion and enhance road safety, such as implementing traffic calming measures and improving public transportation options. Additionally, I implore you to consider the preservation and enhancement of our natural environment by safeguarding existing green spaces and implementing measures to mitigate the environmental impact of infrastructural projects. In conclusion, I strongly oppose the widening of Research Forest and urge you to reconsider this proposal in favor of more sustainable and community-centered alternatives. Our neighborhood's well-being and the preservation of our environment must take precedence in any development decisions.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
320	I vette	Gomez		NO agree to expand to 6 lines Research Forest in the woodlands!!!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
321	Titi	Marley		Regarding potential expansion of Research Forest dr. I am opposed because it will needlessly increase traffic flow on Research Forest. And will cause more chaos in the vicinity of Woodlands HS. Possibly leading to even more dangerous condition around the HS.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
322	PAOLA	AYALA		Woodlands is supposed to be a small community not a Highway!!! I do not support this	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
323	Lonnie	Copson		I, and my family are opposed to the expansion project for Research Forest Drive from 4 to 6 lanes. This will do nothing but increase traffic for people wanting a quicker way to get from 2978/1488 to I-45 and the potential for the crime rate to only increase with more criminals driving through to see and plan their next crime. You are already doing that by expanding Gosling Road!! The traffic and noise will cause havoc and disturb the residences that are already pretty close to Research Forest Drive. Sleep? Ha! That will cease to exist with the loud sounds of more traffic, cars and motorcycles racing up and down the road like it is a speedway (which has already been happening on Woodlands Parkway, I am sure also on the other major roadways in The Woodlands as you can hear it late at night into the morning). This will cause issues with the schools along Research Forest Drive by risking the safety of children and adults crossing the highways to either walk or bike to school. There is already a lot of traffic, speeding and accidents now! This project will just make things worse. Isn't the Woodlands supposed to be a planned community that makes it safe for the community to live in, that cares about its residents, the wildlife and trees? Why do you want to destroy it by turning it into a concrete jungle?? We already have flooding issues, where is the water going to go? If you google The Woodlands, this is the description you get: A master planned community far ahead of its time, The Woodlands is the brainchild of its founder George Mitchell who wished to create a thoughtful and diverse living experience that balanced the spirit of neighborhood life with business and innovation—nestled within a grounded natural setting. You think you see dead wildlife now, by cutting down more of the 'natural setting', they will once again have to find another place to live and hide from the elements. George Mitchell will be turning in his grave! We are supposed to be the Best City to live in. That is going to change to the worst place to live because all you see is concrete, more flooding, no trees or wildlife. What is the plan, cut down all the trees that are in the way and then plant new ones in whatever space is left? What a joke.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
324	Tytania	Davidson		We do NOT need Research Blvd. in The Woodlands widened!!! I vote NO!!!!!! NO!!!!!!!!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
325	Llewelyn	Carroll		Do NOT expand Research Forest from 4 to six lanes! Save our Woodlands!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
326	Brian	Temple		The expansion of Research Forest to six lanes should not proceed.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
327	James	McMartin		I understand that there is a plan to expand Research Forest Drive to 6 lanes. By all means do this. It should have been done several years ago.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
328	Nancy	Sievert		Re: MPOID 12589; Research Forest Drive from Shadowbend Drive to Kuykendahl Road My family has resided in The Woodlands since 1995. Our home is in the direct path of the proposed widening of Research Forest Drive from four lanes to six lanes. It is understood that the majority of Research Forest Drive is six lanes, however those lanes run through commercial, not residential areas. A six lane thoroughfare through a residential area would be detrimental on many levels not the least of which is ingress and egress from the neighborhoods affected by this proposed project. Even more important is the most likely impact on the safety of these residential areas. By making Research Forest even more of a major thoroughfare from I-45 to FM2978 the increases the likelihood of motor vehicle, bicycle and pedestrian accidents. It also offers an easier way in and a quicker way out for potential criminals. Please reconsider this project; it will do more harm than good. Thank you.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
329	Margery	Sergent		I am NOT in favor of adding lanes on research forest! We live in capstone neighborhood right off research forest and hear massive road noise despite us living in the center of the neighborhood! This will only add more noise and speeding traffic! Do not do this!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
330	Lisa	Johnson		I don't feel that widening Research is in the best interest of the residents who live along Research and will prove to be more dangerous for all our bike riders and walkers who need to get to school.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
331	Phillip	Davis		Projects like this continue to make living in the Woodlands less pleasant. The noise levels are already getting ridiculous around College Park Dr now we continue to drive more traffic thru the area. This will start to tarnish living conditions and force residents to move.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
332	Linda	Landry		I do not support the Research Forest Drive expansion project 2025-28. There isn't enough space to jam 2 more lanes onto this road. My home is 37 and 1/2 feet from my fence, with only the small walking trail to separate me from Research road. This project will endanger our residences lives, increase noise and pollution, and ruin our property values even more. The Woodlands Residential community was never meant to have a 6 lane highway running through it endangering the lives of its residents. It is impossible even now to sleep with the noise from the speeding cars that use Research as a race track at night. This project will make our lives unlivable.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
333	Ailcia	Yarrish		My family and I are highly opposed to any and all widening of Research Forest Drive! Widening of the proposed stretch (and any stretch) will encourage faster speeds within our community, more road noise as there will be less tree buffer, and unfortunately will encourage more "cut through" traffic from non residents. I was extremely concerned when I learned any widening of Research Forest was proposed. I am hearing only negative feedback from other Woodlands residents. I hope everyone is giving feedback and this project gets stopped!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
334	Sharin	Scott	SG Business Services	Regarding MPOID#19002 for the intersection at Feagan and Waugh, I sit in an office facing this corner and watch as there are wrecks almost weekly with cars flipped over and people hit, bicyclist hit, pedestrians walking to the park etc. IT NEEDS A LIGHT HERE DESPERATELY as people turn left illegally, run the stop sign and dont notice the speeding oncoming traffic. PLEASE do the signals. Heights and Wilia is equally bad as I live at the end of Wilia and cant even cross Heights to get home. I have to go around to Washington as it is too dangerous and almost impossible to go straight or turn left heading east at this intersection.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
335	Ethel	Pourciaux	SG Interests	Regarding project number MPOID#19002, the current conditions at these two intersections are unsafe for vehicles, bicycles & pedestrians.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
336	Matt	Sansone		This comment is regarding MPOID#19002. I greatly support this project as there have been numerous accidents at this intersection which have almost resulted in multiple fatalities. Not only is it extremely dangerous for motor traffic but pedestrians are in extreme danger walking in this area.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
337	Michael	Irey		RE: MPOID#19002 - The intersections of Feagan Street and Waugh Drive, and Feagan Street and Willia Street have been extremely dangerous for many years. I have witnessed and/or seen the aftermath of several dozen serious accidents in a period of eight years. Traffic lights at both of these intersections are desperately needed.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
338	Sonia	Katz		The proposed widening of Research Forest from Shadowbend to Kuykendahl Road is a major disruption for the community and The Woodlands lifestyle. The kind of traffic, noise and car fumes that it would cause cannot be disregarded and should be reason enough to not proceed with the project. On top of that, we should give consideration to the fact that The Woodlands is a residential area, not a pass through from other developments. Research Forest backs mainly to private homes and schools, not businesses or recreational areas. Please, reconsider Research Forest expansion and focus your traffic reconfiguration efforts to areas that don't impact residents in such an important way.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
339	karen	st andrie		I AM IN SUPPORT OF PROJECT MPOID #19002. THE CURRENT CONDITIONS ARE UNSAFE. THIS WILL MAKE IT SAFER FOR PEDESTRIANS, BICYCLISTS AND DRIVERS.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
340	Shari	Motal	SG Business Services	SO glad that Project MPOID#19002 is FINALLY on the calendar. A traffic light has been needed at the intersection of Feagan & Waugh for many years and the city seemed to ignore it. Multiple accidents and dangerous intersection that everyone could see needed a traffic light. Traffic is getting heavier in the area and a signal will remedy a lot of the troubles at that intersection. THANK YOU for addressing an urgent need on Houston's roadway system.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
341	Kevin	Wollin	United Way of Greater Houston	This comment is regarding project number MPOID#19002. Having worked at United Way of Greater Houston location at Waugh and Feagan for over 18 years, have seen first-hand the numerous traffic accidents over the years. This is a very dangerous intersection, which has affected some of our own staff in accidents. United Way of Greater Houston is in full support of the addition of traffic signals for the safety of our staff and the approximately 50,000 guests that visit our building and conference center each year. Thanks in advance for your consideration.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
342	Sandra	McFaul		This comment is regarding MPOID # 19002. I am in support of this project. The current conditions are unsafe for pedestrians and motorists. This project with improve everyone's safety.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
343	christine	saenz		MPOID#19002. I am in support of this project. Can't tell you all how many near misses. I work in the building right near there and it's jarring to hear the accidents that happen there.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
344	Julianna	Adams		I've seen too many accidents and have avoided this road on purpose. Please put a traffic light there! This is in reference to Project# MPOID#19002	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
345	Yolande	Rasolo		This Comment is in regard to project number MPOID#19002. Getting this project going and completed is not only necessary but imperative to ensure public safety and to limit or eliminate future accidents. I support this project 100%.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
346	Vanessa	O.		I enjoy going to The Woodlands down Research Forest, it's very tranquil and not very heavy traffic. Adding more lanes would be devastating to the community around it and make it harder to get out of businesses along that road. DO NOT CONSIDER WIDING THIS ROAD AT ALL. Please and thank you.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
347	Maria	Jordan MD		I understand there is a plan to expand Research Forest to 6 lanes from Shadowbend to Kuykendahl, thus negatively impacting several neighborhoods along this way. As a long time resident of The Woodlands (since 1997), I just want to voice my opposition to this plan. Thank you. MJordan MD	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
348	Robbie	Guinn	SG Interests/Gordy Oil Company	Re: MPOID#19002. This project is necessary to improve an unsafe intersection. I support the project.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
349	Katie	Niemann	Houston Endowment	RE: MPOID#19002 On behalf of Houston Endowment, this project is critical to the safety of the staff and guests who frequent our building at 3683 Willia. It will increase pedestrian and vehicle safety for the surrounding community, including the many visitors to Spotts Park.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
350	Shavaun	Del Rosario		This comment is in regards to MPOID#19002. I am in support of this project. The current conditions are unsafe and the project will improve the safety for pedestrians, cyclists and general traffic conditions.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
351	Katura	Brady		This comment is regarding MPOID#19002: I am in support of this project. The current conditions are unsafe and this project will make the area safer for pedestrians, cyclists, and the general traffic.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
352	Katie	Niemann		MP#18146: This will create a crucial and currently nonexistent connection between the neighborhoods to the north and south of I-10, allow unprecedented pedestrian and bike access to Memorial Park, and allow residents to safely travel over the largest freeway in the country without threat from vehicles.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
353	James	Gibbons		In reference to MPOID 12589-Research Forest Drive Expansion: Widening from four to six lanes from Shadowbend Drive to Kuykendahl Road. I want to share my strong objection for this project. I don't believe this project is necessary for our community and would have a negative impact on our area. It would create a major safety concern for two school zones which have a high number of pedestrians and bicycles traveling to and from school. Elementary student walking to school having to cross 6 lanes of traffic is not an ideal scenario and huge safety concern. The trails the kids and parents use daily to go to the parks or use to exercise would be very close to traffic and pose a threat to anyone using the trails. As you know cell phone distraction is major cause of wrecks and this would be a major concern once the road is widened. Also, with the already limited ROW through this area, this project would remove the remaining forested landscape that is left and would not have that Woodlands feel when the project is complete. The other concern is that with the increase in traffic, this would drive property values down and increase crime with the unwanted traffic. Why would the township and residents of The Woodlands community suffer for the benefit of Magnolia and Conroe? Obviously, the masterplan for this expansion would be to take it all the way to FM 2978. We need to keep this road 4-lanes just as Lake Woodlands Dr is and not create a major thoroughfare from I-45 to Magnolia. Please keep in mind what George Mitchell had in mind when he designed The Woodlands.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
354	Katie	Niemann		MP#11473, #18405, and #19087: This group of projects is positive because it increases public transportation, but negative because it does not enable a capped freeway design for I-10. Please move this line somewhere else other than I-10 - its existence enables TxDOT to add its managed lanes to I-10 and that will be terrible for our city and our local community.	4/22/24	METRO	Thank you for your comment. METRO has been coordinating with TxDOT on alignment issues during the development phase of the Inner Katy Project. Per its concepts and plans, TxDOT is not pursuing a capped option for I-10.
355	Katie	Niemann		MP#19011: This project is unacceptable and dangerous for our communities (including mine) that reside next to the I-10 corridor. We demand a capped design that will reduce the impact that I-10 already has on the noise and pollution where we live. Either do not include this project as-is in the 4-year TIP or completely redesign it to include a green cap.	4/22/24	TxDOT Houston	Noted.
356	Heather	Dickens		As a resident of The Woodlands for over 30 years, I am writing to protest the widening of Research Forest from four to six lanes from Shadowbend to Kuykendahl. When this was done to Woodlands Parkway, all the traffic drove 5-10 miles faster and it became dangerous for folks that lived on the other side of the trees. Research Forest is one of the last roads within The Woodlands that we still have a safe and sizeable shoulder to ride our bikes on and we do not want it turning into another expressway pass through for folks wanting to speed to other arteries. Many homes are on the other side of this street and this would affect their way of living. Please do not approve this project.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
357	Donna	Neumann		Against the widening from 4 to 6 lanes from Shadowbend to Kuykendahl Road.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
358	Irina	Yakovleva		Please do not widen further Research Forest Dr and Woodlands Parkway. It is not necessary. The appeal of the Woodlands will be lost. We live here because of the trees! They are more important! Please stop with all that!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
359	Lori	Mannel		I live in the Capstone neighborhood in the Woodlands, TX. I am ABSOLUTELY OPPOSED to the expansion of Research Forest into a 6 lane. Unlike the other areas of Research Forest, this stretch if Research Forest is a RESIDENTIAL area. Powell Elementary has hundreds of elementary school children crossing this street twice a day. In addition there is a huge amount of traffic coming onto and off of Capstone. There is already a stop light at Cochrans Crossing so they couldn't add another one at Capstone. This is extremely disruptive and unwelcome and I feel that there has been no publicity in the woodlands to the affected neighborhoods. This is being rammed through without an honest attempt at obtaining public comment.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
360	Greg	Winter		I am completely against the expansion of Research Forest drive in the Woodlands! I live in this area, and adding further lanes will destroy more of the green belt and add more pollution without solving anything. I drive this section many times of the week and consider the traffic to be manageable. Adding more lanes will just encourage more people to cut through to reach I-45. Thus the same congestion level will be maintained.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
361	Adena	Tutino		This expansion of Research Forest will devastate our community and puts our children at a high safely risk who cross Research Forest to visit friends in other neighborhoods or to go to school. The whole idea of living in The Woodlands proper is so we have a safe community for our children to bike/walk safely on paths and cross streets. This removes the "community" living by expanding the already large multilane arteries running through the woodlands that only helps to accommodate the communities outside of the woodlands. This change will have a negative impact on our home values and completely destroys the look and feel of our community. We all paid more money for our homes to be in The Woodlands proper and not subject ourselves to 1488, 242, Kuykendahl and The Woodlands Parkway - this destroys our home value and it destroys the way of life of this city which was created to support an active, safe and family friendly community .	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
362	Richard	Coombs		I am opposed to the widening of Research Forest. Giving 2 days notice is also not acceptable I oppose to taking down more treats Adding an extra lane is totally unacceptable and unnecessary. It is only busy for 30 mins twice daily. For the sake of cost v merit it is totally disproportionate.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
363	John	Culliton		Regarding proposed project no 12589 Widen from four lanes to six lanes - research forest dr- from Shadowbend to Kuykendahl. All you are doing is creating additional cut through for traffic that otherwise would not travel thru the woodlands . This project would not ease congestion but add to it. And then your next phase would be from Kuykendahl to 2978. Increasing traffic, increasing noise, increasing heavy truck traffic and decreasing the quality of life for the neighborhoods on either side of Research Forest Dr. I think a better option would be to properly time the existing traffic control lights in The Woodlands and use the monies saved from the project to develop a dynamic traffic light system that can adjust for daily traffic volumes especially at peak times . My thoughts on project 12589 are no.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
364	Jon & Mattie	O'Brien		We don't need the driving strain especially during school traffic. This is going to add several minutes to our work commute, increase fuel usage, and deter residents from going out to eat or to other community activities. I see this as being disruptive and dangerous. This will also prevent walkers and bikers from using crosswalks and enjoying our trails safely crossing six lanes of traffic in a construction zone. I understand it may be a positive eventually but a 3-year plan. Yikes! Also, how is this project being funded? More taxes? Absolutely not!!! Already there have been several unjustified tax hikes on our homes. Get the home taxes refunded and reduced then discuss the road expansion project again.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
365	Kristina	Keller		I am a homeowner living off of Research Forest in The Woodlands and I am OPPOSED to the widening of Research Forest between Shadowbend and Kuykendahl! This expansion is not necessary and as a resident am going to help fight this expansion!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
366	Grayson	Fitch		I am voicing my concerns and I vote NO for this project: MPOID - 12589 - Research Forest Widen from 4 to 6 Lanes. 1) We have several cross walks with no lights for kids to cross streets for school. This would be a nightmare for parents and students. 2) Most of the area between Gosling and Kukendahl are residentals homes. No need for three lanes in residental area 3) Research Forest is becoming a speed zone at night and it will invite more folks to race in neighborhood 4) Most of the traffic are folks cutting through from outside the woodlands 5) we have a lot of bikers using and crossing the roads and more lanes will add more danger to the bikers 6) Overall, there are more issues with widening the road than there are benefits. Please consider removing this proposal from the project. 7) woodlands is supposed to be more walking and biking friendly than adding more lanes/cars.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
367	Brynne	Hebert		Expansion of Research Forest The Woodlands - because of the close proximity of houses on research forest adding an additional lane would we create undo noise that is totally not acceptable for Residential area. Additionally, the bottleneck at Kirkendall when the road would be reduced from six lanes to four lanes would cause additional traffic.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
368	Ross	Neuhart		Do not widen research forest to 6 lanes. Will only encourage more speeding and racing, causing more accidents and slowing traffic down versus speeding it up	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
369	Samantha	Seiter		MPOID#19002 - I am in support of this project as the current conditions are unsafe for traffic, pedestrians and cyclists.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
370	Diego	Cortes-Silva		Widening from four to six lanes Research forest: I would like to say I don't agree with the widening of research forest. Us who have lived in the woodland for years value the beauty trees bring to our community and that we see less of them lately. I really wish we can keep the woodlands green as much as possible and try to think of better ways to deal with the increase of cars on our roads.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
371	Bob	Kruzel	Velocis	This comment is in reference to MPOID#19002. I am in support of this project. The current conditions are extremely unsafe and the project will make the area better for people on foot as well as bicyclists and general traffic.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
372	Margaret	Oser	United Way of Greater Hosuton	In reference to project number MPOID#19002, the current safety concerns at Feagan @ Waugh and S. Height at Willa are numerous and quite dire. I have personally witnessed numerous collisions and near collisions at these intersections as drivers and pedestrians try to navigate these intersections. I have been made aware of the traffic improvements planned for these intersections, and I am fully in support of this project. It is a highly trafficked area that needs these improvements to deal with the current unsafe conditions that exist. I highly support these planned traffic improvements.	4/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
373	John	Roberts		The proposed widening is not for the benefit of the area residents but seems to be for the purpose of expediting rush hour traffic across The Woodlands. We already have too many vehicles ignoring the speed limit and stop lights. As with the Katy Freeway, the expansion will inevitably lead to the same traffic issues as at present. During most of the day, the road is underutilized. This is a neighborhood: we do not need large trucks using the neighborhood street as a speedy shortcut to and from I-45. Late at night and in the early morning our segment of Research Forest is used as a drag race track because of the long straight away and the lack of traffic. Traffic backups on this segment of Research Forest are principally caused by two school zones along the route. The expansion of Research Forest will not ameliorate the school traffic situation but will increase traffic speeding through Sunny Slope and Cochran's Crossing. Already routing software sends drivers in a hurry to speed through the neighborhoods despite a 20mph speed limit that is unenforced. There are 2 schools and several churches on this segment. Children and families cross research forest twice daily. The crossings are dangerous enough as it is. Research Forest is already 6 lanes wide at the crossings. It is irresponsible to allow children to cross an 8 lane road once the expansion is complete. At present there is a berm on both sides of Research Forest. That berm is used by cyclists to traverse The Woodlands without being in the traffic lanes. Presumably those berms will be eliminated just as they were on Woodlands Parkway. Electric bikes and scooters are not allowed to use the walking trails, and with the elimination of the berms there will be no place for them to ride except in traffic! The expansion will increase rain runoff from the additional traffic lanes and pass flooding risk off to homeowners. My property at the north end of North Sunny Slope is one of the few on the street that is not in a flood plain – most of the properties on this segment of Research Forest are in a flood plain. The Methodist Church on Research Forest was extensively damaged in a prior flood.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
374	Elaine	George		As a resident of Alden Bridge for 14 years, I've watched and experienced drastic changes. Our home went from backing up to a greenbelt and forest to now having Research Forest Drive with 4 noisy, dangerous lanes behind our fence. Now we have: - a solid view of traffic from my backyard - so much noise we can't open our windows or enjoy sitting outside any longer - risk of our dogs running out and getting killed immediately on the road - daily/nightly drag racing - and now having an intruder trespass into our yard from the road, scaring our entire family and we could have been robbed. With only commercial property across the road, we are subjecting our safe, beautiful neighborhoods to dangerous areas and ruining why we all moved here in the first place. Expanding the roads any more and building more commercial business across from residential areas will only further destroy, degrade, and devalue our neighborhoods. Please, please, please don't make this any worse for any of us who actually have to live with this on a daily basis. Thank you.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
375	Blaine	McCauley		I support the Research Forrest Drive expansion project. As-is, this road is woefully undersized for the traffic on it. Actually, I think it should be 6 lanes all the way to FM2978.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
376	Mark	Unland		Do NOT fund the expansion of Research Forest in the Woodlands. This expansion is not needed by current congestion/vehicle traffic, and expansion will only provide a shortcut for traffic from other areas to cut thru The Woodlands. The Woodlands is a community not a highway thoroughfare. If more roads are needed, then build a new east west road outside of the woodlands, for example, something between 1488 and 105.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
377	Cheryl	Cast		In regards to widening Research Forest Drive, I have lived in the back of the Woodlands, in Bethany Bend for 20 years. It has become so difficult to get to the front of The Woodlands during prime times. You sit in traffic forever. It is very frustrating! This expansion is long over due.. We have grown so much here in the back but our road has not. Please help us!!!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
378	Linda	Pendexter		Widening research forest would be a travesty. It would make our residential area be like 1960. This is a horrible idea and goes against everything. George Mitchell envisioned when he built the Woodlands.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
379	Cortney	Boettger		Research Forest Dr Expansion from 4 to 6 lanes wide is inconceivable for this stretch of road for no actual gain in traffic flow. The problem is light cycle where, instead of controlling speeders by patrolling police constant red lights are used which backs traffic up. In demolishing the sidewalks to expand, this road would encroach on the backyard of homes and encourage cut through high speed traffic in school zones where, as stated previously, cops do not patrol and red lights are meant to reduce speeding which only exacerbates back ups. Widening will solve nothing and will only decrease property values and heighten riskier driving behavior around high pedestrian areas including young children. DO NOT ALLOW this road to widen!! Deny it, shut it down. Change the light cycles or put in roundabouts.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
380	Rose Ann	Abraham		Enough! Mr. Mitchell is spinning in his grave at the thought of expanding Research! The Woodlands is suppose to be serene - stop the madness!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
381	Deana	Hicks		I am not in favor of widening Research Forest Dr in The Woodlands.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
382	Samahel	McNeil		As a citizen that drives that area, there's absolutely NO REASON to destroy more of our wildlife environment for roads nobody will be using except the BIG CONSTRUCTION CONTRACT BILL that will come out of our tax-dollars, so no thank you.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
383	Diane	Sweet		Don't widen Research Forest from Shadowbend to Kuykendahl!	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
384	Taylor	Conway		There is absolutely NO need for this whatsoever. Traffic is just fine and flows well throughout the day. You're fixing a problem that doesn't exist.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
385	Charlotte	Piazza		Want to Address the 99 Grand Parkway I think there' a need for a Barry off since there is an addition to the grand Parkway of of a lot of lanes, which could be an annoying for people live in waterstone subdivision so I want to say I'm in agreements for that wall or barrier because it could cause a lot of disturbances and Lower property values so I want to say that I'm in agreements with that wall!! "Thank you	4/22/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
386	CRISTINA	DENA		I oppose the research forest expansion due to the fact that this will negatively impact the daily life of the residents of the area. Find other routes to grow that do not cut thru residential areas.	4/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
387	Jorge	Leiva	Waterstone (Katy) resident	Kindly incorporate sound-blocking structures on the north bound section of the Grand Parkway expansion project from Morton Ranch Rd to Clay Rd, adjacent to the Waterstone community. The planned 4-6 lane expansion is expected to significantly raise noise levels, potentially harming property values and residents' quality of life. Your attention to this matter is appreciated.	4/22/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
388	Shanna	Hulet		Please do not widen Research Forest from Shadowbend to Kuykendahl . I agree that it is annoying when two slow people drive in front of me and won't let me pass, but I'll quit complaining when I know the option is another lane. Adding another two lanes will attract more commuters and make the back of The Woodlands seem like one busy commercial city. I love how it still feels like a small town because the trees hide all the businesses. If we add lanes, many of those trees will have to go and it will make The Woodlands look like Houston-just one big city.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
389	Jeff	Royed		I support the expansion of Research and Kuykendahl to reduce traffic congestion.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
390	Jay	Frank		I am against the Research Forest Drive expansion in The Woodlands. This will negatively impact the quality of life in these neighborhoods. Besides more noise and pollution, There are several school zones that will be more difficult for children to cross. Widening will also remove trees and wildlife habitat. Spend the money elsewhere as this will be a negative for the community.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
391	Bridget	Moore		The widening of roads in the woodlands is causing more traffic, noise and pollution while removing the trees and quality of life that brought so many here. There needs to be a solution to keep East/west traffic to a highway /major road like 242 or 1488 instead of creating "short cuts" through neighborhoods. There's already a terrible situation with people running red lights and speeding terribly on our roads. Not enough police presence to do anything about it-we don't have the resources to use our inner township roads as cut throughs to outside areas. It's getting ridiculous.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
392	Tom	Speck	SG Interests	RE: Project MPOID#19002 I have been employed at the office building on the corner of Waugh & Feagan for 15 years. I have witnessed many accidents and many more near misses. Especially cars and people crossing Heights and Waugh on to Feagan. I implore you to install traffic signals at those two intersections. Also, cars drive far in excess of the speed limit going north on Heights and south on Waugh. This makes it very difficult and dangerous for pedestrian and bike traffic.	4/23/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
393	Mary	Clark	United Way of Greater Houston	I certainly hope the H-GAC will expedite the project to place traffic signal lights at Feagan and Waugh / Heights Blvd. There have been so many accidents at this intersection where drivers speed through because there is no stop light to slow down traffic between Washington Ave. to Allen Parkway. Most recent accidents at Waugh/Feagan include a bad rollover and one where a car almost crashed through the first floor of the bank building at 55 Waugh. Traffic lights will help to slow drivers and hopefully save lives. Thank you.	4/23/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
394	Emily	Cabaniss	homeowner	Project 12589 would be dangerous for children and teenagers who walk to school. This community was planned for walkability with trails and schools that were part of the neighborhoods. I walk my son across Research Forest to school, as do most all my neighbors. In addition, purchases of a home in this planned community retain value because of the planned aspect. Areas developed around the outside of this area have had zero planning and the cost of the development is on the taxpayers shoulders for roads and schools. The blatant disregard for future planning by the county and state will destroy The Woodlands and just develop more strip malls, apartments, and no planned housing development. 2978 and 1488 should be the expansion, because that is where the traffic is backed up. Routing through neighborhoods at the expense of existing home developments just so building can go unchecked doesn't solve the problem and destroys existing value. Our schools are already bearing the brunt of this cost with overcrowded schools, please do not also add the weight of putting a highway through our hometown.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
395	Braydon	Hart		This comment is regarding MPOID#19002 which I am in support of. Currently, the intersection is not safe for pedestrians nor drivers and this project will make the area safer for both.	4/23/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
396	John	Geiger	Woodlands Water Agency	Please accept these comments regarding IMPOID 12589. I believe widening this section of roadway is unnecessary and would significantly impact the quality of life of thousands of residents. I have driven this section of roadway at least twice every day, often 4 to 6 times a day, for the past 9 years. Traffic flow is more than fine day and night with one exception - the Woodlands SHS zone clogs up for about 20 minutes, twice a day (adds about 5-10 minutes to travel time when it does). There is another elementary school zone but its impact is minimal (times better with rush hours and there's a lot less school traffic). I cannot imagine the cost of this project would justify improving traffic flow for 40 minutes a day over a 1/4 mile stretch. It also seems quite dangerous to bring more traffic through a dense residential area and force 2 different school zones to cross 6 lanes of traffic. Noise and space impacts on hundreds of homes along that stretch certainly another consideration. Thank you.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
397	Donna	Carlson	Real Estate Property Management	I have worked in the area for 20 years and have personally responded the numerous car accidents, pedestrians and people on bikes getting hit to the degree that I've lost count over the years. We desperately need to install traffic lights before someone is killed. The entire building at 55 and 100 Waugh have responded to so many accidents that we have safety vests when trying to assist so that one of our team members do not get hit when trying to assist before emergency vehicles arrive. The speeding cars need to slow down, but there is nothing to deter them and the stop signs at Waugh and Feagan creates mass confusion due to the one-way traffic. We have witnessed and stopped numerous vehicles going the wrong direction on a one-way street. We have been begging for better safety for years and it continues to get worse year-over-year as I have personally witnessed since 2004. Thank you and please consider making our area a safer place to live and work.	4/23/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
398	Christi	Cheramie	BKR Real Estate Management	MPOID#19002: Please install traffic lights as soon as possible for safety, these locations are dangerous, wrecks weekly. Please help us have the chance to get to and from work safely.	4/23/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
399	Monica	Hoffmann		I oppose the expansion of reaserch forest	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
400	Cynthia	Esq		I oppose the expansion of research forest	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
401	Monica	Franco		I opposed to the expansion of Research Forest! No more trees down and more traffic in The Woodlands.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
402	Terrance	Setchfield		Reference Project 12589 - widening of Research Forest Drive from Shadow Bend to Kuykendahl Rd. 1. Oppose widening Research Forest Drive from Greenbridge Drive to Kuykendahl. Widening Research Drive from Greenbridge to Kuykendahy will only increase traffic congestion in this section unless Kuykendahl has been widened to 1488. 2. Suggest postponing widening of Research Forest Drive from Shadowbend to Greenbridge until bridge just west of Shadowbend has been widened. Otherwise narrow bridge will continue to be a bottleneck.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
403	Gerard	Vadeboncoeur		O new lanes on Research Forest Drive.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
404	Jaideep	Hebbar	United Way of Greater houston	This comment is regarding MPOID#19002. I am in support of this project as the conditions are very unsafe and we witness dangerous traffic incidents at the intersection on a very regular basis.	4/23/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
405	Kara	Cook-Schultz		I am submitting a comment about the Research Forest expansion in The Woodlands in Montgomery County. I live in The Woodlands and I am opposed to this road expansion. Myself and many other homeowners moved to The Woodlands for the woods. It's there in the name. We want quiet, we want trees, we want nature. And homeowners are paying a premium on housing and on taxes for that lifestyle. Parents moved their families to the area expecting slower traffic and safer routes to walk to school and to parks. Expanding Research Forest will increase the speed of traffic, it will decrease property values, and it will disrupt the feel of the neighborhood. I urge H-GAC to please reconsider this proposal, have more community engagement, and talk about alternative solutions for this road. Thank you for your thoughtful consideration.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
406	Theresa	Wagaman		The widening of Research Forest, in The Woodlands, to 6 lanes. This was not asked for by local residents and poses noise pollution concerns.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
407	Ana	Moreno		I oppose the expansion of research forest	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
408	Dawn	Allen	Word Enthusiast, LLC	I am writing to express my opposition to portions of H-GAC's transportation improvement plan. I disagree with the proposal to widen Research Forest Drive from 4 to 6 lanes. The area outlined is residential, and this will increase traffic noise for the residents as well as deprive residents of much of the lovely green space the area is known for. In addition, the shoulders of these roads are often used by bicyclists. Increased traffic would increase the danger for them. There are a number of schools and churches along Research Forest, meaning pedestrians frequenting the area. Surely additional traffic lights would need to be added along the route. Please reconsider this portion of the proposed transportation changes! Thank you.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
409	Stuart L	Schroeder	retired	Do not widen Research Forest Dr. to six lanes between Shadow Bend Dr. and Kuykendahl. Focus on providing left and right turn queues at congested intersections. Six lanes would cause excessive noise for nearby residents.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
410	Vic and Bernadine	Laws		NO widening of Research Forest Drive. There is already a wide a wide emergency lane on one side and a narrow unused lane on the other side. No demolition of trees will be necessary. It will not solve traffic problems.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
411	MARLISA	Briggs	North Houston Association	Thank you for the opportunity to provide input on the FY 2025-2028 Transportation Improvement Program (TIP) projects. The North Houston Association (NHA) has a long history of actively advocating for mobility solutions for the north Houston region. We regularly produce a Strategic Mobility Plan (SMP), the most recent of which is available here: https://www.north-houston.com/2022-strategic-mobility-plan. For purposes of the draft TIP currently out for public comment, we'd like to specifically support the following projects that are both on the draft TIP as well as included in NHA's list of priority projects: • ROW acquisition for the Magnolia Relief Route (MPO ID 18985); • Widening of SH 99 from US 290 to IH 45 (Multiple MPO IDs); • Widening of SH 249 from BW 8 To IH 45 (MPO ID 18999); • Old Conroe Rd. Extension (MPO ID 17101); • Loop 336 Widening in various spots to fill in gaps (MPO ID 16343); • Widening of FM 2920 from Business 290 to SH 249 (Multiple MPO IDs); and • IH 45 North Houston Highway Improvement Project (NHHIP) (Multiple MPO IDs) I appreciate the opportunity to support the above and linked projects and look forward to our continued work together to improve mobility throughout the region. As always, if you have any questions, reach out to me anytime. Best regards, Marlisa Briggs President, NHA	4/23/24	TxDOT Houston	Noted.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
412	Dayle	Cramer		There is already a wide emergency lane on one side of Research Forest Drive, and a narrow lane on the other. Widening the road is definitely not necessary. It would not help with traffic because it would become a thoroughfare for trucks - causing more congestion in a suburb. Noise and pollution would increase. Cutting down trees would be tragic .	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
413	A	R		My backyard backs up to Research, if I close my eyes I still feel like I am back home in NYC with the amount of sirens, except when I open them I am in suburbia. We are the same distance from Houston to the Woodlands as Fairfield County CT is to NYC and yet the amount of sirens is less than half of what I hear here. I don't need to explain anymore as you should understand the point I am trying to make. It's already loud. It's already bad, why are you making it worse? It's all about the Benjamin's! HOLLA!	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
414	Todd	Weller		Research Forest does not need to be widened. This is a dense residential area, and in the 20 years I have lived off of Research Forest, I have never encountered traffic where I thought that additional lanes were an appropriate resolution. Please do not widen the road. It is completely unnecessary. Thank you.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
415	Diane	Nielsen	CareForce Ministries CareScout	Please preserve The Woodlands. I do not support the expansion of Research Forest into 6 lanes. Keep the trees and leave this a local road.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
416	Janice	Cazamias		Please rethink the Research Forest expansion. I live in Alden Bridge and I am totally against this.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
417	Michael	Batey		Regarding 2027 Proposed Project 12589 - Montgomery County , Research Forest Drive Widening to 6 Lanes Comments as follows: 1. Please describe the justification for the additional lanes. What is the traffic forecast basis and who developed the forecast ? What is the forecasted benefit to vehicle traffic ? 2. Please describe alternatives considered to date versus widening. 3. Has traffic signal operation been optimized in that section of Research Forest ? 4. Since the additional lanes will push Research Forest closer to homes, please describe the ensuing noise impacts to homes along Research Forest (daytime and nighttime levels). How do the predicted levels compare to Federal, state or local standards ? 5. Please describe the ensuing impact on water runoff from the additional lanes. How will additional runoff be mitigated ? 6. In summary, the justification for additional lanes is unclear and will result in higher noise levels at nearby homes as well as reduced home values.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
418	Erika	Aleman	Resident in The Woodlands	Please do NOT widen Research Forest Drive from Shadowbend to Kuykendahl. This is a terrible idea which will bring huge noise pollution and increases in accidents to our community as well as decreases in property values. We do NOT NEED this. Current lanes function just fine and through traffic increases from population growth should be routed AROUND our area, not in its middle. This is WAY TOO CLOSE to homes and will cause unnecessary destruction of trees and greenery which we need for community ambience and health. Vote NO on this project and spend the money elsewhere please.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
419	Becky	Hitt	Resident of Woodlands	I'm against the widening of Research Forest between Shadowbend and Kuykendahl as the new road will come too close to residences.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
420	Tina	Strong		As a homeowner in The Woodlands, I do not support the widening of Research Forest Drive. Research Forest Drive is not a highway lined with commercial businesses or big box retail. It is a residential road lined with schools, churches, and side streets into neighborhoods. My home backs to Research Forest at Cochran's Crossing. Many small children ride their bikes and scooters to school every day and must cross Research Forest. This is also true for the students who walk to The Woodlands High School. Recently a student was struck by a car trying to cross Research Forest. The Woodlands is a master planned community and nowhere did George Mitchell plan for residential roads to be cut throughs for development outside of The Woodlands. He designed the right number of businesses and homes and the proper locations for all. He did not allow for over building and the overbuilding of surrounding communities should not be solved by destroying the number one place to live in the U.S. Widening the road will encourage more traffic cutting from I 45 to 2978 to service Woodforest and also the new housing off 1488. Rather, 1488 needs to become a limited use highway with frontage roads. That will allow for traffic to flow more smoothly. Currently 1488 has a driveway every 20 feet. No wonder traffic can't move. Please do not destroy our community and put children riding their bikes and walking to school at risk by widening Research Forest Drive. The solution lies outside of this community, along with the problem.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
421	Gail	Estep	none- private citizen of The Woodlands, Texas	Regarding the widening of Research Forrest from Shadowbend Dr to Kuykendahl Rd in The Woodlands, Texas from 4 lanes to 6. We did not request this and it hasn't been publicized in our community. Even our commissioners didn't know about it!!! That road has a high school and elementary school on it, along with several churches, multiple parks and playing fields. In addition, the houses are off that street. It will cause a massive amount of cars and trucks speeding through that area, making crossing the street extremely dangerous. This will destroy our tree barrier and make it incredible noisy for the people who border it. I live further up, not on that street but know how awful that will be for all of them. That change will also encourage surrounding communities to come through our community to get to I45. Instead of bringing a 6 lane highway through a residential community, shouldn't you be looking at widening 1488, where less people are impacted. Maybe even consider a ring road around The Woodlands if you need to move traffic to I45. Don't ruin our community. We didn't ask for this. Maybe the ask came from developers around us, but our commissioners didn't even know about this. That is insane! Please cancel this whole plan.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
422	Stephen	Briggs	Retired	I strongly oppose the proposed project to widen Research Forest Drive from four lanes to six lanes from Shadow Bend Drive to Kuykendahl Road. I live in the residential area directly off Research Forest Drive in the Capstone neighborhood. This proposed road project would be detrimental to the residents and neighborhoods that border to Research Forest in terms of increased traffic, residents' safety, and road noise. The proposal lacks any understanding or consideration of the impact it will have on the residents who live near Research Forest Drive. Expanding this road to six lanes would make Research Forest a 'magnet' for cut-through traffic (to and from I-45) through a largely residential area. In addition to more traffic, I believe it would result in traffic at higher speeds. (Today with the current four lanes, traffic flow is typically 50-55 mph or more versus the 45 mph speed limit.) Safety is a concern with the road expansion. School children must cross the road to get to Powell Elementary School as well as The Woodlands Highschool. Residents, often with small children, regularly cross the road to access The Woodlands Townships' pedestrian pathways, and bicyclists frequently travel on the wide shoulder of the road. Also, on many weekends traffic is parked on the shoulder of the road for a hundred yards or more near Bear Branch Sports Fields on both sides of Research Forest where parents bring their families to watch their children play sports. The road expansion, I fear, would result in a serious harm to a pedestrian one day. For the same reasons that the planned widening of SH-242 by TX-DOT was curtailed (i.e., to prevent cut-through traffic (to and from I-45), potential excessive road noise to residents bordering the road, and detracting from the natural beauty of The Woodlands, etc.), the proposal before H-GAC to expand Research Forest should not proceed and should be withdrawn from the Transportation Improvement Program for Montgomery County. Respectfully, Stephen Briggs	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
423	Linda	Fontaine		Please erect a sound barrier on Grand Parkway (99) North bound between Morton Ranch and Clay Rd. The sound from traffic on 99 is already very high. Expanding 99 will adversely affect the he quality of life for the residents of the Watersstone Katy community.	4/23/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
424	Michael	Navolio		It is already difficult enough to get on Research Forest from East Capstone Circle... Why make it even harder by making RF a freeway?	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
425	Karen	Vegas		Completely against expanding Research Forest Dr.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
426	Kathleen	Gibbs		We live at the intersection of Crownridge and Research. The noise from Research Forest is already too much. Do NOT expand Research Forest by adding lanes.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
427	Raymond	Bland		My wife and I are opposed to the project to widen Research Forest Drive from 4 lanes to 6 lanes from Shadowbend Drive to Kuykendahl Rd. Research Forest Drive is a local road serving the residents of The Woodlands. The proposed project will change Research Forest Drive into a cross-county thoroughfare with ever increasing traffic. Cross county roads should not make such changes to a residential community.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
428	Janette	Groves		Please DO NOT expand Research Forest in the Woodlands. This will negatively impact residents quality of living with the road encroachment closer to their homes, and will increase traffic on this roadway. If expansion is needed locally, have it happen OUTSIDE of the Woodlands.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
429	Rhonda	Maxwell	Home owner.	NO NO NO to Research Road widening!! Widening Research Forest will promote even more traffic passing through to I-45. It will make an already loud road even louder. It will also require alot of trees to be removed. I would agree to longer turn lanes, especially by the Woodlands High School. PLEASE DO NOT widen Research Forest from West Alden Bridge to 2978. I live off Crownridge & Research Forest.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
430	Andrea	Seider		To whom is may concern: The widening and expansion of Research Forest Drive is an absolute travesty and a huge mistake. As a property owner with a house adjacent to this road, I already have to deal with increased levels of noise pollution from traffic and vehicles over the years. Both the value of our property and the quality of our lives here would be diminished by this proposal. Additionally, there is much research and many studies to prove that adding more lanes to existing thoroughfares does nothing to decrease traffic. Rather, it just attracts more vehicles to that road and traffic returns to previous levels, regardless of how many lanes. It's absurd to think this will bring anything but discomfort for residents, in addition to the added noise and pollution. Finally, and maybe most importantly, it crosses through several schools where children are crossing this street s walkers and bikers (which should be encouraged). This creates an unsafe environment for our families trying to get to school. We should be making it easier for kids to get to school by foot or bike, not more dangerous. There have to be better solutions to our traffic problems other than cutting through our peaceful neighborhoods to bring in basically a highway. Please reconsider this proposal - one of the worst I've seen put forth by this community. Thank you for considering the lives of residents here and not just the ease of commuters.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
431	Paula K.	Davis		I live in Alden Bridge close to Research Forest and Crownbridge. We have a lot of noise from traffic now. Please don't widen Research Forest.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
432	Mary	Evans		We live at Research Forest and Crownridge where there have been numerous serious accidents, no doubt, some fatal. The noise is like a freeway right now. Six lanes just gives the Wood Forest and surrounding neighborhoods outside of The Woodlands a nice alternative to 1488 and 242 etc. Please consider The Woodlands taxpayers who want to have a safe community. Instead of making it six lanes, consider making the speed limit 35 miles per hour and we would have less noise and fewer accidents. It is ridiculous that the police look for speeders in this location on Sunday morning rather than during afternoon when the teenagers are zipping by at 60 plus miles an hour. Please consider the lives that have been lost since you have made Research Forest a freeway.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
433	Kristin	Milner		Please do not widen any part of Research Forest Drive. We already have so many people using certain streets when they don't even live in The Woodlands, and it's causing there to be more and more traffic. On Wooklands Parkway, people already speed on it like it's a freeway. Additionally, if more lanes are added, that'll just be even more noise for the people whose homes back up to the street. Thank you for your time.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
434	Joe	Callison		This creates more danger for the older residents and for children on their way to and from school. NO please. The Research Forest speedway can not get any worse!!	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
435	Monika	Sanchez		No to Research Forest expansion.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
436	David	Harlan		I am against the expansion or Research Forest Drive. As a homeowner in the area we are experiencing constant loud noise, speeding and an uptick in accidents as it stands now. Any expansion will increase all of these hazards. Thank you.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
437	Nancy	Rodd		We have lived in The Woodlands for 32 years and love it but if we continue to make traffic worse through our community by widening the streets like is happening it will be soon be like Houston and other big cities and not like what The Woodlands was meant to be . Please reconsider this . Please listen to the people who live here . As we live off Shadow Bend this will really affect us and many , many others .	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
438	Cynthia	Harlan		Please vote against the expansion of Research Forest Drive. There are already two east to west three lane options for drivers (242 and Woodlands Parkway). Research Forest Dr. has many subdivisions and its expansion would put fast and loud drivers almost in the homeowners back yards. It is unacceptable.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
439	Robert	Rodd		I am 100% against this expansion of Research Forest Drive. In fact I support making it harder to transit through The Woodlands.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
440	James	Brown		Against expanding research forest	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
441	Jayesh	Jain		I strongly object the proposed expansion of research forest drive. It will reduce vegetation, increase noise, and deteriorate the quality of living. We are a residential community, not a pass-through service for non-residents.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
442	Adrian	Simpson		This interaction is very dangerous and I have witnessed many accidents looking out my window. MPOID#19002	4/23/24	H-GAC	Thank you for your comment. Your comment will be transmitted to City of Houston for consideration.
443	Jason	Pierce		12589 Please don't fund project 12589 to expand Research Forest Drive to six lanes. Research is one of The Woodlands iconic streets, generous heavily wooded median and large setbacks separating the road from adjacent housing. It typifies designing with nature and has been replicated by newer communities throughout the Houston region. It's incredible that the road was ever built given the governing impulse to maximize saleable real estate, and is a testament to George Mitchell's vision and his great collaboration with Ian McHarg. Let's preserve the vision and this special thoroughfare.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
444	Laura	Rodgers		We need sound barriers for the Waterstone community to be included in this project. The road noise is already very loud and expanding the highway will only add to the issue.	4/23/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
445	Curtis	Stubbings		MPOID 12589 proposed to expand Research Forest in The Woodlands from 4 to 6 lanes is not necessary and is dangerous. The portion of The Woodlands in Montgomery County is already built out, so additional traffic within The Woodlands should not be expected. Expanding this section of Research Forest will only encourage more cut-through traffic, which should be on state highways, not residential roads. In addition, adding two more lanes in front of The Woodlands High School would make the area even more hazardous during the arrival and departure of students.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
446	Anahi	Garcia		As The Woodlands resident I oppose the expansion of Research Forest	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
447	Victor	Odili		My comment is regarding the Research Forest Drive Expansion Project, widening from from 4-lane road to 6-lane road. I am against this project because I currently live in the part of town with two lanes on each way behind my backyard. I know the amount of noise pollution that we suffer. It is hard to sleep, especially when the heavy motor cycles, transformed cars, and heavy trucks are zooming pass. I have contacted some windows companies to see if there is anything we can do to reduce the noise, yes, there is. But it is going to cost us about 100 grand to get sound proof windows in. And we can't afford that. This means we are going to live with this for a long time. In addition to noise pollution, there are safety concerns in the neighborhood, people will be running red lights, air pollution is another big thing. I am aware it is there currently, but widening the road increases it because we now have more motorists on the road coming from neighboring towns because it's a highway.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
448	Mark	Kosiara		MPOID: 19011 In a recent community engagement session on noise, TxDOT shared that this project will have increased noise impacts on multiple community locations along the project footprint in the future. For various reasons shared with the community, TxDOT doesn't currently have any dedicated noise mitigation measures included to reduce the future noise increases shown in their noise modeling. Although I support the two design choices (tinned concrete and 6' safety barriers along the highway edges) TxDOT mentioned will have some impacts on noise reduction, TxDOT needs to do more to reduce the long-term noise of this project. Additional noise mitigation measures (such as higher safety barriers using composite materials, noise reducing domes, etc.) should be identified and evaluated for further noise reduction. As one of most significant negative impacts of this project, TxDOT also needs to frequently engage with the impacted communities along the project route until they are able to add additional noise mitigations that will reduce the modeled noise levels below the FHWA 67dB noise abatement criteria level.	4/23/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
449	Srinivas	Yalala		Please stop 6 lanes project as it is going to be like highway in the woodlands and destroy the community. Woodlands does not need this project.	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
450	Mark	Kosiara		MPOID's: 11473 & 18405 The METRO Inner Katy BRT Project is currently designed for the benefit of suburban commuters with little positive expected benefits to the communities with the 610 loop. Although METRO reps tell us that they are in frequent contact with TxDOT to align their projects with the two TxDOT Inner Katy projects, recent TxDOT engagement sessions tell a very different story. The current METRO design isn't aligned with recent TxDOT design changes. It is also designed with many of the same pitfalls of the METRO Silver BRT line and will likely significantly underperform METRO's ridership projections as did the Silver line BRT project. The City of Houston has recently announced commencement of a major study of the Washington Corridor including evaluation of transportation improvements. A Washington corridor rapid transit route and other METRO improvements along the 85 bus line would be of much greater benefit to many inner Katy communities than the Inner Katy BRT and would likely increase METRO ridership along Washington Avenue, a very busy line already. Doesn't it make good fiscal sense to pause the METRO Inner Katy project until the results of the Washington Corridor study are available so a more informed decision can be made on where it would be best to spend the Inner Katy BRT money? Waiting makes perfect sense to me.	4/23/24	METRO	Thank you for your comment. METRO will continue to coordinate with stakeholders to make the corridor more connective and accessible.
451	Azereth	Sandate		I'm opposed to expansion of Research Forest	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
452	Luis	Aleman		I have studied traffic flow patterns and congestion prevention methodologies in Texas and in Minnesota, and I drive on Research Forest daily during rush hour, east in the morning, west in the afternoon. All of this combined experience tells me that widening Research Forest Drive from 4 to 6 lanes would not generate a positive return on investment, not from any decreases in traffic congestion (which would be minimal), human hours wasted (also minimal), increased business revenue (would have no positive impact), or safety (accidents will likely go up, particularly at the entry/exits from TWHS). Your real ace project to reduce congestion is to change the entry/exit path to TWHS to a north/south side street instead of directly at Research Forest Drive. You can still maintain the school zone on Research Forest Drive at TWHS, but eliminate the turbulence moving ingress/egress to a side street and you will achieve laminal flow on Research. Contact me if further questions. Thanks!	4/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
453	George	Frey	Super Neighborhood 14-Lazybrook/Timbergrove	I support the 11th st Shared Use Path (MPOID 1227) otherwise referred to as Cherry Loraine Nature Preserve/White Oak Bayou Connectivity Project. This project completes gaps in existing shared use paths & dedicated bike lanes to connect to our local library and parks. It will include safe crossings along this major thoroughfare that will allow access to the parks and nearby Sinclair Elementary school	4/23/24	H-GAC	Thank you for your comment. H-GAC appreciates your support of the program and encourages you to stay engaged with public participation and outreach efforts.
454	George	Frey	Super Neighborhood 14-Lazybrook/Timbergrove	I do not support the proposed Inner Katy BRT (MPOID 11473) as currently shared by METRO. 1) Local access to stations is limited with dangerous crossings at major thoroughfares that are part of high injury network 2) Elevated roadway far exceeds TXDOT lanes and increases noise 3) Collaboration with TXDOT on shared lanes would provide a much more efficient use of ROW and taxes.	4/24/24	METRO	Thank you for your comment. The proposed project is consistent with the METRONext Plan, and being coordinated with TxDOT. METRO will continue to coordinate with stakeholders to make the corridor more connective and accessible.
455	George	Frey	Super Neighborhood 14-Lazybrook/Timbergrove	I support Safe Routes to School initiatives. Too many schools are located on busy thoroughfares. Alternative routes to school are beneficial in that they reduce the load on roadways, enhance community cohesiveness, and promote stronger bonds within families.	4/24/24	H-GAC	Thank you for your comment and support. H-GAC is in the process of developing a Safe Routes to Schools (SRTS) program to enhance our active transportation program.
456	George	Frey	Super Neighborhood 14-Lazybrook/Timbergrove	I support SHEPHERD-DURHAM CORRIDOR (MPOID 18417). This vital project is crucial to mitigate street flooding on major thoroughfares and ensure safe and efficient multi-modal transportation between interstate highways 610 and 10.	4/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
457	George	Frey	Super Neighborhood 14-Lazybrook/Timbergrove	I support MKT-WHITE OAK BAYOU BICYCLE PEDESTRIAN CONNECTION (MPOID 18018). These connections link major pedestrian destinations like Memorial Park & White Oak Bayou that are separated by I10. Current I10 crossings are notorious as part of High Injury Network. Pedestrian bridges land at side of feeder roads requiring a treacherous 3 lane sprint in front of 70mph vehicles.	4/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
458	George	Frey	Super Neighborhood 14-Lazybrook/Timbergrove	I support MEMORIAL PARK BICYCLE PEDESTRIAN CONNNECTION (MPOID 18146). I live within view of Memorial Park but cannot access without a car because of division caused by I10 and High Injury thoroughfares. These safe pedestrian crossings provide access to greenspaces.	4/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
459	Bernice	Lary		This comment is regarding MPOID#19002. I would like to support this project. The current conditions are unsafe. I have seen many accidents occur at these locations in the 14 years I have worked near the project's location. I truly believe that placing a traffic light at these locations would make it a safer area. I have to enter these two locations daily and it is increasingly getting more unsafe as the number of incidents which have occurred can show.	4/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
460	Keli	Preston		For the grand parkway 4-6 lane expansion project please include sound barriers for the Waterstone community between Clay rd. And Morton Ranch rd. Thank you	4/24/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
461	NOLAN	ROBERTS	Consultant	see no reason to have 6 lanes on Research Forest in The Woodlands	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
462	Michelle	Betcher		Regarding the 2025-2028 TIP Project in The Woodlands - Road Widening on Research Forest Drive between Shadowbend and Kuykendahl: This particular stretch of road includes, a town-wide park, the largest sportsfield complex in The Township, The Woodlands High School and direct walking requirement for children within one mile to Powell Elementary. There are homes that back directly to Research Forest on both the north and south sides. The speed limit is 45; it actually runs much faster than that and widening the road would increase not only the speed, but the noise. This road, by virtue of necessity for school, and recreational access, requires multiple pedestrian and bicycle crossings many times each day by children and adults of all ages. We have had three children killed trying to cross this road a few years ago. Please do not add lanes that will make it faster, louder, and more dangerous. Thank you.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
463	Elaine	Unland		I strongly request that Research Forest in The Woodlands NOT be widened. Adding more lanes is simply not needed and turns our community into a noisy thoroughfare for people who do not reside in The Woodlands. Sincerely, Elaine Unland--a resident of The Woodlands for over twenty years.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
464	Bill	Wilson		Regarding MPOID 11473. There should be no increase in the I-10 "footprint" for this project. No widening of the ROW. No incursion onto any of the banks of White Oak Bayou. The BRT lanes should be designed so that they can be converted to rail in the future. Maximum height sound barriers must be considered.	4/24/24	METRO	Thank you for your comment. The guideway is within the footprint of the I-10 right of way METRO is committed to minimizing any noise impacts incuding potential use of noise barriers and other potential mitigation techniques in key areas.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
465	Steven	Fantazia		Regarding the Research Forest Drive (The Woodlands) widening project. I feel that this project is not warranted and will be detrimental to the neighborhoods in The Woodlands. It will not benefit the residents of The Woodlands. All it will do is flood The Woodlands with commuters from outside trying to access I45 and make local traffic miserable. The traffic in this area is not bad yet, but the widening project will actually make it worse. Instead, you should concentrate on a thoroughfare outside The Woodlands. I am definitely against this project. Thank you. Steven Fantazia Resident of The Woodlands	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
466	Elizabeth	Brennan		Hello! I am a resident of Waterstone CAI located east of State Highway 99. I have lived there with my family since May of 2020. As you continue to expand Hwy 99, please add sound barriers between our neighborhood and the highway. Other than a flood and utilities easement, there is nothing separating our house from the noise of highway traffic. The insulation of our home keeps the noise to a minimum during the day, but at night, it is quite loud. The sounds of revving engines, 18-wheelers, and emergency sirens are a disruption to our sleep. When my young children play in our backyard, they are distracted by loud noises and easily become nervous that the noises indicate danger since they cannot always distinguish if the sound was from a truck hitting a bump on the highway or if it was thunder from a coming storm. As the highway expands, these nuisances and distractions will only become more problematic to our family. There has been significant research into the adverse effects of noise pollution on child development. My children and all of the children in our neighborhood are at risk of developmental delays and learning disabilities as the constant noises they already experience will only become louder. Please install sound barriers along the highway to reduce our children's risk of lifelong struggles. For your reference, I have included articles from the Children's Environmental Health Network, the EPA, and the National Library of Medicine about the adverse effects of noise on child development. https://cehn.org/wp-content/uploads/2015/12/Noise_Pollution_9_16.pdf https://www.epa.gov/sites/default/files/2015-07/documents/ochp_noise_fs_rev1.pdf https://pubmed.ncbi.nlm.nih.gov/29313308/ Kind regards, Elizabeth Brennan	4/24/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
467	Drew	Wiley	Cottage Grove Civic Association	TIP Comment on Noise for TxDOT Segment 1 (I-45 to Heights) Project Reference in TIP Master List: 19011 MPOID: 19011 During a recent community discussion about noise, TxDOT informed us that this project will cause increased noise in several areas within the community in the future. Despite acknowledging this, TxDOT currently lacks specific measures to mitigate the anticipated noise levels as indicated by their noise projections. While I endorse the suggested design elements such as tinned concrete and 6-foot safety barriers along the highway edges, which could somewhat alleviate noise, TxDOT should pursue further actions to mitigate the long-term noise impact. This could involve exploring additional measures like taller safety barriers made of composite materials or noise-reducing structures. Given that noise is one of the most significant concerns associated with this project, TxDOT should maintain ongoing communication with affected communities until effective noise mitigation measures are implemented to meet the FHWA's noise abatement criteria of 67dB.	4/24/24	TxDOT Houston	The Public Meeting #2 (held on January 16th, 2024) summary documentation for this 19011 project that addresses noise directly will be uploaded to this webpage soon: https://www.txdot.gov/projects/hearings-meetings/houston/2023/i10-011624.html

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
468	Drew	Wiley	Cottage Grove Civic Association	Project Reference in TIP Master List: TxDOT I-10 Project from Heights to Voss MPOID Reference: TxDOT I-10 Project from Heights to Voss We submitted an earlier comment but were not aware of the requirement for listing the project references. Please see summary below. Cottage Grove is the neighborhood most impacted by this project. TxDOT has presented two options, one which removes 12 acres of homes and businesses, the other which builds a double decker freeway along our neighborhood and park. Our Civic Association strongly rejects both options and TxDOT must do better. The impacts in terms of noise, air pollution, and right of way are completely unacceptable. TxDOT and HGAC should be looking to restore our communities not continue to destroy them for freeways. We recommend the capped freeway alternative proposed by the "No Higher No Wider" organization. This allows widening but then puts a cap on the already depressed sections of freeway. This can be turned into a park or other mixed use space and restore the neighborhood which was cut in half by TxDOT over 50 years ago. We urge HGAC to provide TxDOT with money and direction to evaluate this option for the below grade section of this project.	4/24/24	TxDOT Houston	TxDOT acknowledges and appreciates the comments submitted. This segment of I-10 was built in the 1960's and has been rehabilitated once and is now nearing the end of its design life. Concrete pavement generally has a 30-year design life which can be more quickly deteriorated by more traffic volume than predicated, heavier vehicles and by flooding events or other such external factors. The existing I-10 facility does not meet current design standards with deficiencies in ramp spacing, merge and weave distances, freight corridor vertical clearances, some shoulder widths, and federal design flood regulations. The proposed improvements include additional capacity with managed lanes that promote multi-passenger vehicles, enhancements to pedestrian and bicycle facilities, and drainage improvements as well as meeting current interstate design standards. The environmental assessment analysis is currently underway, in accordance with the National Environmental Protection Act (NEPA) and other applicable federal and state requirements, to assess the affected human and natural environment from the proposed project action and discuss environmental consequences, avoidance and minimization of anticipated impacts, plus identify any mitigation measures to offset those impacts. As technical reports, including those focused on traffic noise, air quality and community impacts, are completed in support of the environmental study, they will be made available. TxDOT asks that you continue to communicate with us over the course of project development. TxDOT has not considered any cap sections along this portion of I-10 and has not been approached by any partner agencies that have expressed an interest in co-funding and maintaining such caps. TxDOT has evaluated and is moving forward with capped freeway designs in certain locations of the North Houston Highway Improvement Project (NHHIP). Opportunities for capped freeways are based on geometric constraints that require roadway elements to overhang the interstate mainlanes or to cross the mainlanes at a large skew angle. Additionally, third parties have to be engaged and committed to provide funding for structural requirements, amenities and maintenance. For NNHIP, these conditions were met at locations around downtown Houston and on I-45 north of I-10. The I-10 Inner Katy Managed Lanes Project is in the early stages of alternatives analysis. If a depressed roadway section is used, any proposed capped sections would require third party funding. Third party funding would be required for the cap structural, fire, life, and safety components as well as any amenities and maintenance on top of the cap. TxDOT is required under the National Environmental Policy Act (NEPA) to mitigate for potential impacts of current projects. Funding to establish caps over highways as parks or green space must be provided by third party or local sponsors, and as such cannot be guaranteed by TxDOT. Since the funding is not
469	Samantha	Malfitano		Vote No- on expanding Research Forest. Save our trees!	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
470	Drew	Wiley	Cottage Grove Civic Association	TIP Comment on METRO Inner Katy BRT Project Project Reference in TIP Master List: 11473 & 18405 MPOID's: 11473 & 18405 The METRO inner katy BRT project similarily affects Cottage Grove as the previously commented I-10 managed lanes project. The Cottage Grove Civic Association urges HGAC to encourage Metro to incorporate the BRT into the below grade capped solution, and consider other design alternatives that will make this project accessible for residents in the area. The current design proposed by METRO puts stations in inaccesible areas, and will continue to have low ridership numbers that they see on the silver line. Our residents do not want an elevated bus line in the corridor and HGAC could help facilitate with TxDOT and METRO to make this corridor more livable by putting all the transportation underneath the structural cap.	4/24/24	METRO	Thank you for your comment. METRO has been coordinating with TxDOT. TxDOT is not currently pursuing a structural cap option for its I-10 Managed Lanes Project.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
471	Drew	Wiley	Cottage Grove Civic Association	MP#18146 Memorial Park bicycle pedestrian connection from Westcott to Cohn The Cottage Grove Civic association strongly supports a bicycle connection via Cohn street across I-10 to improve connectivity to Memorial Park. The current Heights bike network is packed with riders and it would be of enourmous benefit to the community if residents could access south of I-10. Currently I-10 and the railroad tracks act as a barrier between communities. A dedicated bike path could connect the bike routes to the south at Memorial Park and Buffalo Bayou. This project could make Houston one of the most bike friendly cities and really improve quality of life for residents.	4/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
472	Kathryn	Carmody		There are some of my thoughts regarding the proposed expansion of Research Forest Drive between Shadowbend and Kuykendal from four lanes to six lanes. Succinctly, I am against it. Why? I have a couple of reasons. One, to borrow from a movie (Field of Dreams), "build it and they will come" also applies to traffic. A road with more lanes will draw more traffic in and not handle the traffic issue. This has been shown in different cities around the world. Secondly, this stretch of road goes through two schools zones, The Woodlands High School and Powell Elementary. Removal of the shoulder to add the additional lanes takes away from a secondary route for pedestrians and students when the path is unavailable for some reason. While infrequent, this has happened. Additionally, a number of cyclists use the shoulder on weekends, either as a part of their regular routes or to get to their routes. Third, the shoulder is frequently used as a turn lane, where the curb is not extended outward blocking it. I used to commute to and from work on the other part of Research before and after it was widened and, because of the loss of the shoulder, navigating it is more complicated than before it was widened. Significantly so, at that. A fourth point I would like to bring up is how the roads were laid down and the effect of how the lane sizes will shift. As evidenced by the widening of Research Forest from the feeder to Shadowbend, there is worse wear and tear on the road because the "seams" between where each concrete slab were laid are now directly under the tires of the vehicles instead of where they used to be acting as additional lane markers to the painted stripes on the road. There are more potholes forming because of this. My final point, and this is speculation, is that I believe we will see an overall decrease of traffic in the coming decades. More people use ride share instead of owning their own vehicles. More jobs will become remote. These are the reasons that I am against the expansion of Research Forest Drive.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
473	Barbara Sue	McGuirt	Home owner	This is a very bad idea. It endangers the safety and lives of our highschoolers and other students. We are a bedroom community. We should keep it that way. This is our hometown. Our students and walkers and joggers have just gotten used to the new Regulation for which signs are posted in the area designated for traffic to stop for anyone who is entering that road? I am referring to research Forest Drive. We are at township and should stay intact. This intrusion will cut through the center of our town. It is a very bad idea.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
474	Wendy	LaVergne		Research Forest drive expansion - is much needed. The traffic in this area needs to be alleviated especially for school zones through this area. This would be a great addition.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
475	William	Smith		Firstly, what gives H-GAC authority over road projects in The Woodlands?? Secondly, we are not in favor of widening Research Forest to 3 lanes on each side from Shadowbend Place to Kuykendahl. We are already seeing far too much THROUGH traffic on Research. This will only serve to further increase it. Also, there is little room to add the lanes without putting the road excessively close to the back fences of homes along Research. The traffic level in front of The Woodlands High School will become heavier as a result of this, making it more dangerous for high school traffic and pedestrians. The construction will cripple traffic while it is going on. This expansion will only benefit developers off FM2878 and FM1488, not residents living in The Woodlands along and off of Research. We have already experienced far too much development in that area and traffic is crippled along FM1488. Residents/taxpayers of The Woodlands do not want or need yet another unnecessary road project that we have to finance.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
476	Kassidy	O'Neill		I do NOT think this will be a good idea at all. The only space to add more lanes will literally encroach upon everyone's backyard and will enforce more people to move here. As a resident I do not want this to be expanded	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
477	Mary	Steelman		Protest of proposal to widen Research Forest from Kuykendahl Road to Shadow Bend. Several years ago this topic was strongly vetoed. Who is the politician that has requested funding this road project? I live in a home that backs to Research Forest. The noise is comparable to a constant ocean surf, but not in an enjoyable way. Have you actually measured the decibels? Have you considered the impact of removing enough trees and underbrush to accommodate the asphalt? Research Forest constantly has speeders, and extra loud backfires. There is not enough policing to deter the activity. Many schools are located along this corridor. Very few cars actually limit the speed to the school zone limits. This morning as I passed in front of St Anthony of Padua on Kuykendahl many cars were passing me, ignoring the school zone speed limit altogether. Have you even considered what this project will do to the value of homes that are affected? A six lane highway through a residential neighborhood is a terrible idea. The Woodlands was not built to place six lane highways next to residential homes. Do not fund this proposal. Mary Steelman 7 Classic Oaks Place	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
478	William	Steelman	Homeowner	No. Do not place a six lane highway adjacent to my home. This Research Forest corridor has many residential homes and schools butting against the green tree barrier, walking path and highway. The noise is already a detriment. Do not invite more congestion and noise to the area. Consider a sound limit and enforce the speed limit, including within the school zones. Surely if all cars had to drive slower they would find a different commute path. Keep Research Forest safe for the families of The Woodlands.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
479	Jennifer	Steelman		I am against the widening of Research Forest between Shadowbend and Kurkundahl. Kids cross that street to get to elementary school (Powell) - and widening the road would make it unsafe. At night, three lanes would encourage racing and this is a residential neighborhood. Please don't expand Research.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
480	Rebecca	Jasso		I wish to express my concerns with the proposed project 1235 seeking $47 million in RAISE funds. I have reviewed the application and questionnaires submitted by the Montrose TIRZ 27. Various impacts on natural resources, pedestrian safety and economic impact have not been addressed in the project questionnaires. I live one block from Montrose Blvd in the middle of where the proposed project will take place. I get to observe first hand the traffic on Montrose as well as the vehicle and foot traffic in the surrounding area. My concerns are as follows: 1) the proposed 10 ft sidewalks will have a significant impact on the existing natural resource due to the project proposal to remove all the mature trees on the east side of the Blvd. The existing canopy helps reduce the heat island effect we experience in our city. A recent Kinder Institute Report indicates that Montrose is already number four in neighborhoods experiencing tree canopy loss due to development and drought. The plans to replace these mature trees with young, small trees will have an immediate effect on the air quality as well as livability of the neighborhood. 2) The design of the 10 ft sidewalk creates safety hazards for pedestrians expected to share the sidewalk with bicycle commuters. A 6 ft sidewalk will provide safe routes for pedestrians; rather than having pedestrians competing with cyclists, the project can direct cyclists to the robust bicycle network already in place or in the works. The 2020 Walk + Bike Plan for Montrose identified the Blvd as a "walking priority project". It should remain so. 3) Pedestrian safety does not require closing of intersections and extensive construction of roadway impediments. There are proven alternatives to increase pedestrian safety at intersections, such as street art, that are lower cost and aesthetically pleasing. 4) the planned closing of intersections and reducing the width of the medians along the planned project route will impact small businesses, creating an economic impact not acknowledged in the submitted questionnaires. Delivery drivers and customers will have to make a U-turn to access businesses, creating traffic slowdowns as the medians will not accommodate large vehicles. This will have a negative impact on air quality. 5) the closing of intersections will also drive traffic into the adjacent side streets as drivers must circle around the neighborhood to return to Montrose to complete their trip. This again will endanger the pedestrians and cyclists who use these streets. This environmental impact is not acknowledged in the questionnaires. There is no indication that impact on the surrounding community was considered in the project development. 6) The extensive drainage plans proposed by the project are fixing a problem that does not exist. Montrose neighborhoods did not suffer significant flooding during Hurricane Harvey. The ponding cited in the proposal does not justify the 10' holding pipes being proposed. The City of Houston has put a pause on the first Phase of this project, from Allen Parkway to West Clay. It is reasonable to assume that the current proposal will undergo similar delays. Funding for this project should be delayed until the project is revised to protect the natural environment and community character that makes Montrose so attractive to the new growth and development cited in the project proposal. Previously submitted by email, but I forgot my contact information.	4/24/24	H-GAC	Thank you for taking the time to participate and submit written comment. Montrose Phase 2 project ID # 1235 is not part of the draft FY 25-28 TIP. H-GAC encourages you to stay engaged with public participation and outreach efforts.
481	Terrance and Debra	Swonke		We are against the proposed project to widen Research Forest DR from 4 to 6 lanes from Shadowbend DR to Kuykendahl RD. The increased noise and traffic will make our home and our neighborhood unlivable. This proposed project will not solve congestion (of which there is none to speak of). Instead, it will make traffic, noise, and speeding drivers worse for us by inviting all the surrounding areas to commute through our neighborhood using it as a thoroughfare to get to their own peaceful homes and leaving us to live in misery and discontent. We live in a residential neighborhood. A major thoroughfare was never intended for Research Forest DR. Please stop this proposed project. Thank you.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
482	Terrance and Debra	Swonke		We are against the proposed project to widen Research Forest DR from 4 to 6 lanes from Shadowbend DR to Kuykendahl RD. The increased noise and traffic will make our home and our neighborhood unlivable. This proposed project will not solve congestion (of which there is none to speak of). Instead, it will make traffic, noise, and speeding drivers worse for us by inviting all the surrounding areas to commute through our neighborhood using it as a thoroughfare to get to their own peaceful homes and leaving us to live in misery and discontent. We live in a residential neighborhood. A major thoroughfare was never intended for Research Forest DR. Please stop this proposed project. Thank you.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
483	George	Diaz		Project 12589, locally funded seems to be unnecessary. That stretch of road has very light traffic 80% of the day, and 100% of weekends. The most it may save on peak hours, going from 4 to 6 lanes is about 10 minutes.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
484	Brandon	Reynolds		Do not proceed with MPOID 12589. This is a residential area that does not need improvement. The majority of traffic flow should remain on highways and farm to market roads. Widening this road will not benefit residents.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
485	Susana	Toscano		I am in support of MPOID#19002. The current traffic patterns are unsafe for pedestrians, cyclists, and general traffic. I have worked in this area for eight years and have lost count of the nearly fatal accidents in the area. This area is a trendy area for being outdoors and enjoying the beautiful views of Houston this area has to offer. All the people are asking is to make it safe for all to enjoy.	4/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
486	Jeanne	Toth		Re: Research Forest Expansion, The Woodlands. I have been in a neighborhood backing to RF for the last 16 years . Traffic, crime, drag racing, and noise have increased significantly since the tie in to 2978. I am opposed to further expansion bringing the road closer to our back yards and devaluing our property. Rarely does this section of road back up, mostly at the beginning and end of school days. That slight inconvenience does not warrant the cost and destruction to our tree barrier. Please do not approve this expansion.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
487	Bertrand	Bartram	None	Allow me to express the highest level of concern regarding proposed project MPOID 12589, calling for the widening of Research Forest Drive from 4 lanes to 6 lanes from intersecting Shadowbend Dr. to Kuykendahl Road. I, like my neighbors, whose homes back up to Research Forest, are currently forced to endure extremely high noise levels that make any time outside unbearable. Widening Research Forest will only increase the noise level. We would ask that the project be terminated, or in the alternative, that sound barriers become part of the project in the interest of the hundreds of residents effected. Your sincere consideration is appreciated.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
488	Alaina	Hebert		MPOID - 19011 CSI - 0271-07-326 - Heights to I-45 - This project has a huge impact on the surrounding neighborhoods and the lives of residents. There is no clear reason why this elevation is required as it does not do anything to address flooding in the surrounding. It destroys the unique ecosystems that surround the bayou and make it an important space for our community to exercise, play, and improve their mental health through proximity to nature. These are important nesting places for a huge variety of birds who will be disturbed and may never return. We will lose our iconic views and safe walking and bike paths to downtown. We're concerned by an increase in noise in an area where it is extremely high off the highway. We're concerned about additional pollution to people already at risk for pulmonary disease from living close to a highway. We are being attacked by highway expansion from both sides and or health will be impacted. This should be modeled and measured and weighed against the benefits. The impact modeling should include the impacts from the adjacent expansions on I-10 and I-45. We are looking for a no higher and no wider solution to mitigate the issues described above. We know that adding lanes leads to induced demand, meaning more people will choose to drive as more lanes become available. Please demand complete and comprehensive study and modeling of the impact of the the I-10 and I-45 expansion projects. These projects should be evaluated together, it makes no sense to pretend they don't impact each other. We know that we will be impacted by the compounded projects.	4/24/24	TxDOT Houston	Based on public and stakeholder comments, TxDOT redesigned the proposed detention area to preserve the existing forested area west of Houston Avenue and north of proposed I-10 along White Oak Bayou. TxDOT is also coordinating with HCFCD to place additional vegetative and tree plantings along White Oak Bayou within the project limits. This project is undergoing environmental review in accordance with the National Environmental Policy Act (NEPA) process and applicable federal and state requirements. This process evaluates the affected environment, environmental consequences, and identifies avoidance, minimization, and mitigation measures. An important part of the NEPA process is public and stakeholder input. To date for this project, TxDOT has conducted two public meetings and has hosted and participated in additional community and stakeholder engagement. The environmental studies have been completed and include input received through public engagement. Public comments have reshaped the design of the project to preserve forested land, enhance landscaping and increase shared use path connectivity. TxDOT follows the Environmental Protection Agency's (EPA's) Clean Air Act (CAA) framework to ensure that appropriate evaluation of air pollutant exposure risk is performed. Under the CAA the EPA was tasked with protecting the public from air pollution concerns, including from transportation activities. To achieve this, EPA has developed health-based air quality standards, the National Ambient Air Quality Standards (NAAQS), for a group of pollutants known as the criteria pollutants (ozone, carbon monoxide, nitrogen dioxide, particulate matter – which includes brake and tire wear emissions, sulfur dioxide, and lead). These NAAQS are set at levels expected to be protective of even sensitive populations such as children, the elderly, and asthmatics. EPA will identify areas in the country that exceed a NAAQS as being nonattainment. For instance, the Houston-Galveston-Brazoria area is designated nonattainment for ozone. In addition, EPA created a framework called transportation conformity which establishes requirements for when and how to evaluate potential criteria pollutant impacts associated with roadway projects. Note that the CAA conformity framework is not intended to evaluate all exposure scenarios to air emissions from a transportation project, but it is intended to capture reasonable exposure scenarios that could potentially lead to concentrations in exceedance of the NAAQS. Although EPA's transportation conformity rule does recommend additional localized modeling (i.e., a hot spot analysis) for certain projects that are located in areas designated as nonattainment or maintenance for particulate matter (PM) or carbon monoxide (CO), as they have the reasonable potential to create a localized exceedance of the NAAQS, this is not the case for this project. This project is located in an area designated attainment or unclassifiable for both PM and CO, so such a hot spot would not be expected to occur. Lastly, with regards to construction emissions, even when a hot spot analysis is required under transportation conformity (which, again, is not the case for this project), EPA does not recommend incorporating construction emissions if the construction will last five years or less since they would be considered temporary and transient in nature (40 CFR 93.123(c)(5)). To conclude, TxDOT evaluates air quality impacts in accordance with EPA's CAA framework and their health-based air quality standards (i.e., the NAAQS), which does not recommend additional air analyses for this project.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
489	Bob	Preston		I would like a sound barrier added to the 99 expansion between Clay and Morton as I live in water stone subdivision and it's already too loud at 4 lanes	4/24/24	TxDOT Houston	A noise analysis is being performed in accordance with TxDOT's (Federal Highway Administration (FHWA) approved) 2019 Noise Policy: Roadway Traffic and Construction Noise. Existing and predicted traffic noise levels will be modeled at receiver locations that represent land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from noise abatement. If the study finds that noise abatement is reasonable and feasible then noise barriers would be proposed for the project.
490	Patty	Carter		There is no traffic justification to widen research for us between Kuykendahl and Shadowbend. The only rush-hour is during the beginning of school and the ending of school and delays are maybe five minutes at the most. This is an egregious waste of money. Please provide traffic data to support your request.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
491	Mark	Kosiara		MPOID Reference: TxDOT I-10 Project from Heights to Voss In a recent community engagement session on noise for an adjacent lower impact project (Project Reference 19011), TxDOT shared that that project will have increased noise impacts on multiple community locations along the project footprint in the future and they don't currently have any dedicated noise mitigation solutions. The next project planned to the west, Reference #: will have more lanes and 4 newly elevated lanes that will definitely have larger noise impacts on neighboring communities. Noise mitigations will therefore be even more challenging for this project. Transportation projects in Dallas and other Cities around the country are using the concept of capped design to address noise profiles like this for below grade sections of new highways. There is currently a group in Houston that has proposed that TxDOT evaluate this type of design for this project during their recent public comment period. (For more information including the expected city and community benefits of this approach see: No Higher No Wider I-10 (nohighernowideri10.com)) Such a design would have multiple environmental and social benefits to neighboring communities, and we urge HGAC to provide TxDOT with money and direction to evaluate this option for the below grade section of this project. This would potentially allow for communities previously separated by the construction of I-10 to be woven back together after decades of separation.	4/24/24	TxDOT Houston	TxDOT conducted a community meeting regarding the results of the traffic noise analysis for the I-10 from Heights Blvd. to I-45 Project on April 18, 2024. This project is a separate project from the I-10 Inner Katy Managed Lanes Project from Voss Rd. to I-45. As part of the I-10 Inner Katy Managed Lanes Project environmental assessment, TxDOT is currently performing a noise analysis for both alternatives presented at the Feb. 2024 public meeting and is reviewing mitigation options including sound barriers (i.e., noise wall), pavement treatments and other mitigation strategies to reduce predicted traffic noise. The results of the noise study, once complete, will be published on the project website. TxDOT intends to present the noise study findings at a future public meeting specifically focused on the anticipated traffic noise impacts. Abatement measures would also be assessed for noise levels reaching an actionable level according to FHWA criteria. Before any abatement measure can be proposed for incorporation into the roadway project, it must be both feasible and reasonable. Feasibility and reasonableness considerations include constructability, the predicted acoustic reductions provided by an abatement measure, a cost allowance, and whether the adjacent, affected landowners (i.e., receptors) desire abatement. Receptors associated with an abatement measure that achieve a noise reduction of five dB(A) or greater are called benefited receptors. If sound barriers are determined feasible and reasonable, there would be Noise Workshops conducted and adjacent landowners would have the opportunity to vote whether to build the noise walls or not. A noise wall proposed in a specific location would only be built if more than fifty percent of those eligible to vote are in favor of the wall construction. TxDOT has not considered any cap sections along this portion of I-10 and has not been approached by any partner agencies that have expressed an interest in co-funding and maintaining such caps. TxDOT has evaluated and is moving forward with capped freeway designs in certain locations of the North Houston Highway Improvement Project (NHHIP). Opportunities for capped freeways are based on geometric constraints that require roadway elements to overhang the interstate mainlanes or to cross the mainlanes at a large skew angle. Additionally, third parties have to be engaged and committed to provide funding for structural requirements, amenities and maintenance. For NHHIP, these conditions were met at locations around downtown Houston and on I-45 north of I-10. The I-10 Inner Katy Managed Lanes Project is in the early stages of alternatives analysis. If a depressed roadway section is used, any proposed capped sections would require third party funding. Third party funding would be required for the cap structural, fire, life, and safety components as well as any amenities and maintenance on top of the cap. TxDOT is required under NEPA to mitigate for potential impacts of current projects. Funding to establish caps over highways as parks or green space must be provided by third party or local sponsors, and as such cannot be guaranteed by TxDOT. Since the funding is not guaranteed, TxDOT does not propose highway caps as mitigation for

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
492	Ross	Mattern	West End Civic Club	TIP Comment on Noise for TxDOT Segment 1 (I-45 to Heights) Project Reference in TIP Master List: 19011 MPOID: 19011 In a community engagement session on noise, TxDOT shared that this project will have increased noise impacts on multiple community locations along the project footprint in the future. For various reasons shared with the community, TxDOT doesn't currently have any dedicated noise mitigation measures included to reduce the future noise increases shown in their noise modeling. Although I support the two design choices (tinned concrete and 6' safety barriers along the highway edges) TxDOT mentioned will have some impacts on noise reduction, TxDOT needs to do more to reduce the long-term noise of this project. Additional noise mitigation measures (such as higher safety barriers using composite materials, noise reducing domes, etc.) should be identified and evaluated for further noise reduction. As one of most significant negative impacts of this project, TxDOT also needs to frequently engage with the impacted communities along the project route until they are able to add additional noise mitigations that will reduce the modeled noise levels below the FHWA 67dB noise abatement criteria level. Please ensure these steps are taken before funding is released.	4/24/24	TxDOT Houston	The Public Meeting #2 (held on January 16th, 2024) summary documentation for this 19011 project that addresses noise directly will be uploaded to this webpage soon: https://www.txdot.gov/projects/hearings-meetings/houston/2023/i10-011624.html
493	Ross	M	West End Civic Club	TIP Comment on Noise for TxDOT Segment 2 (Heights to Voss) Project Reference in TIP Master List: TxDOT I-10 Project from Heights to Voss MPOID Reference: TxDOT I-10 Project from Heights to Voss In a recent community engagement session on noise for an adjacent lower impact project (Project Reference 19011), TxDOT shared that that project will have increased noise impacts on multiple community locations along the project footprint in the future and they don't currently have any dedicated noise mitigation solutions. The next project planned to the west, Reference #: will have more lanes and 4 newly elevated lanes that will definitely have larger noise impacts on neighboring communities. Noise mitigations will therefore be even more challenging for this project. Transportation projects in Dallas and other Cities around the country are using the concept of capped design to address noise profiles like this for below grade sections of new highways. There is currently a group in Houston that has proposed that TxDOT evaluate this type of design for this project during their recent public comment period. (For more information including the expected city and community benefits of this approach see: No Higher No Wider I-10 (nohighernowideri10.com)) Such a design would have multiple environmental and social benefits to neighboring communities, and we urge HGAC to provide TxDOT with money and direction to evaluate this option for the below grade section of this project. This would potentially allow for communities previously separated by the construction of I-10 to be woven back together after decades of separation. Please ensure significant changes are locked in before releasing funding for the project.	4/24/24	TxDOT Houston	As part of the environmental assessment , TxDOT is currently performing a noise analysis for both alternatives presented at the Feb. 2024 public meeting and is reviewing mitigation options including sound barriers (i.e., noise wall), pavement treatments and other mitigation strategies to reduce predicted traffic noise . A traffic noise analysis is required because this project is a Type I project. A Type I project is a construction project that includes new location highways, substantial horizontal or vertical alteration, additional through-traffic lanes. The project includes a vehicular capacity increase, a substantial vertical and/or horizontal alteration of the existing lane condition ; therefore, is eligible as a Type I project and subject to traffic noise analysis requirements. The results of the noise study, once complete, will be published on the project website. TxDOT intends to present the noise study findings at a future public meeting specifically focused on the anticipated traffic noise impacts. Abatement measures would also be assessed for noise levels reaching an actionable level according to FHWA criteria. Before any abatement measure can be proposed for incorporation into the roadway project, it must be both feasible and reasonable. Feasibility and reasonableness considerations include constructability, the predicted acoustic reductions provided by an abatement measure, a cost allowance, and whether the adjacent, affected landowners (i.e., receptors) desire abatement. Receptors associated with an abatement measure that achieve a noise reduction of five dB(A) or greater are called benefited receptors. If sound barriers are determined feasible and reasonable, there would be Noise Workshops conducted and adjacent landowners would have the opportunity to vote whether to build the noise walls or not. A noise wall proposed in a specific location would only be built if more than fifty percent of those eligible to vote are in favor of the wall construction. TxDOT has not considered any cap sections along this portion of I-10 and has not been approached by any partner agencies that have expressed an interest in co-funding and maintaining such caps. TxDOT has evaluated and is moving forward with capped freeway designs in certain locations of the North Houston Highway Improvement Project (NHHIP). Opportunities for capped freeways are based on geometric constraints that require roadway elements to overhang the interstate mainlanes or to cross the mainlanes at a large skew angle. Additionally, third parties have to be engaged and committed to provide funding for structural requirements, amenities and maintenance. For NNHIP, these conditions were met at locations around downtown Houston and on I-45 north of I-10. The I-10 Inner Katy Managed Lanes Project is in the early stages of alternatives analysis. If a depressed roadway section is used, any proposed capped sections would require third party funding. Third party funding would be required for the cap structural, fire, life, and safety components as well as any amenities and maintenance on top of the cap. TxDOT is required under the National Environmental Policy Act (NEPA) to mitigate for potential impacts of current projects. Funding to establish caps over highways as parks or green space must be provided by third party or local sponsors, and as such cannot be guaranteed by TxDOT. Since the funding is not guaranteed, TxDOT does not propose highway caps as mitigation for proposed project impacts.
494	Ross	Mattern	West End Civic Club	TIP Comment on METRO Inner Katy BRT Project Project Reference in TIP Master List: 11473 & 18405 MPOID's: 11473 & 18405 Please consider other alternatives than duplicating the TXDOT managed lanes with BRT lanes.	4/24/24	METRO	Thank you for your comment. METRO is closely coordinating with TxDOT and its I-10 projects.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
495	Joseph	Panzarella		Please support No Higher No Wider I-10 in keeping I-10 within it's current footprint and adding a cap on top to allow for park space. Please fully fund the Montrose Blvd Segment 2 project, and work with the Mayor to begin work on Segment 1. Please focus on multi-modal projects that protect pedestrians and bikers at all cost.	4/24/24	TxDOT Houston	TxDOT has not considered any cap sections along this portion of I-10 and has not been approached by any partner agencies that have expressed an interest in co-funding and maintaining such caps. TxDOT has evaluated and is moving forward with capped freeway designs in certain locations of the North Houston Highway Improvement Project (NHHIP). Opportunities for capped freeways are based on geometric constraints that require roadway elements to overhang the interstate mainlanes or to cross the mainlanes at a large skew angle. Additionally, third parties have to be engaged and committed to provide funding for structural requirements, amenities and maintenance. For NNHIP, these conditions were met at locations around downtown Houston and on I-45 north of I-10. The I-10 Inner Katy Managed Lanes Project is in the early stages of alternatives analysis. If a depressed roadway section is used, any proposed capped sections would require third party funding. Third party funding would be required for the cap structural, fire, life, and safety components as well as any amenities and maintenance on top of the cap. TxDOT is required under the National Environmental Policy Act (NEPA) to mitigate for potential impacts of current projects. Funding to establish caps over highways as parks or green space must be provided by third party or local sponsors, and as such cannot be guaranteed by TxDOT. Since the funding is not guaranteed, TxDOT does not propose highway caps as mitigation for proposed project impacts. Both build alternatives propose pedestrian and bicycle elements. There are proposed shared use paths (SUP) and sidewalks on either side of the I-10 frontage roads for both Alternative 1 and Alternative 2. The proposed alternatives would also include the reconstruction of the following cross street bridges: Washington Ave, TC Jester Blvd, Durham Dr, Shepard Dr, Patterson St, Yale St and Heights Blvd. The reconstruction of these cross streets includes enhanced pedestrian and bicycle facilities behind the curb with a 5-foot-wide buffer, 5-foot-wide bike lane, and 7-foot-wide sidewalk in each direction for two-way streets and in the same direction of travel on one-way
496	Julie	Hill		The research forest project is totally unnecessary and will cause massive traffic issues where there are NO problems right now. Please DO NOT expand research forest in the Woodlands!	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
497	Allison	Winter		I oppose the widening of Research Forest Dr in The Woodlands. I have lived in same home here for 22 years & we simply do not have a traffic issue on Research Forest to speak of. The only time it's a bit busy is during school drop off, pickup & during the work traffic. I have often commented that getting around in The Woodlands is not an issue at all! It's just busy on I-45 & other surrounding major thoroughfares that are outside TW. We don't want a busier, major road with many traffic lights & traffic that is hard to get out of our neighborhoods. We already have a problem with speeding & I can only imagine how much faster cars would speed. The residents of TW do not want or need for Research Forest to be widened.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
498	Elizabeth	Rickard	Resident of The Woodlands/Precinct 58 Chair - Republican	They said it wouldn't happen back in 2022 when my husband ran for Township but here we are again except this time it is a CONRETE possibility and if more people do not comment you will just receive the funding to start and complete this project? We do NOT WANT THE WOODLANDS to become a cut-through community. I live on Shadowbend near Research Forest Drive. My children went to Collins Intermediate and often rode their bikes to Bear Branch Park. I was not concerned because at that time there were only four lanes. I cannot comprehend how anyone would think that this is a good idea. Research Forest at Gosling is a CONSTANT red-light running intersection with no stop in sight. Adding more lanes would only make this issue worse. The houses along Research Forest are much closer to the road than Woodlands Parkway and 242, the sound and pollution from the 18-wheelers would be such an issue that a sound wall would be needed and once those go in the value of our homes would go down. PLEASE reconsider doing this. Our children crossing that street without issue would now become a HUGE safety concern. Think about all the kids that cross from Collins or even the YMCA back home across Research Forest. This is a huge mistake and I am completely against it! I pray that you will consider another solution to cut through traffic. We will have a new County Commissioner soon. I would highly suggest speaking with him, Ritch Wheeler, as he had an excellent idea for helping with traffic flow AROUND The Woodlands. Thank you for reading my comment.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
499	James	Weat		Neither option works!!!! Neither option is needed and all this is is a I45 expansion requirement that no one wants.	4/24/24	TxDOT Houston	Noted.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
500	Patty	Carter		We live in The Woodlands where there are trees And not big wide roads. Research force was never planned to be a 6 lane street Through a highly dense residential community. There is absolutely no room to add two more lanes to research Forest	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
501	Jim	Robertson	Cypress Creek Flood Control Coalition; Cypress Creek Greenway Project	I am commenting on two projects on page 33 of the plan: Cypress Creek Hike and Bike Trail (7777) and Cypress Creek Hike and Bike Trail (7779). Several years ago the Quality of Life Committee of the Greater Houston Partnership developed a vision which was the Greater Houston Bayou Greenway Initiative. The concept was to develop greenways (a linear park system with trails) along 10 major east-west running waterways in the greater Houston area. From south to north the waterways, or bayous, identified were Clear Creek, Sims Bayou, Brays Bayou, Buffalo Bayou, Hunting Bayou, Halls Bayou, White Oak Bayou, Greens Bayou, Cypress Creek, and Spring Creek. When the Trust for Public Land approached Houston saying they felt the time was ripe for a parks' bond issue in Houston the decision was made to propose a parks bond issue (Parks By You and/or Bayous 2020) . It was decided that the City of Houston would hold a bond election to provide funds for the Greenway Initiative in the city of Houston. This bond issue was approved overwhelmingly by voters resulting in ultimately over $200 million being raised to develop greenways and over 150 miles of trails in the waterways with the city. All of Cypress Creek and almost all of Spring Creek fall in unincorporated Harris County and outside of the area receiving any bond funding. Cypress Creek with a length of over 40 miles is the longest of the 10 waterways identified in the original vision. The waterway with the greatest length did not benefit from the money raised by and with the bond. As a result funding to acquire acreage and construct trails has not been available from that bond initiative. Progress has been made in developing the Cypress Creek Greenway but funding for trail development has been a continuing challenge. Comments noted relative to these two projects state that these two projects are not regionally significant. However, the eastern two thirds of the Cypress Creek Greenway trails are in a heavily populated area and the trails provide routes for many pedestrians, runners, and bikers. They help connect suburban residential areas to parks, hospitals, schools (elementary, middle, and high schools; colleges), retail space, hotels, and offices. In the lesser developed areas of the western, upper portion of the watershed, trails will provide connections between numerous master planned communities. The Cypress Creek and Little Cypress Creek watersheds have about 500,000 residents which is about 10% of the population of Harris County. The importance of the Cypress Creek trails to provide significant connectivity should not be underestimated or overlooked. As funds might become available these projects should be considered for receiving a higher priority or more timely funding.	4/24/24	Harris County	Thank you for your participation. Your comment was transmitted to the project sponsor for consideration in project development. Subject project will not be included in the TIP based on sponsor's request.
502	Brinn	Miracle		I support the shepherd / Durham project and the Waugh / Feagan project.	4/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
503	Janette	Lindner		MPOID: 19011 TxDOT shared that this project will have increased noise impacts on multiple community locations along the project footprint in the future. TxDOT doesn't currently have any dedicated noise mitigation measures included to reduce the future noise increases shown in their noise modeling. TxDOT needs to do more to reduce the long-term noise of this project. Additional noise mitigation measures (e.g. higher safety barriers using composite materials, noise reducing domes) should be identified and evaluated for further noise reduction. As one of most significant negative impacts of this project, TxDOT also needs to frequently engage with us, the impacted communities along the project route, until they are able to add additional noise mitigations that will reduce the modeled noise levels below the FHWA 67dB noise abatement criteria level.	4/24/24	TxDOT Houston	The Public Meeting #2 (held on January 16th, 2024) summary documentation for this 19011 project that addresses noise directly will be uploaded to this webpage soon: https://www.txdot.gov/projects/hearings-meetings/houston/2023/i10-011624.html

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
504	Janette	Lindner		TxDOT Segment 2 (Heights to Voss) Project Reference in TIP Master List: [I can't find it] In a recent community engagement session on noise for an adjacent lower impact project (Project Reference 19011), TxDOT shared that that project will have increased noise impacts on multiple community locations along the project footprint and they don't currently have any dedicated noise mitigation solutions. The next project planned to the west, Reference #[???] will have more lanes and 4 newly elevated lanes that will have larger noise impacts on neighboring communities because of the additional elevated lanes. Transportation projects in Dallas and other cities around the country are using the concept of capped design to address noise profiles like this for below grade sections of new highways. A group in Houston has proposed that TxDOT evaluate this type of design for this project during their recent public comment period. (see: No Higher No Wider I-10 nohighernowideri10.com) Such a design would have numerous environmental and social benefits to neighboring communities, and I urge HGAC to provide TxDOT with money and direction to evaluate this option for the below grade section of this project. The best part: This would allow for communities previously separated by the construction of I-10 to be put back together after decades of separation. Please consider the impact on people, our communities, our neighbors when you consider these projects. Thank you.	4/24/24	TxDOT Houston	TxDOT conducted a community meeting regarding the results of the traffic noise analysis for the I-10 from Heights Blvd. to I-45 Project on April 18, 2024. This project is a separate project from the I-10 Inner Katy Managed Lanes Project from Voss Rd. to I-45. As part of the I-10 Inner Katy Managed Lanes Project environmental assessment, TxDOT is currently performing a noise analysis for both alternatives presented at the Feb. 2024 public meeting and is reviewing mitigation options including sound barriers (i.e., noise wall), pavement treatments and other mitigation strategies to reduce predicted traffic noise. The results of the noise study, once complete, will be published on the project website. TxDOT intends to present the noise study findings at a future public meeting specifically focused on the anticipated traffic noise impacts. Abatement measures would also be assessed for noise levels reaching an actionable level according to FHWA criteria. Before any abatement measure can be proposed for incorporation into the roadway project, it must be both feasible and reasonable. Feasibility and reasonableness considerations include constructability, the predicted acoustic reductions provided by an abatement measure, a cost allowance, and whether the adjacent, affected landowners (i.e., receptors) desire abatement. Receptors associated with an abatement measure that achieve a noise reduction of five dB(A) or greater are called benefited receptors. If sound barriers are determined feasible and reasonable, there would be Noise Workshops conducted and adjacent landowners would have the opportunity to vote whether to build the noise walls or not. A noise wall proposed in a specific location would only be built if more than fifty percent of those eligible to vote are in favor of the wall construction. TxDOT has not considered any cap sections along this portion of I-10 and has not been approached by any partner agencies that have expressed an interest in co-funding and maintaining such caps. TxDOT has evaluated and is moving forward with capped freeway designs in certain locations of the North Houston Highway Improvement Project (NHHIP). Opportunities for capped freeways are based on geometric constraints that require roadway elements to overhang the interstate mainlanes or to cross the mainlanes at a large skew angle. Additionally, third parties have to be engaged and committed to provide funding for structural requirements, amenities and maintenance. For NHHIP, these conditions were met at locations around downtown Houston and on I-45 north of I-10. The I-10 Inner Katy Managed Lanes Project is in the early stages of alternatives analysis. If a depressed roadway section is used, any proposed capped sections would require third party funding. Third party funding would be required for the cap structural, fire, life, and safety components as well as any amenities and maintenance on top of the cap. TxDOT is required under the National Environmental Policy Act (NEPA) to mitigate for potential impacts of current projects. Funding to establish caps over highways as parks or green space must be provided by third party or local sponsors, and as such cannot be guaranteed by TxDOT. Since the funding is not guaranteed, TxDOT does not
505	Kristin	Thibodeaux		DO NOT approve expansion of Research Forest from Shadowbend to Kuykendahl. Adamantly oppose this project. This will create dangerous conditions for pedestrians and bikers who frequent this area and will be a significant disruption to the community and surrounding neighborhoods. Further this proposed expansion would create safety issues for surrounding schools and increase traffic congestion in the area rather than providing any benefit or improvement. Residents in the area DO NOT support this project; rather we whole-heartedly OPPOSE any expansion of Research Forest.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
506	J Fred	Lindner		TIP Comment on Noise for TxDOT Segment 1 (I-45 to Heights) 19011 TxDOT needs to do more to reduce the long-term noise of this project. Additional noise mitigation measures (such as higher safety barriers using composite materials, noise reducing domes, etc.) should be identified and evaluated for further noise reduction. TxDOT also needs to frequently engage with the impacted communities along the project route until they are able to add additional noise mitigations that will reduce the modeled noise levels below the FHWA 67dB noise abatement criteria level.	4/24/24	TxDOT Houston	The Public Meeting #2 (held on January 16th, 2024) summary documentation for this 19011 project that addresses noise directly will be uploaded to this webpage soon: https://www.txdot.gov/projects/hearings-meetings/houston/2023/i10-011624.html

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
507	Janette	Lindner		MPOID's: 11473, 18405 The METRO Inner Katy BRT Project is designed for suburban commuters, not the communities with the 610 loop. Although METRO reps tell us that they are in frequent contact with TxDOT to align their projects with the two TxDOT Inner Katy projects, recent TxDOT engagement sessions don't suggest this is really happening. The current METRO design isn't aligned with recent TxDOT design changes. It is also designed with many of the same pitfalls of the METRO Silver BRT line and will underperform METRO's ridership projections like the Silver line BRT project. The City of Houston recently announced the start of a study of the Washington Corridor including evaluation of transportation improvements. A Washington corridor rapid transit route and other METRO improvements along the 85 bus line would be of much greater benefit to many inner Katy communities than the Inner Katy BRT and would likely increase METRO ridership along Washington Avenue. It makes good fiscal sense to pause the METRO Inner Katy project until the results of the Washington Corridor study are available so a more informed decision can be made on where it would be best to spend the Inner Katy BRT money. Please for the Houston we want, not the Houston we have. Don't make us settle for transit plans that continue to prioritize moving cars over moving people. Thank you.	4/24/24	METRO	Thank you for your comment. The proposed project is consistent with the METRONext Plan, and being coordinated with TxDOT. METRO will continue to coordinate with stakeholders to make the corridor more connective and accessible.
508	J Fred	Lindner		TIP Comment on TxDOT Segment 2 (Heights to Voss) TxDOT has not demonstrated that they have a meaningful plan to address community concerns over additional noise and air pollution impacts due to increased number of lanes and elevation. Additional monitoring and mitigation solutions should be explored. TxDOT should also explore freeway capping which would provide a benefit to neighboring communities. It has been successfully implemented in other cities, including Dallas.	4/24/24	TxDOT Houston	The environmental assessment analysis is currently underway, in accordance with the National Environmental Protection Act (NEPA) and other applicable federal and state requirements, to assess the affected human and natural environment from the proposed project action and discuss environmental consequences, avoidance and minimization of anticipated impacts, plus identify any mitigation measures to offset those impacts. As technical reports, including those focused on traffic noise, air quality and community impacts, are completed in support of the environmental study, they will be made available. TxDOT asks that you continue to communicate with us over the course of project development. TxDOT has not considered any cap sections along this portion of I-10 and has not been approached by any partner agencies that have expressed an interest in co-funding and maintaining such caps. TxDOT has evaluated and is moving forward with capped freeway designs in certain locations of the North Houston Highway Improvement Project (NHHIP). Opportunities for capped freeways are based on geometric constraints that require roadway elements to overhang the interstate mainlanes or to cross the mainlanes at a large skew angle. Additionally, third parties have to be engaged and committed to provide funding for structural requirements, amenities and maintenance. For NNHIP, these conditions were met at locations around downtown Houston and on I-45 north of I-10. The I-10 Inner Katy Managed Lanes Project is in the early stages of alternatives analysis. If a depressed roadway section is used, any proposed capped sections would require third party funding. Third party funding would be required for the cap structural, fire, life, and safety components as well as any amenities and maintenance on top of the cap. TxDOT is required under the National Environmental Policy Act (NEPA) to mitigate for potential impacts of current projects. Funding to establish caps over highways as parks or green space must be provided by third party or local sponsors, and as such cannot be guaranteed by TxDOT. Since the funding is not guaranteed, TxDOT does not
509	J Fred	Lindner		TIP Comment on METOR Inner Katy BRT Project Project Reference in TIP Master List: 11473 & 18405 MPOID's: 11473 & 18405 Given the exorbitant price tag, limited benefit, and negative impact to local communities, METRO should reconsider its plan for BRT down the I-10 corridor. This money will be better spent improving the quality of service on current METRO lines. Any decision regarding BRT should be made subsequent to the Washington corridor study.	4/24/24	METRO	Thank you for your comment.
510	Christian	Thibodeaux		The proposed expansion of Research Forest between Shadowbend and Kuykendahl would be very detrimental to The Woodlands community. It would result in deforestation, increased noise, and increased (rather than improved) traffic flow. Further, the removal of green space would contribute to an increased risk of flooding in the area (one of the most at-risk corridors for flooding in The Woodlands). As a concerned long-time resident of The Woodlands, I am against this proposed expansion.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
511	Mauri	Lucas		TIP Comment on Noise for TxDOT Segment 1 (I-45 to Heights) Project Reference in TIP Master List: 19011 MPOID: 19011 In a recent community engagement session on noise, TxDOT shared that this project will have increased noise impacts on multiple community locations along the project footprint in the future. For various reasons shared with the community, TxDOT doesn't currently have any dedicated noise mitigation measures included to reduce the future noise increases shown in their noise modeling. Although I support the two design choices (tinned concrete and 6' safety barriers along the highway edges) TxDOT mentioned will have some impacts on noise reduction, TxDOT needs to do more to reduce the long-term noise of this project. Additional noise mitigation measures (such as higher safety barriers using composite materials, noise reducing domes, etc.) should be identified and evaluated for further noise reduction. As one of most significant negative impacts of this project, TxDOT also needs to frequently engage with the impacted communities along the project route until they are able to add additional noise mitigations that will reduce the modeled noise levels below the FHWA 67dB noise abatement criteria level.	4/24/24	TxDOT Houston	The Public Meeting #2 (held on January 16th, 2024) summary documentation for this 19011 project that addresses noise directly will be uploaded to this webpage soon: https://www.txdot.gov/projects/hearings-meetings/houston/2023/i10-011624.html
512	Mauri	Lucas		Project Reference in TIP Master List: TxDOT I-10 Project from Heights to Voss MPOID Reference: TxDOT I-10 Project from Heights to Voss In a recent community engagement session on noise for an adjacent lower impact project (Project Reference 19011), TxDOT shared that that project will have increased noise impacts on multiple community locations along the project footprint in the future and they don't currently have any dedicated noise mitigation solutions. The next project planned to the west, Reference #: will have more lanes and 4 newly elevated lanes that will definitely have larger noise impacts on neighboring communities. Noise mitigations will therefore be even more challenging for this project. Transportation projects in Dallas and other Cities around the country are using the concept of capped design to address noise profiles like this for below grade sections of new highways. There is currently a group in Houston that has proposed that TxDOT evaluate this type of design for this project during their recent public comment period. (For more information including the expected city and community benefits of this approach see: No Higher No Wider I-10 (nohighernowideri10.com)) Such a design would have multiple environmental and social benefits to neighboring communities, and we urge HGAC to provide TxDOT with money and direction to evaluate this option for the below grade section of this project. This would potentially allow for communities previously separated by the construction of I-10 to be woven back together after decades of separation.	4/24/24	TxDOT Houston	As part of the environmental assessment , TxDOT is currently performing a noise analysis for both alternatives presented at the Feb. 2024 public meeting and is reviewing mitigation options including sound barriers (i.e., noise wall), pavement treatments and other mitigation strategies to reduce predicted traffic noise . A traffic noise analysis is required because this project is a Type I project. A Type I project is a construction project that includes new location highways, substantial horizontal or vertical alteration, additional through-traffic lanes. The project includes a vehicular capacity increase, a substantial vertical and/or horizontal alteration of the existing lane condition ; therefore, is eligible as a Type I project and subject to traffic noise analysis requirements. The results of the noise study, once complete, will be published on the project website. TxDOT intends to present the noise study findings at a future public meeting specifically focused on the anticipated traffic noise impacts. Abatement measures would also be assessed for noise levels reaching an actionable level according to FHWA criteria. Before any abatement measure can be proposed for incorporation into the roadway project, it must be both feasible and reasonable. Feasibility and reasonableness considerations include constructability, the predicted acoustic reductions provided by an abatement measure, a cost allowance, and whether the adjacent, affected landowners (i.e., receptors) desire abatement. Receptors associated with an abatement measure that achieve a noise reduction of five dB(A) or greater are called benefited receptors. If sound barriers are determined feasible and reasonable, there would be Noise Workshops conducted and adjacent landowners would have the opportunity to vote whether to build the noise walls or not. A noise wall proposed in a specific location would only be built if more than fifty percent of those eligible to vote are in favor of the wall construction. TxDOT has not considered any cap sections along this portion of I-10 and has not been approached by any partner agencies that have expressed an interest in co-funding and maintaining such caps. TxDOT has evaluated and is moving forward with capped freeway designs in certain locations of the North Houston Highway Improvement Project (NHHIP). Opportunities for capped freeways are based on geometric constraints that require roadway elements to overhang the interstate mainlanes or to cross the mainlanes at a large skew angle. Additionally, third parties have to be engaged and committed to provide funding for structural requirements, amenities and maintenance. For NNHIP, these conditions were met at locations around downtown Houston and on I-45 north of I-10. The I-10 Inner Katy Managed Lanes Project is in the early stages of alternatives analysis. If a depressed roadway section is used, any proposed capped sections would require third party funding. Third party funding would be required for the cap structural, fire, life, and safety components as well as any amenities and maintenance on top of the cap. TxDOT is required under the National Environmental Policy Act (NEPA) to mitigate for potential impacts of current projects. Funding to establish caps over highways as parks or green space must be provided by third party or local sponsors, and as such cannot be guaranteed by TxDOT. Since the funding is not guaranteed, TxDOT does not propose highway caps as mitigation for proposed project impacts.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
513	Mauri	Lucas		TIP Comment on METRO Inner Katy BRT Project Project Reference in TIP Master List: 11473 & 18405 MPOID's: 11473 & 18405 The METRO Inner Katy BRT Project is currently designed for the benefit of suburban commuters with little positive expected benefits to the communities with the 610 loop. Although METRO reps tell us that they are in frequent contact with TxDOT to align their projects with the two TxDOT Inner Katy projects, recent engagement sessions with TxDOT seem to tell a very different story. The current METRO design isn't aligned with the recent TxDOT design changes. It is also designed with many of the same pitfalls of the METRO Silver BRT line and will likely significantly underperform METRO's ridership projections as did the Silver line BRT project. The City of Houston has recently announced commencement of a major study of the Washington Corridor including evaluation of transportation improvements. A Washington corridor rapid bus transit route and other METRO improvements along the 85 bus line would be of much greater benefit to many inner Katy communities than the currently proposed Inner Katy BRT and would likely increase METRO ridership along Washington Avenue, a very busy line already. Doesn't it make good fiscal sense to pause the METRO Inner Katy project until the results of the Washington Corridor study are available so a more informed decision can be made on where it would be best to spend the Inner Katy BRT money? Waiting makes perfect sense to me.	4/24/24	METRO	Thank you for your comment. The proposed project is consistent with the METRONext Plan, and being coordinated with TxDOT. METRO will continue to coordinate with stakeholders to make the corridor more connective and accessible.
514	Teresa	Leon		I oppose to the lane expansion of research forest.	4/24/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
515	Brian	Jones		This is in regards to Research Forest Drive expansion; the widening from four to six lanes from Shadowbend Drive to Kuykendahl. I believe this expansion will not alleviate traffic, concerns, but invite further traffic congestion with the availability of six lanes. I believe that this will cause noise pollution because most of the area is a residential area and a 6 Lane road running through is inappropriate.	4/25/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
516	John	Rizzuti		I oppose the widening of Research Girest drive for a number of reasons first and foremost excessive speed-Has anyone driven Woodlands Parkeay recently? State Highway 242 is can help move vehicles instead of the more residential Research Forest The safety of bicyclists , runners and walkers will be at risk as these wider lanes do impact the highly regarded path crossings that residents use more and more as we age Noise and environmental pollution will be on the rise as more vehicles get squeezed into this widened corridor. There are a minimum of two school crossings that will be impacted most notably the one for the elementary school do you want your children crossing a six lane "highway" to and from school-not a safe proposition As a resident of the Woodlands since 1995, slow down and allow common sense to rule these decisions especially when it comes to. Safety for residents both young and old	4/25/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
517	Laura	Corrigan		Writing in support of MPOID#19002. Please use the region's funds as we told you in your RTP process: to make our streets safer.	4/25/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
518	William	Caudill	SG Interests	This comment is about MPOID#19002 (new safety and traffic signal improvements at Feagan @ Waugh. / S, Heights @Willia). I support this project. The current conditions are unsafe, and this project will make the area safer for general traffic, as well as pedestrians and bicyclers.	4/25/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
519	Chris	Elliott	TMNA (Timbergrove Manor Neighborhood Assoc.)	We support the following projects. 1) Shepherd/Durham Phase 2 2) 11th st shared use path- MPOID 1227	4/25/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
520	Ife	Orimoloye		MPOID#19002 I am writing to express my enthusiastic support for the proposed project to install traffic lights at the intersection of Willa Street and South Heights Blvd. As a resident familiar with the area, I am acutely aware of the dangers presented by this particularly busy intersection. The installation of traffic lights will undoubtedly enhance safety for both drivers and pedestrians alike. I commend the local government's initiative in addressing this issue and am confident that this improvement will significantly reduce the number of accidents and enhance the overall flow of traffic. Thank you for prioritizing our community's safety and well-being.	4/25/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
521	Joe	Wyers		MPOID#19002 - I'd like to request support for this project. This is a risky intersection.	4/25/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
522	Hamid	Neshan		Transportation improvements program 19002	4/25/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
523	Jorge	Leis		Please approve project number MPOID#19002	4/25/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
524	Betty	Anderson		Project ID -MPOID#19002 I am in in support of the Waugh/Feagan/ S.Heights/ Willia traffic improvements	4/25/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
525	Rasheed	Dhuka		THIS COMMENT IS REGARDINGMPOID#19002:1 AM IN SUPPORT OF THIS PROJECT. THE CURRENT CONDITIONS ARE UNSAFE AND THIS PROJECT WILL MAKE THE AREA SAFER FOR PEDESTRIANS, BICYCLISTS, AS WELL AS GENERAL TRAFFIC.	4/25/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
526	Faisal	Momin		RE: MPOID#19002 - This intersection is the quickest way for me to take my 4 year old to school every morning. After escaping two very close accidents that put my child in danger, I go around the block to just avoid this intersection. PLEASE do something and add a signal light,	4/26/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
527	Robert	Grant	Park at Memorial Heights	I strongly support the installation of traffic lights at Feagan/Waugh, and S. Heights/Willia as covered under project MPOID#19002. I have lived in the neighborhood at the end of Waugh, the Park at Memorial Heights for 20 years and am currently Board President so am well familiar with the accidents and serious injuries that have happened at that intersection as well as the difficulty people have had entering and exiting to & from Feagan and Willia onto Waugh. It has only gotten worse with the opening of HEB not to mention all the new residents in apartments constructed in the area. Please strongly consider putting lights in. Sincerely, Robert J Grant Board President, P@MH	4/26/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
528	Veronika	Jackson		MPOID#19002: This area has been an unsafe condition for many years and needs to be fixed. Please proceed with approving the new traffic signals at Feagan and Waugh as well as at S. Heights and Willia. Thank you for your review!	4/26/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
529	Holly	Dale		Regarding project MPOID#19002, I am in favor of priortizing this project as these intersections have documented countless accidents and unsafe conditions creating public safety concerns for vehicle traffic, pedestrians and bicyclists.	4/26/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
530	Andrew & Carol	Szurgot	Resident of Park at Memorial Heights	Regarding Project Number MPOID#19002: As nearby residents we support installation of a traffic signals at the intersection of S. Heights and Willia Street. It is hazardous, especially at night, to make a left turn from southbound S. Heights onto Willia because oncoming cars are frequently traveling at high speeds from the Memorial overpass as well as exiting from westbound Memorial Drive. The only option to avoid this turn is to make the left turn further north onto the HEB feeder road, which itself is relatively unsafe due to congestion and pedestrian traffic.	4/27/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
531	Calvin	Trimble		Reference: MPOID#19002 Please support the Houston Endowment and the residents of Park at Memorial Heights, Archstone, and Arlow Buffalo Heights by installing a decades-long desperately needed stoplight at Waugh Drive and Willia/Feagan Streets. This is one of most dangerous intersections in the City of Houston for drivers and pedestrians, and our tax dollars have not been used to protect Houston citizen taxpayers for more than two decades to resolve this isssue.	4/27/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
532	Karl	Sturm		This comment is about project MPOID#19002. I support the proposed project as the current conditions are clearly unsafe. This project will improve safety as well as traffic flow in the area.	4/27/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
533	Janice	Jones		Already too much traffic on Research!!!!!	4/28/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
534	Ernesto	Castro		I would like to say that I, as a Houstonian and Texan, support any transportation improvements. Anything that gets cars off the road and reduces induced demand is something that is worth government spending in my opinion.	4/28/24	H-GAC	Thank you for your comment and support. H-GAC encourages you to stay engaged during public participation and outreach efforts.
535	JANIS	GOLDSTEIN		Re: MPOID#19002, Thank you for giving us a forum to offer feedback on issues vital to our personal safety. I support this project (and any project in the area) that offers protection to civilians and animals and enhances safety. I have two new drivers. Can you imagine new drivers at those intersections?? We go out of way to avoid it, and in rush hour that adds misery to a very long day. Thank you.	4/28/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
536	William	Sheets		MPOID#19002: As a resident of The Park at Memorial Heights, I AM NOT IN FAVOR of the addition of new traffic lights @ Feagon and Waugh intersection or Willia and Heights intersection. It is my humble opinion that the addition of traffic lights will only make the traffic problem worse. Respectfully, William W. Sheets 3342 Memorial Crest Blvd Houston, TX 77007	4/28/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
537	Lee	Huber	Park at Memorial Heights HOA	Reference MPOID 19002 These lights are desparately needed to prevent accidents and save lives of pedestrians at these busy intersections. Many accidents have already occurred. Developing area with an HEB at Heights and Waugh. Please approve this project!!!	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
538	William	Hughes		I support project MPOID#19002. Having lights at these intersections will make it significantly safer for motorists & pedestrians. Over the years there have been multiple accidents at these intersections that could have been prevented.	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
539	Marcia	Blalock		Please move forward on the Feagan/S.Heights Blvd/Waugh/Willia project. This is a dangerous intersection & needs a traffic signal. I am a resident at 201 South Heights Blvd. I use this intersection in my vehicle daily & other times as a pedestrian or a bicyclist. Thank you. MPOID#19002	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
540	Michael	Pushkin		Regarding MPOID#19002, I strongly believe there should be a light at one of the two intersections. Either Waugh @ Willia or Waugh @ Feagan, but not both. Either would be an improvement to public safety in the area. Waugh @ Willia, would likely improve traffic in both locatins.	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
541	AARON	MOORE		Montrose Phase 2 #1235 is a great project and should be constructed as originally designed to provide safer and more use by pedestrians and bicyclists and travelers of all modes, not just cars. Shepherd/Durham Phase 2 #18417 should absolutely go through as designed with 3 car lanes. To do anything other than the design that is planned would be catastrophic leaving an enormous gap between the MKT trail and the nearly completed phase 1 of the shepherd / durham project. This project is amazing and should be seen through completion.	4/29/24	H-GAC	Thank you for taking the time to participate and submit written comment. Montrose Phase 2 project ID # 1235 is not part of the draft FY 25-28 TIP. H-GAC encourages you to stay engaged with public participation and outreach efforts.
542	Raghu	G		project number MPOID#19002. it would be great to have the city install traffic signals at Feagan @ Waugh and S. Heights @ Willia. We have encountered countless of accidents and the unsafe conditions creating public safety concerns for vehicle traffic, pedestrians, and bicyclists.	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
543	Leticia	Castano		MPOID#19002 Will be a great project to stop so many accidents from happening in that corner	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
544	Cynthia	Duarte Julian		MPOID#19002 It would be great to have the city install traffic signals at Feagan @ Waugh and S. Heights @ Willia. We have encountered countless of accidents and the unsafe conditions creating public safety concerns for vehicle traffic, pedestrians, and bicyclists. Every time I'm in the area someone avoids getting into an accident by a hair or there's already an accident. People and children crossing the street also makes it all even more chaotic since the park is there.	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
545	Jessica	Teegerstrom		This comment is in reference to MPOID#19002. I am in support of this project. The area is unsafe as it is. This project will make it safer for vehicles, pedestrians and cyclists.	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
546	Lenease	Curtis		I'm in support of the Waugh/Feagan/ S.Heights/ Willia traffic improvements.	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
547	Angela	Leis		Hello, this is a letter of support for installing a traffic light as referenced by MPOID#19002. I feel unsafe crossing this intersection to get home from work on a daily basis . Thank you for your attention to this request.	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
548	Concha	Duarte		This is regarding MPOID#19002: PLEASE, please put stop lights at these intersections. The traffic is extremely heavy especially between 4 PM - 8 PM. For bicyclists and pedestrians, it is treacherous to cross these streets. Many people use these to access the bike/walk paths through Spotts Park. Please give this a high priority.	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
549	Calah	Sanders		MPOID#19002: This is a dangerous intersection. I use it almost everyday. Please conduct a safety study.	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
550	EMILY	KITCHENS		This comment is regarding MPOID#19002. I am in support of the project. The conditions are unsafe and this project will make the area safer for pedestrians, bicyclists and mostly general car traffic. I have lived at Memorial Heights at Washington since 2016 and I intentionally avoid both of these intersections because I feel so unsafe turing out both of these exits. Thank you!	4/29/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
553	Stephen	Collazo		I am live at the apartment complex near the proposed project MPOID#19002. I am strongly in favor of this project and feel it would improve safety to drivers and pedestrians in this area.	4/30/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
554	Fred	Grimes	NA	I'm writing in support of project MPOID#19002. It's necessary to calm the traffic on Waugh/Heights, and make it possible for cyclists & pedestrians to safely cross the street.	4/30/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
555	Julio	Diaz		This comment is for project MPOID#19002. We have had a hard time getting out from Willa St, this project seems like a much-needed one, thanks!	4/30/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
556	David	Centanni		I listened to this group yet again from Save the trees who talk about their 8K petition signatures. I created one back in FEb and I got almost 2K for it. I am in risk mgmt and I wanted to dispel their working which I did back a few months. Please join to Save Montrose! Sign the petition at change.org/forbetterMontrose. Having lived in Montrose since 1998, right off the Blvd, I can attest that the approval of project 1235 funding is crucial for enhancing our drainage, sidewalks, and transportation options. Just as we successfully did with phase 1, this next phase will require input from our community. Simply declaring that every tree will be removed without a comprehensive project plan and public feedback isn't how real-world projects operate. Let's consider the future of Montrose residents and the hundreds who rely on the Blvd daily.	4/30/24	H-GAC	Thank you for taking the time to participate and submit written comment. Montrose Phase 2 project ID # 1235 is not part of the draft FY 25-28 TIP. H-GAC encourages you to stay engaged with public participation and outreach efforts.
557	Matt	Tetlow		I am very support of improving bicycle and pedestrian connections to Memorial Park. I see that a 10' shared use path from Cohn to westcott is proposed (this doesn't quite make sense given the location of the streets) but I believe the intent is to add a shared use path connecting memorial park to the neighborhoods. Westcott and Washington are 3 or 4 lanes each north of the roundabout, despite the roundabout being only 2 lanes, and this makes crossing to memorial park extremely hazardous. This divides Memorial Park from nearby neighborhoods and is extremely dangerous for pedestrians and cyclists. Speeds on this street are routinely 40+ mph, and there is no need for this many lanes when the roundabout is only 2 lanes. Both these streets north of the roundabout should be reduced to 2 lines, narrowed, and be given street treatments at the appropriate crossing point. I would recommend converting this extra space to greenspace with sizable tree planting and installing a shared use on both Washington and Westcott, as there is ample space. I would also recommend speedbumps, bollars, and raised crossing at locations where the path crosses these streets.	4/30/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
558	Matthew	Tetlow		This is one of the most widely used pedestrian bridges to access buffalo bayou. Is it very narrow and does not accommodate cyclists, or allow pedestrians to pass wheelchair users, very easily. Improving the access to this bridge would be extremely valuable. The City of Houston has an approved Patterson St bikeway, which connects Buffalo Bayou to White Oak Bayou, via Jackson Hill St, so this bridge is likely to see even more pedestrian and cyclist traffic.	4/30/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
559	Matthew	Tetlow		Pedestrian/Cyclist Islands needed at Washington Avenue. Washington Ave has traffic counts comparable to a 1 lane street, but is 2 lanes, which results in very high vehicle speeds and spread out traffic, making it difficult to get a gap for crossing. The spacing between crosswalks is greater than 1/2 mile (Shepherd to Yale, Heights to Studement, etc). This makes walking and biking across Washington Ave extremely difficult. This would massively improve pedestrian safety. There is a continuous, unbuffered center turn lane on Washington Ave, even though much of it has no where to turn in to, so there are ample opportunities for putting pedestrian crossing islands. These could include greenery and tree planting which would improve beauty, placemaking, economic viability, and urban heat islanding.	4/30/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
560	Matthew	Tetlow		Bulb-outs on Washington Avenue and Westheimer: Numerous connecting streets along Washington Ave and Westheimer are too wide, especially at the intersections. This encourages multiple bad behaviors that are very dangerous for pedestrians at intersections. Bulb-outs, bollards, and daylighting would improve this tremendously. Risks that I see on a daily basis include: 1) Multiple cars will pull up (making a left and a right turn) at an intersection, which blocks visibility and causes accidents 2) Cars use the extra space to make aggressive fast turns, often without seeing pedestrians. 3) Cars pulling up to stop signs don't see pedestrians because the crossing points start too far from the intersections 4) the extra width encourages high speeds in general. 5) Cars pulling up do not see a pedestrian currently crossing, because another car already at the stop sign is blocking the view. Bulb-outs are a proven pedestrian safety and traffic calming measure and should be implemented to reduce intersection widths to 20' at crossing points. The extra width should be used for tree planting.	4/30/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
561	Matthew	Tetlow		Railway Pedestrian cyclist crossings. In multiple places within Houston, particularly the Washington Corridor, railroad tracks inhibit mobility within the neighborhoods when trains are crossing. Several Streets, such as Washington/Westcott or Yale, have underpasses, but few of these have any form of pedestrian/cyclist crossing. Similarly, the train track crossings without under/over passes rarely have any form of sidewalk or pedestrian/cyclist accommodation. The freight rail tracks accommodate only vehicles. Improving the crossings (lack of sidewalks, no pedestrian protection such as bollards, etc.) would improve local neighborhood mobility significantly	4/30/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
562	Matthew	Tetlow		Patterson St and Rutland St Bridges. Two pedestrian/cyclist bridges between the Houston Heights and Washington Corridor Super Neighborhoods are being proposed. "A Tale of Two Bridges", a local initiative which can be found via google search, outlines the vision for how these bridges could provide transformative connectivity. Please set aside funding for these initiatives.	4/30/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
563	Zachary	Goodlander	City of Fulshear	The Westpark Tollway Extension will actually extend west of Texas Heritage Parkway in its next phase. Generally, there should be a greater focus and more projects in the Fulshear area given the quick growth of the area population. Some emphasis on alternative east/west connections apart from the FM 1093 corridor, and alternative north/south connections beside FM 359 and 1463. None currently exist.	5/1/24	Fort Bend County	The current draft shows the limits for 0543-02-064 as "W of Texas Heritage Pkwy"
564	Brian	McDaniels		I am in support of project MPOID#19002 . The additional traffic from the opening the HEB was made these intersection very dangerous. Changes are definitely needed in this area. Thank you, Brian	5/1/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
565	Ann	Bailey		I am in strong support of the Shepherd-Durham corridor improvements in Houston. I'm a daily commuter on those roads, as well as a mom of young kids and avid walker/runner/biker. We need the safety improvements that come with reducing the number of car lanes, improving road crossings, and adding a separate bike path. The northern half of this project is already complete, and it's been a wonderful addition to the neighborhood. Businesses are flourishing, there are fewer crashes, and people are able to get out and enjoy the area like never before. If HGAC is looking to do the most good for the most people, this is the project to fund.	5/2/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
566	Amber	Huang		The comment is about MPOID#19002: I support this project. The current condition is unsafe to make a left turn to the other side of the street. This project will make it safe for drivers.	5/2/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
567	Rebekah	Kington		I am in full support of Project #1235 Montrose Phase 2 moving forward as originally planned and approved before Mayor Whitmire suggested any changes. This 100% design that includes multi-modal mobility options and drainage is not only desperately needed in our city, but also desperately desired. It's time for Houston to consider commuters of all types, not just those who are able/choose to drive. Not to mention the fact that the benefits this project will provide are innumerable and will unilaterally benefit all who use this street from those who live close by who will now able to walk and roll to all their local businesses, to those who drive through who will no longer be at risk of being caught in flood water every time it rains. Let's do this project the right way - the way that benefits everyone, rather than a select few.	5/3/24	H-GAC	Thank you for taking the time to participate and submit written comment. Montrose Phase 2 project ID # 1235 is not part of the draft FY 25-28 TIP. H-GAC encourages you to stay engaged with public participation and outreach efforts.
568	Rebekah	Kington		I am in full support of Project #18417 Shepherd/Durham Phase 2 moving forward as it was originally intended before Mayor Whitmire put a pause on it. The original 100% design is excellent and solves a plethora of problems that currently exist on the corridor. Not to mention since Phase 1 is almost entirely complete, by choosing to compromise on Phase 2, it essentially nullifies all the incredible work and millions of dollars spent to make Phase 1 so successful. When you change the number of lanes you will always create a bottleneck effect which in turn will cause more traffic and more chances for auto accidents. The section of work that has yet to begin work is crumbling - it needs desperate attention. It floods regularly and it needs drainage. It is not safe for pedestrians to cross with several pedestrian fatalities in just the past few years; therefore, it needs fewer lanes to make it easier for the multitude of people who walk, cycle, and use a wheelchair to access local businesses. Two wheelchair users have been killed right next to my home near Shepherd in the past 5 years and until the city makes all sidewalks ADA compliant (which in the Heights they are not at all) wheelchair users will continue to ride in the streets and cross Shepherd and likely be struck and killed if nothing changes. Furthermore this project is good for local businesses. Shepherd and Durham are home to dozens of local businesses, most of whom specifically chose to move into this corridor in the past couple years full well knowing about this project and the years long construction process they would be dealing with because they know that once it's complete, that they will be easily connected to the MKT walking trail generating an exponential increase in profits for them. Once this project is complete as designed, it will be an introduction to world class multi-modal mobility infrastructure that will attract so many more visitors and businesses to the area than it already does. It's good for the residents of the Heights and it's good for the city of Houston. Let's do the right thing and get this project finished as planned!!	5/3/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
569	Charlene	Barbara		The widening of Research Forest would be completely detrimental to the Woodland's community. The whole idea behind this community was to build within nature, widening the roadway to six lanes to allow more traffic to flow through the area is contradictory to the natural scene. More traffic will most likely lead to an increase in pedestrian accidents. The walking & bike paths that wind through our community is such an intricate piece of who we are as a community. We do not want the roadway widened to accommodate more lanes of traffic.	5/3/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
570	Adam	Renz		The work on Shepherd - Durham is some of the most important infrastructure upgrades occurring in the life of this long time Heights resident. Even with Centerpoint delaying the schedule the changes we have experienced on the 15th St to 610 section have been amazing. Please help to keep the southern phase 2 on track - please please please!	5/6/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
571	Estelle	Tees		I have lived in The Park at Memorial Heights (PMH) since October of 2001 and have always wondered why there was not a traffic light at the intersection of S. Heights/Willia. I think it is one of the most dangerous intersections I drive through almost every day and have told several of my friends if I die in a traffic accident near my home, that this will be the most likely site. There are so many options available at the intersection of S. Heights/Willia especially if I am making a left-hand turn from Willia onto S. Heights. It is also equally dangerous if I want to go straight across so I can access Memorial. Sometimes, I will turn right on S. Heights (when I want to go left) and then go to the first place to make a U-turn so I can go south toward Allen Parkway or west toward Memorial. I know our neighborhood, PMH, has explored the possibility of traffic lights in this area before but was denied in the past. If you are re-evaluating these 2 intersections, then I would like to voice my opinion in favor of traffic lights at both intersections before someone is seriously hurt or killed. Thank you for your consideration!	5/6/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
572	Megan	Haynes		I am a Houston resident and writing to show support for Montrose Phase 2 (Project #1235) and Shepherd/Durham Phase 2 (Project #18417).	5/7/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
573	Francesco	Carmine		The 18417 project needs to be completed as intended in order to provide a safe and meaningful impact to its community.	5/7/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
574	Virginia	Lynn		Please fund and support shepherd-Durham segment 2. This is critical mobility infrastructure for which there is no good reason not to finish a roadway improvement project that half done.	5/8/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
575	Olga	Elman	MPOID#19002	MPOID# 19002 Please, pretty please install a traffic light at he intersection of WAUGH and FEAGAN! The traffic especially in peak hours is overwhelming and too many vehicles are trying to cross WAUGH while making a left turn. Also the traffic entering Waugh from West Memorial is hidden to drivers on Feagan	5/8/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
576	Alex	Summerour		Project: MPOID#19002 This intersection is quite hazardous with many severe incidents. I support this project but there is a need to study the expected traffic patterns as there could be unexpected problems because of the close proximity of other intersections and parking area traffic for the adjacent Spotts Park.	5/11/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
577	Patrick	Huang		This is comment is for MPOID#19002. I am in support of this project since it would make the area safe for drivers, pedestrians, and bicyclists. As someone who lives right in this area it feels dangerous to have to navigate this intersection on a weekly basis	5/11/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
578	Clare	Sweeney		Please install traffic lights at Feagan & Waugh and S. Heights & Willia for safety reasons in the Memorial area.	5/11/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
579	Melaney	Linton		Please install traffic lights at the intersections of Memorial Crest & Studemont and Waugh & Feagan. These intersections are getting increasingly difficult and dangerous for drivers, cyclists, and pedestrians to navigate safely. Thank you.	5/13/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
580	Jared	Wright	NCTCOG	In January 2024, the North Central Texas Council of Governments (NCTCOG) received award notification from the Federal Highway Administration (FHWA) for the Texas Hydrogen and Electric Freight Infrastructure Project application (www.fhwa.dot.gov/environment/cfi/grant_recipients/), which NCTCOG had submitted to the FHWA Charging and Fueling Infrastructure Discretionary Grant Program in the Corridor Program category. NCTCOG was awarded $70 million in federal funding to construct five publicly accessible hydrogen refueling stations throughout the Texas Triangle to serve medium- and heavy-duty vehicles. Since the award, NCTCOG has met with FHWA staff and confirmed projects must be included in an approved Transportation Improvement Program (TIP) for each region, as well as the Statewide Transportation Improvement Program (STIP), before an agreement may be signed with FHWA to begin work on the project. As the scope of this proposal extends beyond NCTCOG boundaries, NCTCOG needs assistance to add the project locations to Transportation Improvement Programs in the Houston, San Antonio, and Waco regions. For the Houston Galveston Area Council (H-GAC) region, this means coordination with H-GAC for inclusion in the TIP and the Regional Transportation Plan (RTP). We ask that H-GAC include their portion of this project in the latest round of RTP additions for submittal in the next TIP revision. This portion includes $13,900,000 in federal funding to build one hydrogen refueling station within the H-GAC region. The $4,654,157 local contribution will be provided by the private partner constructing the hydrogen refueling station. As illustrated on the attached map, the final project location is to be determined and will be selected from a short list of three potential sites within the region. Please feel free to contact Lori Clark, Senior Program Manager and Dallas-Fort Worth Clean Cities Director, at (817) 695-9232 or lclark@nctcog.org if you have any questions or require any additional information.	5/17/24	H-GAC	Thank you for your comment. H-GAC will coordinate with NCTCOG to learn more about the project.
581	Richard	Whiting		As a resident, I do not want Research Forest widened. Traffic has not been an issue meriting this expansion at the cost of the neighborhood feel we enjoy in our village. Our town is not a thoroughfare for commuters.	5/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
582	KARA	Frank-Whiting		NO. There is no need for expansion and will only bring more danger to the roads in a neighborhood. Look elsewhere for an expansion.	5/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
583	KARA	Frank-Whiting		Do not expand research forest. It's a residential area that has no need for expansion	5/18/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
584	Jan	Lepicovsky		I support both the Montrose Blvd and Shepherd Blvd projects that the new mayor is halting. Houston needs to grow up to be multi-modal city and provide safe, quality pedestrian infrastructure. These projects do that without reducing traffic flow. If implemented, they will stimulate new development that is oriented towards the Blvd rather than the current model of setting it behind parking. These projects can help reduce local traffic by offering nearby residents an alternative to getting in their vehicles.	5/18/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
585	Steven	Witkin		I fully support project 19038, adding a bike lane on Waugh between Allen and Dallas. This project will help create a vital bike lane connection. However, we won't see its full value until the intersection of Waugh and Memorial is redone to accomodate all road users in a safe manner.	5/18/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
586	Steven	Witkin		Project 19068, addressing the pedestrian and bicycle connections at Waugh and Memorial, is sorely needed. The cloverleaf interchange at Waugh and Memorial is extremely unsafe and uncomfortable for pedestrians and bicyclists, and also unsafe for vehicles as there are many merge points without adequate space or visibility. Re-designing the intersection will make it safer for everyone, and connecting the Heights and Waugh bike lanes will really improve bikeability.	5/18/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

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587	Caitlin	Hoschett		I am in FULL support of the Hwy. 242 third direct connector project. As someone who travels the stretch between Research Forest/Tamina Rd to Hwy. 242 via the feeder every Monday-Friday during rush hour, I see the huge need for this connector ramp to finally be built out. I also see issues going south on the feeder from Hwy. 242 to Research Forest/Tamina Rd because there are so many people needing to U-turn at the Research Forest/Tamina Rd intersection and the entire feeder going north is backed up. This project has needed to happen for many years.	5/20/24	TxDOT Houston	Noted.
588	Sean	Hoschett		Hello, I am writing in support of approving funding for the highway 242 third direct connector project connecting I-45 eastbound to 242 in Conroe. The use of these funds to complete this project will greatly improve the traffic around this intersection and the surrounding areas. Improving this area will be critical to managing the growth of the area and ensuring people and businesses can continue to prosper in the area. Thank you, Sean Hoschett	5/21/24	TxDOT Houston	Noted.
589	Siegfried	Schoen		Dear H-GAC team: Please do NOT widen Research Forest Drive (project ID 12589) as this road is already a major traffic thoroughfare with lots of noise and air pollution. It would be good to install some speed bumps because it frequently turns into a race track - especially at night. To reduce some congestion around The Woodlands HS, it would be beneficial to add side- and bike trails on the southside of Research Forrest Drive, allowing the neighborhood teens to easily commute to the school by foot/bike. Thank you.	5/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
590	Tina	Fleck		Please move onto phase 2 of the Shepherd/Durham improvements. We need a more pedestrian/bicycle friendly city, and this improvement is another step in the right direction.	5/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
591	Jamila	Yamani		Research forest need not be expanded to 6 lanes. This stretch is very residential with many schools. Woodlands parkway already exists as a thoroughfare aling with 1488.	5/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
592	Cynthia	Hinofotis		I support the removal of the proposed project to widen Research Forest Drive from 4 lanes to six lanes. The area is more or less built out and can handle the traffic well currently. The high school is on that section of proposed construcion and would be a safety issue for the students DURING AND AFTER. I live in the Trillium subdivion that is next to Reserach Forest. I have experienced flooding in my cul de sac from time to time and AM CONCERNED YOUR PROPPOSED MAJOR CONSTRUCTION WOULD OR COULD INCREASE THE FLOW OF WATER DUING HEAVY RAIN ETC AND WOULD FLOOD MY HOME. i PROPSE THAT YOU DO NOTHING AT THIS TIME. i AM AGAIST THIS PROPOSAL. THANK YOU.	5/22/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
593	Fred	Frey		Please proceed with MPOID 18417 CSJ 0912-72-616 for Shepherd/Durham. I am currently in 2nd grade and would like to reach all the nearby places. The only nearby library is across these roads. I practice Capoeira in a nearby studio. Love and Lawrence parks are there too. I'd like to visit more of the restaurants with my family and friends. My dad took me on a tour held by TIRZ5 of the north section that is under construction. I wish the entire street was like that.	5/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
594	Joana	Frey		Joana is only 5 but after touring with Sherry Weesner of TIRZ, she had these comments for MPOID 18417 CSJ 0912-72-616 for Shepherd Durham. "Please make more streets like this so i can ride my bike to school, play with my friends at the park, eat at restaurants, and go to the library"	5/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
595	George	Frey		Regarding MPOID 18417 CSJ 0912-72-616 Shepherd Durham: Please proceed with redevelopment of the corridor. As a parent of school age children, board member of HISD PTO elementary schools, and Safe Routes to School advocate please provide safe access for children to reach Love Elementary and nearby parks. As an engineer, please proceed with proceed with flood mitigation to lessen the impact of White Oak Bayou flooding. As a entrepreneur, please continue to revitalize the area that continues to benefit from the reinvestment with many new businesses and a faster grower tax base.	5/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
596	Renata	Saintive		MPOID 18417 CSJ 0912-72-616 I support the redevelopment of Shepherd and Durham. I live in the area and frequently use these streets especially when visiting the library twice per week for my small children. I feel unsafe on these streets and have seen many crashes including some that are fatal. There are schools, parks, and restaurants here that continue to grow with the redeveloped streets.	5/22/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
597	Anthony	Ginn		Please do not expand Research Forest Drive in the Woodlands. There is NO NEED for this wasteful expansion and the community here does not want it. Please remove this project from your docket and focus on other transportation needs that are actually needed.	5/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
598	Sonya	Lin		I am writing you today to tell you of our community objection to the proposed expansion of Research Forest Drive. Please remove this expansion from your plans because we DO NOT NEED to widen Research Forest drive in the Woodlands. It's fine the way it is - no one in the community wants to lose trees for more concrete. Thank you for reading this.	5/23/24	H-GAC	Thank you for your comment. Research Forest Drive widening project (Shadowbend Drive to Kuykendahl Road) has been removed from the Draft Fiscal Year 2025-2028 TIP at sponsor's request.
599	Christopher	Parma		For project MPOID #19015, upgrading the railroad crossings at South Richey, Edgebrook, El Dorado, and Bay Area Blvd, I would like to express my support. I would also like to strongly urge and request that the scope of the project (which mentions "length RR planking") include pedestrian facilities. Some of the biggest barriers to mobility outside of an automobile in the Houston region are railroad crossings, as most do not have accommodations for non-vehicular use. H-GAC's Bay Area Bicycle & Pedestrian Safety Plan has recognized that the crossings in the Clear Lake area in particular (El Dorado Blvd and Bay Area Blvd) act as barriers to mobility. The plan recommends the addition of shared use paths/trails/10 wide sidewalks along every arterial in the region, so incorporating a shared use path/wide sidewalk design into these railroad crossings could be a key contribution to the plan's ultimate success. And similarly, the railroad crossings at South Richey and Edgebrook should receive	5/24/24	TxDOT Houston	Noted. The current project provides these accommodations.
600	Christopher	Parma		For project MPOID #18417, CSJ #0912-72-616, the Shepherd-Durham Corridor from W 15th St to IH 10, I'd like to express my earnest support. This is Phase 2 of the Shepherd-Durham rebuild, a transformational development for the neighborhoods is passes through by increasing safety for vehicular and pedestrian users, improving drainage, and inspiring economic investment in residences and retail. I know this funding has been already approved, but I ask that H-GAC continue to support this project given its current pause by the City of Houston. Further, I ask that H-GAC support the project only in its January 2024 100% Design, which includes the re-configuration of travel lanes from 4 to 3 and the installation of wide sidewalks and bicycle facilities. If there is any compromise on the tenets of lane reduction and addition of wide ped/bike facilities, H-GAC should withhold the money as the project would no longer be achieving the goals it set out to do and for which it was allocated regional funding.	5/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
601	Christopher	Parma		For Project MPOID #18933, CSJ #0912-72-696, the rehabilitation of Telephone Rd from Lawndale St to IH 610 S, I'd like to express my support. I'd also like to express that this project should be supported with the scope to improve safety via a road diet, intersection improvements, and through the addition of many safe pedestrian crossings. Thank you.	5/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
602	Christopher	Parma		I'd like to express my support for Project MPOID #19002, CSJ #0912-72-720, proposing to construct a traffic signal and implement a road diet at the intersection of Feagan St/Willia St and Waugh Dr/S Heights Blvd. This is a busy intersection for vehicles and for pedestrians, as there are numerous residences and businesses nearby, as well as Spotts Park and Buffalo Bayou Park. Due to the configuration of the road network, many people outside of vehicles try to cross Waugh/Heights at this intersection going to/from Spotts Park or the nearby HEB. But because there is no traffic control device, this is both difficult and dangerous. Further, Waugh/Heights has 3 lanes in each direction. This creates a very long pedestrian crossing, and because this lane configuration provides more capacity than is needed here, it encourages speeding and dangerous driving behavior (which increases the likelihood of car crashes). The addition of a traffic signal and implementation of a road diet (preferably with the continuation of bike lanes both to the north and south) would be a huge boost to safety for all users at this intersection.	5/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
603	Christopher	Parma		I would like to express my support for MPOID #19000, CSJ #0912-72-644, which improves safety for all road users along W Little York between TC Jester and Wheatley St. This is currently an undivided, 4 lane road, which encourages speeding and leads to dangerous situations when drivers need to turn left onto or off of the road. It also makes for an incredibly difficult road to cross for users outside of vehicles. Please support this project and its goal to increase safety for drivers and for additional multimodal improvements to the neighborhood.	5/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
604	Christopher	Parma		I would like to express my support for Project MPOID #19001, CSJ #0912-72-678, the addition of safety improvements to Northline Dr between Parker Rd and Canino Rd. Northline Dr in this project is an undivided, 4 lane road. This leads to speeding vehicles and dangerous situations when cars need to stop in the middle of the road to turn left. This project will improve safety for drivers and will make it easier for pedestrians and cyclists to cross the road (by shortening the crossing distance and lowering vehicle speeds). Please support this project to increase safety on our neighborhood streets.	5/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
605	Christopher	Parma		For Project MPOID #77, CSJ #0912-72-382, proposing to widen Gessner Dr from Briar Forest to Westheimer St, I ask that H-GAC not support this project as proposed. Road widenings do not reduce congestion, due to induced demand. Not too long after completion the road will see similar, if not worse, travel times (see the Katy Freeway as a textbook example). Spending and then not improving the corridor would be a waste of money. Improving drainage is a good cause, and since that would require rebuilding of the road I ask that H-GAC only approve funding the corridor is improved upon multimodally. There are many residences and businesses along this stretch of roadway, easily within walking distance of each other, but this walkability must be promoted through an improved street design. This means keeping the road at 2 lanes in each direction, sidewalks widened to a minimum of 10 ft, safe pedestrian crossings added every 500-750 ft, and trees added between the road and sidewalks to provide shade and physical spacing between pedestrians and vehicles. If these guidelines are not implemented into the project, H-GAC should reject funding for it.	5/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.
606	Christopher	Parma		I'd like to express my full support for Project MPOID #19038, the addition of bike lanes to Waugh Dr between Allen Pkwy and W Dallas St. The existing bike lanes on Waugh south of W Dallas are fantastic, but extending the protected bike lanes to Allen Parkway and Buffalo Bayou Park would enhance their usefulness and connectivity greatly. It would encourage use (the current gap in bike lanes dissuades use) and would improve safety for drivers as well due to bringing speeds down to safer levels (the road currently has excess capacity, which promotes speeding). This is a very good project and should be supported and funded. Thank you.	5/24/24	City of Houston	Thank you for taking the time to participate and submit written comment. Your feedback will be provided to our project team and partner agencies for consideration as the subject project continues development.

ID	First Name	Last Name	Organization	Comment	Date Submitted	Response by	Response
607	Gregg	Nady	retired	While I support the projects in general, I would like to request amendments to two projects: CSJ: 1258-03-045 & 0543-02-064 (Westpark Tollway extension) - Please include a 10' wide shared use path on the south side of the eastbound frontage road and an underpass of Westpark Tollway on the east side of Flewellen Creek. CSJ: 0188-09-050 (FM 723 from Ave d to Ave H) - Include a 10' wide protected shared use path on the east side of the bridge. This will provide a continuation of the SUP currently being constructed along FM 723 north of the Brazos River and provide bike/ped connectivity to historic downtown Rosenberg. Thank you and please call me at 832-260-5064 if you need additional information.	5/24/24	Fort Bend County	Alternative routes for bike and pedestrians were evaluated during the schematic process for the FM 1093 frontage roads (CSJs 0543-02-063, and 0543-02-065). The approved schematic included the existing sidewalk on the north and 14' outside lanes instead of 12' lanes in each direction fo the frontage roads. There is not an existing shared use path that is adjacent to FM 1093, thus no underpass on the east side of Flewellen Creek is needed at this time. Upon construction of shared use paths on the north and south sides of FM 1093, a future underpass can be evaluated then.

2025 – 2028
Transportation Improvement Program

Appendix B

Federal Regulations Compliance

Performance Measures - System Evaluation Report

2022 PM3 Full Performance Period Report and
Baseline Performance Period Report

Updated June 28, 2024 for the Initial 2025-2028 TIP

TABLE OF CONTENTS

Federal Regulations Compliance (FAST Act & Infrastructure Investment & Jobs Act) …….. B-3

Performance Measures System Evaluation Report ……..B-16

2022 PM3 Full Performance Period Report and
Baseline Performance Period Report …….. B-63

FIXING AMERICA's SURFACE TRANSPORTATION ACT

Fixing America's Surface Transportation Act's (FAST Act) final planning rules for the Metropolitan Planning Process, the Transportation Improvement Program, and the Regional Transportation Plan (RTP) became effective on May 27, 2018. The FAST Act builds on the changes made by MAP-21 and includes provisions to make surface transportation more streamlined, performance-based, and multimodal. The Act also includes measures to address challenges facing the U.S. transportation system, including safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. In 2021, the Infrastructure Investment and Jobs Act (IIJA) was enacted into law and continued the requirements of previous surface transportation legislation.

The FAST Act requirements include planning factors – consideration of intercity bus connections, transit asset management, resiliency, and federally required performance targets. H-GAC adopted performance measure targets within the time constraints imposed by FHWA, utilizing the performance-based planning process. As a data clearinghouse, H-GAC will provide regional data to the Texas Department of Transportation when updates become available. The planning factors and H-GAC's compliance are identified in Table B-1.

PLANNING FACTORS

Table B-1: Federal Requirements and Planning Factors

Federal Requirement	Federal Provision	Issues Addressed in 2025-2028 TIP	Where Addressed
Public Participation	23 CFR 450.316(a)	H-GAC's Public Participation Plan (PPP) was updated in 2017 to expand the list of stakeholders to be engaged in transportation planning process.	Public Participation Plan http://www.h-gac.com/transportation-public-outreach/documents/h-gac-public-participation-plan.pdf
Memorandum of Understanding	23 CFR 40.314(h)	The Memorandum of Understanding was executed between H-GAC, TxDOT and the region's transit providers for the cooperation of development and selection of performance measures.	Memorandum of Understanding https://www.h-gac.com/getmedia/fdcaeef0-93d3-4bcc-b153-d5cc15fd9896/Memorandum-of-Understanding-for-Performance-Measures
Consultation and Cooperation	23 CFR 450.316(b)	2025-2028 TIP was developed with continued consultation and cooperation with state and local officials and takes into consideration the planning activities of other agencies and organizations within the MPO region.	• Public Participation Plan • Disaster Preparedness • Travel and Tourism
Resiliency and Reliability	23 CFR 450.206(a)(9)	2025-2028 TIP incorporates an assessment of the vulnerability of transportation assets to extreme weather events and identifies initiatives to improve resiliency and increase the reliability of the regional transportation system.	• Resiliency and Reliability

Federal Requirement	Federal Provision	Issues Addressed in 2025-2028 TIP	Where Addressed
Stormwater Impacts	23 CFR 450.306(b)(9)	2025-2028 TIP identifies roadways susceptible to impact by stormwater and includes a choice of projects and strategies aimed at mitigating these impacts.	• Resiliency and Reliability
Disaster Preparedness	23 CFR 450.316(b)	2025-2028 TIP identifies local emergency management operations serving the Houston-Galveston metropolitan region, details the designated hurricane evacuation routes and the Zip-Zone map.	• Disaster Preparedness
Travel and Tourism	23 CFR 450.306(b)(10)	2025-2028 TIP includes a review of opportunities to engage in recreational travel and tourism in the planning region and considers strategies to promote growth in this transportation sector.	• Travel and Tourism • Public Participation Plan http://www.h-gac.com/transportation-public-outreach/documents/h-gac-public-participation-plan.pdf
Intercity Buses	23 CFR 450.316(b)	2025-2028 TIP examines the existing intercity bus services in the region and identifies opportunities to expand these services and grow additional routes and operations.	• Intercity Buses
Performance Measures	23 CFR 450.326 (c)(d)	2025-2028 TIP includes the federal performance measures linked to the vision, goals, and project prioritization, establishes targets and documents the condition and performance of the transportation system.	• Performance Measures System Evaluation Report

IMPROVE RESILIENCY AND RELIABILITY

One of the FAST Act's planning factors is to improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation. Resiliency is defined as: "the ability of transportation infrastructure to maintain operations and be able to recover from disasters."

It is anticipated that due to a changing climate, extreme weather events will intensify and occur with greater frequency. In response, H-GAC's ongoing resiliency planning effort proposes strategies to mitigate the effects of flooding and other extreme weather impacts and incorporates a process to provide the responsible parties with regular update reports.

In 2017, Hurricane Harvey had a major impact on transportation networks and severely disrupted the movement of people and goods across the H-GAC's Metropolitan Planning Area. All twenty-two major bayous in Houston spilled over their banks with some exceeding 10 feet above the channel banks. Other recent major flooding events have been Tropical Storm Imelda, the Tax Day Flood, Memorial Day Flood, Hurricane Ike, and Tropical Storm Allison.

Expected Impacts to Transportation Infrastructure

Due to its low-lying coastal geography and semi-tropical climate, the Houston-Galveston region is vulnerable to extreme weather events like heat, drought, tropical storms, and flooding. The risk of these extreme events impacting the region's population, economy, and transportation infrastructure is expected to heighten because of the amplification of related stressors − land use change, explosive population growth, congested transportation systems, and climate change. Transportation systems and infrastructure are particularly vulnerable to extreme weather events. With the projected rise in sea level, temperature increases, and frequency of severe storms, it is anticipated that transportation services and infrastructure will suffer more frequent disruptions or permanent damage which would seriously impede the movement of goods and people throughout the region. A summary of expected impacts is shown in Table B-2.

Table B-2: Impact of Extreme Weather Events on Transportation Infrastructure

Expected Climate & Extreme Weather Impacts to Transportation Infrastructure		
Climate Variable	**Projection**	**Impact on Transportation Infrastructure**
Relative Sea Level	Over the last century, sea level at Galveston has risen more than 26 inches, which is significantly greater than the global average. In the next 50 years, Gulf Coast sea levels are expected to rise by 1 to 6 feet.	A 4-foot increase in relative sea levels would put a quarter of the region's interstates, 10 percent of rail lines, and nearly 75 percent of port facilities at risk.
Temperature	On average, the region already experiences more than 100 days above 90 °F per year. Average temperatures could increase 2° to 4°F by 2050. Temperature increases will be most severe in highly urbanized areas due to the heat island effect.	Higher temperatures will result in higher construction and maintenance costs. At temperatures above 90°F, highways, bridges, and rail lines deteriorate more quickly. Extreme heat can cause immediate damage such as buckling.
Hurricanes and Tropical Storms	Expected to become from frequent and powerful as the Atlantic Ocean and Gulf of Mexico warm.	Associated extreme rainfall, strong winds, and coastal flooding will damage infrastructure, cause road and evacuation route closures, and overwhelm storm drains.
Precipitation	Heavy rainfall events and droughts have increased; this trend is expected to continue with longer dry periods between extreme rain events.	Heavy precipitation can result in flash floods with impacts ranging from inconveniences (temporary road closures and transit service disruptions) to permanently destroyed infrastructure. Extreme rain events are also correlated to a higher incidence or crashes and delays.
Sources: • Transit and Climate Change Adaptation: Synthesis of FTA-Funded Pilot Projects, August 2014, FTA • The Gulf Coast Study Summary, Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: The Gulf Coast Study, Phase 1 Completed in 2008, FHWA • Gulf Coast Climate Change Adaptation Pilot Study, August 2013, FTA • Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I, March 2008, The Climate Change Science Program		

Understanding the region's risk to extreme weather, in 2010, H-GAC and local partners established resiliency as a regional priority in the "Our Great Region 2040" plan and adopted increasing the region's resiliency to disaster and a changing environment as a major goal. H-GAC planning reports such as "Our Region 2040" and the "Foresight Panel on Environmental Effects" analyze the impacts of weather on the region and its transportation system.

Regional Response to Federal Resiliency Requirements

To meet federal requirements, H-GAC is incorporating resilience into its transportation planning in the following ways:

a. **Regional Resilience Transportation Improvement Plan**

In 2023, H-GAC applied for $1.1 million in funding from the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program. H-GAC was awarded the funding in 2024. This funding will be used to develop a Regional Resilience Transportation Improvement Plan.

To better equip the eight-county MPO region with implementable project and planning guidance, this project will fine-tune previously developed resilient strategies, expand on previous resiliency planning efforts, and conduct a robust local sponsor and public input process with emphasis on environmental justice principles and disadvantaged communities. The outcome of the plan will include an Implementation Workbook that includes a list of prioritized transportation resilience projects as well as a Resilient Roadways Best Practices Toolkit with local examples for future training and educational use.

H-GAC would align this plan with the requirements for Resilience Improvement Plans under 23 U.S.C. 176(e)(2)(A) as well as the MPO's 2045 Regional Transportation Plan (RTP) Update's vision for the Houston-Galveston Region: "A Safe, Resilient, Equitable, and Reliable Multimodal Transportation System that Contributes to a Livable Region."

b. **Transportation Resilience and Durability Assessment Study**

In 2018, the Houston-Galveston region was selected to participate in a Federal Highway Administration's (FHWA) Resiliency and Durability Pilot Project. As part of this project, H-GAC worked with federal, state, and local partners to conduct a vulnerability and criticality assessment of major roadways and bridges in relation to the hazards of flooding, storm surge, and sea level rise in the MPO region.

The Resilience and Durability to Extreme Weather in the H-GAC Region Pilot program Report was finalized and submitted to FHWA in January 2021. The Pilot used FHWA's Vulnerability Assessment Scoring Tool (VAST) and methodology, considering the factors of exposure, sensitivity, adaptive capacity, economic impact, and risk. To assess criticality, a group of stakeholders representing relevant agencies and groups was convened to identify links critical to first responders, emergency evacuation, hospitals, and other critical destinations. The report identified the region's most critical and vulnerable major roadways and bridges, and resiliency recommendations were developed based on the results of the vulnerability and criticality assessments in the form of 25 mitigation strategies. Results will be used to help prioritize funding decisions for future transportation projects.

More information about the Pilot Program can be found at http://www.h-gac.com/resiliency-planning. -In addition to the report, H-GAC developed an online mapping tool with data developed during the pilot study. The Regional Resilience Tool is accessible by the public to view criticality and vulnerability scores on a sliding scale, from low to high, for the eight-county region, and can be found at https://datalab.h-gac.com/resilience/.

c. **Working Group**

In 2019, H-GAC formed a transportation resiliency working group with the initial goal of developing a multi-year strategy to meet resiliency-related federal requirements and identify additional resiliency efforts that would reduce risk and improve safety in the region. Through the working group, H-GAC will host workshops, coordinate resiliency work with emergency management (preparedness and response) efforts, develop a plan to reduce and mitigate storm water impacts on surface transportation and other related community emergency responses.

d. **Texas Resiliency and Planning Workshops**

H-GAC has participated in several resiliency workshops hosted by FHWA, TxDOT, the Texas A&M Transportation Institute (TTI), and other Metropolitan Planning Organizations. The purpose of these workshops has been to exchange information, data sources, and resiliency strategies. As part of its transportation resiliency agenda, H-GAC works to foster a dialogue about mitigating vulnerability regionally.

e. **Cedar Bayou Initiative**

The Cedar Bayou Initiative is a partnership of public and private sector stakeholders in the Cedar Bayou watershed. Its purpose is to identify and pursue priority projects to improve flood management, resiliency, and transportation goals throughout the Cedar Bayou watershed and the greater Chambers, Liberty, and Harris Tri-County area. For more information about this initiative: https://www.h-gac.com/cedar-bayou-initiative. Projects identified in 2018 can be grouped into three major categories:

- Dredging and other improvements to the main channel of Cedar Bayou, its tributaries and drainage channels.
- Stormwater infrastructure, detention, and runoff quality improvement.
- Improvements to transportation infrastructure to reduce flooding and improve evacuation capacity.

f. **Designing for Impact**

H-GAC is involved in the "Designing for Impact" study which is exploring strategies to reduce the impact of stormwater on the Houston-Galveston metropolitan region's infrastructure. Working through a voluntary partnership of engineers, developers, architects, landscape architects, municipal and county representatives, the project is examining the Low Impact Development (LID) strategy as an effective and economically advantageous approach to addressing the region's stormwater containment problems.

g. **Foresight Panel on Environmental Effects Report Update**

In 2021, H-GAC updated the 2008 Foresight Panel on Environmental Effects Report to reflect findings and recommendations from the Resilience and Durability to Extreme Weather in the H-GAC Region Pilot Program Report, finalized in January 2021. Appendices A, B, and C of the Report were updated to reflect the most recent data, events, and information, such as historical climate trends, impacts to bicyclist and pedestrian infrastructure, impacts on vulnerable population, and Hurricane Harvey flooding impacts. In addition to updating the Report, H-GAC developed an online mapping tool of all scenario layers that can be accessed by the public. The data dashboard also outlines each scenario's highlights and vulnerable population impacted by each scenario.

Disaster Preparedness

H-GAC is addressing extreme weather preparedness, mitigation, and evacuation through programming and regional partnerships. H-GAC, the Texas Division of Emergency Management (DEM), and 85 local

governments collaborated to develop a comprehensive Regional Hazard Mitigation Plan[1]. The plan identifies regional hazards and vulnerabilities and includes over 300 mitigation projects that could be implemented within the Houston-Galveston metropolitan region.

The "Together Against the Weather"[2] outreach campaign was initiated to help individuals with disabilities and other special needs plan for disruptions caused by hurricanes, floods, and other weather-related emergencies. The program encourages the formation of supportive partnerships that involve family members, community organizations, health care providers, and emergency management personnel, and recommends strategies for addressing the challenges that commonly arise during periods of emergency evacuation. Together Against the Weather offers several tool kits that include educational videos presented in English, Spanish, Vietnamese, and Chinese. Links are also provided to state, county, and municipal offices of emergency management. More information is available at: http://www.togetheragainsttheweather.com/.

As a web clearinghouse, the Together Against the Weather campaign offers service providers, emergency management officials, churches, and healthcare providers with materials to help at-risk populations in the event of a major hurricane landfall. Helpful resources available through the program include preparedness information, evacuation route maps, and links to the Office of Emergency Management. A goal of preparedness for natural disasters is also found in the Comprehensive Economic Development Strategy (CEDS}[3] and emphasizes affordable approaches to reducing vulnerability such as using natural landscape for absorbing floodwaters and storm surge and making smarter decisions regarding building locations. For protecting key infrastructure assets, the recommended approach is one that carefully targets structural solutions that keep costs lower. Another supporting strategy is to assist local governments to conduct economic vulnerability assessments, encompassing vulnerability to natural disasters. Along with reducing vulnerability risk, preparedness strategies involve speeding the rate of recovery to improve safety and quality of life.

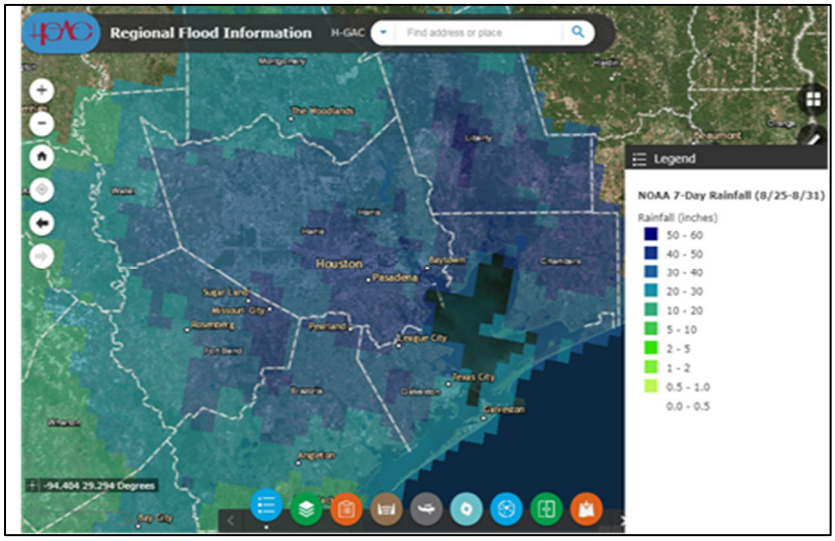


Figure B-2: 7-Day Rainfall Totals from Hurricane Harvey

H-GAC provides interactive mapping tools such as the Regional Flood Information viewer (see Fig. B-2) which portrays critical facilities including transportation, high-density areas, and vulnerable populations. H-GAC also administers the Emergency Preparedness program which promotes regional planning and response to man-made and natural disasters. The Regional Homeland Security Coordinating Council (RHSCC) assists and advises elected officials in their decision-making responsibilities on matters related to regional homeland security and emergency management. H-GAC is working closely with leadership from various counties, cities, and special purpose districts within the region to develop and update Hazard Mitigation Plans (HMP) and will continue to guide and assist HMP updates.

[1] Regional Hazard Mitigation Plan: http://www.h-gac.com/regional-hazard-mitigation-planning/
[2] Together Against Weather campaign: http://www.togetheragainsttheweather.com
[3] Comprehensive Economic Development Strategy https://www.h-gac.com/gulf-coast-economic-development-district/regional-economic-development-plan

Evacuation Plan

Evacuation routes are designated by the Texas Department of Public Safety (DPS) in coordination with local counties and municipalities. These routes are designated to evacuate the H-GAC 13 - County Regional Planning Area in the event of a natural or man-made emergency or other threats to public safety. The H-GAC Regional Planning Area has signed, state roadways designated as evacuation routes (Figure B-3). These evacuation routes are described in the Texas DPS Emergency Evacuation Traffic Management Plan. Houston TranStar serves as the regional emergency center and houses multi-agency operations that manage traffic incidents and respond to regional emergencies such as hurricanes and floods.

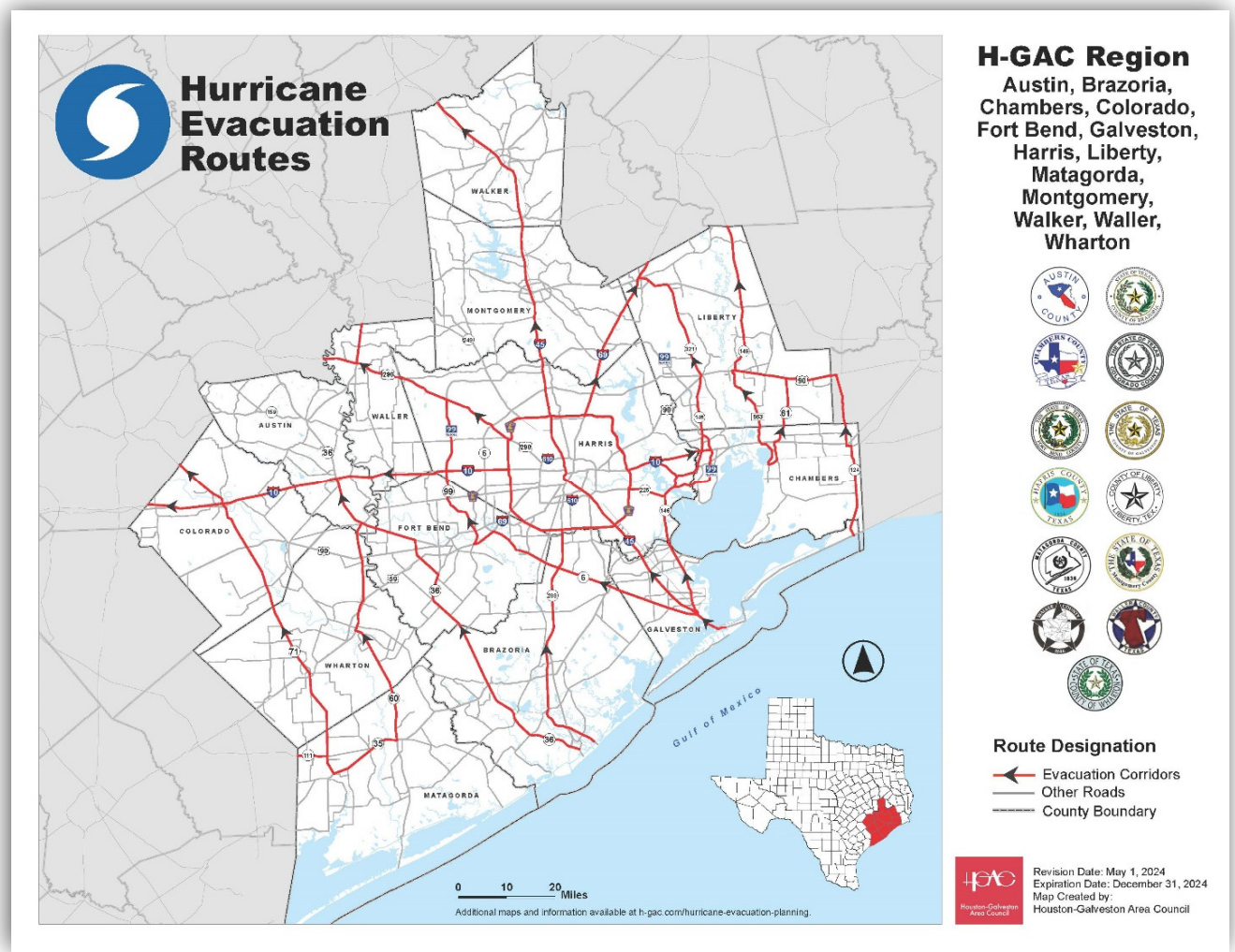


Figure B-3: H-GAC Hurricane Evacuation Routes

Hurricane Surge Zone Map

Each year, H-GAC produces a Hurricane Surge Zone Map (or "Zip-Zone Map") for distribution to the public (Figure B-4). The Zip-Zone Map is a public information tool which shows the parts of the H-GAC planning region that are most at risk for hurricane-related storm surges over a base map of postal zip codes. The Hurricane Surge Zone Map is super-imposed with the officially designated evacuation corridors and evacuation connections. Designation as an evacuation route is one criterion used in the H-GAC Regional Transportation Plan (RTP) for prioritizing capital improvement projects. It is a critical safety issue that regional evacuation routes are in good shape and have adequate capacity to handle the high levels of traffic that often ensue in a regional emergency.

The Zip-Zone map will typically be used by elected officials and emergency management personnel to conduct a phased evacuation of coastal counties based on the zip codes of the residents.

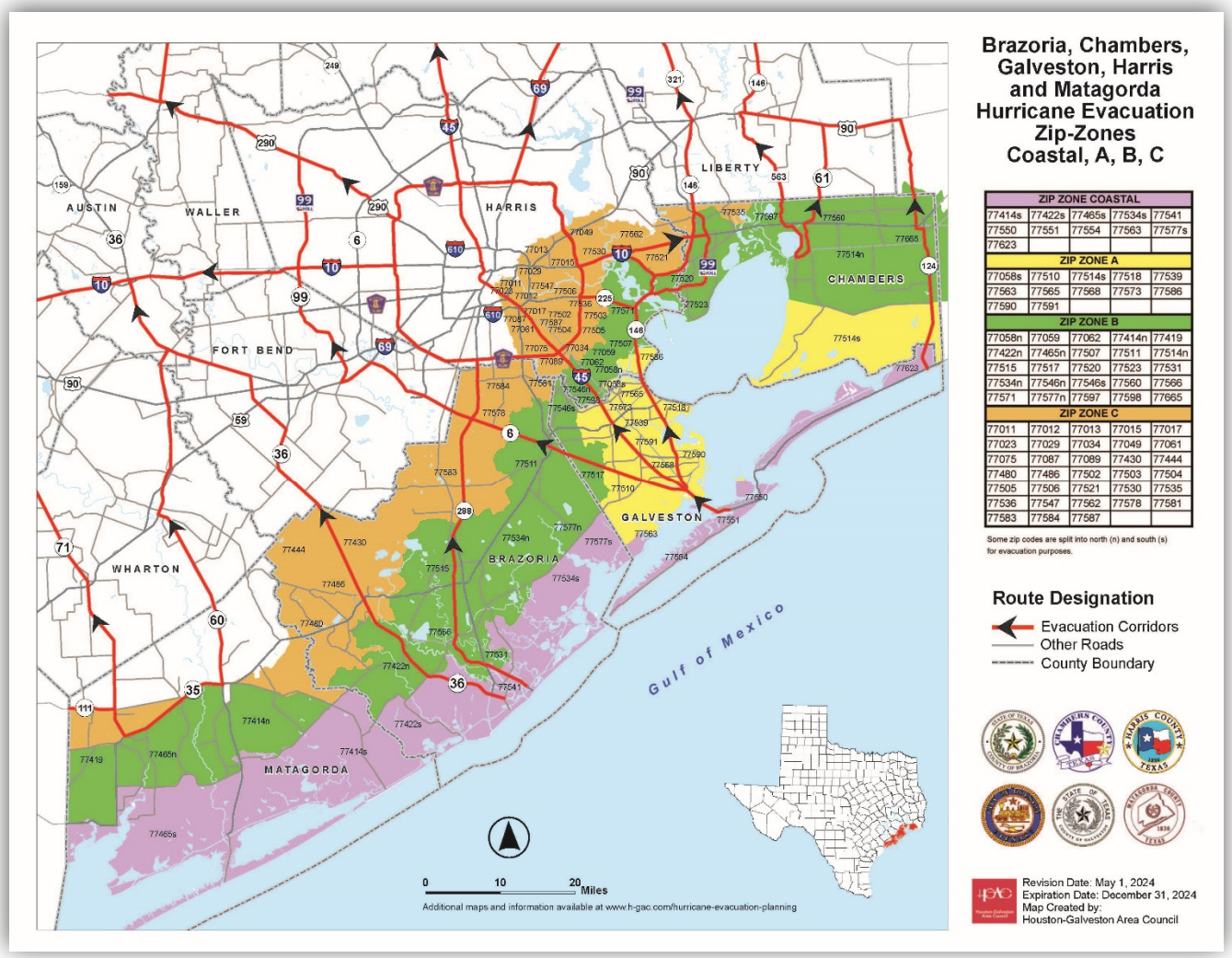


Figure B-4: H-GAC Hurricane Evacuation Zip Zone Map

ENHANCE TRAVEL AND TOURISM

The regional transportation network is an integral component of the tourism industry. The H-GAC MPO participated in a consortium to develop the "Our Great Region 2040" plan, consisting of a 24-member partnership who comprised a coordinating committee, government advisory committee, members of the public, local leaders and regional workgroups. Transportation strategies related to travel and tourism that emerged from the study include[4]:

- Optimize existing transportation network through a FIX IT First strategy and by using technology and improved incident management to maximize system capacity.
- Create a regional framework for expanding transit across the Region.
- Develop and implement policies to improve transit, pedestrian, and bicycle access between and within activity centers, connecting residents to job centers.
- Include economic, safety, and quality of life costs and benefits of transportation projects in funding prioritizations.

Travel and tourism is a growing industry in the Houston-Galveston metropolitan region and produces a large infusion of money to the local economy while providing for hundreds of jobs. The Houston-The Woodlands-Sugarland metropolitan statistical area attracts 18.3 million vistors annually and generates up to $1.1 billion in local and sales tax revenue. Local attractions include the museums, visual and performance arts, community festivals, sports (including special events such as the super bowl, final four, professional golf association tournaments, college and professional football, baseball and basketball), and world renown cuisine. Other local attractions include the Kemah Boardwalk, the Houston Livestock Show and Rodeo, Houston Zoo, Brazoria National Wildlife Refuge, George R. Brown Convention Center, shopping malls, NASA Space Center, and Galveston Cruise Terminals, (see Figure B-5). Galveston Island saw 6.5 million vistors in 2016. Almost 14 percent of these visitors were cruise travelers – an increase of 5 percent over the previous year.[5] In addition, people come from around the globe for medical treatment to the largest medical complex in the world, the Texas Medical Center with over 10 million patient visits per year.[6] Travel originating from outside the region is also generated from a significant business presence that includes five Fortune 500 companies and many high-density employment centers. The tourism industry supports more than 140,000 jobs in our region and contributed $16.5 billion to the local economy in 2017.[7]

The H-GAC 2045 Regional Transportation Plan Update has substantial investments dedicated to improve the roadway, transit, bicycle and pedestrian capacity that provide access to major attractions such as universities, medical facilities and other essential destinations mentioned above. The Economic Development Strategy (CEDS) and "Our Great Region 2040" plan regard tourism as regional needs and provide strategies and recommendations for further travel and tourism improvements. The H-GAC metropolitan planning region has also seen a host of local planning activities supported by Economic Development Administration grants and similar funding geared toward furthering economic development to attract business and encourage tourism.[8] Similar programs are being implemented by the Cities of Houston, Bay City, Conroe , Dayton, and Galveston among others.

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[4] http://www.ourregion.org/download/OurGreatRegion2040-FINAL.pdf (pages 30 and 31)
[5] https://www.chron.com/neighborhood/bayarea/news/article/Galveston-hits-record-high-tourism-revenues11175775.php
[6] http://www.tmc.edu/wp-content/uploads/2018/07/TMC_FactsFiguresOnePager_07052018-1.pdf
[7] https://www.visithoustontexas.com/media/press-releases/post/record-218-million-visits-to-houston-in-2017/
[8] http://www.h-gac.com/gulf-coast-economic-development-district/regional-economic-development-plan.aspx (page 13)

An engagement process soliciting the feedback of public officials and members of the public was utilized to perform a SWOT analysis, helping to shape the goals and stratgies of the CEDS. These goals have been aligned with the "Our Great Region 2040" plan, including the preservation of natural resources especially along waterways to promote recreation and tourism opportunities. One of the strategies suporting natural resource preservation recommends the creation of a regional campaign to promote eco-tourism, coastal, and wildlife tourism options across the region.

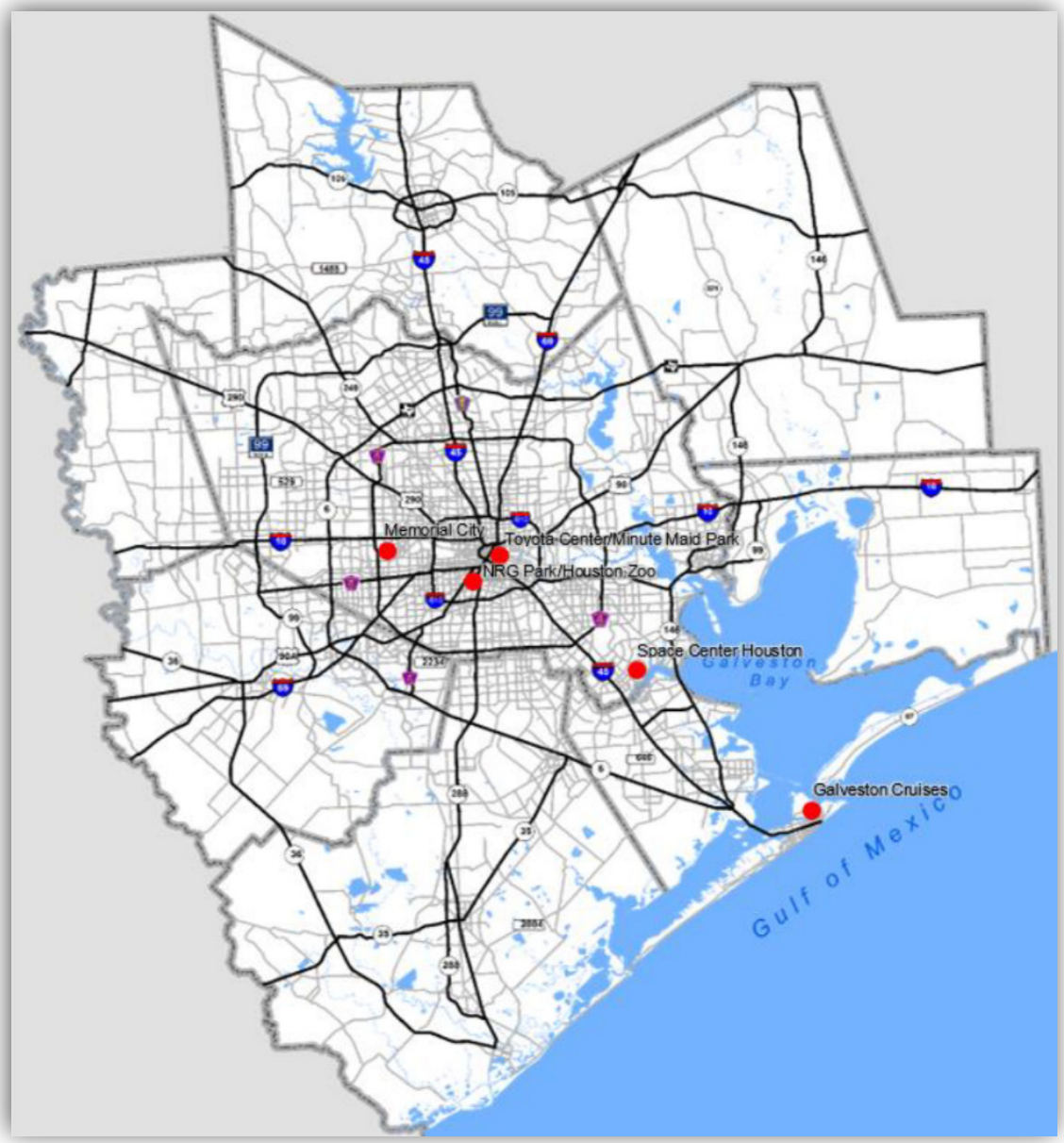


Figure B-5: Local Travel and Tourism Destinations

INTERCITY BUS INITIATIVES

Federal planning guidelines now require the "consideration of the role that intercity buses may play in reducing congestion, pollution and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems including those that are privately owned and operated".[9]

The Houston-Galveston region was the location of an innovative intercity bus project between the Brazos Transit District (BTD) and a private organization for several years. Since 2007, the Charles Wilson Veterans Administration (VA) Shuttle bus has been providing trips for disabled veterans traveling from Lufkin, Texas to medical appointments at the Michael E. DeBakey VA Medical Center in the Texas Medical Center in Houston (Figure B-6). The veterans are transported daily along the 248 mile route (round trip) at no cost to them; as of 2022 ridership was averaging 35 to 40 passengers a week. In the spring of 2022, operation of the Shuttle was transferred from the BTD to the VA itself.



Figure B-6: Charles Wilson VA Shuttle

Based on prior planning studies, there are several other emerging opportunities in the Houston-Galveston region to establish similar mobility options for veterans and other residents along major freeway corridors into Houston. These opportunities would involve developing relationships with representatives of private inter-city carriers to incorporate intermediate stops along their established routes. These stops could become intermodal facilities where passengers could have options to transfer to-and-from local and express buses in addition to carpools, vanpools, taxis, and other multimodal options.

Several locations within the H-GAC planning region have been identified as potential sites for such facilities. One potential location is along Interstate Highway 10 East, near State Highway 146. That location was identified in the Transit Plan for Liberty and Chambers counties as a potential site for a multi-modal transfer facility that would facilitate north-south and east-west travel patterns.[10] Another potential location for an intermodal terminal was identified along Interstate Highway 45 North Freeway in the City of Huntsville. This location was recommended in the Walker County Transit Plan, which envisioned moving the current Greyhound bus terminal from a small facility located near the center of downtown Huntsville to a larger multimodal facility closer to the I-45 Freeway corridor.[11]

Finally, H-GAC is currently working with TxDOT to begin the study of a potential Regional Bus network. This service type, which does not currently exist in the Houston-Galveston region, but exists on other parts of Texas, is recommended in the High Capacity Transit Task Force Priority Network (discussed in the

[9] [23 U.S.C. 134(i)(2)(H)]

[10] Liberty County Transit Plan, Houston-Galveston Area Council (H-GAC), 2009; Chambers County Transit Plan, H-GAC, 2009.

[11] Walker County Transit Plan, H-GAC, 2012.

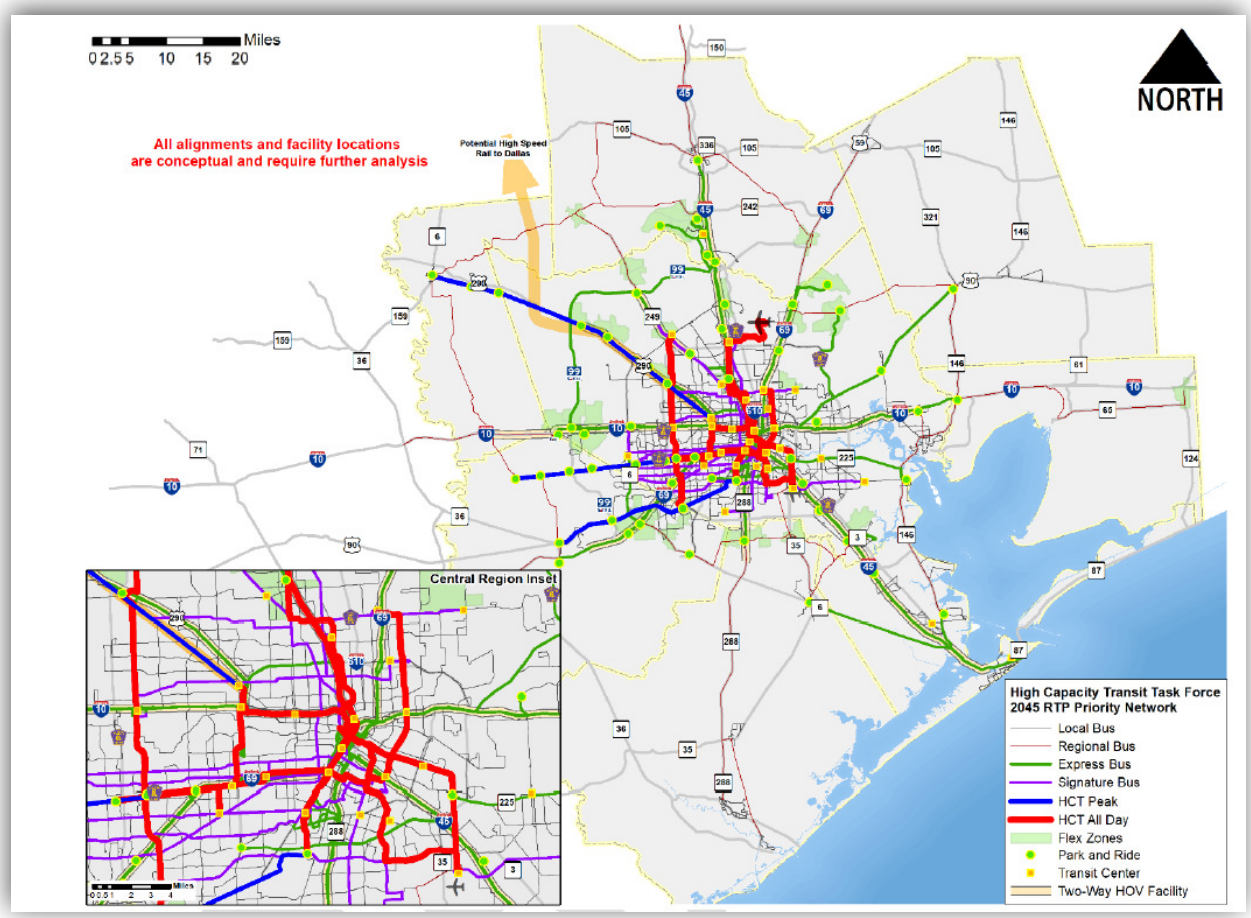
following paragraphs). It would connect outlying communities to each other as well as the urban core and serve a variety of trip purposes, including access to healthcare, education, and public services.

High Capacity Transit

The High Capacity Transit Task Force was created by the H-GAC Transportation Policy Council to research the need and opportunity for high capacity transit in the MPO planning region and, produced a financially constrained Priority Network for comprehensive regional transit service. The Priority Network, shown in Figure B-7 below, was incorporated into the 2045 Regional Transportation Plan as its transit element. The services specified in the High Capacity Transit (HCT) Priority Network are mode-, technology- and alignment neutral. All recommendations in the Priority Network are conceptual and are subject to further analysis and design. For more information, the High Capacity Transit Summary Report is located at http://www.h-gac.com/high-capacity-transit-task-force/default.aspx.

The Priority Network contains a variety of service types, including Express and Regional Bus services connecting outlying communities to the region's core as well as to each other. These Express and Regional services are intended to provide transit service to all eight counties in the H-GAC metropolitan planning area. Eventually, those express bus or cross-county routes could be designed to provide feeder bus services to larger multimodal terminals along the interstate highway system.

Figure B-7: High Capacity Transit Task Force Priority Network



PERFORMANCE MEASURES SYSTEM EVALUATION REPORT

The Moving Ahead for Progress in the 21st Century (MAP-21), the Fixing America's Surface Transportation (FAST) Act, and the Infrastructure Investment Jobs Act legislations enacted Transportation Performance Management into the Federal Highway Program, addressing challenges that face the transportation system on a national level, including:

- Improving safety
- Maintaining infrastructure condition
- Reducing traffic congestion
- Improving the efficiency of the system and freight movement
- Protecting the environment

The objective of transportation performance management is to focus federal funds on the achievement of national goals, increase accountability and transparency, and improve investment decision-making through performance-based planning and programming of transportation projects. The federal rulemaking requires metropolitan planning organizations and state departments of transportation to set targets for several performance measures and to periodically report on the progress made towards achieving those targets. H-GAC has the administrative responsibility for performance measures in the key areas of Safety, Pavement and Bridges, Reliability, Congestion, Air Quality, Transit Asset Management, and Public Transportation Agency Safety Plans.

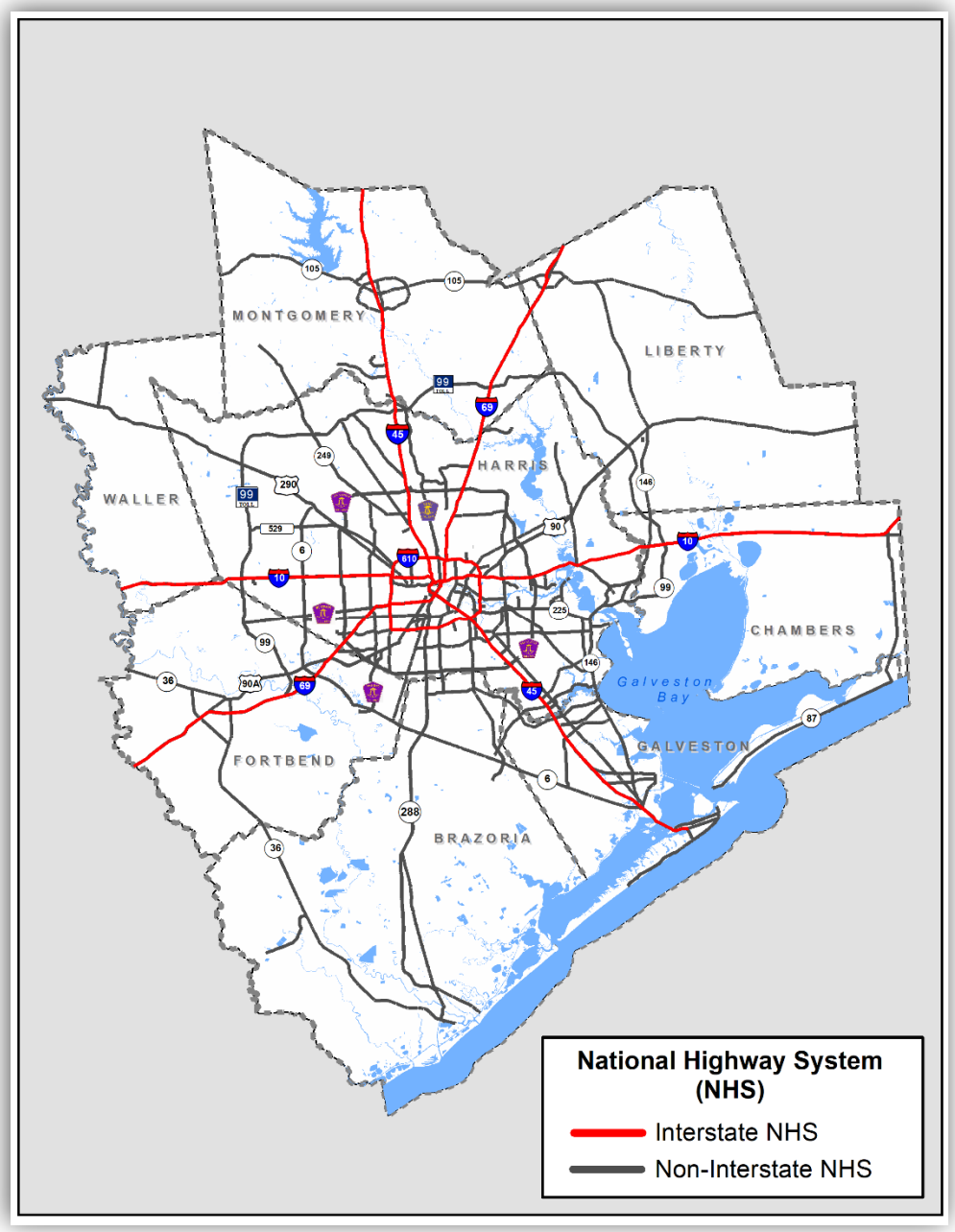
The final planning rules for the metropolitan planning process and the Regional Transportation Plan implementing the Fixing America's Surface Transportation (FAST) Act became effective on May 27, 2018. The FAST Act builds on changes made by MAP-21 to address challenges facing the U.S. transportation system – including provisions to make surface transportation more streamlined, performance-based, and multimodal. Under these rules, metropolitan planning organizations may support the state targets or establish their own regional targets. In 2018, H-GAC adopted performance targets with the performance-based planning process required by FHWA. The final set of performance targets were adopted on October 26, 2018. During the formulation of the planning targets, extensive collaboration occurred between the Texas Department of Transportation, public transportation providers and H-GAC.

Transportation Performance Management (TPM) is not a new concept to H-GAC. Many of the federal performance measures align with and complement H-GAC's existing performance measures. Performance management is a powerful analytical tool for tracking regional performance over time and can illustrate how the greater Houston region compares to other regions nationwide. Target setting, tracking and reporting of performance measures are conducted in a relatively short timeframe: from one to four years. TPM gives transportation planners the opportunity to link the short-term performance to long-range priorities for the region. One of the positive outcomes of performance management tracking is that it generates a heightened awareness in the transportation planners and fosters a renewed focus by on key performance areas that will likely remain at the forefront of planning practice for years to come. Additionally, the requirement to report the progress made towards achieving the performance measures improves accountability and transparency of the planning agencies.

Emphasis on the National Highway System

The federal performance measures place a strong emphasis on the National Highway System (NHS). The NHS is a network of highways that are considered critical to the nation's economy, defense and mobility, and include those assets that link major airports, ports, public transportation facilities, rail and truck intermodal terminals. The H-GAC 2045 Regional Transportation Plan is focused on maintaining all major roads of the metropolitan planning region's transportation network and not just those on the National Highway System. However, as many as 8,784 lane-miles of highways in the H-GAC metropolitan planning region are on the National Highway System.

Figure B-8: The National Highway System in the H-GAC Planning Region



TRANSPORTATION PERFORMANCE MEASURES AND THE 2045 RTP

As discussed earlier, the federal government passed three transportation bills, the Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 and the Fixing Surface Transportation in the 21st Century (FAST Act) in 2015, and the Infrastructure Investment Jobs Act (IIJA) legislations in 2021, which together have substantially changed the milieu of transportation planning practice. Among other things, the bills require Metropolitan Planning Organizations (MPOs) to establish performance-based planning routines. In order to comply with federal legislation, MPOs across the country adopted and implemented programs and performance targets, and set priorities based on performance measures. The FAST Act and the Infrastructure Investment and Jobs Act reaffirm these requirements.

According to the laws, performance will be judged on a system-wide level and should be tied to project prioritization. As such, the 2045 RTP proposes certain performance measures to represent this principle at a regional level (Figure B-9). Because MAP-21 requires that transportation system challenges be addressed through a data driven, performance-based approach, measures selected were chosen mainly because they were focused on system performance and assets, sensitive to various transportation modes, and had a nexus to the established goals.

Several challenges exist for some of the performance measures, such as the lack of available, useable or consistent data. H-GAC and TxDOT are addressing these deficiencies by improving data collection methods and expanding collection efforts to obtain data suitable to accurately set performance targets. For example, TxDOT is adapting its pavement collection methods to align with the federal criteria. Additionally, H-GAC is exploring new data collection for the System Performance measures. As required by the federal rules, H-GAC will periodically review, analyze performance measure data, and will report how target progress has been achieved by the MPO for the target years of 2020, 2022, 2024 and 2026.

The following section describes each performance measure, detailing the way it is measured and describing the desired outcome. The performance measures include factors like asset management, congestion, safety, environment, and economic competitiveness, which are intended to help the assessment of progress towards meeting the 2045 RTP plan's vision and goals. While the desire is to see a dramatic improvement in each performance measure area, limited funding and other factors that influence system utilization may work in such a way that selected performance measures might not always be reduced in absolute terms.

Figure B-9: 2045 RTP Update Vision, Goals, and Performance Measures

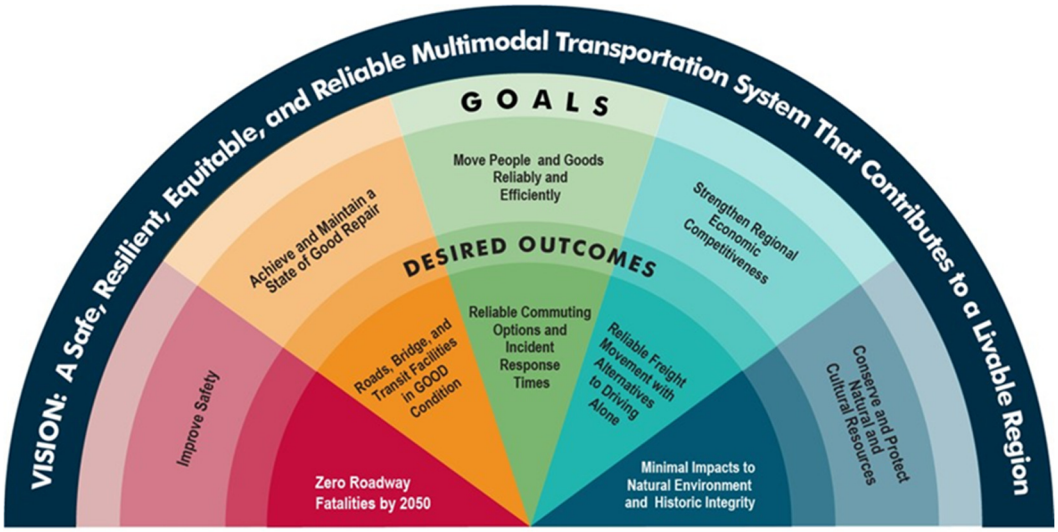


Table B-10: Highway and Transit Performance Measures

Category	Performance Measure	Applicability	Reporting Frequency
Safety	Number of fatalities	All public roads	Annually
	Rate of fatalities		
	Number of serious injuries		
	Rate of serious injuries		
	Number of non-motorized fatalities and serious injuries		
Pavement and Bridge Condition	Percentage of pavements of the Interstate System in Good condition	Interstate System	Biennially with four-year performance periods
	Percentage of pavements of the Interstate System in Poor condition		
	Percentage of pavements of the non-Interstate NHS in Good condition	Non-Interstate NHS	
	Percentage of pavements of the non-Interstate NHS in Poor condition		
	Percentage of NHS bridges classified in Good condition	National Highway System (NHS)	
	Percentage of NHS bridges classified in Poor condition		
System Performance	Percent of the person-miles traveled on the Interstate that are reliable (Level of Travel Time Reliability)	Interstate System	Biennially with four-year performance periods
	Percent of the person-miles traveled on the Non-Interstate NHS that are reliable (LOTTR)	Non-Interstate NHS	
	Truck Travel Time Reliability (TTTR) Index	Interstate System	
	Annual Hours of Peak Hour Excessive Delay Per Capita	National Highway System (NHS)	
	Percent of Trips with Non-Single Occupancy Vehicles	Urbanized area	
	Total Emissions Reduction	Urbanized area	
Transit Asset Management	Rolling Stock - percentage of revenue vehicles that exceed the Useful Life Benchmark (ULB)	Region's transit providers who are recipients and subrecipients of federal transit assistance and H-GAC	Biennially
	Equipment - percentage of non-revenue service vehicles that exceed the ULB		
	Facilities - percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale		
	Infrastructure - percentage of rail track segments (by mode) that have performance restrictions	METRO & Island Transit	
Transit Safety	Fatalities - total amount and rate of fatalities per total vehicle revenue miles	Region's transit providers who are recipients and subrecipients of federal transit assistance and H-GAC	Biennially
	Injuries - total amount and rate of injuries per total vehicle revenue miles		
	Safety Event - total amount and rate of safety events per total vehicle revenue miles		
	System Reliability (State of Good Repair) – mean distance between major mechanical failures		

The investments identified in the 2045 RTP were guided by a vision and supported by the goals and strategies. This framework articulated the regional needs and priorities in four key areas of transportation investments.

Mobility - Alternative Modes - Air Quality - Planning

The 2045 RTP Vision, Goals, and Strategies were established by the Transportation Policy Council (TPC), Technical Advisory Committee (TAC), and relevant TPC and TAC subcommittees. Building on the investment area structure established in the 2040 RTP, the TPC established 21 investment categories aligned with the 2045 RTP goals and strategies, as priority areas of investments. In the table below, Table B-11, shown below, illustrates the linkage between the 2040 RTP Investment Type, 2045 RTP Investment Strategy, 2045 RTP Investment Categories and the performance measures and targets they directly contribute towards achieving.

Table B-11: Relationship Between Investment Type, RTP Strategy, Investment Category & Performance

Investment Type	RTP Strategy	Investment Category	Performance Measures						
			Safety	Pavement & Bridge	Reliability	Freight (Truck Travel Time)	Congestion/ Air Quality	Transit Asset Management	Transit Safety
Mobility. Alternative Modes, Air Quality	Expand, Manage, Maintain	Major Investments	●	●	●	●	●	●	●
Mobility	Expand	Roadway Added Capacity/New Construction	●	●	●	●			
		Innovative Freight Movement	●	●	●	●	●		
	Manage	Incident Management (Towing)	●		●	●	●		
		Incident Management (MAP)	●		●	●	●		
		Access Management/Safety/Grade Separations	●	●	●	●	●		
		Intelligent Transportation System Infrastructure	●	●	●	●	●		
	Maintain	Infrastructure Resiliency	●				●		
		Roadway Reconstruction and Rehabilitation	●	●					
Alternative Modes	Expand, Manage, Maintain	Active Transportation	●						●
	Expand	Transit Expansion (Vehicle Purchase)	●		●	●	●	●	●
		Transit Passenger Facilities	●		●	●	●	●	●
	Manage	Transit Priority Infrastructure	●		●	●	●		●
		Transit Regional Fare Collection	●		●	●	●		
	Maintain	Transit Passenger Facility State of Good Repair	●		●		●	●	●
Air Quality	Expand	Regional ITS (TranStar)	●		●	●	●		●
		Pilot Commuter Transit			●	●	●		
		Regional Vanpool			●	●	●		
	Manage	Commute Solutions			●	●	●		
	Maintain	Clean Cities/Clean Vehicles					●		
Planning	Expand, Manage, Maintain	Sub-Regional Planning							

Out of twenty-one Investment categories, eight categories were recommended to be programmed and funded annually for the 10-year period from FY 2019 through FY 2028, identified in Table B-12. This was approved in a cooperative consultative process involving the local governments. and state transportation agencies, the Transportation Policy Council, the Technical Advisory Committee, and relevant subcommittees.

Table B-12: RTP Investment Categories in the H-GAC 10-Year Plan (2019-2028)

2040 RTP Investment Type	2045 RTP Strategy	2045 RTP Investment Category
Mobility	Manage	Incident Management (Towing)
		Incident Management (MAP)
Alternative Modes	Manage	Transit Regional Fare Collection
Air Quality	Expand	Regional ITS (TranStar)
		Pilot Commuter Transit
		Regional Vanpool
	Manage	Commute Solutions
	Maintain	Clean Cities/Clean Vehicles

2018 Call for Projects Evaluation Criteria:

The 2018 Call for Projects evaluation and selection criteria were developed in a cooperative manner by consulting with local agencies, the Transportation Policy Council (TPC) , the Technical Advisory Committee, and relevant subcommittees. All projects submitted through the 2018 Call for Projects (2018 CFP) were evaluated based on 50% score (100 points) given to its benefit/cost ratio and 50% score (100 points) given to various planning factors. The benefit cost analyses were calculated within a spreadsheet template that evaluated the project's benefits in three major areas:

- Safety – reduction in crashes
- Delay – reduction in travel delay
- Emissions – reduction of on-road vehicle emissions

The remaining 50% of the score was based on multiple planning factors with a direct linkage to performance measures and the RTP goals and strategies and relative to each investment category. Planning factors for highway and transit projects include, but are not limited to, the improvement to multimodal level of service; freight system priority/evacuation route, life cycle maintenance strategies, corridor level of travel time reliability, reduction in vehicle miles traveled, connectivity to employment, transit reliability, transit vehicle and facility life cycle maintenance strategies.

The 2018 Call for Projects application submittal period began on September 4th and concluded on October 31, 2018. During this period, H-GAC received a total of 193 applications from various local partners and TxDOT. Out of 193 project applications, a total of thirty-six (36) projects in various investment categories were recommended for funding for the 10- year period, between FY 2019 and FY 2028. The TPC approved

projects across thirteen Investment Categories, listed in Table B-13, through the competitive Call for Projects process.

Table B-13: TPC Approved Projects Across Investment Categories

2040 RTP Investment Type	2045 RTP Strategy	2045 RTP Investment Category
Mobility, Alternative Modes, Air Quality	Expand, Manage, Maintain	Major Investments
Mobility	Expand	Roadway Added Capacity/New Construction
		Innovative Freight Movement
	Manage	Access Management/Safety/Grade Separations
		Intelligent Transportation System Infrastructure
		Autonomous and Connected Vehicle Infrastructure
	Maintain	Infrastructure Resiliency
		Roadway Reconstruction and Rehabilitation
Alternative Modes	Expand, Manage, Maintain	Active Transportation
	Expand	Transit Expansion (Vehicle Purchase)
		Transit Passenger Facilities
	Manage	Transit Priority Infrastructure
	Maintain	Transit Passenger Facility State of Good Repair

Transportation Improvement Program and the Project Selection Process

The project selection process utilized during development of the 2025-2028 TIP assessed major investment-level applications based on the 2045 RTP's five goals and performance measures. By incorporating 2045 RTP goals into short-range programming activity, the performance measures have achieved a strong coordination between the region's vision for the future and the investments made today.

HIGHWAY SAFETY

Safety is a top regional priority. Although motorists are the largest group of system users injured or killed in crashes, pedestrians and cyclists are also at risk. Addressing this goal will not only benefit regional health, but the community's quality of life and economic competitiveness. A safe regional transportation system operates reliably, delivers goods and services on time, and returns users home at the end of their trip.

The Houston-Galveston Regional Safety Plan sets a baseline for safety crash data, analyzes regional trends, and is used to inform performance target setting. The report data serves as a baseline for subsequent years to measure whether there was significant improvement compared to previous years. The Texas Strategic Highway Safety Plan estimates the probable number of fatalities and serious injuries for the target year of 2022. Federal rulemaking requires Metropolitan Planning Organizations to either support state targets or establish their own specific targets for the five safety performance measures for all public roads in the MPO planning area, within 180 days after the State establishes statewide targets. The MPO then reports targets to the State, when requested. Statewide, when at least four out of five targets are met or the outcome for the performance measure is better than the baseline performance for the year prior to the target year, a determination of significant progress will be made.

During safety target setting discussions of the Transportation Policy Council (TPC) and the Transportation Advisory Committee (TAC), aspirational goals for the long-term were expressed. While the H-GAC region is forecasted to experience a high level of economic and population growth, subsequently, it results in a rise in travel, crashes, and fatalities. For the purposes of short-term target setting, the targets were set to reflect the probable number of fatalities and serious injuries. However, the increasing trends in fatalities and crashes do not reflect the intent and commitment of the TPC to improve traffic safety in the Houston-Galveston region. H-GAC has committed to participate in advancing crash reduction strategies through the Regional Safety Plan and will annually analyze and assess trends and progress on Safety Performance Measures while reviewing TxDOT's annual updates to statewide targets.

In February 2017, H-GAC's Transportation Policy Council approved a resolution to support the State's adopted safety targets for the five performance measures. H-GAC set targets that represent a two percent (2%) reduction from the trend line projection in the five (5) safety performance measures for the period from 2017 to 2022. The decline is expected to begin gradually in 2018 and progress to the two percent (2%) reduction by the target year 2022.

H-GAC, by the passage of Resolution 2019-05 on February 22, 2019, agreed to support the State's effort to achieve its safety performance measure targets. Supporting the State's efforts includes using the same or similar methodology to set these targets. The State methodology uses a five-year rolling average to set the targets for the State safety performance measures. H-GAC has adopted a similar methodology to calculate the regional safety performance measure targets. The data used to calculate the targets is from the Texas Department of Transportation (TxDOT) Crash Record Information System (CRIS) data from 2018 to 2022 to calculate the 5-year rolling average for the 2023 targets. H-GAC submits the Region's Safety Performance Measure Targets to TxDOT in February, annually.

The TPC passed resolutions in February 2017 and February 2019, supporting the State's safety targets. In 2020, the Transportation Policy Council (TPC) approved a Vision Zero policy by resolution (Resolution 2020-26) on October 23, 2020, committing to support transportation projects and programs to eliminate traffic fatalities in the region by the year 2050. The TPC receives the safety measures reporting annually that is submitted to TxDOT, therefore, per H-GAC policies, resolutions are not passed annually because TPC previously approved supporting the State's safety targets.

Trends and progress are reviewed and discussed by the Transportation Safety Committee. Additionally, TxDOT's annual updates to statewide targets are reviewed. Annually, by the end of February, H-GAC reports on the progress toward meeting regional targets to the TPC and to TxDOT.

Table B-14 shows the H-GAC safety performance measure targets and the actuals or observed performance totals, based on data as of January 2024.

Figure B-14: H-GAC Safety Performance Measure Results

Performance Measure	**2021 Targets**	**2021 Actuals**	**2022 Targets**	**2022 Actuals**	**2023 Targets**	2023 Actuals	**2024 Targets**
Fatalities	674	826	**697**	839	**727**	779	**765**
Fatality Rate	1.1	1.23	**1.05**	1.41	**1.23**	1.13	**1.26**
Serious Injury	3,287	4,125	**3,424**	4,264	**3,668**	4,239	**3,911**
Serious Injury Rate	5.2	6.14	**5.15**	7.17	**6.18**	6.13	**6.42**
Non-Motorized Fatalities & Serious Injuries ††	648	759	**667**	806	**713**	883	**764**

Actuals based on TxDOT CRIS data as of January 2024; 2021 and 2022 Fatality Rates and Serious Injury Rates based on projected Annual VMT

Trends and progress are reviewed and discussed by the Transportation Safety Committee each year. Additionally, TxDOT's annual updates to statewide targets are reviewed. Annually, by the end of February, H-GAC reports on the progress toward meeting regional targets to the Transportation Policy Council and to TxDOT.

The safety performance measures, methodology, applicability and reporting frequency are identified below.

Fatalities

Measure – Five-year rolling averages of the number and rate of vehicular fatalities in the H-GAC region.

Methodology – Fatality numbers and rates are obtained from the national Fatality Analysis Reporting System (FARS). Fatality rates are calculated per 100 Million Vehicle Miles Traveled in the region.

Applicability – All public roads and highways

Reporting Frequency - Annually

Serious Injuries

Measure – Five-year rolling averages of the number and rate of vehicular serious injuries in the H-GAC region.

Methodology – Serious injury numbers and rates are obtained from the Texas Crash Records Information System (CRIS) databases. Serious injury rates are calculated per 100 Million Vehicle Miles Traveled (VMT) in the region.

Applicability – All public roads and highways

Reporting Frequency – Annually

Non-Motorized Fatalities and Serious Injuries

Measure – Five-year rolling average of the number non-motorized fatalities and non-motorized serious injuries for bicyclists and pedestrians in the H-GAC region.

Methodology – Serious injury numbers and rates are obtained from the national Fatality Analysis Reporting System (FARS) and the Texas Crash Records Information System (CRIS) databases.

Applicability – All public roads and highways

Reporting Frequency – Annually

Integrating Safety Performance Measures into the Transportation Planning Process

"The Regional Safety Plan was developed as a comprehensive plan that addresses the region's safety issues and offers feasible solutions. It serves as a framework for strategies and implementation actions to leverage safety programs and resources to the greatest extent possible. The performance measure targets in this plan are tangible goals for the region to work towards to support the State of Texas' crash reduction efforts, and its strategies support the State Highway Safety Plan and federal safety initiatives." *(Source: 2018 HGAC Regional Safety Plan)*

Adopted in 2018, the Regional Safety Plan identifies five traffic safety focus areas. These focus areas were crash types with the highest percentage of fatalities in the region. The Transportation Safety Committee has been charged with developing implementation plans to address the focus areas over the next four years. The MPO will continue to publish an annual State of Safety Report to assess progress toward reducing the number of crashes, fatalities, and serious injuries throughout the region. In addition, the MPO will launch a series of intersection safety audits at high crash frequency intersections to identify crash characteristics and develop low-cost recommendations to address traffic safety issues at each location. The MPO will continue to coordinate its efforts with federal, state, and local partners to leverage resources and maximize results to enhance traffic safety in the Houston-Galveston area.

H-GAC incorporates performance measures into its programming activities by designating safety as one of the five foundational goals of the Regional Transportation Plan. Furthermore, H-GAC integrates the safety targets in the form of quantifiable strategies and goals within the regional transportation planning process. The primary method for the programming of projects is the Call for Projects issued by H-GAC. Embedded in the Call for Projects (CFP) selection criteria, the safety benefit cost analysis template indicates the number of crashes that will be reduced for each CFP project. Linking the programming of projects to quantifiable performance targets validates the success of performance-based planning.

2025–2028 TIP and 2045 RTP Update transportation investments targeting safety improvements

H-GAC, along with state and local government partners, has made significant investments in transportation infrastructure improvements through the 2025-2028 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan Update. H-GAC adopted the Regional Safety Plan to recommend crash reduction strategies. A total investment of $148 million of Intelligent Transportation Systems, safety projects and programs is programmed in the 2025-2028 Transportation Improvement Program which is expected to contribute towards achieving the safety targets. Additionally, the Houston and Beaumont TxDOT Districts have programmed $41 million of Category 8 Safety funding that will enhance safety.

H-GAC developed a Regional Safety Plan that identifies traffic safety focus areas, recommends crash reduction strategies and countermeasures. The Regional Safety Plan is anticipated to be updated in fiscal year 2025. The fiscally constrained 2045 RTP recommends a significant level of investments in ITS and safety projects and programs. This combined effort of planning, programming of projects, implementation of the safety plan, and critical transportation investments are expected to support and contribute to achieving the safety performance targets while greatly enhancing traffic safety for the region. The fiscally constrained 2045 RTP recommended approximately $579 million of investments in ITS and Safety projects and programs. These investments are not part of the Corridor-based Major Investments of the 2045 RTP.

Table B-17: 2045 RTP Investments in ITS and Safety Programs

RTP 2045 STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
ITS/Safety: *(Includes certain roadway improvements, installation of computerized traffic control systems, Incident Management)*	$517,457,158	$62,269,438	NA	$579,726,596

Safety Resources
Highway Safety Improvement Program https://safety.fhwa.dot.gov/hsip/
Strategic Highway Safety Plan https://www.texasshsp.com/
Regional Safety Plan http://www.h-gac.com/transportation-safety-program/default.aspx
Transportation Safety Committee https://www.h-gac.com/transportation-policy-council/transportation-safety-committee

PAVEMENT CONDITIONS

Ensuring the preservation of pavements and bridges is critical to safety, the movement of goods and people, economic development. While the demand on the transportation system is greater than ever, pavements and bridges are steadily deteriorating due to traffic, weather and time. In effect, this highlights the importance for an emphasis on asset management and the preservation of pavement. "Pavement preservation programs and activities employ a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety, and meet road user expectations." *(source: PL 112-141, Moving Ahead for Progress in the 21st Century Act.)*

Implementing pavement asset management, along with performance target setting, provides an opportunity for moving the transportation system to a state of good repair, protects our investments in the transportation roadway system and stretches taxpayer dollars, as far as possible. An asset management program can improve system resiliency in the aftermath of extreme weather events, such as Hurricanes Harvey and Ike, changing climate conditions, and shifts in the regional economy.

Roadways on the National Highway System, (NHS) are mostly owned, maintained, and operated by the Texas Department of Transportation; however, a portion of the NHS is under the jurisdiction of cities, counties, and toll authorities. Federal Performance Asset Management prescribes the establishment of pavement targets for all roadways on the interstate and non-interstate highway system, regardless of ownership. While the federal performance measures are focused on National Highway System, H-GAC is concerned with the conditions of all pavements and bridges. In the state of Texas, there are 69,000 National Highway System lane miles; approximately, 14% are in the H-GAC region.

Pavement condition data is a critical component of any pavement management system. TxDOT is responsible for collecting the necessary measurements and inspections to determine the conditions ratings defined by the federal performance measures rules. The federal criterion bases the pavement condition on the International Roughness Index (IRI), rutting, cracking, and faulting. Essentially, the IRI is the overall ride quality of a roadway. The pavement analysis is based on distress ratings and ride quality measurements. TxDOT used historical measurements of pavement and bridge conditions to establish statewide targets.

Federal transportation bills require TxDOT to implement transportation asset management practices and set performance targets to a desired condition. The federal performance measures place a high priority on maintaining the good pavements and on raising the pavements in poor condition to a state of good repair. A good condition pavement rating suggests that no major investment is necessary, and conversely, a fair condition suggests that major reconstruction of the pavement is needed.

The pavement condition thresholds applicable to National Highway System roadways are shown in the table below.

Table B-18: Pavement Condition Ratings

Interstate & Non-Interstate System Rating Thresholds			
	Good	Fair	Poor
IRI (in/mile)	< 95	95 - 170	> 170
Cracking %	< 5	5 - 10	> 10
Rutting (in)	< 0.2	0.2 - 0.4	> 0.4
Faulting (in)	< 0.05	0.05 - 0.15	> 0.15

The calculations of the pavement performance for Interstate and Non-Interstate roadways are explained in the table below.

Table B-19: Rating the National Highway System (NHS)

Rating the Interstate & Non-Interstate Roadways of the NHS			
	Pavement Types		
Overall Condition Rating	3 metric ratings ACO - (IRI, Cracking, Rutting) JCP - (IRI, Cracking, Faulting)	2 metric ratings CRCP - (IRI and Cracking)	Measures
Good	All three metrics rated "Good"	Both metrics rated "Good"	% Lane Miles in "Good" Condition
Fair	All other combinations	All other combinations	% Lane miles in "Fair" Condition
Poor	≥ 2 Metrics rated "Poor"	Two metrics rated "Poor"	% Lane miles in "Poor" Condition

Key= Asphaltic Concrete Overlay (ACO), Joint Concrete Pavement (JCP), Continuously Reinforced Concrete Pvmt.(CRCP)

The historical pavement condition data from the Texas Department of Transportation's Pavement Management Information System (PMIS) were translated into the corresponding pavement condition measures for MAP-21/FAST Act requirements. The data was used to develop the historical trends for pavement condition measures. A five-year moving average was used to calculate the performance targets.

The second federal performance period began January 1, 2022, and ends December 31, 2025 and is for the Calendar Years (CY) of 2022 to 2025. Updates to H-GAC's regional targets are formulated with the analyses of TxDOT's statewide data and TxDOT's revisions to statewide targets at the beginning of the performance period and may be adjusted at, the mid-point of the performance period.

Pavement Conditions – Interstate and Non-Interstate National Highway System

Measure – Percentage of pavements of the interstate and non-interstate National Highway System with a condition rating of "good" and "poor" relative to the ride quality.

Methodology – Pavement conditions are based on the evaluation scores of the International Roughness Index (IRI), rutting, faulting, and cracking. The condition scores are obtained from the Highway Performance Monitoring System (HPMS) and TxDOT's Pavement Management Information System (PMIS) databases.

Applicability – Interstate highways and Non-interstate highways of the National Highway System

Reporting Frequency – Biennially with four-year performance periods

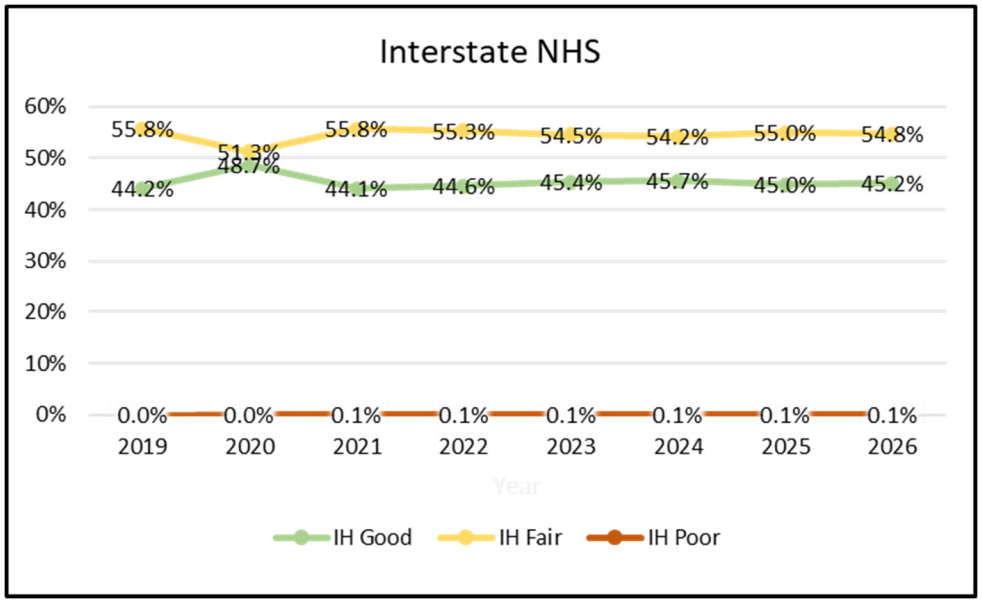
Targets and Conditions - Despite the fact that historical trends indicate pavement conditions are declining over time, H-GAC adopted 2024 targets based on future estimates based on 4-year moving average for 2024 and the 2026 targets were held flat with the goal of maintaining current conditions and a desire for aspirational goals that indicate improvement of pavement conditions in the long-term.

Figure B-20: Interstate and Non-Interstate Pavement Targets and Conditions

PAVEMENT TARGETS					
Performance Measure	**2022 Targets / Actuals**	**2022 Targets achieved**	**Desired Trend**	**2024 Targets**	**2026 Targets**
Interstate pavement in good condition	42.1% / 44.6%	Yes	⬆	45.7%	45.7%
Interstate pavement in fair condition	57.8% / 55.3%	Yes	⬇	54.2%	54.2%
Interstate pavement in poor condition	0.1%/ 0.1%	Yes	⬇	0.1%	0.1%
Non-Interstate NHS pavement in good condition	34.4% / 38.3%	Yes	⬆	34.7%	34.7%
Non-Interstate NHS pavement in fair condition	40.8% / 40.2%	Yes	⬇	62.0%	62.0%
Non-Interstate NHS pavement in poor condition	24.8% / 21.5%	Yes	⬇	3.2%	3.2%

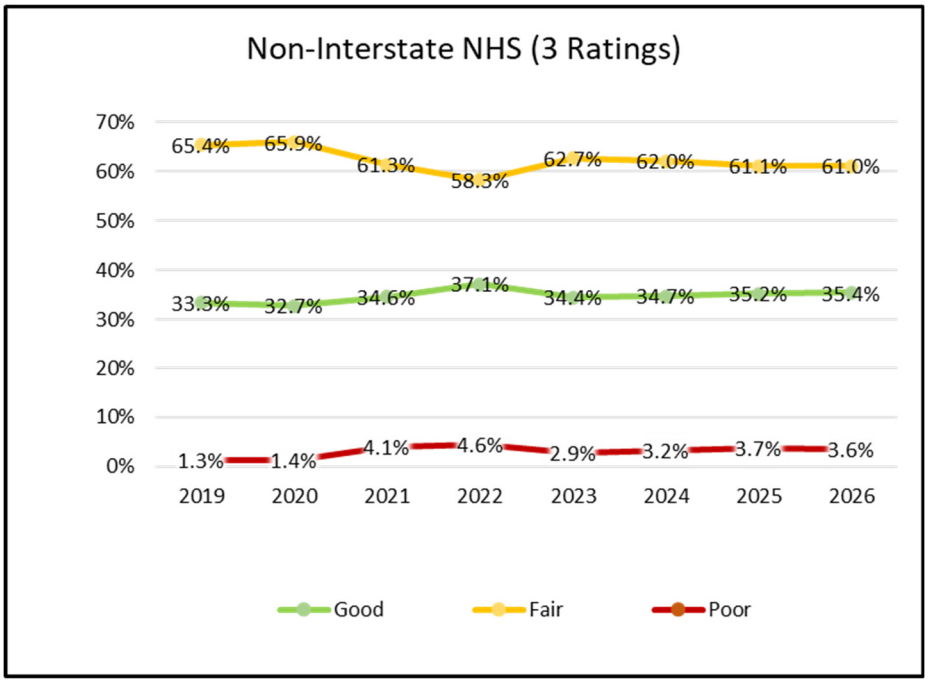
For Non-Interstate National Highway System (NHS) pavement measures, the 2022 the condition calculation was based on only one condition rating, the International Roughness Index (IRI). For 2024 and 2026, the condition calculation was changed to three ratings, the IRI, Cracking, and Rutting or Faulting (based on the pavement types of asphalt concrete, jointed concrete, and continuously reinforced concrete pavement). This explains the noticeable difference between the Non-Interstate pavement targets in Fair condition in 2022 of 40.8% and in 2024 of 62.0%.

Figure B-21a: Interstate Pavement Conditions



The values in the figure above reflect the historical and estimated future conditions. Future ratings are estimates based on 4-year moving averages.

Figure B-21b: Non-Interstate National Highway System (NHS) Pavement Conditions



The values in the figure above reflect the historical and estimated future conditions. Future ratings are estimates based on 4-year moving averages. The three (3) ratings used to measure the condition of the Non-Interstate roadways of the NHS are the International Roughness Index (IRI), cracking, and rutting or faulting.

BRIDGE CONDITIONS

Asset management seeks to optimize lifecycle costs by setting and sustaining a desired target condition with the goals of improving the durability and extending the life of the region's bridges.

Performance measures and targets are applicable to all bridges on the National Highway System (NHS), which include on and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership. A portion of the NHS system is under the jurisdiction of cities, counties, and toll authorities. For the approximately 2,500 bridges in the H-GAC region, 88% are owned by TxDOT and 12% are owned by other entities. The consideration of bridge performance targets should be determined from asset management analyses to achieve a state of good repair over the life cycle of assets.

Bridge conditions are based on the National Bridge Inventory evaluation ratings for the bridge's deck, superstructure, substructure, and culvert. The condition rating of good, fair, or poor are determined by the lowest rating of the deck, superstructure, substructure, or culvert. For example, if the lowest rating of one or more of the four bridge components is less than or equal to four, the bridge's classification is rated as poor.

Table B-22: Bridge Inventory Ratings

	Good	Fair	Poor
Bridge Inventory Rating	≥ 7	< 7 and > 4	≤ 4

The bridge targets are expressed in the percent of total bridge deck area. Deck area is computed using the structure length and deck width. For culverts, the deck area is calculated using the approach roadway width and structure length.

The historical pavement condition data was gathered from the Texas Department of Transportation's (TxDOT) Bridge Inventory. TxDOT surveys all bridges on the National Highway System and reports the conditions to the National Bridge Inventory. Historical bridge condition trends are based on a trend-line analysis. Historical trends indicate bridge conditions are slowly declining. Due to the lengthy lead time associated with environmental clearance, right of way purchase, design and the construction of a bridge, any new bridge being considered right now will have little or no influence on bridge conditions for the next three to five years.

The second performance period began January 1, 2022 and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 to 2025. Updates to H-GAC's regional targets are formulated with the analyses of TxDOT's statewide data and TxDOT's revisions to statewide targets at the beginning of the performance period and may be adjusted at the midpoint the four-year performance period.

Bridge Conditions Performance Measure Statistics

Measure – Percentage of bridge deck area of the National Highway System with a condition rating of "good" and "poor".

Methodology – Bridge deck conditions are based on the evaluation scores of the National Bridge Inventory.

Applicability – Bridges on the National Highway System

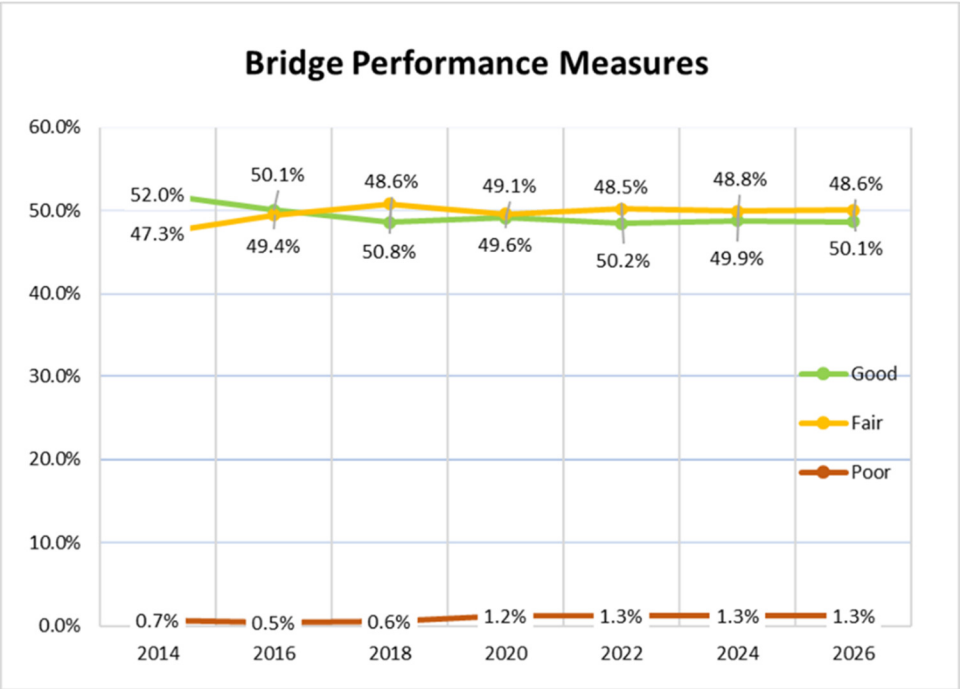
Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions – Despite the fact that historical trends indicate bridge conditions are slightly declining over time, H-GAC adopted 2024 targets based on future estimates based on 4-year moving average for 2024 and the 2026 targets were held flat with the goal of maintaining current conditions and a desire for aspirational goals that indicate improvement of bridge conditions in the long-term.

Figure B-23a: Bridge Targets and Conditions

BRIDGE TARGETS					
Performance Measure	**2022 Targets / Actuals**	**2022 Targets achieved**	**Desired Trend**	**2024 Targets**	**2026 Targets**
National Highway System bridge deck area in good condition	49.1% / 48.5%	No	⬆	49.9%	49.9%
National Highway System bridge deck area in fair condition	49.7% / 50.2%	No	⬇	48.8%	48.8%
National Highway System bridge deck area in poor condition	1.2%/ 1.3%	No	⬇	1.3%	1.3%

Figure B-23b: National Highway System Bridge Conditions



The values in the figure above reflect the historical and estimated future conditions. Future ratings are estimates based on 4-year moving averages.

Integrating Pavement and Bridge Performance Measures into the Transportation Planning Process

Both the short and long-range planning processes afford the opportunity for advancing the transportation system to a State of Good Repair. One of the core strategies of the Call for Projects is Maintain Asset Management: to improve and preserve the condition of existing transportation infrastructure at the least practicable cost through the application of sound asset management techniques. The RTP 2045 project evaluation system was designed to be performance-based when prioritizing projects for the region. To highlight the significance of maintaining pavement and bridge infrastructure, the Call for Projects designated a separate category for Rehabilitation and Reconstruction aimed at improving the State of Good Repair for the region's infrastructure. Additionally, investments in the RTP investment category, Infrastructure Resiliency, will contribute to improved conditions of the transportation system.

Given the fiscal constraints of transportation funding, performance-based planning can help identify the best cost-effective projects to so the investment decisions in our transportation system will be allocated to the highest priorities of the pavement or bridge asset preservation program. In addition to designated reconstruction and rehabilitation projects, every added capacity, new construction, Complete Street, grade separation and access management project will contribute to achieving the pavement and bridge performance targets. As a result, the projects programmed in the RTP 2045 are expected to have a positive impact on achieving the pavement and bridge performance targets.

The challenge with transportation asset management is that H-GAC has the responsibility to report progress, but MPOs don't control the management of the transportation assets. Not all NHS roadways are owned and maintained by the TxDOT. For the non-interstate NHS roadways, 66% are owned by TxDOT and 34% are owned by other agencies. For the interstates, 100% are state-owned. H-GAC is coordinating NHS pavement data sharing between TxDOT and Non-TxDOT agencies.

H-GAC facilitates the dialogue and discussion between TxDOT and local agencies to serve as the conduit for information sharing. In addition, H-GAC is facilitating the coordination with other agencies, data sharing, understanding how each agency measures and collects data, discussing uniform data collection, and understanding the future investment plans for NHS roadways with TxDOT. Currently, the TxDOT is committed to expanding their data collection to align with the federal measures. One of the positive outcomes of Transportation Asset Management is that it affords the opportunity to focus and collaborate with all agencies responsible for the maintenance of our critical transportation network.

Of particular challenge, the tremendous increase in population and truck traffic, expected in the Houston-Galveston region over the next twenty-five years, will add additional wear and tear and will impact the targets for pavements and bridges.

2025–2028 TIP and 2045 RTP Update transportation investments targeting pavement and bridge improvements

H-GAC, along with state and local government partners, has made significant investments in transportation infrastructure improvements through the 2040 Regional Transportation Plan, the 2025-2028 Transportation Improvement Program (TIP), and the 2045 Regional Transportation Plan Update. The investments of new roadways, roadway expansions, preventive maintenance, rehabilitation, and bridges are expected to contribute towards achieving the Pavement and Bridge Performance Targets. A combined effort of planning, programming of projects, collaborative data sharing, and critical transportation

investments are expected to support and contribute to achieving the asset management targets for pavement and bridge while moving the system to a State of Good Repair. In the 2025-2028 TIP, a total of approximately $543 million is programmed for Category 1 (Preventive Maintenance and Rehabilitation) that includes $433 million specifically for National Highway System roadways. In the 2025-2028 TIP, a total of approximately $266 million is programmed for Category 6 (Structures Replacement and Rehabilitation) that includes $132 million specifically for National Highway System bridges. These are programming amounts by the Texas Department of Transportation Houston and Beaumont Districts.

H-GAC has made strategic investments in transportation infrastructure improvements through the 2045 RTP Update. The fiscally constrained 2045 RTP Update recommends a significant level of investments in pavement and bridges and recommends approximately $48 billion of investments for State of Good Repair projects and programs. Other types of projects, such as new roadways and highways, thoroughfare expansions, reconstructions, Complete Streets, and other improvements are expected to make additional contributions toward the State of Good Repair.

Table B-24: 2045 RTP Asset Management Investments

RTP 2045	Strategy 2 - MAINTAIN [Asset Management]
Corridor-Based Major Investments & Regional Investment Programs	$48,464,706,593

Pavement and Bridge Resources

Condition of Texas Pavements: Pavement Management Information System (PMIS) Annual Report - https://library.ctr.utexas.edu/Presto/content/Detail.aspx?ctID=UHVibGljYXRpb25fMTE2MTA=&rID=MjcwODU=&ssid=c2NyZWVuSURfMTQ2MDk=

Texas Transportation System Performance Dashboard Pavement and Bridges- http://www.dot.state.tx.us/dashboard/preserving-our-assets.htm

National Bridge Inventory - https://www.fhwa.dot.gov/bridge/nbi.cfm

SYSTEM PERFORMANCE

The System Performance Group contains a set of performance measures aimed at evaluating and improving the overall performance of the National Highway System. These measures focus on personal travel, as well as freight, reducing congestion and tailpipe emissions, and increasing multi-occupancy vehicles use. Improving the system performance of the transportation network means there will be more reliable and less congested roadways, an increased use of alternative transportation modes and an increase in multi-occupancy commuting vehicles, resulting in less vehicle emissions.

States and MPOs must establish two and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report in 2020 and 2024. The first federal performance period began January 1, 2018 and ended December 31, 2021. The second federal performance period began January 1, 2022 and ends December 31, 2025. Updates to H-GAC's regional targets are formulated with the analyses of TxDOT's statewide data and TxDOT's revisions to statewide System Performance targets at the beginning of the performance period and may be adjusted at , the midpoint of the performance period.

Reliability

One of the goals of System Performance Measures is to assess the reliability of the National Highway System. Travel reliability is when the travel time on a roadway remains consistent. Reliability measures the difference of travel time across hour and day for both personal travel and freight and examines peak travel over a year. Essentially, the measure of travel reliability compares a bad day of traffic to a normal day.

Three travel time reliability performance measures are:

- Personal travel time on the interstate
- Personal travel time on the non-interstate roadways of the National Highway System
- Truck travel time on the interstate

The Reliability measures utilize two metrics:

- Level of Travel Time Reliability (LOTTR) ratio for personal travel. LOTTR measures the difference of travel time across hour and day. Expressed as a ratio, LOTTR is the ratio of travel time in a bad condition in relationship to the travel time in an average condition. LOTTR ratios below a 1.50 threshold are labeled as "reliable". The measure is calculated separately for the interstate and the non-interstate segments of the National Highway System.
- Truck Travel Time Reliability Index (TTTR) for truck travel on the interstate highways.

PERSONAL TRAVEL

Figure B-25: Level of Time Reliability (LOTTR) Performance Measure Statistics

Measure (LOTTR) – Percentage of person-miles traveled on the National Highway System that are reliable, as defined by the measure, the Level of Travel Time Reliability (LOTTR). LOTTR is a ratio of the 80th percentile (bad day of traffic) to the 50th percentile (normal) travel time for a roadway segment. A ratio below 1.5 is considered to be "reliable"; and a ratio of 1.5 or greater are "unreliable".

Reporting is divided into four time periods:

Weekday (AM Peak) 6 a.m. to 10 a.m. Weekday (Mid-day Peak) 10 a.m. to 4 p.m.
Weekday (PM Peak) 4 p.m. to 8 p.m. Weekend Peak 6 a.m. to 8 p.m.

If the roadway segment is unreliable during any one of the four time periods, the roadway segment is labeled as "unreliable".

Methodology – Reliable person-miles are calculated using data from the National Performance Management Research Data Set (NPRMDS) which contains travel time by roadway segment every 15 minutes. The average occupancy value used for the Houston-Galveston region is 1.69.

Developed in collaboration with the twenty-five Texas Metropolitan Planning Organizations, the Texas Transportation Institute (TTI) calculated Level of Travel Time Reliability (LOTTR) targets for the entire state. Their methodology is based on an assumed growth of regional travel demand, but does not consider potential travel time improvements from upcoming projects in the Transportation Improvement Program and the Regional Transportation Plan, such as added capacity projects, the Tow & Go Program and TranStar. The methodology assumes that anything close to being unreliable now is expected to be unreliable in the future. The NPRMDS data was collected by HERE Technologies from 2014 to 2016. In 2017, FHWA changed the vendor to INRIX which created data inconsistencies for target setting.

The range for reliable is 0% to 50% and unreliable is 51% or greater (times than average). For example, for a trip that normally takes 60 minutes, on a bad day of traffic, it will take 90 minutes or more (60 mins. x 50% = 90 mins.), therefore, the trip is considered to be unreliable. Based on the TTI methodology used across the state, for the Houston region, currently, 63% of person-miles traveled on the Interstate are reliable and is forecasted to be 50% reliable by 2022, with less reliability. As illustrated in the table below, the Non-Interstate National Highway System roadways in the region are more reliable than the Interstate. The higher the percentage, the more reliability there is.

Applicability – All roadways on the National Highway System

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions (LOTTR) - Despite the fact that the TTI methodology indicates that reliability conditions for personal travel are worsening, H-GAC chose to adopt flat targets with a desire for aspirational goals that indicate better reliability in the long-term.

Performance Measure	Baseline	2020 Target	2022 Target
Percent of Person-Miles traveled on the Interstate that are Reliable / (LOTTR)	63%	63%	63%
Percent of Person-Miles traveled on the Non-Interstate NHS that are Reliable / (LOTTR)	73%	73%	73%

For the reliability measures of personal travel and truck/freight travel, States and MPOs must establish two and four-year targets and may adjust four-year targets at the mid-point of the four-year performance period. The second performance period begins January 1, 2022 and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 - 2025. For the reporting of the 2022 baseline and future 2024 and 2026 targets, refer to the 2022 System Performance Measures Reporting and Scorecards Report on page B-64.

FREIGHT TRAVEL

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index on the interstate. The truck reliability measure considers factors that are unique to the freight industry, such as the use of the transportation system during all hours of the day and the need to consider impacts to the system in

planning for on-time deliveries and arrivals. Recognizing the importance of on-time deliveries, this measure assesses the reliability of freight movement on the interstate with a high standard of making on-time deliveries, 95% of the time.

Figure B-26: Travel Truck Time Reliability Performance Measure Statistics

Measure (TTTR) – Truck Travel Time Reliability ratio is calculated by dividing the 95th percentile travel time (very bad day of traffic) by the 50th percentile (normal) travel time for each roadway segment of the interstate. The TTTR index is generated by multiplying each segment's largest ratio of the five time periods by its length, then dividing the sum of all length-weighted segments by the total length of the interstate.

Reporting is divided into five time periods:

Monday through Friday:

- Morning peak 6 a.m. to 10 a.m.
- Mid-day 10 a.m. to 4 p.m.
- Evening peak 4 p.m. to 8 p.m.

Weekends: 6 a.m. to 8 p.m.

Overnights for all days: 8 p.m. to 6 a.m.

Methodology – The TTTR index is calculated using data from the National Performance Management Research Data Set (NPRMDS) which contains travel time by roadway segment every 15 minutes.

Developed in collaboration with the twenty-five Texas Metropolitan Planning Organizations, the Texas Transportation Institute (TTI) calculated Truck Travel Time Reliability targets for the entire state. The methodology is based on an assumed 2% annual growth of truck unreliability, but does not consider potential travel time improvements from upcoming projects in the Transportation Improvement Program and the Regional Transportation Plan, such as added capacity projects, the Tow & Go Program and TranStar. The NPRMDS data was collected by HERE Technologies from 2014 to 2016. In 2017, FHWA changed the vendor to INRIX which created data inconsistency problems for target setting.

Based on the TTI methodology used across the state, for the Houston region, the baseline for Truck Travel Time Reliability (TTTR) index is 2.1. The truck index is the amount of time a truck driver needs to add to a median trip length to arrive on-time, 95% of the time. For example, for a truck trip of 30 minutes, using the regional baseline of 2.1, a total time of 63 minutes would need to be scheduled for the truck to arrive, on-time, 95% of the time. (30 mins x 2.1 baseline = 63 mins)

Applicability – Interstate highways

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions - Despite the fact that the TTI methodology forecasts freight reliability conditions are worsening, H-GAC chose to adopt flat targets with the goal of maintaining current conditions and a desire for aspirational goals that indicate better truck reliability in the long-term. Better estimates and targets may be updated after two years when improved datasets are available.

Performance Measure	Baseline	2020 Target	2022 Target
Truck Travel Time Reliability Index on the Interstate	2.1	2.1	2.1

For the reporting of the 2022 baseline and future 2024 and 2026 targets, refer to the 2022 System Performance Measures Reporting and Scorecards Report on page B-64.

Congestion

FHWA established two performance measures to assess traffic congestion applicable to metropolitan planning organizations who receive Congestion Mitigation Air Quality (CMAQ) funding.

- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicles

Annual Hours of Peak Hour Excessive Delay (PHED) – This measure refers to the additional time spent in congested traffic, in addition to the regular peak hour congestion, based on an established speed threshold. The federal threshold for excessive delay on a roadway is 60% of the speed limit. On a segment with a speed limit of 60 mph, the excessive delay (60% of 60 mph) would be 36 mph. Peak periods are defined as Monday through Friday 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.

Figure B-27: Annual Hours of Peak Hour Excessive Delay (PHED) Performance Measure Statistics

Measure (PHED) – Annual Hours of Peak Hour Excessive Delay (PHED) per capita - This is the number of extra travel time spent in peak traffic, under excessive delay conditions, annually.

Methodology – The PHED is calculated using all vehicle data from the National Performance Management Research Data Set (NPRMDS) which contains travel time by roadway segment every 15 minutes, with volumes in the Highway Performance Monitoring System (HPMS) and occupancy factors.

TxDOT enlisted the Texas Transportation Institute (TTI) to establish a statewide methodology and recommend future year targets for all MPOs in the state for the System Performance Group. TTI calculated the base-year measurement from observed data and formulated future year targets. The TTI methodology does not include estimates for the impact of project investments and congestion mitigation projects that H-GAC is implementing at a regional level.

Applicability – National Highway System in urbanized areas

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions - Based on the feedback received by TAC members during the October 2, 2018 TAC Workshop, staff has proposed to use the TTI methodology for the baseline and set targets for 2020 and 2022 to be same as the 2018 baseline numbers for Percent of Trips that are Annual Hours of Peak Hour Excessive Delay. H-GAC adopted flat targets. Better estimates and targets may be updated after two years when improved data sets are available.

Congestion Performance Measure	Baseline	2020 Target	2022 Target
Annual Hours of Peak Hour Excessive Delay per capita	14	14	14

For Peak Hour Excessive Delay, States and MPOs must establish two and four-year targets and may adjust four-year targets at the mid-point of the four-year performance period. The second performance period begins January 1, 2022 and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 - 2025. For the reporting of the 2022 baseline and future 2024 and 2026 targets, refer to the 2022 System Performance Measures Reporting and Scorecards Report on page B-64.

Percent of Trips that are made in Non-Single Occupancy Vehicles (Non-SOV) – The goal of this measure is focused on reducing congestion by increasing the number of work trips where commuters are sharing a ride with others. In the H-GAC region, 78.9% of commuters drive alone and 21.1% of commuters are sharing a ride, such as carpooling, using regional vanpool, riding public transportation, walking, bicycling and other means.

Figure B-28: Percent of Trips that are Non-SOV Performance Measure Statistics

Measure (Non-SOV) – Percent of Trips that are Non-SOV, any travel mode other than driving alone in a motorized vehicle, including travel avoided by telecommuting, based on work commute types.

Methodology – Percent of Trips that are Non-SOV is calculated from H-GAC's travel demand model and compared with the U.S. Census American Community Survey data.

Applicability – All roadways in the urbanized areas of the 8-county H-GAC region.

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions – Based on the feedback received by TAC members during the October 2, 2018 TAC Workshop, staff considered using the TTI methodology for the baseline and set targets for 2020 and 2022 to be same as the 2018 baseline numbers for the Percent of Trips that are made in Non-Single Occupancy Vehicles. For the Percent of Non-Single Occupancy Vehicles measure, staff utilized the H-GAC travel demand model for target setting. Based on the model data and calculations, staff projected the mode share for Non-SOV to grow due to strategies implemented at the regional level. In light of the H-GAC region's forecast of high levels of economic and population growth, resulting in more travel and commuters, H-GAC chose to adopt targets with a desire for aspirational goals that indicate an increase in multi-occupacy vehicle use in the long-term.

Congestion Performance Measure	Baseline	2020 Target	2022 Target
Percent of Trips in Non-Single Occupancy Vehicles	20.1%	21.1%	22.1%

For Percent of Trips that are made in Non-Single Occupancy Vehicles~~,~~ States and MPOs must establish two and four-year targets and may adjust four-year targets at the mid-point of the four-year performance period. The second performance period begins January 1, 2022 and ends on December 31, 2025 and is for the Calendar Years (CY) of 2022 - 2025. For the reporting of the 2022 baseline and future 2024 and 2026 targets, refer to the 2022 System Performance Measures Reporting and Scorecards Report on page B-65.

Air Quality / On-Road Mobile Source Emissions Measures

FHWA established air quality performance measures to assess vehicle emissions with a goal of reducing emissions resulting in better air quality. Congestion Mitigation Air Quality performance measures are applicable to areas designated nonattainment or maintenance for ozone, carbon monoxide or particulate matter. The Houston-Galveston Area council is required to set targets for on-road mobile source emission reductions and to develop a CMAQ Performance Plan. The reporting period is biennially, with four-year performance periods.

Due to the requirements from the FAST Act, MPOs that receive Congestion Mitigation and Air Quality Improvement (CMAQ) funds must work with state DOTs to develop performance management targets for the Nitrogen Oxide (NOx) and Volatile Organic Compound (VOC) emissions reduced by projects programmed with CMAQ funding. For the Houston-Galveston region, this includes targets for NOx and VOC emissions. In response to this requirement, the Texas Department of Transportation reached out to the MPOs in Texas nonattainment regions for collaboration in the development of emissions reduction estimates. Through consultations with H-GAC and two other nonattainment MPOs, an alternative methodology was developed. The baseline and performance targets shown in the table below were developed using current CMAQ projects and their actual emissions from projects scheduled from 2018 through 2022 as part of the Transportation Improvement Program.

In 2020, at the midpoint of the performance period, rather than base the revised four-year target on a direct accounting of planned projects as was done initially, H-GAC has used a revised methodology that was devised in conjunction with the Texas Department of Transportation and other Metropolitan Planning Organizations within Texas. This new methodology takes the variability of regional transportation projects into account. The revised four-year target uses a combination of verified outcomes from 2018 and 2019, as reported to the FHWA CMAQ Public Access System, as well as an estimate of future project outcomes derived from an average of Houston-Galveston region CMAQ projects funded over the last four full fiscal years between 2016 and 2019. This average was then doubled to determine an estimate of CMAQ-funded emissions reductions for fiscal years 2020 and 2021. Finally, the results from 2018 and 2019 were added to the averages for 2020 and 2021 to determine an estimated revised four-year target. Finally, this estimate is reduced by approximately 65% to account for the anticipated annual improvements to regional emissions due to on-road fleet turnover. The revised four-year target resulting from this analysis can be found in the table below. The full summary of the history and methodology of setting baselines and targets are documented in the CMAQ Performance Plan for the first performance period. The four-year emission reduction target from CMAQ funded projects is a conservative estimate, as once the 2023 Call for Projects are submitted and approved, more CMAQ funded projects are likely to be added which will increase the expected emissions reduced.

Figure B-29: Emission Reduction Baseline and Performance Measure Targets

Targets and Conditions – H-GAC adopted the emission reduction baseline and performance targets for Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC) expressed in kilograms per day.

On-Road Mobile Source Emission Reductions				
Performance Measure	2018 Baseline	2020 2-Year Target	2022 4-Year Target	2022 Adjusted 4-Year Target
Emission Reductions NO_x (kg/day)	453.741	1,419.426	1883.294	1,429.077
Emission Reductions VOC (kg/day)	66.850	169.301	200.809	234.604

For the Total Emissions Measure, States and MPOs must establish two and four-year targets and may adjust four-year targets at the mid-point of the four-year performance period. The second performance period began on October 1, 2021 and ends on September 30, 2025 and is based on emission reductions from CMAQ funded projects in the Federal Fiscal Years of 2022 to 2025. Regarding the second performance period, a reporting of 2022 baseline and future (2024 & 2026) targets, refer to the 2022 System Performance Measures Reporting and Scorecards Report on page B-65 and the CMAQ Performance Plan.

Integrating System Performance Measures into the Transportation Planning Process

Moving People and Goods Efficiently and Strengthen Regional Economic Competitiveness are two of the five foundational goals of the Regional Transportation Plan, H-GAC is integrating the System Performance targets in the form of quantifiable strategies within the regional transportation planning process. H-GAC incorporates performance measures into its programming activities through the core strategy, Manage, as related to system management and operations.

The RTP 2045 project evaluation system was intended to be performance-based for prioritizing projects for the region. The primary method for the programming of projects is the Call for Projects. Fifty percent of the project's score is calculated from benefit cost analyses in three key areas: reduction of travel delay, on-road vehicle emissions reductions, and safety improvements to reduce crashes. With a heightened focus on the improving the performance of the transportation system, the benefit cost analysis types have a direct linkage to the reliability, congestion, and air quality performance measures.

2025–2028 TIP and 2045 RTP Update transportation investments targeting improvements to System Performance

H-GAC, along with state and local government partners, have made strategic investments in transportation infrastructure and programs through the 2045 RTP Update. The fiscally constrained 2045 RTP Update recommends a significant level of investments for System Performance. A combined effort

of planning, programming of projects, improved data collection, and critical transportation investments are expected to support and contribute to achieving the targets for System Performance.

Reliability and Congestion – The fiscally-constrained 2045 RTP recommended approximately $37 billion of investments of Corridor-based Major Investments and Regional Investment Programs from the 2045 RTP Strategy 1, Manage for addressing Reliability and Congestion, as shown in the table below.

Table B-30: 2045 RTP Corridor-Based Major Investments/Regional Investment Programs

RTP 2045	Strategy 1 - MANAGE [System Management and Operations]
Corridor-Based Major Investments & Regional Investment Programs	$37,004,441,916

Additionally, a total of $8.4 billion is programmed in the 2025-2028 Transportation Improvement Program which is expected to contribute towards achieving the Reliability and Congestion targets.

Table B-31: 2025-2028 TIP Funds Programmed Towards Achieving Reliability and Congestion Targets

Transportation Improvement Program Investments	
Category 2 – Metropolitan and Urban Area Corridor Projects	$2,403,959,681
Category 4 – Statewide Connectivity Corridors Projects	$1,771,499,278
Category 5 – Congestion Mitigation and Air Quality Improvement	$746,758,937
Category 7 – Surface Transportation Block Group/ Metropolitan Mobility & Rehabilitation	$1,032,061,036
Category 12 – Strategic Priority & Texas Clear Lanes	$3,447,351,198
Total	**$8,369,569,094**

Air Quality – Total Emission Reductions - The fiscally-constrained 2045 RTP recommended approximately $46.7 billion of investments of in the categories of ITS/Safety, Local High Capacity Transit, Pedestrian/Bicycle, Transit Capital Program and Air Quality projects and programs for improving air quality and achieving the performance targets, as described in the table below. These investments are not part of the Corridor-based Major Investments of the 2045 RTP.

Table B-32: 2045 RTP Air Quality - Total Emission Reduction Investment

RTP 2045 STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
Air Quality Related	$254,598,000	NA	NA	$254,598,000
ITS/Safety: (Includes certain roadway improvements, installation of computerized traffic control systems, Incident Management)	$517,457,158	$62,269,438	NA	$579,726,596
Local High Capacity Transit: (Includes non-corridor light rail, park and ride, transit centers, demand management strategies)	$15,908,231,556	$99,598,227	$13,790,549,267	$29,798,379,050
Pedestrian/Bicycle: (Includes on-street facilities, hike and bike trails and paths, and reconstruction)	$130,247,249	$51,178,297	$1,626,470,674	$1,807,896,220
Transit Capital: (Includes all other new or expanded facilities, services, and vehicles)	$4,272,120,809	$2,404,429,566	$7,669,280,587	$14,345,830,962
TOTAL	**$20,082,654,772**	**$2,617,475,528**	**$23,086,300,528**	**$46,786,430,828**

Air Quality

Additionally, a total of $789 million is programmed in the 2025-2028 Transportation Improvement Program which is expected to contribute towards achieving the air quality targets.

Table B-33: 2025-2028 TIP Investments Towards Achieving Air Quality Targets

Transportation Improvement Program Investments	
Category 5 – Congestion Mitigation Air Quality (CMAQ) Improvement	$746,758,937
Category 9 – Transportation Alternatives Program (TAP) /TA Set Aside (Grouped Projects)	$42,128,736
Total	**$788,887,673**

TRANSIT ASSET MANAGEMENT

The Moving Ahead for Progress (MAP-21), Final Rule 49 USC 625 established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. This rule became effective October 2016 and includes the definition of "Transit Asset Management Plan" (TAM) and "State of Good Repair". Additionally, the rule establishes performance measures for equipment, rolling stock, infrastructure, and facilities asset categories to assist when making investment decisions. Transit providers that receive federal funds and either own, operate or manage capital assets used in providing public transportation are required to develop and implement TAM Plans and submit performance measures, annual condition assessments, and targets to the National Transit Database.

Transit Asset Management is a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The capital asset inventories include transit rolling stock (revenue vehicles), non-revenue vehicles, equipment, facilities, and rail infrastructure. Investment prioritizations, decision support tools, as well as, risk mitigation, maintenance, acquisition and renewal strategies are the core activities of the TAM Plans.

The majority of the assets in our region belong to Tier I provider METRO. The Tier II providers that receive FTA Section 5307, 5310 & 5311 funding can either set their own targets, as direct recipients, or opt to be included in TxDOT's Group Plan. Colorado Valley Transit was the only provider that opted to be included with TxDOT's Group Plan. H-GAC collaborated with TxDOT, Tier I, and Tier II providers to set regional targets, as required by the Final Rule.

Tier I transit providers:

- METRO (Harris County Metropolitan Transit Authority)
- Island Transit (Galveston)

Tier II transit providers:

- Brazos Transit District
- Colorado Valley Transit
- Connect Transit / Gulf Coast Transit District
- Conroe Connection Transit
- Fort Bend Transit
- Harris County Transit
- The Woodlands Transit

The Regional Transit Coordination Committee held meetings during 2017 and 2018 to discuss the process required to formulate TAM Plans and targets. In May 2018, the Transportation Policy Council (TPC) approved an interagency Memorandum of Understanding between the region's transit operators, TxDOT, and H-GAC to facilitate regional collaboration and promote a performance-based planning process.

H-GAC led the coordination efforts for initial target setting and TAM Plan development with the Regional Transit Coordination Subcommittee (RTCS) and the Texas Department of Transportation in 2018. The RTCS established a TAM Plan Working Group with the objective of developing H-GAC regional targets and to promote State of Good Repair of capital assets. The working group formulated a methodology for the regional targets in the four areas of rolling stock, equipment, facilities, and infrastructure. The TAM Plan Working Group endorsed a methodology for setting the region's targets based on a weighted average of asset management scores for Tier I and Tier II transit providers for their rolling stock, equipment, facilities, and rail infrastructure.

Transit Asset Management Performance Measures	
Rolling Stock (revenue vehicles)	Percent of vehicles that have met or exceeded their **Useful Life Benchmark***
Equipment (non-revenue vehicles)	Percent of non-revenue vehicles that have met or exceeded their **Useful Life Benchmark***
Facilities (buildings and structures)	Percent of facilities with a condition rating of Marginal or Poor (rating below 3.0 on the **TERM Scale****)
Infrastructure (rail tracks, signals & systems)	Percent of rail infrastructure with performance/speed restrictions

***Useful Life Benchmark (ULB)** is the expected lifecycle of a capital asset for a transit provider's operating environment, or the acceptable period of use in service for a transit provider's operating environment.
****Transit Economic Requirements Model (TERM) Scale:** Facility condition assessments reported to the National Transit Database (NTD) have one overall TERM rating per facility.

TERM Scale Condition Rating	Rating Range
Excellent	5.0 – 4.8
Good	4.7 – 4.0
Adequate	3.9 – 3.0
Marginal	2.9 – 2.0
Poor	1.9 – 1.0

The FTA requires public transportation providers to update their Transit Asset Management (TAM) Plans annually, adjust targets and report progress toward their targets. Additionally, H-GAC is required to update the regional TAM targets and report progress with each new or update to the Transportation Improvement Program (every two years) and the Regional Transportation Plan (RTP) every four years. Annually, H-GAC monitors and gathers updates to the transit provider's TAM Plans for their impact to the regional targets. Updates to H-GAC's regional TAM targets are formulated with the review and analyses of the region's transit providers, the Regional Transportation Coordination Subcommittee, and the Transportation Advisory Committee. The Texas Department of Transportation is represented in these H-GAC committees. At the mid-point of the performance period, in 2020, H-GAC reported the achievement of the 2020 targets, and the 2022 regional TAM target for Rolling Stock was adjusted from 11% to 10%, due to the improved State of Good Repair of the region's assets. The 2020 Mid-Performance Period Performance Report documents the 2020 target achievements and adjustments to the 2022 Rolling Stock TAM target.

In 2022, based on data collection of the region's transit provider's TAM Plans, and an improvement to the region's assets, H-GAC reported target achievement of 2022 targets across the four asset categories. Notably, for the Facilities measure, the percent of facilities with a condition rating of Marginal or Poor was 55% in 2020 and the assets improved to 45% in 2022. Since a lower percentage indicates better conditions of the transit assets, this is an indication of the region's transit assets are moving to a State of Good Repair. There are over $40 million transit investments in the region from METRO, the City of Conroe, and The Woodlands Township that are expected to help move the region's assets to an improved State of Good Repair. Additionally, Fort Bend County Transit is investing in 28 buses for a new service to downtown.

Based on the weighted average method, the 2024 and 2026 regional targets were reviewed and approved by the Regional Transit Coordination Subcommittee and the Transportation Advisory Committee in 2022. The Transportation Policy Council approved the regional transit targets on May 20, 2022, as described in the following table.

Table B-34: Transit Asset Management (TAM) Performance Measures Targets by Asset Category

TAM Performance Targets and Actuals by Year									
	2018	2020			2022			Targets	
Asset Category	Baseline	Targets	Actuals	Target Met?	Targets	Actuals	Target Met?	2024	2026
Rolling Stock (revenue vehicles)	11%	11%	10%	✔	10%	10%	✔	10%	10%
Equipment (non-revenue vehicles)	46%	46%	46%	✔	46%	46%	✔	46%	46%
Facilities (buildings and structures)	55%	55%	55%	✔	54%	45%	✔	45%	45%
Infrastructure (rail tracks, signals & systems)	0%	0%	0%	✔	0%	0%	✔	0%	0%
Note: A lower percentage indicates better conditions of the transit assets.									

TRANSIT SAFETY

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP), Final Rule, which requires transit providers who are recipients and subrecipients of federal transit assistance under FTA's Urbanized Area Formula Grants (5307) to develop safety plans and Safety Management Systems focused on protecting passengers and employees. The objective of Safety Management Systems is to create a collaborative approach for management and labor to work together to identify risk, control risk and allocate resources to mitigate risk.

The requirements of a Public Transportation Agency Safety Plan (PTASP) include:

- Processes and procedures to implement Safety Management Systems
- Safety Performance Targets
- Employee Reporting Program
- Emergency Preparedness Plan (applies to rail agencies)

Table B-35: Public Transportation Agency Safety Plan Performance Measures

Measure	Metric
Fatalities	Total amount and rate of fatalities per total vehicle revenue miles by vehicle mode. Fatalities are a confirmed death within 30 days of a reported event.
Injuries	Total amount and rate of injuries per total vehicle revenue miles. Injuries requiring medical attention for two or more individuals are reported.
Safety Events	Total amount and rate of safety events per total vehicle revenue miles. Events are a collision, derailment, fire, hazardous material spill, or evacuation.
System Reliability	Mean distance between major mechanical failures is calculated by the total number of vehicle revenue miles divided by major mechanical failures.

Public transit operators must certify they have a safety plan in place meeting the requirements of the FTA Final Rule and set safety performance targets by December 31, 2020. Transit operators report past performance along with setting targets for future goals. All transit agencies incorporated Vision Zero with respect to fatalities in their targets. The Public Transportation Agency Safety Plan (PTASP) must be updated and certified by the transit agencies annually. As the Metropolitan Planning Organization (MPO), H-GAC set regional transit safety targets. FTA suggests that MPOs identify one regionwide target for each of the seven measures by transit mode. The goal is to enable the MPO to assess progress towards region-wide attainment of transit safety and a State of Good Repair and better determine how funding decisions support regional targets. In addition, the FTA Final Rule establishes new requirements for MPOs to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents.

In early 2021 and 2023, in coordination with the region's transit providers, the Texas Department of Transportation, the Regional Transportation Coordination Subcommittee, the Transportation Safety Committee, the TIP and RTP Subcommittees, and the Transportation Advisory Committee, H-GAC formulated Public Transportation Agency Safety Plan (PTASP) the performance targets as stipulated in 23 CFR 450.306 (d) (4). Consistent with FTA guidelines for Transit Asset Management, H-GAC divides transit agencies into two reporting tiers to develop aggregate targets. H-GAC developed performance targets for Tier I and Tier II transit agencies based on the transit agency's PTASPs. The FTA requires public transportation providers to update their PTASP annually and report progress toward achieving targets. Additionally, H-GAC is required to update public transportation safety targets and report progress with each new or update to the Transportation Improvement Program every two years and the Regional Transportation Plan (RTP) every four years.

Tier I Target Setting Methodology and Results

Tier I public transportation providers are transit agencies that operate a rail fixed guideway public transportation system or have 101 or more vehicles in revenue service during peak regular service. Tier I agencies include the Metropolitan Transportation Authority of Harris County (METRO) and Island Transit in Galveston. METRO comprises approximately 95% of all total transit vehicle revenue miles in the Houston-Galveston region. Targets for Tier I are driven primarily by METRO's data due to the size of the agency's transit service.

In alignment with the region's goals of Vision Zero, METRO and Island Transit have set aspirational targets of zero fatalities related to all three modes: rail, fixed route, and demand response, and the Tier II transit agencies have set future targets to zero to align with the region's Vision Zero Policy set by the Transportation Policy Council. Targets for injuries, safety events, and Mean Distance Between Failures (MDBF) remain relatively consistent with their five-year rolling averages between 2015 and 2019, as submitted to FTA with its 2020 targets. For Tier I, across all modes, roughly half of the targets were met. For targets that were not met, the effects of COVID and driver shortages and higher turnover rates may have played a role in targets that weren't achieved. For both Tiers, the region's 2023 targets are set for the absolute number of injuries to improve or remain level across service areas as compared with the 2021 Target or 2021 actual performance. With vehicle revenue miles in flux due to service changes related to COVID, the injury rates in some cases may see a slight increase. The one exception is for the Bus Rapid Transit mode, which is a new service set to expand with insufficient history to analyze a five-year average. The Tier I 2021 regional PTASP targets, detailed in the following table were approved by the Transportation Policy Council on June 25, 2021, and the 2023 targets on April 28, 2023.

Table B-36
Tier I* Regional Performance and Targets
Transit agencies operating rail service or greater than 100 vehicles
Public Transportation Agency Safety Plan

Rates per 100,000 Vehicle Revenue Miles	Mode	2021 Targets	2021 Actuals	2023 Targets
Fatalities	Bus	0	4	0
Fatality Rates		0	0.008	0
Injuries		194	203	175
Injury Rates		0.258	0.426	0.425
Safety Events		136	265	136
Safety Event Rates		0.258	0.556	0.33
Mean Distance Between Failures		10,084	7,503	6,750
Fatalities	Paratransit	0	0	0
Fatality Rates		0	0	0
Injuries		35	41	35
Injury Rates		0.174	0.258	0.174
Safety Events		39	32	39
Safety Event Rates		0.19	0.202	0.289
Mean Distance Between Failures		22,039	25,346	21,000
Fatalities	Rail	0	1	0
Fatality Rates		0	0.032	0
Injuries		50	32	45
Injury Rates		1.466	1.035	1.886
Safety Events		121	81	100
Safety Event Rates		3.51	2.62	4.715
Mean Distance Between Failures		9,292	17,975	15,000
Fatalities	Bus Rapid Transit	N/A**	0	0
Fatality Rates		N/A**	0	0
Injuries		N/A**	1	10
Injury Rates		N/A**	0.67	2.651
Safety Events		N/A**	2	10
Safety Event Rates		N/A**	1.339	2.651
Mean Distance Between Failures		N/A**	5,417	4,000

The 2021 Actuals are shown in green text for targets achieved, and in red text for targets not achieved.
*Tier I public transportation providers operate a rail fixed guideway transportation system or have 101 or more vehicles in revenue service during peak regular service.
** Bus Rapid Transit service began in August 2020, therefore, there was insufficient data to calculate a 5-year rate.

Tier II Target Setting Methodology and Results

Tier II small public transportation providers have 100 or fewer vehicles in revenue service during peak regular service and do not operate a rail fixed guideway transportation system. Five transit agencies comprise Tier II in the Houston-Galveston region. They are Fort Bend County Transit, Harris County Transit, The Woodlands Township, Gulf Coast Transit District, and Conroe Connection. H-GAC has developed seven regional performance targets for fixed route (including commuter service) and demand response service for this tier. The five agencies in Tier II used a consultant hired by TxDOT to complete their Public Transportation Agency Safety Plan reports. In alignment with the region's goals of Vision Zero, every Tier II transit provider set aspirational targets of zero fatalities related to the two modes of fixed route and demand response. According to the most recent 2019 National Transit Database, the level of vehicle revenue miles for fixed route and demand response services of these five agencies varies considerably. As a result, a calculation of weighted averages to vehicle revenue miles among the Tier II agencies was used to develop the remaining targets. The Tier II 2021 regional PTASP targets, detailed in the following table were approved by the Transportation Policy Council on June 25, 2021, and the 2023 targets were approved on April 28, 2023. For Tier II, all 2021 targets were met.

Table B-37
Tier II* Regional Performance and Targets
Transit agencies operating 100 or fewer revenue vehicles
Public Transportation Agency Safety Plan

Rates per Vehicle Revenue Mile	Mode	2021 Targets	2021 Actuals	2023 Targets
Fatalities	Fixed Route	0	0	0
Fatality Rates		0	0	0
Injuries		0.49	0	0.28
Injury Rates		0.0000008	0	0.0000010
Safety Events		0.82	0.04	0.53
Safety Event Rates		0.000002	0.00000018	0.000002
Mean Distance Between Failures		82,544		150,207
Fatalities	Demand Response	0	0	0
Fatality Rates		0	0	0
Injuries		1.34	3.58	1.68
Injury Rates		0.0000013	0.0000044	0.0000015
Safety Events		1.93	1.8	1.9
Safety Event Rates		0.0000015	0.0000026	0.0000020
Mean Distance Between Failures		386,106	---	288,488

The 2021 Actuals are shown in green text for targets achieved, and in red text for targets not achieved.
*Tier II small public transportation providers have 100 or fewer vehicles in revenue service during peak regular service and do not operate a rail fixed guideway transportation system.

Integrating Transit Asset Management and Transit Safety Performance Measures into the Transportation Planning Process

Both the short and long-range planning processes afford the opportunity for advancing the transportation system to a state of good repair while improving safety and reliability. Two the core strategies of the Call for Projects applicable to Transit Asset Management are: 1). Maintain Asset Management: to improve and preserve the condition of existing transportation infrastructure at the least practicable cost through the application of sound asset management techniques; and 2). Expand Multimodal Network Capacity: add capacity across all modes of travel with a focus on the interconnections between different networks and services that provide users with greater choices. The RTP 2045 project evaluation system was designed to be performance-based when prioritizing projects for the region. To highlight the significance of managing the assets of the transit programs that also has positive impacts on transit safety, the Call for Projects designated four transit investment categories: Transit Priority Infrastructure, Transit Facility State of Good Repair, Transit Passenger Facilities, and Transit Expansion for vehicle purchases. The Transit Investment Strategies for the RTP 2045 are highlighted in the table below.

Table B-38: Transit Investment Strategies

Transit Investment Strategies		
MANAGE *System Management & Operations*	**MAINTAIN** *Asset Management*	**EXPAND** *Transportation Network Capacity*
• Regional Fare Collection • Transit Priority Infrastructure	• Vehicle Replacement and Overhaul • Facility State of Good Repair	• Passenger Facilities (Park & Ride/Pool, Transfer Points, Super Stops, Shelters) • Vehicle Purchase

Given the fiscal constraints of transportation funding, performance-based planning can help identify the best cost-effective projects to so the investment decisions in our transportation system will be allocated to the highest priorities of the Transit Asset Management (TAM) Program and Public Transportation Agency Safety Plans (PTASP). As a result, the projects programmed in the RTP 2045 Update are expected to support and contribute towards achieving the TAM and PTASP performance targets.

2025–2028 TIP and 2045 RTP Update transportation investments targeting improvements to Transit Asset Management and Public Transportation Agency Safety Performance Measures

Regional transit provider's TAM Plans summarize revenue rolling stock vehicles, including buses and light rail vehicles, non-revenue service vehicles, light rail track maintenance right of way assets, public facilities, and operating facilities. TAM Plans have outlined how each provider will monitor, update, and evaluate the TAM plan to ensure continuous improvement. On an annual basis, transit providers will track their agency's progress toward the targets, report on their progress, and have the option to revise their targets, if needed.

Funding will be used to focus on Transit Asset Management (TAM) and Public Transportation Agency Safety Plans (PTASP), and planning, life cycle and safety of equipment, vehicles and other assets and infrastructure used by transit agencies, such as buses and vans, building and other rail assets. Through the implementation of TAM Plans and PTASP, each of the region's transit providers are carefully

evaluating their funding for projects that will contribute to achieving their individual transit asset management and transportation agency safety performance targets. As a result of these activities, TAM Plans are expected to have a significant impact toward achieving the Transit Asset Management and Public Transportation Agency Safety targets.

H-GAC, along with state and local government partners, have made strategic investments in transit projects and programs through the 2045 RTP Update. The fiscally constrained 2045 RTP Update recommends a significant level of investments for transit operations and asset management. A combined effort of collaborative planning, programming of projects, and critical investments in the region's transit system are expected to support and contribute to achieving the targets for Transit Asset Management and Public Transportation Agency Safety Plans. The fiscally constrained 2045 RTP Update recommended approximately $14 billion of investments in the Transit Capital category to achieve a State of Good Repair over the life cycle of transit assets. These investments are not part of the Corridor-based Major Investments of the 2045 RTP Update.

Table B-39: 2045 Regional Transportation Plan Transit Capital Investments to Achieve a State of Good Repair and Improve Public Transportation Safety

RTP 2045 STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
Transit Capital: (Includes all other new or expanded facilities, services, and vehicles)	$4,272,120,809	$2,404,429,566	$7,669,280,587	$14,345,830,962

Additionally, a total of $147.8 million is programmed in the 2025-2028 Transportation Improvement Program which is expected to contribute towards achieving the Transit State of Good Repair and the Public Transportation Agency Safety performance targets.

Table B-40: 2025-2028 Transportation Improvement Program Investments to AchieveTransit State of Good Repair and the Public Transportation Safety Performance Targets.

Transportation Improvement Program Investments	
FTA Section 5337 – State of Good Repair	$56,705,209
FTA Section 5339 – Bus & Bus Facilities	$91,153,198
Total	**$147,858,407**

Appendix C
Status of Major Projects from the 2025 – 2028 TIP

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Appendix C — Status of Major Projects from the 2025 – 2028 TIP

Appendix C of the 2025-2028 Transportation Improvement Program lists projects with a total project cost in excess of $10 million that were programmed in the previous TIP – the 2025-2028 TIP, as adopted by the Transportation Policy Council on June 28, 2024. This project listing is sorted by county, street name, CSJ Number and MPOID.

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APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2023-2026 TIP

COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF JUNE 2024			
										LET	COMPLETED	DELAYED	CANCELLED
BRAZORIA	0178-02-092	TXDOT HOUSTON DISTRICT	18027	SH 35	BS 35 C N (NORTH GORDON ST)	STEELE RD	ADDED CAPACITY	2024	2026	☐	☐	☑	☐
BRAZORIA	0188-04-025	TXDOT HOUSTON DISTRICT	252	SH 36	FM 522	N OF SH 332	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
BRAZORIA	0188-04-035	TXDOT HOUSTON DISTRICT	256	SH 36	S OF SH 35	FM 522	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
BRAZORIA	0188-06-046	TXDOT HOUSTON DISTRICT	254	SH 36	S OF JONES CREEK BRIDGE	N OF BRAZOS RIVER DIVERSION CHANNEL	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
BRAZORIA	0598-02-111	TXDOT HOUSTON DISTRICT	18401	SH 288	RODEO PALMS PKWY	N of SH 6	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
BRAZORIA	0598-02-112	TXDOT HOUSTON DISTRICT	18023	SH 288	AT CR 48	-	ADDED CAPACITY	2023		☑	☐	☐	☐
BRAZORIA	0598-02-113	TXDOT HOUSTON DISTRICT	18014	SH 288	AT CR 57	-	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
BRAZORIA	0598-02-114	TXDOT HOUSTON DISTRICT	18037	SH 288	AT CR 64	-	ADDED CAPACITY	2023		☑	☐	☐	☐
BRAZORIA	0598-02-115	TXDOT HOUSTON DISTRICT	18015	SH 288	At CR 63	-	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
BRAZORIA	0598-02-116	TXDOT HOUSTON DISTRICT	18046	SH 288	CR 60	-	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
BRAZORIA	0598-02-125	TXDOT HOUSTON DISTRICT	18716	SH 288	AT CR 56	-	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
BRAZORIA	0912-31-305	BRAZORIA COUNTY	12760	CR 59	CR 48	KIRBY DR	ADDED CAPACITY	2026	2023	☑	☐	☐	☐
BRAZORIA	0912-31-319	CITY OF PEARLAND	17082	MYKAWA RD	HARRIS C/L	FM 518	ADDED CAPACITY	2023	2026	☐	☐	☑	☐
BRAZORIA	1002-01-006	TXDOT HOUSTON DISTRICT	16320	FM 517	GALVESTON C/L	SH 35	ADDED CAPACITY	2023	2028	☐	☐	☑	☐
BRAZORIA	3416-01-012	TXDOT HOUSTON DISTRICT	10132	FM 518	SH 288	FM 865	ADDED CAPACITY	2024	2026	☐	☐	☑	☐
BRAZORIA	3510-02-001	TXDOT HOUSTON DISTRICT	257	SH 99	SH 288	GALVESTON C/L	ADDED CAPACITY	2026		☐	☐	☐	☐
CHAMBERS	1024-01-077	TXDOT BEAUMONT DISTRICT	17113	FM 565	SH 146	SH 99	ADDED CAPACITY	2024	2025	☐	☐	☑	☐
FORT BEND	-	FORT BEND COUNTY	13754	BEECHNUT ST	Peek Rd	W of Lakehead ln	ADDED CAPACITY	2023	2028	☐	☐	☑	☐
FORT BEND	-	FORT BEND COUNTY	12622	HARLEM RD	Morton Rd	N of W Airport Blvd	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
FORT BEND	0027-08-180	TXDOT HOUSTON DISTRICT	16348	US 90A	AT SH 99	-	ADDED CAPACITY	2023		☑	☐	☐	☐
FORT BEND	0188-01-016	TXDOT HOUSTON DISTRICT	263	SH 36	IH 69 S	FM 2218	ADDED CAPACITY	2023	2026	☐	☐	☐	☐
FORT BEND	0188-09-040	TXDOT HOUSTON DISTRICT	981	FM 723	FM 1093	S OF BEADLE LN	ADDED CAPACITY	2023		☑	☐	☐	☐
FORT BEND	0188-09-051	TXDOT HOUSTON DISTRICT	18515	FM 723	BEADLE LN	N OF BRAZOS RIVER	ADDED CAPACITY	2023		☑	☐	☐	☐
FORT BEND	0271-05-025	TXDOT HOUSTON DISTRICT	10334	IH 10 W	W OF SNAKE CREEK	FORT BEND / HARRIS COUNTY LINE	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
FORT BEND	0271-05-049	TXDOT HOUSTON DISTRICT	18402	IH 10 W	WALLER C/L	W OF SNAKE CREEK	ADDED CAPACITY	2023	2026	☐	☐	☑	☐

APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2023-2026 TIP

COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF JUNE 2024			
										LET	COMPLETED	DELAYED	CANCELLED
FORT BEND	0543-02-064	FORT BEND COUNTY	8014	FM 1093/FM 359	W of Texas Heritage Pkwy	W of FM 723	ADDED CAPACITY	2025		☐	☐	☐	☐
FORT BEND	1258-03-046	FORT BEND COUNTY TOLL ROAD AUTHORITY	16080	FM 1093	AT SH 99	-	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
FORT BEND	3510-04-019	TXDOT HOUSTON DISTRICT	18022	SH 99	HARRIS COUNTY LINE	TO FM 1093	ADDED CAPACITY	2023		☑	☐	☐	☐
FORT BEND	3510-04-049	FORT BEND COUNTY	18032	SH 99	AT PEEK RD	-	TRAFFIC ENGINEERING	2024	2022	☐	☑	☐	☐
FORT BEND	3510-04-054	FORT BEND COUNTY	455	SH 99	S FRY ROAD	FM 1093	ADDED CAPACITY	2023		☑	☐	☐	☐
GALVESTON	-	CITY OF GALVESTON	9403	61ST ST	BROADWAY ST/SH 87	HARBORSIDE DR/SH 275	ADDED CAPACITY	2023	2027	☐	☐	☑	☐
GALVESTON	-	CITY OF GALVESTON	15492	PORT OF GALVESTON	51ST ST	HARBORSIDE DR	TRAFFIC ENGINEERING	2023	2024	☐	☐	☑	☐
GALVESTON	0389-06-088	TXDOT HOUSTON DISTRICT	468	SH 146	FM 518	DICKINSON BAYOU	ADDED CAPACITY	2023		☑	☐	☐	☐
GALVESTON	0389-07-025	TXDOT HOUSTON DISTRICT	467	SH 146	FM 519	N OF SL 197	ADDED CAPACITY	2023		☑	☐	☐	☐
GALVESTON	0500-01-119	TXDOT HOUSTON DISTRICT	282	IH 45 S	S OF CAUSEWAY	61ST ST	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
GALVESTON	0912-73-213	GALVESTON COUNTY	18085	PELICAN ISLAND BRIDGE	SH 275	SEAWOLF PKWY	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
GALVESTON	0912-73-220	TXDOT HOUSTON DISTRICT	18765	SH 87	AT GALVESTON/BOLIVAR FERRY		ADDED CAPACITY	2023	2022	☑	☐	☐	☐
GALVESTON	0976-03-109	CITY OF LEAGUE CITY	17122	FM 518	PALOMINO DR	WILLIAMSPORT ST	ADDED CAPACITY	2023	2024	☑	☐	☐	☐
GALVESTON	0978-02-053	TXDOT HOUSTON DISTRICT	10144	FM 646	FM 3436	SH 146	ADDED CAPACITY	2023	2024	☑	☐	☐	☐
GALVESTON	1002-02-016	TXDOT HOUSTON DISTRICT	38	FM 517	FM 646	BRAZORIA C/L	ADDED CAPACITY	2025	2028	☐	☐	☑	☐
GALVESTON	3049-01-022	TXDOT HOUSTON DISTRICT	514	FM 646	EDMUNDS WAY	FM 1266	ADDED CAPACITY	2023	2024	☑	☐	☐	☐
GALVESTON	3049-01-023	TXDOT HOUSTON DISTRICT	10920	FM 646	FM 1266	FM 3436	ADDED CAPACITY	2023	2024	☑	☐	☐	☐
GALVESTON	3510-01-001	TXDOT HOUSTON DISTRICT	283	SH 99	IH 45 S	BRAZORIA C/L	ADDED CAPACITY	2026		☐	☐	☐	☐
HARRIS	-	HARRIS COUNTY	8067	BOURGEOIS RD	CUTTEN RD	RICHEY RD/BOURGEOIS RD	ADDED CAPACITY	2025		☐	☐	☐	☑
HARRIS	-	CITY OF BAYTOWN	18656	GARTH RD	S OF ARCHER RD	N OF CEDAR BAYOU LYNCHBURG RD	ADDED CAPACITY	2025	2026	☐	☐	☐	☑
HARRIS	-	CITY OF BAYTOWN	18657	GARTH RD	N OF CEDAR LYNCHBURG RD	N OF RICELAND RD	TRAFFIC ENGINEERING	2023		☐	☐	☐	☑
HARRIS	-	CITY OF BAYTOWN	18658	GARTH RD	N OF RICELAND RD	S OF BAKER RD	TRAFFIC ENGINEERING	2023		☐	☐	☐	☑
HARRIS	-	HARRIS COUNTY	18317	HAMBLEN RD	LP 494	Laurel Springs LN	ADDED CAPACITY	2025		☐	☐	☐	☑
HARRIS	-	HARRIS COUNTY	7671	HUFSMITH-KOHRVILLE RD	FM 2920	SH 99	ADDED CAPACITY	2023		☐	☐	☐	☑
HARRIS	-	METRO	18405	INNER KATY CORRIDOR	IH 610 W	KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP	TRAFFIC ENGINEERING	2025	2027	☐	☐	☑	☐

APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2023-2026 TIP

COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF JUNE 2024			
										LET	COMPLETED	DELAYED	CANCELLED
HARRIS	-	CITY OF PASADENA	11060	RED BLUFF RD	BEARLE ST	SOUTH ST	ADDED CAPACITY	2024	2025	☐	☐	☑	☐
HARRIS	-	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	18417	SHEPHERD-DURHAM CORRIDOR	W 15TH ST	IH 10 WB FR	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
HARRIS	-	PORT OF HOUSTON AUTHORITY	10532	SPENCER HWY	AT MAINLINE DOUBLE-RAILTRACK	-	ADDED CAPACITY	2024	2025	☐	☐	☑	☐
HARRIS	-	UPTOWN HOUSTON DISTRICT	13200	UPTOWN HOUSTON DISTRICT	POST OAK BLVD/DETERING	RICHMOND AVE	TRAFFIC ENGINEERING	2024		☐	☐	☐	☑
HARRIS	0027-08-147	TXDOT HOUSTON DISTRICT	18029	US 90A	FM 359	SH 99	TRAFFIC ENGINEERING	2023	2025	☐	☐	☑	☐
HARRIS	0027-13-200	TXDOT HOUSTON DISTRICT	7428	IH 69 S	IH 45	SH 288	ADDED CAPACITY	2025		☐	☐	☐	☐
HARRIS	0027-13-201	TXDOT HOUSTON DISTRICT	155	IH 69 S	SH 288	SP 527	ADDED CAPACITY	2023	2026	☐	☐	☑	☐
HARRIS	0027-13-221	TXDOT HOUSTON DISTRICT	16337	MCGOWEN, TUAM AND ELGIN ST	AT IH 69	-	ITS	2025		☐	☐	☐	☐
HARRIS	0028-01-067	TXDOT HOUSTON DISTRICT	60	BU 90-U	IH 610 NE	E OF MESA RD	ADDED CAPACITY	2023		☑	☐	☐	☐
HARRIS	0050-06-089	TXDOT HOUSTON DISTRICT	17099	US 290	MUESCHKE RD TO WASHINGTON C/L	AND SH 6 FROM US 290 TO GRIMES C/L	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
HARRIS	0050-06-092	HARRIS COUNTY MUD #500	18052	GREENHOUSE RD	MOUND RD	SKINNER RD AT US 290	ADDED CAPACITY	2024	2025	☐	☐	☑	☐
HARRIS	0050-06-093	METRO	17041	US 290	AT CYPRESS P&R		ADDED CAPACITY	2023	2025	☐	☐	☑	☐
HARRIS	0110-04-202	TXDOT HOUSTON DISTRICT	17221	IH 45	S OF SHENANDOAH PARK DR	SH 242	ADDED CAPACITY	2024	2025	☐	☐	☑	☐
HARRIS	0178-09-018	TXDOT HOUSTON DISTRICT	202	SH 35/SP 5	IH 45	GRIGGS RD	ADDED CAPACITY	2023		☑	☐	☐	☐
HARRIS	0178-09-019	TXDOT HOUSTON DISTRICT	210	SH 35	DIXIE DR	LONG DR	ADDED CAPACITY	2023	2026	☐	☐	☑	☐
HARRIS	0178-09-020	TXDOT HOUSTON DISTRICT	209	SH 35/SP 5	DIXIE DR	N OF GRIGGS RD	ADDED CAPACITY	2023	2026	☐	☐	☑	☐
HARRIS	0271-06-117	TXDOT HOUSTON DISTRICT	13864	IH 10 W	FORT BEND C/L	MASON RD	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
HARRIS	0271-07-332	METRO	11473	INNER KATY CORRIDOR	IH 610 W	KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP	TRAFFIC ENGINEERING	2023	2025	☐	☐	☑	☐
HARRIS	0271-16-111	TXDOT HOUSTON DISTRICT	18048	IH 610	AT SH 35	-	TRAFFIC ENGINEERING	2023	2026	☐	☐	☑	☐
HARRIS	0389-13-039	TXDOT HOUSTON DISTRICT	536	SH 146	AT BS 146E	FERRY RD	ADDED CAPACITY	2023		☑	☐	☐	☐
HARRIS	0502-01-217	HCTRA	16340	SH 225	AT SL 8	-	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
HARRIS	0912-00-519	CITY OF LEAGUE CITY	17080	LANDING BLVD/NASA RD 1 BYPASS	NASA 1 BYPASS AT IH 45 S	FM 518	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
HARRIS	0912-00-542	CITY OF HOUSTON - PARKS & RECREATION	17103	MEMORIAL TO SAN FELIPE HIKE	MEMORIAL DR	SAN FELIPE ST	ADDED CAPACITY	2025	2026	☐	☐	☑	☐
HARRIS	0912-71-836	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	5030	GREENS RD	JFK BLVD	IH 69	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
HARRIS	0912-72-359	CITY OF BAYTOWN	17096	GARTH RD	IH 10	S OF ARCHER RD	ADDED CAPACITY	2023	2025	☐	☐	☑	☐

APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2023-2026 TIP

COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF JUNE 2024			
										LET	COMPLETED	DELAYED	CANCELLED
HARRIS	0912-72-381	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	17093	FONDREN RD	BRAESWOOD BLVD S	AIRPORT BLVD W	SYSTEM PRESERVATION	2023	2026	☐	☐	☑	☐
HARRIS	0912-72-382	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	77	GESSNER DR	N OF BRIAR FOREST	WESTHEIMER ST	TRAFFIC ENGINEERING	2025		☐	☐	☐	☐
HARRIS	0912-72-383	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	17111	GESSNER DR S	WESTHEIMER RD	RICHMOND AVE	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
HARRIS	0912-72-384	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	17112	GESSNER DR S	AT WESTHEIMER RD	-	ADDED CAPACITY	2025	2026	☐	☐	☑	☐
HARRIS	0912-72-608	HCTRA	15208	HARDY TOLL RD	IH 610	IH 69	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
HARRIS	0912-72-609	HCTRA	16076	HARDY TOLL RD	AT SL 8	-	ADDED CAPACITY	2024	2025	☐	☐	☑	☐
HARRIS	0912-72-615	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	18034	ANTOINE DR	W. MOUNT HOUSTON RD	US 290	ADDED CAPACITY	2023	2026	☐	☐	☑	☐
HARRIS	0912-72-618	LAKE HOUSTON REDEVELOPMENT AUTHORITY	18732	NORTHPARK DR	MONTGOMERY C/L	WOODLANDS HILL DR	ADDED CAPACITY	2024	2028	☐	☐	☑	☐
HARRIS	1062-02-011	TXDOT HOUSTON DISTRICT	290	FM 2100	SH 99	HUFFMAN-CLEVELAND RD (NORTH)	TRAFFIC ENGINEERING	2024	2026	☐	☐	☑	☐
HARRIS	1685-01-090	TXDOT HOUSTON DISTRICT	14173	FM 1960	SH 249	CUTTEN RD	ADDED CAPACITY	2023		☑	☐	☐	☐
HARRIS	1685-01-092	TXDOT HOUSTON DISTRICT	17051	FM 1960	AT ELDRIDGE PKWY	-	TRAFFIC ENGINEERING	2023	2022	☑	☐	☐	☐
HARRIS	1685-01-108	TXDOT HOUSTON DISTRICT	17088	FM 1960	SH 249	IH 45 N	TRAFFIC ENGINEERING	2024	2026	☐	☐	☑	☐
HARRIS	2941-02-056	CITY OF TOMBALL	17085	FM 2920	BS 249	WILLOW ST	TRAFFIC ENGINEERING	2023	2027	☐	☐	☑	☐
HARRIS	3510-05-041	TXDOT HOUSTON DISTRICT	18021	SH 99	N OF KINGSLAND BLVD	FORT BEND COUNTY LINE	TRAFFIC ENGINEERING	2023		☑	☐	☐	☐
LIBERTY	0028-03-111	TXDOT BEAUMONT DISTRICT	18036	US 90	AT UP RAILROAD	-	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
LIBERTY	0177-03-099	TXDOT BEAUMONT DISTRICT	16346	US 59 N	SAN JACINTO C/L	0.65 MI S OF SL 573	ADDED CAPACITY	2023		☑	☐	☐	☐
LIBERTY	0951-01-073	TXDOT BEAUMONT DISTRICT	18031	SH 105	SH 321 W	SH 321 E	ITS	2023		☑	☐	☐	☐
METRO SERVICE AREA	METRO	HARRIS	15243	VA	VA	REPLACE 20 40' HEAVY DUTY DIESEL BUSES OR DIESEL/ELECTRIC HYBRIDS	TRAFFIC ENGINEERING	2023	2025	☐	☐	☑	☐
MONTGOMERY	-	MONTGOMERY COUNTY	18120	FORD RD	LP 494	HARRIS CL	ADDED CAPACITY	2024		☐	☐	☐	☐
MONTGOMERY	0110-04-198	MONTGOMERY COUNTY/TxDOT HOU	15454	IH 45	AT WOODLANDS PKWY		TRAFFIC ENGINEERING	2024		☐	☐	☐	☑
MONTGOMERY	0177-05-112	TXDOT HOUSTON DISTRICT	17089	IH 69 N	LIBERTY C/L	HARRIS C/L	ADDED CAPACITY	2026		☑	☐	☐	☐
MONTGOMERY	0338-02-032	TXDOT HOUSTON DISTRICT	965	SH 105	GRIMES C/L	FM 149	ADDED CAPACITY	2023	2026	☐	☐	☑	☐
MONTGOMERY	0338-04-060	TXDOT HOUSTON DISTRICT	504	SH 105	10TH ST	SL 336	ADDED CAPACITY	2023	2022	☑	☐	☐	☐
MONTGOMERY	0338-04-065	TXDOT HOUSTON DISTRICT	10125	SH 105	LP 336	FM 1484	ADDED CAPACITY	2023		☑	☐	☐	☐
MONTGOMERY	0338-04-066	TXDOT HOUSTON DISTRICT	10124	SH 105	FM 1484	SAN JACINTO C/L	ADDED CAPACITY	2023		☑	☐	☐	☐

APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2023-2026 TIP

COUNTY	CSJ #	SPONSOR	MPOID	STREET	FROM	TO	CATEGORY	ORIGINAL FISCAL YEAR	REVISED FISCAL YEAR	STATUS AS OF JUNE 2024			
										LET	COMPLETED	DELAYED	CANCELLED
MONTGOMERY	0338-07-019	TXDOT HOUSTON DISTRICT	7706	SH 105	SAN JACINTO C/L	LIBERTY C/L	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
MONTGOMERY	0338-11-056	TXDOT HOUSTON DISTRICT	16343	SL 336	FM 1314	IH 45	ADDED CAPACITY	2026	2025	☐	☐	☑	☐
MONTGOMERY	0912-37-231	CITY OF CONROE	17101	OLD CONROE RD	SL 336 S	FM 1488	ADDED CAPACITY	2025	2026	☐	☐	☑	☐
MONTGOMERY	0912-37-232	LAKE HOUSTON REDEVELOPMENT AUTHORITY	87	NORTHPARK DR	IH 69	RUSSELL PALMER RD	ADDED CAPACITY	2023	2025	☐	☐	☑	☐
MONTGOMERY	0912-37-245	LAKE HOUSTON REDEVELOPMENT AUTHORITY	18033	NORTHPARK DR	RUSSELL PALMER RD	HARRIS C/L	ADDED CAPACITY	2024	2028	☐	☐	☑	☐
MONTGOMERY	3538-01-034	TXDOT HOUSTON DISTRICT	967	SH 242	FM 1488	IH 45 N	ADDED CAPACITY	2023		☑	☐	☐	☐
WALLER	-	WALLER COUNTY	241	WOODS RD	US 90	IH 10	ITS	2026		☐	☐	☐	☑
WALLER	0271-04-070	TXDOT HOUSTON DISTRICT	6056	IH 10 W	FM 359	FORT BEND C/L	ADDED CAPACITY	2024	2026	☐	☐	☑	☐

Appendix D
Projects Undergoing Environmental Assessment

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Appendix D – Projects Undergoing Environmental Assessment

The intent of this appendix is to identify projects that may undergo environmental analysis (EA) and feasibility project development during the 2025-2028 TIP time frame. The Federal Highway Administration requires these projects to be referenced in the TIP in order to facilitate the feasibility and environmental assessment phases.

This appendix contains projects that are shown in the fiscally constrained 2045 Regional Transportation Plan (RTP) Update for which the next logical phase of work is not programmed in the 2025-2028 TIP. This appendix in no way implies that these projects are programmed in the 2025-2028 TIP nor are the cost estimates necessarily fully finalized.

TOTAL PROJECT COST

The current estimate of total project cost is provided for each project and is provided to communicate the overall investment being made to the transportation system, This estimate may reflect work that has already occurred and reflects all facets of the project, including design and engineering costs, needed acquisition of rights-of-way or utility relocations, and construction contingencies.

YEAR-OF-EXPENDITURE (YOE)

Funding and costs for all projects is shown in YOE (nominal) dollars as opposed to current, real, or indexed dollars (such as “2024”).

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2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18505	0587-01-067	A00128276	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 1495	FM 523	N OF BRAZOS RIVER BRIDGE	WIDEN FROM 2 TO 4 LANES	2029
12402			BRAZORIA	BRAZORIA COUNTY	CR 58	SH 288	FM 1128	WIDEN FROM 2 TO 4 LANES	2030
18502	0111-04-037	A00128684	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 521	FM 1462	FORT BEND C/L	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	2030
7625			BRAZORIA	CITY OF PEARLAND	HUGHES RANCH RD	MAX RD	GARDEN RD	CONSTRUCT 4 LANE ROADWAY	2030
7624			BRAZORIA	CITY OF PEARLAND	MYKAWA RD	FM 518	WALNUT ST W	CONSTRUCT NEW 4 LANE DIVIDED TO CONNECT MYKAWA TO VETERANS	2030
7631			BRAZORIA	CITY OF PEARLAND	ORANGE ST W	O'DAY RD	HATFIELD ST	CONSTRUCT 4 LANES UNDIVIDED	2030
13767	0598-02-093	A00094186	BRAZORIA	BRAZORIA COUNTY	SH 288	CR 58	SH 99	CONSTRUCT 4 TOLL LANES WITH GRADE SEPARATIONS	2030
18252	0598-02-093	A00191363	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	N OF BAILEY AVE (CR 101)	CR 60 (FUTURE SH 99)	WIDEN FROM 4 TO 6 MAIN LANES	2030
247	0586-01-048	A00095037	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 332	AT FM 523		CONSTRUCT GRADE SEPARATION	2030
520	0178-03-100	A00077588	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	BS 35C S	FM 2403	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	2030
7867	0178-03-137	A00077762	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	SH 99	BS 35C SOUTH	CONSTRUCT 4 LANE FREEWAY ON NEW LOCATION	2030
12831	0178-02-082	A00077576	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	BS 35C NORTH	SH 99	CONSTRUCT 4 LANE FREEWAY ON NEW LOCATION	2030
15589	3510-02-007	A00116774	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 99	SH 288		SEG C: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (EB-NB, EB-SB, SB-WB, NB-WB)	2030

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT									
MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18713	0598-02-127	A00127305	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	SH 99 (CR 60)	FM 1462	UPGRADE ROADWAY TO FREEWAY FACILITY BY ADDING OVERPASSES AND UNDERPASSES	2032
18714	0598-03-061	A00094294	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	FM 1462	SH 35	WIDEN FROM 4 TO 6 LANES	2032
18715	0598-04-029	A00094392	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	SH 35	SH 332 IN LAKE JACKSON (OYSTER CREEK DR)	WIDEN FROM 4 TO 6 LANES	2032
17226	0178-03-136	A00077761	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	FM 2403	FM 523	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	2032
18728	0178-02-081	A00077575	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	FM 518	S OF SH 6	WIDEN FROM 4 TO 6 LANE DIVIDED	2032
18054			BRAZORIA	GULF COAST TRANSIT DISTRICT	SOUTHERN BRAZORIA COUNTY TRANSIT O/A FACILITY	AT 101 CANNA LN		CONSTRUCTION OF A TRANSIT OPERATIONS FACILITY WITH SECURED PERMANENT COVERED STORAGE FOR 20 TRANSIT VEHICLES, CONSTRUCTION OF A 2,500 SQUARE FOOT ADMINISTRATIVE FACILITY FOR OFFICE SPACE, SECURE FARE BOX ROOM AND DEDICATED SPACE FOR DRIVERS	2032
669			BRAZORIA	BRAZORIA COUNTY	CR 129	SH 35	GALVESTON C/L	RECONSTRUCT AND WIDEN TO 4-LANE DIVIDED RURAL SECTION	2035
17209	1414-02-008	A00107966	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 528	BS 35	SH 35 BYPASS	WIDEN FROM 2 TO 4 LANES	2035
18197			BRAZORIA	HIGH CAPACITY TASK FORCE	SH 288	FM 518		NEW PARK AND RIDE IN VICINITY OF SH 288 AND FM 518	2040
18196			BRAZORIA	HIGH CAPACITY TASK FORCE	SH 6	SH 35		NEW PARK AND RIDE IN VICINITY OF SH 6 AND SH 35	2040

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT									
MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
11385	3510-02-005	A00116772	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 99	SH 288	GALVESTON C/L	SEG B: WIDEN EXISTING PAVEMENT FROM 4 TO 6 LANES (TOLL) (PHASE 2)	2040
18132			BRAZORIA	BRAZORIA COUNTY	CR 44	SH 288	LP 274	WIDEN FROM 2 LANE TO 4 LANE DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, SIDEWALKS, TRAFFIC SIGNALS AND STORM SEWERS	2041
18138			BRAZORIA	BRAZORIA COUNTY	CR 64	CR 48	SH 288	WIDEN FROM 2 LANE TO 4 LANE DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, SIDEWALKS, STORM SEWERS, DETENTION AND BRIDGE	2042
18135			BRAZORIA	BRAZORIA COUNTY	PEARLAND PKWY	DIXIE FARM RD	CR 129 (FM 2351)	EXTEND 4 LANE DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, SIDEWALKS, TRAFFIC SIGNALS, STORM SEWERS AND DETENTION	2042
18106			CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT FM 1724		OVERPASS REVERSAL	2029
18108			CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT JENKINS RD		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE.	2029
18109			CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT FM 1410		OVERPASS REVERSAL	2029
18110			CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT FM 1406		OVERPASS REVERSAL	2029
18111			CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT SH 73		ENTRANCE RAMP OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH 10 BRIDGE. SH 73 AT GRADE AND BRIDGE TO BE DEMOED	2029

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
15593	3187-02-013	A00138788	CHAMBERS	TXDOT HOUSTON DISTRICT	SH 99	AT IH 10 E		SEG I-2: CONSTRUCT 4 DCS (TOLL) (WB-SB, EB-SB, NB-EB, NB-WB)	2030
18058	1024-01-082	A00132088	CHAMBERS	TXDOT BEAUMONT DISTRICT	FM 565	FM 1409	PLANTATION DR	RECONSTRUCT TO ADD LEFT TURN BAYS, AND RECONFIGURE INTERSECTION AT IH 10 E	2032
18083			CHAMBERS	TXDOT BEAUMONT DISTRICT	SH 146	IH 10 E	LYNCHBURG CANAL	RECONSTRUCT SH 146 FROM IH 10 TO LYNCHBURG CANAL IN CHAMBERS COUNTY. ACCESS MANAGEMENT TREATMENTS INCLUDE RAISED MEDIANS WITH TURN LANES, SIDEWALK, AND STREETSCAPE IMPROVEMENTS.	2035
14248	3187-02-010	A00057633	CHAMBERS	TXDOT HOUSTON DISTRICT	SH 99	AT IH 10 E		SEG I-1: CONSTRUCT 4 DCS (TOLL) (EB-NB, WB-NB, SB-WB, SB-EB)	2035
18159			CHAMBERS	TXDOT BEAUMONT DISTRICT	FM 1942	HATCHERVILLE RD	SH 146	INSTALLATION OF FIBER OPTIC COMMUNICATIONS CABLE FOR REAL TIME TRAFFIC MONITORING, SIGNAL ADJUSTMENTS, AND CONGESTION MANAGEMENT	2037
18193			CHAMBERS	HIGH CAPACITY TASK FORCE	IH 10 E	SH 146	VA	NEW PARK AND RIDE NEAR IH-10 EAST AND SH 146	2040
18126			CHAMBERS	TXDOT BEAUMONT DISTRICT	FM 1405	SH 146	SH 99	WIDEN FROM 2 TO 4 LANES DIVIDED WITH MEDIAN OPENINGS FOR TURNAROUNDS	2041
18124			CHAMBERS	TXDOT BEAUMONT DISTRICT	FM 565	SH 99	EASTERN CITY LIMITS (CWA CANAL)	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH A RAISED MEDIAN WITH CURB AND GUTTER	2041
18107			CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT OAK ISLAND RD		OVERPASS REVERSAL	2041
13641			FORT BEND	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	US 90A	LEXINGTON BLVD	RECONSTRUCT 4-LANE DIVIDED ROADWAY TO 6-LANE DIVIDED CURB & GUTTER ROADWAY WITH CLOSED STORM DRAINS AND CROSS-DRAINAGE CULVERTS AND BRIDGE WIDENING	2029
13642			FORT BEND	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	LEXINGTON BLVD	CARTWRIGHT RD	RECONSTRUCT 4-LANE DIVIDED ROADWAY TO 6-LANE DIVIDED CURB & GUTTER ROADWAY WITH CLOSED STORM DRAINS AND CROSS-DRAINAGE CULVERTS.	2029
980			FORT BEND	CITY OF MISSOURI CITY	FM 2234	US 90A	LEXINGTON BLVD	WIDEN FROM 4 TO 6-LANES UNDIVIDED	2029
17208	0543-02-075	A00125928	FORT BEND	TXDOT HOUSTON DISTRICT	FM 359	FM 1093	MASON RD	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES DIVIDED	2029

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT									
MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
13721			FORT BEND	CITY OF MISSOURI CITY	MURPHY RD/FM 1092	AT 5TH ST		CONSTRUCTION WILL INCLUDE DUAL LEFT TURN LANES, RIGHT TURN LANES, WIDER RAISED MEDIAN WIDTHS, NEW PED/BIKE PATHS, CURB AND GUTTER, PROPOSED STORM SEWER ADJUSTMENTS AND TRAFFIC SIGNAL UPGRADES.	2029
13724			FORT BEND	CITY OF MISSOURI CITY	MURPHY RD/FM 1092	AT EL DORADO BLVD		CONSTRUCTION WILL INCLUDE DUAL LEFT TURN LANES, RIGHT TURN LANES, WIDER RAISED MEDIAN WIDTHS, NEW PED/BIKE PATHS, CURB AND GUTTER, PROPOSED STORM SEWER ADJUSTMENTS AND TRAFFIC SIGNAL UPGRADES.	2029
7750	0187-05-049	A00077629	FORT BEND	TXDOT HOUSTON DISTRICT	SH 36	AUSTIN C/L	SP 529 IN ROSENBERG	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	2029
266	3510-03-001	A00116775	FORT BEND	FBCTRA	SH 99	FM 762	BRAZORIA C/L	CONSTRUCT 4-LANE TOLLWAY WITH LIMITED 2 2-LANE FRONTAGE ROADS AND INTERCHANGES (SEG C-2)	2029
11378	3510-04-058	A00117035	FORT BEND	FBCTRA	SH 99	AT FM 1093 (WESTPARK TOLLWAY) INTERCHANGE		SEG D: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (SB-WB,WB-SB,NB-WB,EB-SB)	2029
261	0187-05-036	A00077617	FORT BEND	TXDOT HOUSTON DISTRICT	SS 10	IH 69 S	SH 36	WIDEN FROM 2- LANES TO 4-LANES DIVIDED	2029
18090			FORT BEND	CITY OF SUGAR LAND	SWEETWATER BLVD	SOUTH TOWN CENTER BLVD	COLONY PARK DR	REPLACE APPROX 2 MI. OF BOULEVARD SECTIONED ROADWAY AND WATER MAIN, TRAFFIC SIGNAL UPGRADES AND ADD PEDESTRIAN/BICYCLIST CAPACITY AND ENHANCED ACCESS	2029
13637			FORT BEND	CITY OF MISSOURI CITY	TEXAS PKWY/FM 2234	LEXINGTON BLVD	CARTWRIGHT RD	WIDEN FROM 4 TO 6-LANES DIVIDED	2029
18103			FORT BEND	CITY OF SUGAR LAND	WILLIAM TRACE BLVD.	SH 6	LEXINGTON BLVD	RECONSTRUCT 4 LANE DIVIDED ROADWAY INCLUDING CURB AND GUTTER, LEFT TURN LANES, INLETS AND MANHOLES	2029
978			FORT BEND	CITY OF SUGAR LAND	WILLIAMS TRACE BLVD	IH 69 S	OYSTER CREEK	WIDEN FROM 4 TO 6-LANE DIVIDED	2029

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18051			FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	UNIVERSITY BOULEVARD	AT 14000 UNIVERSITY BOULEVARD SUGAR LAND, TX 77479		CONSTRUCT STRUCTURED PARKING GARAGE OF 2,500 SPACES WITH BUS AND PASSENGER ACCOMMODATIONS FOR A PERMANENT PARK & RIDE INCLUDING DEDICATED BUS BAYS WITH PASSENGER PLATFORMS, PASSENGER WAITING SHELTERS AND TRANSIT INFORMATION SYSTEMS.	2030
10114	0027-08-146	A00068610	FORT BEND	TXDOT HOUSTON DISTRICT	US 90A	LP 762	FM 359	WIDEN FROM 4 TO 6-LANES DIVIDED (PHASE 3 OF 3)	2030
17200	1258-02-039	A00108085	FORT BEND	TXDOT HOUSTON DISTRICT	FM 1093	FM 1489	FM 359 IN FULSHEAR	RECONSTRUCT AND WIDEN FROM 2-LANE TO 4-LANE DIVIDED	2032
17236	0027-08-137	A00068601	FORT BEND	TXDOT HOUSTON DISTRICT	US 90A	SH 99	W OF SH 6	WIDEN FROM 6 LANES TO 8 LANES DIVIDED	2032
18069			FORT BEND	TXDOT HOUSTON DISTRICT	FM 762	US 90A	FM 1640	VARIOUS ACCESS MANAGEMENT TREATMENTS; NEW INTERSECTION, MEDIANS, EXTENSION AND CLOSURE OF TURN LANES, INSTALL TRAFFIC SIGNALS AND SIGNAL TIMING OPTIMIZATION.	2033
18050			FORT BEND	TXDOT HOUSTON DISTRICT	FM 1640	BAMORE ROAD	FM 762	VARIOUS ACCESS MANAGEMENT TREATMENTS ON FM 1640 FROM BAMORE ROAD TO FM 762	2034
803			FORT BEND	TXDOT HOUSTON DISTRICT	FM 762	IH 69 S	CRABB RIVER RD	WIDEN 2-LANE TO 4-LANE DIVIDED	2034
18199			FORT BEND	METRO	KATY FORT BEND RD	NEAR KINGSLAND BLVD		NEW PARK AND RIDE IN VICINITY OF KATY FORT BEND RD AND KINGSLAND BLVD	2035
18154			FORT BEND	TXDOT HOUSTON DISTRICT	US 90A	BAMORE RD	HARLEM RD	ACCESS MANAGEMENT TREATMENTS INCLUDE CONSTRUCTION OF NEW INTERSECTION, INSTALLATION OF RAISED MEDIANS, DRIVEWAY MODIFICATIONS, ADDITION, EXTENSION AND CLOSURE OF TURN LANES, TRAFFIC SIGNAL INSTALLATION AND TRAFFIC SIGNAL TIMING OPTIMIZATION.	2037
13590			FORT BEND	CITY OF SUGAR LAND	ELDRIDGE RD	AT US 90A		UNDERPASS AT US 90A AND ELDRIDGE RD	2040
18221			FORT BEND	HIGH CAPACITY TASK FORCE	IH 69	AT SUGAR LAND TOWN CENTER HOV T-RAMP		T-RAMP FOR IH-69 SOUTHWEST DIAMOND LANES; PROVIDES DIRECT ACCESS TO PROPOSED SUGARLAND TOWN CENTER PARK AND RIDE	2040

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
11197			FORT BEND	CITY OF SUGAR LAND	NEW TERRITORY BLVD	LID 17	UNIVERSITY BLVD	WIDEN FROM 4 TO 6-LANE BLVD (PHASE II)	2040
13761			FORT BEND	FORT BEND COUNTY	ROESNER LN	GREENBUSCH RD	GASTON RD	NEW LOCATION 4-LANE CURB & GUTTER WITH STORM SEWER	2040
18131			FORT BEND	FORT BEND COUNTY	ROESNER RD	N OF GASTON RD	FORT BEND/HARRIS C/L	WIDEN FROM 2-LANE TO A 4-LANE THOROUGHFARE AND EXTEND 4 LANE THOROUGHFARE IN SECTIONS	2041
18137			FORT BEND	FORT BEND COUNTY	BAND RD	SP 10	SH 36	WIDEN FROM 2-LANE TO A 4-LANE DIVIDED THOROUGHFARE INCLUDING TRAFFIC SIGNALS	2042
18209			FORTBEND	HIGH CAPACITY TASK FORCE	ROSENBERG PARK AND RIDE			NEW PARK AND RIDE IN DOWNTOWN ROSENBERG	2040
7612			GALVESTON	CITY OF TEXAS CITY	CENTURY BLVD	SH 3	SOUTH POINT BLVD	WIDEN FROM 2-LANE TO 4-LANE	2029
18112			GALVESTON	CITY OF FRIENDSWOOD	FRIENDSWOOD PARKWAY	FM 528	FM 2351	CONSTRUCT A 4 LANE BOULEVARD SECTION ON NEW LOCATION	2029
10610			GALVESTON	CITY OF TEXAS CITY	HOLLAND RD	IH 45	ATTWATER AV	CONSTRUCT 4 LANE ROADWAY ON NEW LOCATION	2030
4052	0978-02-034	A00104373	GALVESTON	TXDOT HOUSTON DISTRICT	FM 646	E OF SH 146 N	SH 146 N	WIDEN FROM 2 TO 4 LANES DIVIDED	2035
18088			GALVESTON	CITY OF GALVESTON	GALVESTON TRAFFIC MANAGEMENT CENTER (TMC)	AT SH 275; SH 342; SH 87; AND FM 3005	VA	INSTALL TRAFFIC MANAGEMENT SYSTEMS THROUGHOUT GALVESTON COUNTY INCLUDING TRAFFIC SIGNAL SYNCHRONIZATION EQUIPMENT, CAMERAS, AND DYNAMIC SIGNS	2035
17222	0389-06-110	A00122988	GALVESTON	TXDOT HOUSTON DISTRICT	SH 146	FM 1764	FM 1765	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	2035
17223	0389-07-029	A00086979	GALVESTON	TXDOT HOUSTON DISTRICT	SH 146	FM 1765	GALVESTON WYE	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	2035
18123			GALVESTON	CITY OF CLEAR LAKE SHORES	CLEAR LAKE RD	ASPEN RD	BIRCH RD	REPLACE BRIDGE OVER JARBOE BAYOU WITH AN ADA COMPLIANT, 10 FOOT SHARED USE PATH, AND 8 FOOT SHOULDER WITH CONNECTING SIDEWALK	2040
18223			GALVESTON	HIGH CAPACITY TASK FORCE	IH 45 HOV	AT LEAGUE CITY T RAMP		IH 45 HOV T RAMP TO LAGUE CITY PARK AND RIDE (FORMERLY VICTORY LAKES)	2040

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT									
MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18219			GALVESTON	HIGH CAPACITY TASK FORCE	LA MARQUE TRANSIT CENTER	FM 1765	SH3	REPLACE EXISTING TRANSIT TRANSFER POINT WITH NEW TRANSIT CENTER	2040
18130			GALVESTON	CITY OF TEXAS CITY	5TH/4TH AV	SH 146	LP 197	RECONSTRUCT TWO WAY ROADWAY TO A ONE WAY EASTBOUND FACILITY	2042
7773			HARRIS	CITY OF HOUSTON	HALLS BAYOU TRAIL	EASTWARD FROM TIDWELL PARK	THE MESA TRANSIT CENTER AND BROCK PARK	CONSTRUCT HIKE & BIKE TRAIL	2029
7511			HARRIS	PORT OF HOUSTON AUTHORITY	RAILROAD TRACK	AT BAYPORT		CONSTRUCT INTERMODAL RAIL YARD INCL 6 STORAGE TRACKS, 3 WORKING TRACKS, AND 1 CONTAINER TRACK	2029
18509	1685-05-107	A00120822	HARRIS	TXDOT HOUSTON DISTRICT	SH 6	PINE FOREST RD	ROYAL MILE LN	GRADE SEPARATION AND INTERSECTION IMPROVEMENTS	2029
11068			HARRIS	SOUTH MAIN ALLIANCE	TEXAS MEDICAL CENTER	VA	VA	PILOT PROJECT TO TEST AN EMERGENCY HIGH-WATER NOTIFICATION SYSTEM FOR LOCAL EMS SERVICES.	2029
18214			HARRIS	METRO	WILLOWBROOK TRANSIT CENTER	AT FM 1960		CONSTRUCT TRANSIT CENTER	2029
10099			HARRIS	HARRIS COUNTY	ALDINE MAIL ROUTE RD	US 59	HOMESTEAD RD	CONSTRUCT 4-LANE CONCRETE W/ STORM SEWERS	2030
18040			HARRIS	CITY OF HOUSTON	ALDINE WESTFIELD RD	SL 8	LITTLE YORK RD	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES.	2030
8027			HARRIS	HARRIS COUNTY	BAUER RD	US 290	FM 2920	WIDEN FROM 2 TO 4-LANE DIVIDED CONCRETE BLVD	2030
18169			HARRIS	HIGH CAPACITY TASK FORCE	BAYTOWN P&R	AT SAN JACINTO MALL		REPLACEMENT OF EXISTING LEASED SPACES AT SAN JACINTO MALL WITH PERMANENT FACILITY	2030
7771			HARRIS	HARRIS COUNTY	BIG GULCH TRAIL	NORMANDY ST	GREENS BAYOU	BIG GULCH TRAIL: CONNECTS WOODFOREST & PINE TRAILS SUBDIVISIONS W/ COUNTY COURT, ADMIN FACILITIES & COLLEGE	2030
7638			HARRIS	HARRIS COUNTY	BIG GULCH TRAIL	NORMANDY ST	SAN JACINTO COLLEGE NORTH	CONSTRUCT BIG GULCH BICYCLE TRAIL	2030
18113			HARRIS	HARRIS COUNTY	CE KING	SL 8 EAST SB FR	NORTH ROW OF TIDWELL RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	2030
7634			HARRIS	HARRIS COUNTY	CLEAR CREEK BICYCLE TRAIL	TOM BASS REGIONAL PARK	EL FRANCO LEE PARK	CONSTRUCT CLEAR CREEK BICYCLE TRAIL	2030
18170			HARRIS	HIGH CAPACITY TASK FORCE	CROSBY PARK AND RIDE	NEAR US 90 AND FM 2100		NEW PARK AND RIDE NEAR US 90 AND FM 2100 IN CROSBY	2030

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
7777			HARRIS	HARRIS COUNTY	CYPRESS CREEK HIKE & BIKE TRAIL	GRANT RD	JARVIS RD	CONSTRUCT HIKE & BIKE TRAIL	2030
7779			HARRIS	HARRIS COUNTY	CYPRESS CREEK HIKE & BIKE TRAIL	GRANT RD	CYPRESS CREEK GREEN WAY SYSTEM	CONSTRUCT HIKE & BIKE TRAIL	2030
18171			HARRIS	HIGH CAPACITY TASK FORCE	DAYTON PARK AND RIDE	NEAR US 90 AND SH 146		NEW PARK AND RIDE NEAR US 90 AMD SH 146 IN DAYTON	2030
18150			HARRIS	METRO	DOWNTOWN HOUSTON TRANSIT CORRIDORS	VA	VA	IMPROVE SIGNAGE AND PAVEMENT MARKINGS (E.G. RED BUS ONLY LANE DESIGNATIONS), SIGNAL TIMING AND OPERATIONS, OPTIMIZE BUS STOP DESIGN AND SPACING AND ENHANCE PASSENGER INFORMATION ON 'BUS-ONLY' LANES. LOUISIANA STREET (NB)/SMITH STREET (SB) CORRIDOR FROM SPUR 527 TO FRANKLIN STREET; TRAVIS STREET (NB)/ MILAM STREET (SB) FROM SPUR 527 TO COMMERCE STREET; AND SAN JACINTO STREET (NB)/ FANNIN STREET (SB) FROM MCGOWAN STREET TO FRANKLIN STREET	2030
7768			HARRIS	HARRIS COUNTY	ELDRIDGE PKWY N	PATTERSON	CULLEN PARK TRAIL	CONSTRUCT HIKE & BIKE TRAIL	2030
7898			HARRIS	HARRIS COUNTY	FAIRBANKS-N HOUSTON ST	BW 8	US 290	WIDEN 4-LANE TO 6 LANE CONCRETE BLVD	2030
18168			HARRIS	METRO	FAIRFIELD PARK AND RIDE	AT US 290 AND SH 99		NEW PARK AND RIDE NEAR INTERSECTION OF US 290 AND SH 99	2030
11178			HARRIS	HCTRA	FORT BEND PKWY TOLL ROAD	BELLFORT	US 90 A	EXTENSION OF TOLL ROAD: RECONSTRUCT ARTERIAL AS 4-LANE TOLLWAY WITH 2-LANE FRONTAGE RDS	2030
18043			HARRIS	METRO	GESSNER RD	WEST LITTLE YORK P&R	FONDREN MEADOW DRIVE AT GESSNER ROAD	BUS OPERATIONS IMPROVEMENT INCLUDE: 1. STOP OPTIMIZATION/CONSOLIDATION/RELOCATION 2. NEW PASSENGER SHELTERS 3. ACCESSIBILITY ENHANCEMENTS 4. FIRST/LAST MILE IMPROVEMENTS 5. TRANSIT SIGNAL PRIORITY 6. QUEUE JUMPS 7. BUS-ONLY LANES 8. ENHANCED PASSENGER INFORMATION.	2030
78			HARRIS	HARRIS COUNTY	GREENS RD W	HOLLISTER DR	BAMMEL N HOUSTON	CONSTRUCT 4-LANE CONCRETE DIVIDED SECTION W/ CURB & GUTTER & STORM SEWERS	2030
17213	0912-72-604	A00132935	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	43RD ST/CLAY RD	W OF SL 8	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	2030

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
17214	0912-72-605	A00132936	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM	43RD ST/CLAY RD	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	2030
17215	0912-72-578	A00129854	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	IH 610	MANGUM	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	2030
18042			HARRIS	HOUSTON TRANSTAR	IH 69	SPUR 527	SL 8 S	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON IH69 FROM SPUR 527 TO BELTWAY 8, INCLUDING CLOSE CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, RAMP METERS, WEATHER STATIONS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN HARRIS COUNTY, TX.	2030
111			HARRIS	HARRIS COUNTY	LITTLE YORK RD W	US 290	FAIRBANKS NORTH HOUSTON RD	WIDEN 4 TO 6-LANES	2030
7792			HARRIS	HARRIS COUNTY	LITTLE YORK RD W	ELDRIDGE PKWY N	BRITTMORE RD	WIDEN FROM 4 TO 6-LANES	2030
10455			HARRIS	PORT OF HOUSTON AUTHORITY	PORT TERMINAL RAILROAD ASSN (PTRA) TRACK	MAINLINE	INTERMODAL YARD	CONSTRUCT DOUBLE TRACK RAIL LINES AND RUN-AROUND TRACK FROM MAINLINE TO THE BAYPORT TERMINAL INTERMODAL YARD	2030
16297			HARRIS	HCTRA	SL 8	IH 69	US 90	WIDEN FROM 6 TO 8-LANES	2030
16329	0500-03-601	A00121600	HARRIS	TXDOT HOUSTON DISTRICT	IH 45	AT IH 69 S		RECONSTRUCT IH 45/IH 69 INTERCHANGE. IH45 REALIGN/WIDEN FROM 6 TO 7 MAINLANES (ML)INCLUDING 3 ML NB AND 4 ML SB FROM SAUER ST. TO RUNNELS ST.; IH69 RECONSTRUCT FROM 8 TO 8 ML FROM W. OF PIERCE ST. TO S. OF RUNNEL ST. W/ 2, 3-LANE CONTINUOUS FRONTAGE ROADS (NHHIP SEG 3D-1)	2031
16327	0500-03-597	A00121513	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	AT IH 610		RECONSTRUCT INTERCHANGE (NHHIP SEG 2B)	2031
16333	0500-03-596	A00121512	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	IH 610	AIRLINE DR	RECONSTRUCT AND WIDEN FROM 8 TO 12 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES AND RECONSTRUCT AND WIDEN FROM TWO 2- AND 3-LANES FRONTAGE ROADS TO TWO 2- AND 3-LANES FRONTAGE ROADS (NHHIP SEG 2B)	2031
11739			HARRIS	METRO	METRO SERVICE AREA	VA	VA	CURB/INTERSECTION IMPROVEMENTS (FY 2033-FY 2045)	2031

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
11725			HARRIS	METRO	METRO SERVICE AREA	VA	VA	BUS PADS/BUS LANE IMPROVEMENTS: FY 2031-FY 2045	2031
18815			HARRIS	METRO	WESTHEIMER	@ WEST OAKS MALL		CONSTRUCT TRANSIT CENTER	2031
18151			HARRIS	METRO	WESTHEIMER SIGNATURE BUS SERVICE	DOWNTOWN HOUSTON	WEST OAKS MALL	RAPID SERVICE FROM HAYES ROAD TO EDLOE STREET AND EXPRESS SERVICE ON IH 69 BETWEEN EDLOE STREET AND DOWNTOWN HOUSTON.	2031
18056			HARRIS	HOUSTON TRANSTAR	BS 90, FM 1942, FM 2100	VA	VA	INSTALLATION OF FIBER OPTIC CABLE IN HARRIS COUNTY ON BUSINESS 90, FM 1942, AND FM 2100 IN THE FOLLOWING LOCATIONS: BUSINESS 90 FROM SHELDON RD TO FM 2100; FM 1942 FROM US 90 TO INDIAN SHORES RD; FM 2100 FROM US 90 TO BOHEMIAN HALL RD.	2032
18059			HARRIS	SPRING BRANCH MANAGEMENT DISTRICT	CENTERPOINT EASEMENT IN BETWEEN AND PARALLEL TO HAMMERLY BLVD & KEMPWOOD DR	SL 8	WIRT ROAD	CONSTRUCT 10 FT SHARED USE CONCRETE TRAIL INCLUDING CROSSWALK STRIPING, SIGNALIZATION, ACCESSIBLE RAMPS, SIGNAGE, AND WAYFINDING FEATURES.	2032
18057			HARRIS	GREATER NORTHSIDE MANAGEMENT DISTRICT	FULTON, NORTH MAIN, BOUNDARY, BROOKS, AND FREEMAN.	VA	VA	INSTALL PEDESTRIAN LIGHTING, TRASH RECEPTACLES AND BIKE RACKS.	2032
18065			HARRIS	GREATER SOUTHEAST MANAGEMENT DISTRICT	GREATER EAST END MANAGEMENT DISTRICT	VA	VA	CONSTRUCT BICYCLE NETWORK INCLUDES MILL AND OVERLAY, NEW SIDEWALKS, CROSSWALKS, CURBS, RAMPS, BIKE RACKS, BENCHES, REMOVE & REPLACE PAVEMENT MARKINGS AND SIGNAGE ON VARIOUS STREETS.	2032
11372	0912-72-568	A00104133	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	GESSNER RD	43RD ST/CLAY RD	CONSTRUCT 4 MANAGED LANES (TOLL)	2032
11373	0912-72-570	A00104135	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	W OF HUFFMEISTER	JONES RD	CONSTRUCT 4 MANAGED LANES	2032
13829	0912-72-571	A00102786	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	SH 99	W OF HUFFMEISTER RD	CONSTRUCT 4 MANAGED LANES	2032

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
11375	0271-14-218	A00085434	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD/IH 610	W OF MANGUM/18TH ST ON HEMPSTEAD	S OF OLD KATY RD ON IH 610	CONSTRUCT INTERCHANGE WITH MANAGED LANES AND 2 DIRECT CONNECTORS (EB - SB, NB - WB)	2032
7474			HARRIS	HARRIS COUNTY	KATY HOCKLEY CUTOFF	US 290	MORTON RD	WIDEN TO 4-LANE DIVIDED BLVD	2032
18601			HARRIS	METRO	METRO SERVICE AREA	VA	VA	BUS OPERATING FACILITY #7	2032
18055			HARRIS	UPTOWN HOUSTON DISTRICT	POST OAK LN	AT SAN FELIPE		RECONSTRUCT POST OAK LANE INTERSECTION AT SAN FELIPE WITH 2 DEDICATED LEFT TURN LANES	2032
18060			HARRIS	TXDOT HOUSTON DISTRICT	SH 249	SL 8	IH 45 N	ACCESS MANAGEMENT TREATMENTS	2032
7748	0598-01-106	A00094081	HARRIS	TXDOT HOUSTON DISTRICT	SH 288	IH 610	SL 8	RECONSTRUCT AND WIDEN FROM 6 MAIN LANES TO 8 MAIN LANES	2032
147			HARRIS	HARRIS COUNTY	UNDERWOOD RD	FAIRMONT PKWY	RED BLUFF	DESIGN, ACQUIRE ROW AND CONSTRUCT 6-LANE ROADWAY, INCLUDING DRAINAGE AND SIGNALS AT UNDERWOOD	2032
628			HARRIS	HARRIS COUNTY	ELLA BLVD	SH 249	WEST RD	CONSTRUCT 4-LANE CONCRETE BLVD SECTION W/ BRIDGES & DRAINAGE	2033
18084	8003-12-006	A00121111	HARRIS	HARRIS COUNTY	GULF BANK ROAD	IH-45	HARDY TOLL ROAD	WIDEN FROM 2 LANE TO 4 LANE DIVIDED	2033
18072			HARRIS	CITY OF HOUSTON	HERMANN PARK DR	CAMBRIDGE ST	HERMANN DR	CONSTRUCT BIKE AND PEDESTRIAN OFF-STREET TRAILS AND DEDICATED ON-STREET BIKE LANES WITH IMPROVED STREET CROSSWALKS IN HERMANN PARK	2033
18184			HARRIS	METRO	IH 10 W	WESTGREEN	FM 359	EXTENSION OF 2-LANE HOV FACILITY	2033
18213			HARRIS	METRO	MEMORIAL CITY TRANSIT CENTER	GESSNER		NEW TRANSIT CENTER IN VICINITY OF GESSNER AND IH-10 WEST	2033
11798			HARRIS	METRO	METRO SERVICE AREA	VA	VA	PARK AND RIDE MODIFICATIONS (FIVE FACILITIES): FY 2033-FY 2045	2033
11753			HARRIS	METRO	METRO SERVICE AREA	VA	VA	PASSENGER SHELTERS AMENITIES AND LIGHTING: FY 2033-FY 2045	2033

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18074			HARRIS	METRO	METRO SERVICE AREA	VA	VA	REPLACE COMMUNICATION MODEMS ON METRO BUSES, VEHICLES, AND DEDICATED TAXI CABS	2033
11709			HARRIS	METRO	METRO SERVICE AREA	VA	VA	REPLACEMENT BUSES: FY 2033-FY 2045	2033
11757			HARRIS	METRO	METRO SERVICE AREA	VA	VA	TRANSIT CENTER MODIFICATIONS (5 FACILITIES): FY 2033-FY 2045	2033
18066			HARRIS	CITY OF HOUSTON	UPTOWN PARK BLVD	WOODWAY AT IH 610	POST OAK BLVD AT IH 610	CONSTRUCT 10' SHARED USE PATH. RECONSTRUCT PORTION OF NB TRAVEL LANES OF UPTOWN PARK BLVD. CONCEPT INCLUDES SAFETY ELEMENTS SUCH AS A SPEED TABLE. CONTINUE 10Â€™ SUP EAST ON POST OAK BLVD WITH PEDESTRIAN LIGHTING.	2033
11374	0050-08-095	A00073915	HARRIS	TXDOT HOUSTON DISTRICT	US 290	S OF TELGE	S OF SH 6	CONSTRUCT TWO 2-LANE DIRECT CONNECTORS (EB US 290 TO EB HEMPSTEAD MANAGED LANES AND WB HEMPSTEAD MANAGED LANES) TO WB US 290) (THESE ARE TWO PARALLEL FACILITIES)	2033
18071			HARRIS	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	WESTHEIMER RD	S. MAIN ST	SHEPHERD DR	RECONSTRUCT AS 3 LANES WITH EXPANDED SIDEWALK WIDTH (ROAD DIET), INTERSECTION IMPROVEMENTS WITH TURN LANES, TRAFFIC SIGNALS, ACCESS MANAGEMENT INCLUDING NEW BUS STOP & ON-STREET PARKING.	2033
532	0912-71-385	A00103736	HARRIS	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	AIRPORT BLVD W	CHIMNEY ROCK	HIRAM CLARKE RD	CONSTRUCT 4-LANE DIVIDED (RAISED MEDIAN) URBAN STREET ON NEW LOCATION (PASS)	2034
16332	0500-03-560	A00091827	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	IH 610 N	IH 10	RECONSTRUCT AND WIDEN FROM 4 TO 5 MAIN LANES, CONSTRUCT 4 MANAGED LANES AND RECONSTRUCT AND WIDEN FROM TWO 2- AND 3-LN FRS TO TWO 3-LN FRS (NHHIP SEG 2A)	2034
18081			HARRIS	UPPER KIRBY DISTRICT	ALABAMA ST W	BUFFALO SPEEDWAY	SHEPHERD DR	RECONSTRUCTION OF ALL PAVEMENT, SIDEWALKS, AND ADDITION OF A BIKE FACILITY	2035
18087			HARRIS	EAST END DISTRICT	GREATER EAST END MANAGEMENT DISTRICT	VA	VA	CONSTRUCT NEW 5' CONCRETE ADA ACCESSIBLE SIDEWALKS WITH RAMPS, LIGHTING AND LANDSCAPING ON NUMEROUS STREETS.	2035
11547	0912-72-569	A00104134	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	JONES RD	GESSNER RD	CONSTRUCT 4 MANAGED LANES WITH DC (NB - EB) TO SL 8 (TOLL)	2035

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
11565	0912-72-567	A00104132	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM	43RD ST/CLAY RD	CONSTRUCT 4 MANAGED LANES (TOLL)	2035
16334	0110-06-132	A00075418	HARRIS	TXDOT HOUSTON DISTRICT	IH 45	S OF WEST RD	N OF SL 8	RECONSTRUCT 8 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES TRANSITIONING INTO TWO ENTERING AND EXITING LANES AT REVERSIBLE HOV LANE NORTH OF SL 8, AND RECONSTRUCT AND WIDEN FROM TWO 2 AND 3-LANES FRONTAGE ROADS TO TWO 2- AND 3- LANES FRONTAGE ROADS (NHHIP SEG 1C)	2035
17220	0500-03-618	A00127117	HARRIS	TXDOT HOUSTON DISTRICT	IH 45	AT NASA 1 BYPASS INTERCHANGE		CONSTRUCT 2 DIRECT CONNECTORS (WB - SB, NB - EB)	2035
16331	0500-03-446	A00091358	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	AIRLINE DR	S OF SHEPHERD DR	RECONSTRUCT MAIN LNS, CONSTRUCT 4 MANAGED LNS, AND RECONSTRUCT AND WIDEN FROM TWO 2-LN FRONTAGE RDS TO TWO 3-LN FRONTAGE RDS (NHHIP SEG 1A)	2035
16335	0110-06-139	A00121511	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	S OF SHEPHERD DR	S OF WEST RD	RECONSTRUCT/WIDEN FROM 8 TO 10 MAINLANES, RECONSTRUCT/WIDEN FROM 1 TO 4 MANAGED LANES; RECONSTRUCT/WIDEN FROM TWO, 2- AND 3-LANE FRONTAGE ROADS TO TWO, 2- AND 3-LANE FRONTAGE ROADS. (NHHIP SEG 1B)	2035
16336	0500-03-598	A00121514	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 S	IH 69	IH 10	CONSTRUCT PARKWAY CONNECTORS INTO DOWNTOWN HOUSTON AND REMOVE EXISTING PIERCE ELEVATED (NHHIP SEG-3D-2)	2035
18511	0500-03-595	A00120827	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 S	AT BROADWAY		INTERSECTION IMPROVEMENTS: CONSTRUCTION WILL INCLUDE LEFT TURN LANES, RIGHT TURN LANES, REHAD TRAFFIC CIRCLE TO INCLUDE PED/BIKE PATHS, CURB AND GUTTER, PROPOSED STORM SEWER ADJUSTMENTS AND TRAFFIC SIGNAL UPGRADES	2035
14544	0271-16-152	A00128743	HARRIS	TXDOT HOUSTON DISTRICT	IH 610	AT SH 35		CONSTRUCT 4 DIRECT CONNECTORS (EB-SB, WB-SB, NB-WB, NB-EB)	2035
6065	1685-05-081	A00111163	HARRIS	TXDOT HOUSTON DISTRICT	SH 6	MEMORIAL DR	PIPING ROCK LN	RECONSTRUCT AND WIDEN FROM 6 LANES TO 8 LANES DIVIDED	2035

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT									
MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
17227	1685-05-100	A00111253	HARRIS	TXDOT HOUSTON DISTRICT	SH 6	PIPING ROCK LN	RICHMOND AVE	WIDEN FROM 6 LANES TO 8 LANES	2035
	1685-05-138	A00122785	HARRIS	TXDOT HOUSTON DISTRICT	SH 6	CLAY RD	IH 10 W	WIDEN FROM 6 TO 8 LANES AND RAISE ROADWAY TO ELIMINATE FLOODING FROM ADDICKS RESERVOIR	2036
18152			HARRIS	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	BROADWAY ST	IH 45	SH 3	RECONSTRUCTION WITH LEFT-TURN BAYS, INTERSECTION IMPROVEMENTS, RAILROAD SAFETY MEDIANS, WIDENED SIDEWALKS, A BUFFERED BICYCLE FACILITY AND IMPROVED PARKING	2037
18157			HARRIS	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	FUQUA ST W	COH LIMIT	CHIMNEY ROCK RD	RECONSTRUCT ROADWAY WITH ACCESS MANAGEMENT IMPROVEMENTS INCLUDING TURNING BAYS AT MEDIAN OPENINGS, TURN LANES, SIGNALIZED INTERSECTIONS, RELOCATION OF BUS STOPS AND DRIVEWAYS	2037
18802			HARRIS	METRO	GREEN LINE	AT PARK PLACE BLVD AND IH 45 S		CONSTRUCT NEW PARK PLACE MULTIMODAL TRANSIT CENTER AND PARK AND RIDE	2038
18100			HARRIS	GREATER SOUTHEAST MANAGEMENT DISTRICT	CAROLINE ST	IH 69	HERMANN DR	SIDEWALKS WILL BE WIDENED TO 6FT AND UPGRADED TO COH/ADA/TEXAS DEPARTMENT OF LICENSING AND REGULATIONS (TDLR) STANDARDS. OTHER IMPROVEMENTS TO BE INSTALLED INCLUDE PEDESTRIAN LIGHTING, ADA RAMPS, LANDSCAPING AND IRRIGATION, BENCHES, AND TRASH RECEPTACLES.	2039
18092			HARRIS	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	CENTERPOINT, METRO & HCTRA EASEMENTS	VA	VA	CONSTRUCT A NEW NORTH-SOUTH GREENWAY INCLUDING A 10 FT WIDE SHARED-USE CONCRETE TRAIL WITH WAYFINDING. ALSO, CREATE A NEW EAST-WEST TRAIL IN THE METRO RIGHT OF WAY ALONG WESTPARK DRIVE TO THE HILLCROFT PARK AND RIDE.	2039
18094			HARRIS	CITY OF HOUSTON	CITY OF HOUSTON OFF-ROAD SHARED USE PATH	SAN FELIPE	RICHMOND	CONSTRUCT 10 FT WIDE SHARED-USE CONCRETE PATH.	2039

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18095			HARRIS	TXDOT HOUSTON DISTRICT	CITY OF HOUSTON OFF-ROAD SHARED USE PATH	WESTWARD ST ENTRANCE	TO HILLCROFT PARK AND RIDE	CONSTRUCT ADA-COMPLIANT MEDIAN REFUGE AREA FOR PEDESTRIANS, REPLACE SIGNALS AND UPDATE PEDESTRIAN SIGNALS. STRIPE HIGH VISIBILITY CROSSWALKS. WIDENED SIDEWALKS TO ACCOMODATE HEAVY FOOT TRAFFIC. ADA-COMPLIANT PEDESTRIAN RAMPS. REFRESH STRIPING FOR THE LENGTH OF THE PROJECT LIMITS. POSSIBLE MID-BLOCK CROSSING PENDING RESULTS OF TRAFFC STUDY. LANDSCAPE/HARDSCAPE.	2039
18099			HARRIS	CITY OF HOUSTON	HEIGHTS HIKE AND BIKE TRAIL	NORTHWEST TRANSIT CENTER	MEMORIAL DR	CONSTRUCT 8', 10', 12' OR 14' SHARED USE PATH IN SECTIONS WITH PROTECTIVE BOLLARDS AND RAILINGS AND NEW BIKE ROUTE SIGNAGE.	2039
18097			HARRIS	HARRIS COUNTY	LITTLE WHITE OAK BAYOU	VA	HALLS BAYOU	CONSTRUCT 10FT WIDE SHARED-USE CONCRETE TRAIL WITH WAYFINDING.	2039
18096			HARRIS	MIDTOWN MANAGEMENT DISTRICT	MIDTOWN MANAGEMENT DISTRICT	ISABELLA ST	GRAY STREET	RECONSTRUCTION OF 6FT SIDEWALKS AND ADA-COMPLIANT RAMPS; THE INSTALLATION OF PEDESTRIAN AMENITIES SUCH AS ENHANCED STREET LIGHTING, PEDESTRIAN LIGHTING, FUNCTIONAL LANDSCAPING, BENCHES, AND TRASH RECEPTACLES; THE INSTALLATION OF AN ON-STREET BI-DIRECTIONAL BICYCLE TRACK ALONG CRAWFORD STREET / ALMEDA ROAD AND INSTALLATION OF PEDESTRIAN AND BICYCLE SIGNALS.	2039
18093			HARRIS	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	PORT CONNECTOR GREENWAY	VA	VA	CONSTRUCT A NEW NORTH-SOUTH GREENWAY INCLUDING DEDICATED BIKE PATHS, A NEW BRIDGE OVER BUFFALO BAYOU, A NEW TRAIL ALONGSIDE OLD GALVESTON ROAD, A NEW BRIDGE ACROSS SIMS TO A NEW GREENWAY SOUTH TO HOBBY AIRPORT, PLUS ASSOCIATED INTERSECTION IMPROVEMENTS.	2039
18198			HARRIS	METRO	SPRINGWOODS PARK AND RIDE	NEAR SPRINGWOODS VILLAGE PKWY		NEW PARK AND RIDE IN VICINTY OF IH-45 N AND SPRINGWOODS VILLAGE PKWY	2039
18814			HARRIS	METRO	BOOST CORRIDORS	VA	VA	BOOST IMPROVEMENTS - BUS PRIORITY TREATMENTS, BUS STOP OPTIMIZATION, AND FREQUENT SERVICE ALONG MULTIPLE ARTERIALS	2040
18226			HARRIS	HIGH CAPACITY TASK FORCE	FIFTH WARD/DENVER HARBOR ONLINE STATION			IN-FREEWAY BUS STATION FOR IH-10 EAST HOV FACILITY; CONNECTION TO FIFTH WARD/DENVER HARBOR TRANSIT CENTER	2040

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18206			HARRIS	HIGH CAPACITY TASK FORCE	FM 1093	FM 359		NEW PARK AND RIDE IN VICINITY OF INTERSECTION OF FMS 1093 AND 359 IN FULSHEAR	2040
18207			HARRIS	HIGH CAPACITY TASK FORCE	FM 1093	NEAR FM 359		NEW PARK AND RIDE IN VICINITY OF INTERSECTION OF FMS 1093, 359 AND 1463 NEAR CINCO RANCH	2040
18194			HARRIS	HIGH CAPACITY TASK FORCE	FM 1960	W. LAKE HOUSTON PKWY.		NEW PARK AND RIDE IN VICINITY OF FM 1960 AND W LAKE HOUSTON PKWY	2040
18166			HARRIS	METRO	HEMPSTEAD ROAD TRANSIT CENTER	AT HEMPSTEAD RD AND N POST OAK		NEW TRANSIT CENTER AT HEMPSTEAD RD AND N POST OAK	2040
18183			HARRIS	HIGH CAPACITY TASK FORCE	IH 10 E	DOWNTOWN HOUSTON	GARTH RD	NEW 2-LANE HOV FACILITY ALONG IH 10 E	2040
18224			HARRIS	HIGH CAPACITY TASK FORCE	IH 10 W	AT WESTGREEN T-RAMP		CONSTRUCT 2-WAY T-RAMP CONNECTING IH-10 WEST DIAMOND LANES TO FUTURE PARK & RIDE FACILITY	2040
18222			HARRIS	HIGH CAPACITY TASK FORCE	IH-45 HOV T-RAMP	AT EL DORADO BLVD.		T-RAMP FOR IH-45 GULF HOV FACILITY; PROVIDES DIRECT ACCESS TO EL DORADO PARK AND RIDE	2040
18805			HARRIS	METRO	KINGWOOD DR.	AT US 59N		CONSTRUCT NEW PARK AND RIDE; PART OF IH 69/US 59 S OFF-PEAK HOV/DIAMOND LANES	2040
18174			HARRIS	METRO	LRT EXTENSION TO HOBBY AIRPORT	MLK/GRIGG RD	HOBBY AIRPORT	EXTENSION OF GREEN/PURPLE/SOUTHEAST FROM MLK/GRIGGS TO HOBBY AIRPORT VIA MLK AND EAST BELLFORT; INCLUDES 9 STATIONS	2040
18804			HARRIS	METRO	MAXEY RD	IN VICINITY OF US 90		CONSTRUCT NEW PARK AND RIDE BETWEEN US 90 AND IH 10 E	2040
18225			HARRIS	HIGH CAPACITY TASK FORCE	MEMORIAL CITY BUS STATION			IN-FREEWAY BUS STATION FOR IH-10 WEST MANAGED LANES; CONNECTION TO MEMORIAL CITY TRANSIT CENTER	2040
18228			HARRIS	HIGH CAPACITY TASK FORCE	METRO SERVICE AREA	VA	VA	OPERATIONS AND MAINTENANCE OF PROPOSED HIGH CAPACITY TRANSIT NETWORK	2040
18190			HARRIS	METRO	METRO SERVICE AREA	VA	VA	BUS PRIORITY TREATMENTS, BUS STOP OPTIMIZATION, AND FREQUENT SERVICE ALONG MULTIPLE ARTERIALS	2040
18173			HARRIS	METRO	NORTHLINE TRANSIT CENTER NORTH LRT - (RED LINE)	NORTHLINE TRANSIT CENTER	N SHEPHERD PARK AND RIDE	EXTENSION OF RED/NORTH LRT LINE FROM NORTHLINE TRANSIT CENTER TO N. SHEPHERD PARK AND RIDE	2040

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18217			HARRIS	HIGH CAPACITY TASK FORCE	PASADENA TRANSIT CENTER	SH 225	S. SHAVER	NEW TRANSIT CENTER IN VICINITY OF SH 225, S SHAVER AND MAIN ST	2040
18801			HARRIS	METRO	RED LINE	FANNIN SOUTH TRANSIT CENTER	MISSOURI CITY	RED LINE LRT EXTENTION (PLANNING PHASE)	2040
18218			HARRIS	HIGH CAPACITY TASK FORCE	SAN JACINTO COLLEGE TRANSIT CENTER	SPENCER HWY		NEW TRANSIT CENTER AT SAN JACINTO COLLEGE CENTRAL CAMPUS ON SPENCER HWY.	2040
18202			HARRIS	HIGH CAPACITY TASK FORCE	SH 225	AT BROADWAY		NEW PARK AND RIDE AT STUB END OF SH 225 AT BROADWAY AND LAWNDALE	2040
15590	3510-06-021	A00117225	HARRIS	TXDOT HOUSTON DISTRICT	SH 99	AT SH 249		SEG F-1/F-2: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (SB-WB, SB-EB, WB-NB, EB-NB)	2040
15591	3510-06-022	A00117226	HARRIS	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N		SEG G: CONSTRUCT 6 DIRECT CONNECTORS (TOLL) (WB-NB, WB-SB, SB-EB, NB-EB, EB-SB, NB-WB)	2040
18210			HARRIS	HIGH CAPACITY TASK FORCE	SH 99	AT US 90A		NEW PARK AND RIDE IN VICINITY OF THE INTERSECTION OF US 90A, SH 99 AND FM 1464.	2040
18208			HARRIS	HIGH CAPACITY TASK FORCE	SH 99	AT WESTPARK TOLLWAY		NEW PARK AND RIDE IN VICINITY OF SH 99 AND WESTPARK TOLLWAY	2040
18116			HARRIS	HARRIS COUNTY	SHELDON RD	MARKET ST	JACINTO PORT BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 5 LANES IN SECTIONS WITH INTERSECTION IMPROVEMENTS AT MARKET ST AND SHELDON RD.	2040
18191			HARRIS	HIGH CAPACITY TASK FORCE	SPENCER HWY	VA	VA	BUS PRIORITY TREATMENTS, BUS STOP OPTIMIZATION, AND FREQUENT SERVICE ALONG AIRPORT/COLLEGE/SPENCER BETWEEN HOBBY AIRPORT AND SAN JACINTO COLLEGE CENTRAL IN LAPORTE	2040
18211			HARRIS	HIGH CAPACITY TASK FORCE	SUGAR LAND TOWN CENTER PARK AND RIDE	AT SH 6 AND IH-69		CONSTRUCT NEW PARK AND RIDE IN VICINITY OF IH-69 AND SH 6; REPLACED LEASE SPACES AT FIRST COLONY AMC; STRUCTURED FACILITY	2040

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT									
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18809			HARRIS	METRO	TMC			TMC TRANSIT IMPROVEMENTS AND SERVICE INTEGRATION	2040
18115			HARRIS	BRIDGELAND MANAGEMENT DISTRICT	TUCKERTON RD	TERMINUS OF TUCKERTON ROAD AT SH 99	KATY HOCKLEY RD	CONSTRUCT 4 LANE DIVIDED ROADWAY	2040
18179			HARRIS	HIGH CAPACITY TASK FORCE	US 290 COMMUTER LINE	HEMPSTEAD	N POST OAK	COMMUTER SERVICE FROM HEMPSTEAD TO HEMPSTEAD/N POST OAK PARALLELING UPRR; INCLUDES 8 STATIONS	2040
18181			HARRIS	HIGH CAPACITY TASK FORCE	US 90 A COMMUTER LINE	ROSENBERG	FANNIN SOUTH	COMMUTER SERVICE FROM ROSENBERG TO FANNIN SOUTH PARALLELING UPRR; INCLUDES 12 STATIONS.	2040
18195			HARRIS	HIGH CAPACITY TASK FORCE	W. MAIN ST.	N. BROADWAY		NEW PARK AND RIDE IN VICINTY OF W MAIN AND N BROADWAY IN LAPORTE	2040
18177			HARRIS	METRO	WEST HOUSTON CORRIDOR (BW	MISSOURI CITY PARK AND RIDE	W LITTLE YORK PARK AND RIDE	NEW BRT BUSWAY	2040
18215			HARRIS	HIGH CAPACITY TASK FORCE	WEST OAKS MALL TRANSIT CENTER	SH 6 NEAR WESTHEIMER		NEW TRANSIT CENTER IN THE VICINITY OF SH 6, WESTHEIMER AND RICHMOND	2040
18180			HARRIS	HIGH CAPACITY TASK FORCE	WESTPARK COMMUTER LINE	FULSHEAR	GESNER	COMMUTER SERVICE FROM FULSHEAR TO GESSNER P&R ALONG WESTPARK; INCLUDES 10 STATIONS; INTERLINES WITH UNIVERSITY CORRIDOR BETWEEN WESTCHASE AND WESTPARK	2040
18128			HARRIS	CITY OF BAYTOWN	HUNT RD	NORTH MAIN ST	SH 146	CONSTRUCT 4 LANE DIVIDED ROADWAY WITH ELEVATED RAILROAD CROSSING AND BRIDGE	2041
18143			HARRIS	HOUSTON PARKS BOARD	CS	VA	VA	CONSTRUCT GREENWAYS WITH 10 FT WIDE SHARED-USE CONCRETE TRAIL WITH LIGHTING, WAYFINDING, SIGNED AND SIGNALIZED ROADWAY CROSSINGS AND GRADE SEPARATIONS OVER BAYOUS, HIGHWAYS, BUSY STREETS OR RAILROADS.	2042
18139			HARRIS	CITY OF HOUSTON	DAIRY ASHFORD RD	WESTHEIMER	IH 10	WIDEN FROM 4 LANES TO 6 LANES ROADWAY WITH BRIDE RECONSTRUCTION, PEDESTRIAN FACILITIES	2042
18800			HARRIS	METRO	SOUTHWEST CORRIDOR (US 90A)	TMC	MISSOURI CITY (BW 8 AND SH 6)	TRANSIT CORRIDOR (FIXED GUIDEWAY/RAIL) WITH MULTIPLE TRANSIT HUBS	2042

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18142			HARRIS	CITY OF HOUSTON	WAUGH DR/HEIGHTS BLVD/YALE ST	IH 10	NEVADA/BOMAR ST	RECONSTRUCT AND REALIGN WITH SINGLE POINT URBAN INTERCHANGE AT MEMORIAL DRIVE, BICYCLE AND PEDESTRIAN IMPROVEMENTS, SIGNAL IMPROVEMENTS IMPROVED TRANSIT STOPS AND DETENTION PONDS.	2042
18141			HARRIS	EAST END DISTRICT	GREATER EAST END MANAGEMENT DISTRICT	VA	VA	RECONSTRUCTION OF SAMPSON/YORK INTERSECTION TO ACCOMODATE WALKING AND BIKING CONNECTIVITY.	2045
18039			LIBERTY	TXDOT BEAUMONT DISTRICT	FM 1960	SH 321	SH 99	WIDEN ROADWAY FROM 2 LANES TO 4 LANES	2030
18063			LIBERTY	CITY OF DAYTON	WACO ST	SH 321	FM 1960	CONSTRUCT 3 LANE ROADWAY WITH CLTL, SIDEWALK ON EAST SIDE AND STORM SEWER IMPROVEMENTS	2032
12007			LIBERTY	TXDOT BEAUMONT DISTRICT	SH 105 BYPASS	SH 105 W OF CLEVELAND	SH 321 E OF CLEVELAND	WIDEN FROM 2 TO 4 LANES	2034
18078			LIBERTY	TXDOT BEAUMONT DISTRICT	FM 2052	IH 69	SL 573	ADD ADDITIONAL BRIDGE WIDTH TO FM 2025 BRIDGE AT US 59 FOR TURN LANES & INSTALL TURN LANES ON FM 2025 FROM US 59 TO SH 573	2035
18319			LIBERTY	TXDOT BEAUMONT DISTRICT	FM 787	AT TRINITY RIVER		FM 787 TRINITY RIVER BRIDGE RELOCATION IN LIBERTY COUNTY	2035
18082			LIBERTY	TXDOT BEAUMONT DISTRICT	SH 146	1.9 MILES N OF SL 227	US 90	WIDEN FROM 2 TO 4 LANES, ADD TURN LANES, AND DIAMOND GRIND PAVEMENT	2035
18121			LIBERTY	TXDOT BEAUMONT DISTRICT	FM 1008	CR 632	N WINFREE ST	INCREASE PAVEMENT WIDTH AND ADD LEFT TURN BAYS	2040
16313	0523-07-002	A00132294	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1488	BF 1488-P	SH 249	CONSTRUCT 4 LANE DIVIDED ROADWAY ON NEW LOCATION (FC: MINOR ARTERIAL) (MAGNOLIA BYPASS)	2029
17202	1062-03-052	A00126092	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1485	SH 242	KIDD CEMETARY RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	2032

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18064			MONTGOMERY	HOUSTON TRANSTAR	SH 105	FOSTORIA ROAD	FM 1486	INSTALLATION OF FIBER OPTIC CABLE IN MONTGOMERY COUNTY ON SH 105 FROM FOSTORIA ROAD TO FM 1486.	2032
18329			MONTGOMERY	HOUSTON TRANSTAR	SH 105	IH 45	FM 1486	INSTALLATION OF FIBER OPTIC CABLE IN MONTGOMERY COUNTY ON SH 105 FROM FOSTORIA ROAD TO FM 1486.	2032
18067			MONTGOMERY	THE WOODLANDS TOWNSHIP	COLLEGE PARK DR	ALLEN WOODS DR	HARPERS LANDING DR	CONSTRUCT A NEW 12' CONCRETE PATH ON FM 242 (COLLEGE PARK DR) WITH RR CROSSING WITH GATE ARMS AND PANELS, A DRAINAGE CULVERT AND LANDSCAPING.	2033
18075			MONTGOMERY	CITY OF SHENANDOAH	DAVID MEMORIAL DR	SH 242	DAVID MEMORIAL DR TERMINUS	EXTENSION OF DAVID MEMORIAL DRIVE FROM EXISTING END OF ROADWAY, NORTH TO SH 242	2033
18068			MONTGOMERY	HOUSTON TRANSTAR	SH 242	IH 45 N	FM 1485	INSTALLATION OF FIBER OPTIC CABLE ON SH 242	2033
187	0338-11-028	A00089301	MONTGOMERY	TXDOT HOUSTON DISTRICT	LP 336	E OF IH 45	FM 3083	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	2035
16349	0720-02-099	A00188132	MONTGOMERY	MONTGOMERY COUNTY	SH 249	FM 1774/FM 149 IN PINEHURST	HARRIS CL	WIDEN FROM 4-LANE TO 6-LANE TOLLWAY	2035
17232	3510-07-006	A00117305	MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 99	AT IH 69 N		SEG G: CONSTRUCT 2 DCS (TOLL) (EB-SB, SB-WB)	2035
18158			MONTGOMERY	MONTGOMERY COUNTY	BIRNHAM WOODS DR	ELAN BOULEVARD	FULLER BLUFF DR	CONSTRUCT 5,900 FT OF SIDEWALK AND PEDESTRIAN BRIDGE.	2037
18091			MONTGOMERY	THE WOODLANDS TOWNSHIP	THE WOODLANDS TOWNSHIP	VA	VA	SAFE SCHOOL ACCESS ON KUYKENDAHL ROAD FROM CREEKSIDE GREEN DRIVE TO TIMARRON DRIVE; LAKE WOODLANDS DRIVE TO RESEARCH FOREST DRIVE (EXCLUDING BRIDGE CROSSING); HEB (3601 FM 1488) TO FM 1488; PANTHER CREEK DRIVE FROM MCCULLOUGH JUNIOR HIGH SCHOOL TO SPIRAL VINE CIRCLE; RESEARCH FOREST DRIVE FROM CATS CRADLE DRIVE TO BEAR SPRINGS PLACE.	2039
18117			MONTGOMERY	CITY OF CONROE	FM 1314/AIRPORT RD	SH 105	FM 3083	CONSTRUCT 4 LANE UNDIVIDED ROADWAY WITH SIDEWALKS, STORM SEWER, WASTEWATER AND WATER LINE IMPROVEMENTS	2040

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT

MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18119			MONTGOMERY	CITY OF CONROE	FOSTER DR	SH 75 (FRAZIER DR)	FM 1314 (PORT RD)	WIDEN 2 LANE TO 4 LANE UNDIVIDED ROADWAY AND BRIDGE WITH SIGNAL, SIDEWALKS, STORM SEWER, WASTEWATER AND WATER LINE IMPROVEMENTS	2040
18220			MONTGOMERY	HIGH CAPACITY TASK FORCE	IH-45 HOV T-RAMP	AT WOODLAND TOWN CENTER		T-RAMP FOR IH-45 NORTH DIAMOND LANES; PROVIDES DIRECT ACCESS TO THE WOODLANDS TOWN CENTER	2040
15592	3510-07-013	A00117307	MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 99	AT IH 69 N		SEG H: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (WB-NB, WB-SB, SB-EB, NB-EB)	2040
18216			MONTGOMERY	HIGH CAPACITY TASK FORCE	SIX PINES DR	NEAR LAKE ROBBINS DR		NEW TRANSIT CENTER IN VICINITY OF SIX PINES DR AND LAKE ROBBINS DR	2040
15311			MULTIPLE	METRO	METRO SERVICE AREA	VA	VA	REGIONAL VANPOOL PROGRAM: FY 2033-2045	2033
17154			MULTIPLE	TEXAS CENTRAL HIGH-SPEED TRAIN	TEXAS CENTRAL HIGH-SPEED TRAIN CORRIDOR	WALLER C/L	NORTHWEST TRANSIT CENTER	CONSTRUCT HIGH-SPEED PASSENGER TRAIN SYSTEM WITH PARALLEL, GRADE SEPARATED, UNIDIRECTIONAL TRACKS WITH OVER 50% ON VIADUCT AND THE REMAINING ON EMBANKMENT	2026
17211	1006-02-010	A00120834	WALLER	TXDOT HOUSTON DISTRICT	FM 529	FM 362	HARRIS C/L	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2029
18328	0271-09-025	A00121223	WALLER	TXDOT HOUSTON DISTRICT	US 90	IH 10	FM 2855	WIDEN FROM 2 LANES TO 4 LANES	2029
10950	0543-01-054	A00090676	WALLER	TXDOT HOUSTON DISTRICT	FM 359	IH 10	US 90	WIDEN FROM 2 TO 4 LANES DIVIDED	2030
17234	0114-11-083	A00121223	WALLER	TXDOT HOUSTON DISTRICT	US 290	WASHINGTON C/L	SH 6	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES	2030
17204	0409-03-012	A00128380	WALLER	TXDOT HOUSTON DISTRICT	FM 1488	BS 290	FM 1098	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	2034
18720	0912-00-646	A00138907	WALLER	TXDOT HOUSTON DISTRICT	36A N	IH 10 W	US 290	CONSTRUCT FOUR-LANE DIVIDED ON NEW LOCATION	2040

2025 -2028 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSESSMENT									
MPOID	CSJ#	TxCID	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	FISCAL YEAR
18204			WALLER	HIGH CAPACITY TASK FORCE	BS 290	NEAR UNIVERSITY DR	-	NEW PARK AND RIDE IN VICINITY OF BS 290 AND UNIVERSITY DR IN PRAIRIE VIEW	2040
18205			WALLER	HIGH CAPACITY TASK FORCE	BS 290	NEAR FM 362	-	NEW PARK AND RIDE IN VICINITY OF BS 290 AND FM 362 IN WALLER	2040
18203			WALLER	HIGH CAPACITY TASK FORCE	HEMPSTEAD PARK AND RIDE	-	-	NEW PARK AND RIDE IN DOWNTOWN HEMSPTEAD	2040

Appendix E
Federal and State Funding Categories

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Table E-1 Unified Transportation Program Funding Categories

FUNDING CATEGORY
1

Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. **Preventive Maintenance** Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete. **Rehabilitation** Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.	Funding is allocated to each TxDOT district based on the following formulas: **Preventive Maintenance** A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance. 65% On-system lane miles 33% Pavement distress score factor 2% Square footage of on-system bridge deck area **Rehabilitation** 32.5% Three-year average lane miles of pavement with distress scores <70 20% vehicle miles traveled per lane mile (on system) 32.5% Equivalent single-axle load miles (on and off system and interstate) 15% Pavement distress scores pace factor	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
FUNDING CATEGORY 2 Metropolitan and Urban Area Corridor Projects	Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.	Each MPO shall receive an allocation of Category 2 based on the following formula: **Category 2 Metropolitan (2M)** Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). 30% Total vehicle miles traveled (on and off system) 17% Population 10% Lane miles (on system) 14% Truck vehicle miles traveled (on system) 7% Percentage of census population below the federal poverty level 15% Based on congestion 7% Fatal and incapacitating crashes **Category 2 Urban (2U)** Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula: 20% Total vehicle miles traveled (on and off system) 25% Population 8% Lane miles (on system) 15% Truck vehicle miles traveled (on system) 4% Percentage of census population below the federal poverty levels 8% Centerline miles (on system) 10% Congestion 10% Fatal and incapacitating crashes	MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.
FUNDING CATEGORY 3 Non-Traditionally Funded Transportation Projects	Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories) Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.	Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast, because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.	Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
FUNDING CATEGORY 4 Statewide Connectivity Corridor Projects	Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes: – Texas highway Trunk System – National Highway System (NHS) – Connections to major seaports or border crossings – national Freight network – hurricane evacuation routes The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types: – Mobility corridors: high-traffic routes with potential need for additional roadway capacity – Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided – Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains	**Category 4 Rural Connectivity** Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis. **Category 4 Urban Connectivity** Funds distributed using the same formula as Category 2	TxDOT districts select Category 4 Rural projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.
FUNDING CATEGORY 5 Congestion Mitigation and Air Quality Improvement	Category 5 addresses attainment of national Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles. Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.	TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. non-attainment areas are designated by the federal Environmental Protection Agency (EPA).	TxDOT districts oversee the selection of MPO projects using a performance-based prioritization process that assesses mobility and air quality needs within a nonattainment area.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
FUNDING CATEGORY 6 **Structures Replacement and Rehabilitation (Bridge)**	Category 6 addresses bridge improvements through the following sub-programs. **Highway Bridge Program** For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges. **Bridge Maintenance and Improvement Program** For rehabilitation of eligible bridges on the state highway system. **Bridge System Safety Program** For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system. For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.	Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.	**TxDOT's Bridge Division** selects projects using a performance-based prioritization process. **Highway Bridge** projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings. **Bridge Maintenance and Improvement** projects are selected statewide based on identified bridge maintenance/ improvement needs. **Bridge System Safety** projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.
FUNDING CATEGORY 7 **Metropolitan Mobility and Rehabilitation**	Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector. Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.	TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.	MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
FUNDING CATEGORY 8 **Safety**	Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips. **Highway Safety Improvement Program (HSIP)** Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic highway Safety Plan (HSIP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF. **Systemic Widening Program (SSW)** Statewide program to fund the widening of high-risk narrow highways on the state highway system. **Road to Zero (RTZ)** Program initiated by the Texas Transportation Commission in the 2020 UTP with $600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.	Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.	**HSIP** Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights. **Road to Zero** Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.
FUNDING CATEGORY 9 **Transportation Alternatives Set-Aside Program**	Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities: Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. Construction of infrastructure-related projects that provide safe routes for non-drivers.	MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT, MPOs, and FHWA. TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.	For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT. Funds allocated to statewide use, as well as small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.

FUNDING CATEGORY
10

Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 10 addresses a variety of transportation improvements through the following sub-programs: **Supplemental Transportation Projects (Federal)** Federal discretionary and congressional high-priority projects. **Carbon Reduction Program (CRP)** Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO_2) emissions from on-road highway sources. **Federal Lands Access Program (FLAP)** Addresses transportation facilities located on, are adjacent to, or provide access to federal lands. **Texas Parks and Wildlife Department (TPWD)** Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD. **Green Ribbon Program** Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties. **Americans with Disabilities Act (ADA) Pedestrian Program** Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities. **Landscape Incentive Awards** Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects. **Railroad Grade Crossing and Replanking Program** Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).	**Supplemental Transportation Projects (Federal)** Directed by federal legislation. **Carbon Reduction Program** TxDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to MPOs by population. **Federal Lands Access Program** Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state. **Texas Parks and Wildlife Department (TPWD)** Per Rider 21(c), funding is distributed as a statewide allocation. **Green Ribbon Program** Per Rider 15, allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties. **Americans with Disabilities Act (ADA)** Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps. **Landscape Incentive Awards** Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program. **Railroad Grade Crossing and Replanking Program** Condition of crossing's riding surface and benefit to cost per vehicle using crossing. **Railroad Signal Maintenance Program** Based on number of crossings and type of automatic devices present at each.	For **CRP**, statewide projects are administered by TxDOT's Transportation Planning & Programming Division whereas MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000. For **FLAP**, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP. **The Texas Parks and Wildlife Department** (TPWD) selects State Park Roads projects in coordination with TxDOT districts. **Green Ribbon** allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division. **ADA** projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division. **Landscape Incentive Awards** are managed by the TxDOT Design Division.

FUNDING CATEGORY
10

Supplemental Transportation Programs
(continued)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Railroad Signal Maintenance Program Financial contributions to each railroad company in the state for signal maintenance. **Safety Rest Area/Truck Parking** This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system. **Intelligent Transportation Systems (ITS)** Improve Traffic Asset Management and Device Monitoring for better security controls. **Category 10 Carbon Reduction** In accordance with the federal IIJA, a new Carbon Reduction subprogram has been added to Category 10. Carbon Reduction funding is allocated to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000. Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion using alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.	**Safety Rest Area/Truck Parking** Allocated to TxDOT's Maintenance Division, which selects projects statewide. **Intelligent Transportation System** Allocated to various TxDOT Divisions, which selects projects statewide.	The TxDOT Rail Division in coordination with TxDOT districts selects **Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects**. All projects are selected using a performance-based prioritization process. **Safety Rest Area/Truck Parking** projects are selected and managed by TxDOT's Maintenance Division. **Intelligent Transportation System** projects are selected and managed by TxDOT's various divisions.

FUNDING CATEGORY
11
District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway). **District Discretionary** Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. however, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition. **Energy Sector** Safety and maintenance work on state highways impacted by the energy sector. **Border State Infrastructure Funding** Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico. **District Safety** District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors. **Construction Cost Overruns/Change Order** Provides additional funding for costs that are realized at letting and during construction.	**District Discretionary** Minimum $2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used: 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns. **Energy Sector** Allocation formula based on the following weighted factors: 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% number of well completions 10% volume of oil and gas waste injected **Border State Infrastructure Funding** Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts. **District Safety** 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate **Construction Cost Overruns/Change Order** Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.	**TxDOT Districts** select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs. **The Texas Transportation Commission** allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives. **Border State Infrastructure Funding** Project selection criteria include, but are not limited to: – number of land border ports of entry – number of incoming commercial trucks and railcars – number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks

FUNDING CATEGORY
12
Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 12 addresses projects with specific importance to the state, including those that improve: – Congestion and connectivity – Economic opportunity – Energy sector access – Border and port connectivity – Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report – The ability to respond to both man-made and natural emergencies Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs. **Texas Clear Lanes** This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).	The Texas Transportation Commission selects projects statewide using a performance-based prioritization process. Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.

Table E-2 Federal Transit Administration Funding Categories

FUNDING CATEGORY	DESCRIPTION	ALLOCATION OR DISTRIBUTION
1 Section 5303/5304 Planning Grants	Provides formula funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.	State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION
FUNDING CATEGORY 2 Section 5307 Urbanized Area Formula Grants	The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.	Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials and providers of publicly owned public transportation service shall select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area. Funding for urbanized areas with a population of between 50,000 and 199,999 is made available to a State's or territory's governor or governor's designee. For urbanized areas with a population of less than 200,000, the governor or governor's designee is responsible for receiving and apportioning funds to eligible projects and recipients.
FUNDING CATEGORY 3 Section 5309 Capital Investment Grants	This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.	For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION
FUNDING CATEGORY 4 Section 5310 Capital Investment Grants	This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complimentary paratransit services.	States, local government authorities, and designated recipients are direct recipients; Eligible subrecipients include private nonprofit organizations, states or local government authorities, and operators of public transportation. Operators of public transportation are entities that provide regular continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low-income. Operators of public transportation are eligible as subrecipients for nontraditional Section 5310 projects.
FUNDING CATEGORY 5 Section 5311 Formula Grants for Rural Areas	The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.	Eligible recipients include states and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

FUNDING CATEGORY

6

Section 5337 State of Good Repair Grants

DESCRIPTION	ALLOCATION OR DISTRIBUTION
The formula component of the State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas. Additionally, State of Good Repair formula grants are eligible for developing and implementing Transit Asset Management plans. An urbanized area is one that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census, as an 'Urban Area' with a population of 50,000 or more.	Funding for urbanized areas with a population of 200,000 or more is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. For urbanized areas with a population of 200,000 or more, governors, responsible local officials, and providers of publicly owned public transportation service select a designated recipient to receive and apportion funds to eligible projects and recipients within the urbanized area.

FUNDING CATEGORY

7

Section 5339 Grants for Buses and Bus Facilities

DESCRIPTION	ALLOCATION OR DISTRIBUTION
The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.	Eligible applicants for the Buses and Bus Facilities Program include designated recipients that allocate funds to fixed-route bus operators, States (including territories and Washington D.C.) or local governmental entities that operate fixed route bus service, and Indian tribes. Eligible subrecipients include all otherwise eligible applicants and private nonprofit organizations engaged in public transportation.

Appendix F
MPO Self Certification

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Appendix F – MPO Self Certification

Section 450.336 of the Metropolitan Planning Rules (**23 CFR Part 450**) requires that at least every 4 years, the Metropolitan Planning Organization (H-GAC) and the Texas Department of Transportation certify that the planning process is addressing the major issues facing the area and is being conducted in accordance with applicable federal laws and regulations. The requirements are contained in the following legislation and regulations:

1. **23 U.S.C. 134, 49 U.S.C. 5303,The Metropolitan Planning Rules**
   These laws and regulations provide the legal framework for conducting the transportation planning process in Metropolitan Planning Areas. They direct the process for developing transportation plans, programs and activities and promote the safe and efficient management, operation and development of multimodal transportation systems through a continuing, cooperative, and comprehensive planning process.

2. **The Clean Air Act (42 U.S.C.7504, 7506(c) and (d), 23 U.S.C. 134, 40 CFR 93**
   In non-attainment and maintenance areas, these laws and regulations discusses the planning and development of an air quality State Implementation Plan and require an air quality conformity analysis to demonstrate that the transportation plans and programs are consistent with the objectives of the State Implementation Plan.

3 **Title VI of the Civil Rights Act of 1964**
   Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in all federally assisted programs. Subsequent laws and Presidential Executive Orders have added handicap, sex, age, and income status to the criteria for which discrimination is prohibited. Furthermore, recipients of federal funding must make environmental justice a part of their agency mission and ensure that individuals are not denied benefits or the opportunity to participate in the public discourse because they have limited English language communication skills. .

4 **49 U.S.C. 5332**
   This section states a person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of their race, color, religion, national origin, sex, disability, or age.

5 **Section 1101(b) of the FAST Act –LU (Pub. L. 114-357) and 49 CFR part 26**
   These sections provide the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

6. **23 CFR part 230**

   This section provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

7. **The American Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq)**
   This Act, along with the Department of Transportation (DOT) regulations "Transportation for Individuals with disabilities" (49 CFR Part 27, 37, and 38), prohibit discrimination against people with disabilities in employment, transportation, public accommodation, communications, governmental activities, and at commercial facilities.

8. **The Older Americans Act, as amended (42 U.S.C 6101)**
   This act prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance.

9. **Section 324 of title 23 U.S.C.**
   This section prohibits discrimination based on gender.

10. **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794), 49 CFR part 27**
    This section prohibits discrimination against individuals with disabilities.

The certification of these requirements by the H-GAC Metropolitan Planning Organization and the Texas Department of Transportation follow.

Resolution
NO. 2024-15

TEXAS DEPARTMENT OF TRANSPORTATION
METROPOLITAN PLANNING ORGANIZATION
SELF-CERTIFICATION

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

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

Eliza Paul, P.E. District Engineer
Texas Department of Transportation
Houston District

6/28/24
Date

Martin Gonzales, P.E. District Engineer
Texas Department of Transportation
Beaumont District

6/28/24
Date

Hon. Justin Beckendorff, Chairman
Transportation Policy Council

6/28/24
Date

Hon. Nancy Arnold, Secretary
Transportation Policy Council

6/28/24
Date

Appendix G
MPO Designation Agreement

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STATE OF TEXAS
OFFICE OF THE GOVERNOR
AUSTIN, TEXAS 78711

WILLIAM P. CLEMENTS, JR.
GOVERNOR

MEMORANDUM

TO: Metropolitan Planning Organization Points of Contact

FROM: Allan Rutter, Governor's Office of Budget and Planning

DATE: September 9, 1988

SUBJECT: Returned Copies of Signed MPO Designation Agreements

Enclosed you will find your copy of the signed agreement which designates your group as the Metropolitan Planning Organization for your urbanized area. Keep this in a safe place, since this will be the last time we have to perform this particular task.

I appreciate your patience and cooperation with this final iteration of the MPO redesignation process. Please continue to send me copies of MPO documents and products which you think would be of interest. Do not hesitate to contact me if you need to revise or change these agreements at any point in the future.

RECEIVED
SEP 13 1988
ADMINISTRATION

RECEIVED
AUG 29 1988
GOVERNOR'S BUDGET OFFICE

AGREEMENT

STATE OF TEXAS

COUNTY OF TRAVIS

THIS AGREEMENT Made this 6th day of Sept., A.D., 1988, by and between the Office of the Governor, State of Texas, acting by and through the Office of Budget and Planning, Party of the First Part, and the HOUSTON-GALVESTON AREA COUNCIL, Party of the Second Part:

WITNESSETH

WHEREAS, the Federal-Aid Highway Act of 1973 in Section 112 allocates planning funds to Metropolitan Planning Organizations to support the urban transportation planning process; and

WHEREAS, the Federal Highway Administration (in accordance with Section 112 of the Federal-Aid Highway Act of 1973) and the Urban Mass Transportation Administration (in accordance with Section 8 of the Urban Mass Transportation Administration Act of 1964, as amended) intend to fund the same designated metropolitan planning organization in each metropolitan area; and

WHEREAS, The Federal Aviation Administration intends to consider this agency for the receipt of airport system planning funds under Section 13 of the Airport and Airway Development Act of 1970 as amended; and

WHEREAS, it is the desire of the parties that urban transportation planning be integrated to the maximum extent possible with other areawide planning in the metropolitan area; and

WHEREAS, the successful implementation of urban transportation planning requires the assistance and concurrence of all local governments in the metropolitan area.

NOW THEREFORE, it is hereby agreed that the use of funds made available under Section 112 of the Federal-Aid Highway Act of 1973 shall be governed by the organization and responsibilities as set out in the following paragraphs:

I. Organization

The HOUSTON-GALVESTON AREA COUNCIL shall be the Metropolitan Planning Organization for transportation planning in the HOUSTON/GALVESTON, TEXAS CITY, AND LA MARQUE urbanized area.

The Metropolitan Planning Organization shall:

A. Develop or assist in the development of a multi-modal transportation planning process. Prepare a Unified Work Program which would specify the use of Section 112 funds or in those regions where a Unified Work Program is not required, prepare a plan for the use of these monies, and submit the Unified Work Program or plan for approval to the Committee established pursuant to Section 134 of Chapter 1 of Title 23 United States Code.

B. Insure that transportation planning in the urbanized area is successful, coordinated, and integrated with other comprehensive planning in the State Planning Region.

C. Use the Committee structure established pursuant to Section 134 of Chapter 1 of Title 23 U. S. C. as the group responsible for giving the Metropolitan Planning Organization overall transportation policy guidance.

II. Section 112 of the 1973 Federal-Aid Highway Act authorizes additional funds for the purpose of carrying out the provisions of Section 134 of Chapter 1, of Title 23 U. S. C. Therefore, first consideration for the distribution of Section 112 funds will be given to planning efforts being conducted by cities, counties, and regional councils of governments who are assigned responsibility for basic elements of the urban Transportation Study Agreements established by the State Department of Highways and Public Transportation pursuant to Section 134 of Chapter 1 of Title 23 U. S. C.

III. This agreement shall in no way establish any activity or process that would infringe upon or interfere with the statutory obligation of the State Department of Highways and Public Transportation.

IV. The Metropolitan Planning Organization will contract with the State Department of Highways and Public Transportation for Section 112 Planning Funds. The expense involved in urban transportation planning will be assumed by the Metropolitan Planning Organization or agencies with which the Metropolitan Planning Organization has subcontracted to accomplish work identified in the approved Unified Work Program or plan for the use of Section 112 funds. Vouchers for completed work under the annual Unified Work Program or plan utilizing Section 112 funds will be audited and approved by the State Department of Highways and Public Transportation according to federal and state requirements. Reimbursement will be made on a periodic basis.

V. This agreement may be renegotiated as necessary to meet changing conditions or terminated by either party upon 30 days notice.

VI. This agreement will remain in full force and effect until such time as the HOUSTON-GALVESTON AREA COUNCIL is no longer the designated Metropolitan Planning Organization or unless terminated as provided in Item V above.

IN WITNESS WHEREOF, the Parties have hereunto affixed their signatures on the dates indicated.

Party of the First Part
OFFICE OF THE GOVERNOR
STATE OF TEXAS

BY: W. P. Clements, Jr.

Date: September 9 1988

Party of the Second Part

BY: _____
Jack Steele
Executive Director

Date: August 24, 1988

RECOMMENDATION FOR EXECUTION:

Title _____
Steve Howard
Director, Program Operations

Appendix H
Transportation Conformity

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Appendix H — Transportation Conformity

The FY 2025-2028 TIP relies upon a Transportation Conformity Determination approved by conformity consultation partners including FHWA, U.S. EPA, and TCEQ on November 1, 2023. For more information, please visit the H-GAC transportation conformity website at: https://www.h-gac.com/transportation-conformity.

Appendix I
Active FTA Letters of No Prejudice

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Appendix I — Active FTA Letters of No Prejudice

FTA Pre-Award Authority

The Federal Transit Administration (FTA) has developed two processes that allow grant recipients to incur costs using non-federal resources in advance of grant approval. These expenditures may subsequently be reimbursed using federal funds (or used as credit toward the required non-federal share) after a grant is approved. These provisions are generally referred to as 'pre-award authority'.

It is important to note that exercising pre-award authority involves considerable risk. There is no guarantee federal funds will be available or awarded for reimbursement and costs incurred must meet all federal planning, environmental, and procurement requirements, (as if federal grant funds are being used) as well as any program-specific requirements that may exist. All expenditures made under pre-award authority are subject to audit and potential disallowance.

Automatic Pre-award Authority

In cases where FTA has determined specific pre-approval is not necessary, recipients may incur costs under 'automatic' pre-award authority. The list of eligible activities and conditions precedent for the use of automatic pre-award authority is revised each year and published in the Federal Register as part of FTA's annual notice of funding apportionments.

Automatic pre-award authority is generally restricted to activities where (1) substantial certainty surrounds the availability of future federal funds, such as 5307 formula funds, or (2) the recipient is pursuing funding support under a process where significant FTA involvement/oversight is involved (e.g. New Starts/Small Starts).

While FTA has continually expanded the list of eligible programs and activities which qualify for automatic pre-award authority, funds transferred from the highway account (CMAQ/STP/etc.) are currently not covered by these provisions.

Letter of No Prejudice (LONP)

In all other cases, specific FTA approval is required before expenses may be incurred using non-federal resources. The approval document issued by FTA is a Letter of No Prejudice (LONP).

LONPs must meet the same conditions as automatic pre-award authority and will only be issued following completion of the environmental review process.

LONPs are intended to allow *time-sensitive critical-path* project activities to occur using local funds in advance of federal grant funds being available for reimbursement. As such, LONPs expire after a specific period of time, generally limited to five years.

Given this purpose and significant constraints, LONPs are most valuable when a significant local project investment is imminent **and** federal funds are likely to be available to continue project implementation within the five-year period covered by the LONP.

If local funds are not available to make an investment in the project, or if federal funds are not likely to be available within five years of the local investment, an LONP provides little or no value.

The following examples illustrate situations where LONPs are appropriate:

- **Long-lead items:** The time required to procure certain long-lead items, such as transit vehicles or proprietary equipment, may necessitate initiating these activities prior to grant approval.
- **Final design:** A recipient may wish to undertake engineering and design activities upon the completion of environmental review so construction may begin immediately upon grant approval.

Documentation of LONPs in the RTP and TIP

Project sponsors within the Houston-Galveston region have made greater use of FTA pre-award authority, particularly Letters of No Prejudice, over the past few years. In order to ensure the planning requirement conditions for LONP issuance are being satisfied, H-GAC issued a memorandum to transit funding recipients in the region detailing a new process for the treatment of LONPs in the TIP and RTP.

Under this new process, proposed LONPs which represent multi-year capital programs will be considered for inclusion in the RTP. As is the case for roadway projects, documentation of financial responsibility will be required to support the inclusion of an LONP project in the RTP.

As local funding commitments are made or federal grant funds are secured to implement the LONP project, the funded scope elements will be programmed in the TIP. In addition, active and proposed LONPs will be included in an appendix to the TIP for the purpose of facilitating federal approvals and authorizations.

U.S. Department
of Transportation
Federal Transit
Administration

REGION VI
Arkansas,
Louisiana, New
Mexico,
Oklahoma, Texas

819 Taylor St. Room 14A02
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

November 16, 2020

Thomas C. Lambert
President and Chief Executive Officer
Metropolitan Transit Authority of Harris County
1900 Main Street, Houston, Texas 77002

Re: Approval of Authority to Incur Costs Prior to Grant Approval – Houston METRO: Design only for 56-Airline/Montrose & 54-Scott Bus Operations Optimized System Treatments (BOOST) Corridors

Dear Mr. Lambert:

The Federal Transit Administration (FTA) has completed its review of the letter and supporting documentation from Houston METRO dated November 5, 2020 requesting a Letter of No Prejudice (LONP) allowing it to proceed to incur costs for design only on the 56-Airline/Montrose & 54-Scott Bus BOOST Corridors in Houston, Texas. The LONP request includes design costs in an amount not to exceed $4,794,729. The complete proposed project will implement a more efficient, reliable, and frequent transit service. The project could include elements such as: stop optimization/consolidation/relocation/far side boarding, near-level boarding, 2-door boarding, new shelters, accessibility enhancements, stop beacons, safe crossings, sidewalks, transit signal priority preemption, enhanced passenger information, and bus-only lanes where feasible. This project is currently listed in the Houston-Galveston Area Council Transportation Improvement Program and the State Transportation Improvement Program. This project has also been environmentally cleared on June 2, 2020.

This approval allows Houston METRO to incur costs for the project described above and retains the project's eligibility for future FTA grant assistance. As with all pre-award authority, all Federal requirements must be met prior to incurring costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur costs provided in this letter does not constitute an FTA commitment that future Federal dollars will be approved for this project. This LONP expires five years from the date of approval.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, with any questions you may have.

Sincerely,

11/16/2020

X Gail Lyssy

Signed by: GAIL C LYSSY

Gail Lyssy
Regional Administrator

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

February 24, 2021

Edmund Petry
Director, System and Capital Planning
Metropolitan Transit Authority of Harris County (METRO)
P.O. Box 61429
Houston, Texas 77208

Re: Approval of Authority to Incur Costs Prior to Grant Award

Dear Mr. Petry:

The Federal Transit Administration (FTA) has completed its review of the letter from METRO dated February 10, 2021 requesting a Letter of No Prejudice allowing it to proceed to incur costs for the Northline Transit Center (TC). This project will construct a new transit center with a parking garage. It will be located on the east side of Fulton Street (between Rebecca and Julia Streets) across from an existing transit center and within the METRORail Red Line Corridor. The project will be a four story parking structure with approximately 500 parking spaces and an enclosed space to be used for a variety of tenants such as METRO Ridestore, METRO Police, and route supervisors. The total project cost is $40,373,428.

This approval allows METRO to incur costs for the project described above and retains the project's eligibility for future Federal Transit Administration grant assistance. As with all pre-award authority, all Federal requirements must be met prior to incurring costs in order to retain eligibility of the costs for future FTA grant assistance. This authority to incur costs provided in this letter does not constitute an FTA commitment that future Federal dollars will be approved for this project. This Letter of No Prejudice (LONP) expires five years from the date of this approval. Any request to extend this LONP must be received by FTA in advance of its expiration.

Please contact Ronisha Hodge at 817-978-0576 or ronisha.hodge@dot.gov with any questions you may have about proceeding under the authority to incur costs provided in this letter.

Sincerely,

Gail Lyssy

Gail Lyssy
Regional Administrator

U.S. Department of Transportation
Federal Transit Administration

Federal Transit Administration
Region 6

Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

October 22, 2021

Thomas C. Lambert
President and Chief Executive Officer Metropolitan
Transit Authority of Harris County
1900 Main Street, Houston, Texas 77002

Re: Approval of Authority to Incur Costs Prior to Grant Approval – Houston METRO: Design and Construction for 82-Westheimer Bus Operations Optimized System Treatments (BOOST) Corridor

Dear Mr. Lambert:

The Federal Transit Administration (FTA) has completed its review of the letter and supporting documentation from Houston METRO, dated September 9, 2021, requesting a Letter of No Prejudice (LONP) allowing it to proceed to incur costs for design and construction on the 82-Westheimer BOOST Corridor in Houston, Texas. The LONP request includes design and construction costs in an amount not to exceed $32,959,660.

This approval allows Houston METRO to incur costs for the project described above that may be eligible for future FTA grant assistance. As with any pre-award authority, all Federal requirements must be met prior to incurring costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur costs provided in this letter does not constitute an FTA commitment that future Federal funding will be approved for this project. This LONP expires five years from the date of this approval. Any request to extend this LONP must be received by FTA in advance of its expiration.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817- 978-0576 or Ronisha.Hodge@dot.gov, with any questions you may have.

Sincerely,

DONALD R KOSKI
Digitally signed by DONALD R KOSKI
Date: 2021.10.22 15:23:34 -05'00'

Donald R. Koski
Acting Regional Administrator

U.S. Department of Transportation
Federal Transit Administration

Federal Transit Administration
Region VI

Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

January 31, 2022

Clint Harbert, AICP
Vice President - System and Capital Planning
Metropolitan Transit Authority of Harris County
1900 Main Street, Houston, Texas 77002

Re: Approval of Authority to Incur Costs Prior to Grant Approval – Houston METRO: Purchase of twenty (20) battery electric buses, ten (10) battery electric cutaway buses and related charging equipment.

Dear Mr. Harbert:

The Federal Transit Administration (FTA) has completed its review of the January 26, 2022 letter and supporting documentation from Houston METRO requesting a Letter of No Prejudice (LONP) to allow it to incur costs for the purchase of twenty (20) battery electric heavy-duty buses, ten (10) battery electric cutaway buses, and related charging equipment in Houston, Texas. The LONP request is for an amount not to exceed $29,193,000. This project is currently listed in the Houston-Galveston Area Council Transportation Improvement Program and the State Transportation Improvement Program. Based on the supporting documentation provided by Houston METRO, FTA has determined that this project qualifies for a Categorical Exclusion under NEPA per 23 CFR 771.118(c).

FTA approves Houston Metro's request. This approval allows Houston METRO to incur costs for the project described above and retains the project's eligibility for future FTA grant assistance. As with any pre-award authority, all Federal requirements must be met prior to incurring costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur costs provided in this letter does not constitute a FTA commitment that future Federal dollars will be approved for this project. This LONP expires five years from the date of this approval. Any request to extend this LONP must be received by FTA in advance of its expiration.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, with any questions you may have about proceeding under the authority to incur costs provided in this letter.

Sincerely,

GAIL C LYSSY

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Date: 2022.01.31 17:02:12 -06'00'

Gail Lyssy
Regional Administrator

U.S. Department of Transportation
Federal Transit Administration

Federal Transit Administration
Region VI

Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

March 23, 2022

Clint B. Harbert, AICP
Vice President – System & Capital Planning
Metropolitan Transit Authority of Harris County
1900 Main Street, Houston, Texas 77002

Re: Approval of Authority to Incur Costs Prior to Grant Approval – Houston METRO: Construction only for 56-Airline/Montrose & 54-Scott Bus Operations Optimized System Treatments (BOOST) Corridors

Dear Mr. Harbert:

The Federal Transit Administration (FTA) has completed its review of the letter and supporting documentation from Houston METRO dated February 25, 2022 requesting a Letter of No Prejudice (LONP) allowing it to proceed to incur costs for construction only on the 56-Airline/Montrose & 54-Scott Bus BOOST Corridors in Houston, Texas. The LONP request includes construction costs for the 56-Airline/Montrose corridor in an amount not to exceed $19,695,203 and the 54-Scott corridor in an amount not to exceed $15,896,305. The complete proposed project will implement a more efficient, reliable, and frequent transit service. These projects include elements such as: stop optimization/consolidation/relocation/far side boarding, near-level boarding, 2-door boarding, new shelters, accessibility enhancements, stop beacons, safe crossings, sidewalks, transit signal priority preemption, enhanced passenger information, and bus-only lanes where feasible. This project is currently listed in the Houston-Galveston Area Council Transportation Improvement Program and the State Transportation Improvement Program. These projects have also been environmentally cleared on June 2, 2020. FTA has approved this request.

This approval allows Houston METRO to incur costs for the projects described above and retains the project's eligibility for future FTA grant assistance. As with all pre-award authority, all Federal requirements must be met prior to incurring costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur costs provided in this letter does not constitute an FTA commitment that future Federal dollars will be approved for this project. This LONP expires five years from the date of approval.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, with any questions you may have.

Sincerely,

GAIL C LYSSY

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Date: 2022.03.23 09:27:22 -05'00'

Gail Lyssy
Regional Administrator

U.S. Department
of Transportation
Federal Transit
Administration

REGION VI
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817-978-0550
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November 23, 2022

Albert Lyne
Deputy Chief Strategy Officer
Metropolitan Transit Authority of Harris County
1900 Main Street, Houston, Texas 77002

Re: Approval of Authority to Incur Costs Prior to Grant Award – Houston METRO: Vanpool Program

Dear Mr. Lyne:

The Federal Transit Administration (FTA) has completed its review of the letter and supporting documentation from Houston METRO dated September 30, 2022 (Houston METRO Letter) requesting a Letter of No Prejudice (LONP) in order to proceed to incur qualifying non-federal costs for a vanpool program (Program) in the total amount of $12,000,000. Program costs to be reimbursed by federal funds would include: robust marketing and promotional campaigns, capital lease buydown for vanpool vehicles leased by Houston METRO from a third-party provider, eligible staff labor and travel for program support, Program management and oversight, and costs associated with Guaranteed Ride Home (GRH) services. Program management will also include outreach and participant recruitment, customer service, fleet management, and grant reporting. These activities are eligible under the CMAQ program under which HGAC has selected this project and initiated a flex fund transfer from FHWA to FTA.

Based on the information contained in the Houston METRO Letter and the supporting documentation regarding the Program, Houston METRO may incur qualifying Program costs and retains eligibility for future FTA grant assistance. As with all pre-award authority, all federal requirements must be met prior to incurring any Program costs in order to retain eligibility of those costs for future FTA grant assistance. The authority to incur Program costs provided in this LONP does not constitute any FTA commitment or representation that future federal dollars will be approved for the Program. This LONP expires five years from the date of approval.

Please contact Ronisha Hodge, FTA Region 6 Community Planner, at 817-978-0576 or Ronisha.Hodge@dot.gov, with any questions you may have.

Sincerely,

DONALD R KOSKI
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Date: 2022.11.23 10:12:47 -06'00'

For Gail Lyssy
Regional Administrator

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VI
Arkansas,
Louisiana, New
Mexico,
Oklahoma, Texas

819 Taylor St. Room 14A02
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817-978-0550
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July 25, 2023

Edmund J. Petry, AICP
Director – System & Capital Planning, Engineering and Construction
Metropolitan Transit Authority of Harris County
1900 Main Street, Houston, Texas 77002

Re: Approval of Authority to Incur Costs Prior to Grant Award – Houston METRO: Missouri City Park and Ride Capital Lease Project

Dear Mr. Petry:

The Federal Transit Administration (FTA) has completed its review of the letter and supporting documentation from Houston METRO dated July 18, 2023 requesting a Letter of No Prejudice (LONP) in order to proceed to incur qualifying non-federal costs for the Missouri City Park and Ride Capital Lease Project (Project). Project costs include a lump sum lease payment of $59,800,000.00 upon completion of construction of the Project and conveyance of title of the Project to Houston METRO for a term forty (40) years with three (3) successive 15-year renewal options. The Project is currently listed in the Houston-Galveston Area Council Transportation Improvement Program and the State Transportation Improvement Program and was environmentally cleared on December 27, 2022, in accordance with the National Environmental Policy Act (NEPA) and all FTA environmental rules and regulations.

Based on the information contained in Houston METRO's letter and the supporting documentation regarding the Project, Houston METRO may incur qualifying Project costs and retains eligibility for future FTA grant assistance. As with all pre-award authority, all federal requirements must be met prior to incurring any Project costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur Project costs provided in this LONP does not constitute any FTA commitment or representation that future federal dollars will be approved for this Project. This LONP expires five years from the date of approval.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, with any questions you may have.

Sincerely,

GAIL C LYSSY

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Date: 2023.07.31 09:22:43 -05'00'

Gail Lyssy
Regional Administrator

U.S. Department
of Transportation
Federal Transit
Administration

REGION VI
Arkansas,
Louisiana, New
Mexico,
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819 Taylor St. Room 14A02
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

August 10, 2023

Alan Clark
Chief Strategy Officer
Metropolitan Transit Authority of Harris County
1900 Main Street, Houston, Texas 77002

Re: Approval of Authority to Incur Costs Prior to Grant Award – Houston METRO: Purchase of 160 Clean Diesel Buses

Dear Mr. Clark:

The Federal Transit Administration (FTA) has completed its review of the letter and supporting documentation from Houston METRO dated August 7, 2023 requesting a Letter of No Prejudice (LONP) in order to proceed to incur qualifying non-federal costs for the purchase of 160 clean diesel buses (Project). The total Project cost is estimated to be $115,080,000. The Project is included in the 2045 Regional Transportation Plan and FY 2019-2022 Houston-Galveston Area Council Transportation Improvement Program and the State Transportation Improvement Program. Houston METRO submitted a request to H-GAC to amend the FY 2023-2026 TIP/STIP.

Based on the information contained in Houston METRO's letter and the supporting documentation regarding the Project, Houston METRO may incur qualifying Project costs and retains eligibility for future FTA grant assistance. As with all pre-award authority, all federal requirements must be met prior to incurring any Project costs in order to retain eligibility of the costs for future FTA grant assistance. The authority to incur Project costs provided in this LONP does not constitute any FTA commitment or representation that future federal dollars will be approved for this Project. This LONP expires five years from the date of approval.

Please contact Ronisha Hodge, FTA Region 6 Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, with any questions you may have.

Sincerely,

GAIL C LYSSY

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Date: 2023.08.10 13:47:26 -05'00'

Gail Lyssy
Regional Administrator

Appendix J
Statewide Program

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Appendix J — Statewide Programs

Statewide Programs – "Grouped CSJs"

In cooperation with the Federal Highway Administration, TxDOT developed statewide programs identified by statewide CSJs to maximize the provisions for grouping projects that are not determined to be regionally significant in one line item, as allowed for in Title 23 USC Section 135 Statewide Planning. A table of the eligible funding categories and corresponding statewide CSJs can be found in **Table J-1**.

The use of statewide CSJs for these categories provides a more efficient method of programming and letting projects in these categories of work (such as bridge replacement, safety, or landscaping) and decreases the necessity for TIP/STIP revisions.

These projects are exempt from conformity/regional emissions analysis and typically require limited environmental documentation (categorical exclusion). It is important to note that non-attainment areas will not have any added capacity projects, phases of added capacity projects, or CMAQ projects funded under statewide CSJs.

A list of the grouped projects can be found in Table J-2.

TABLE J-1
2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM
STATEWIDE CSJs

PROPOSED CSJ	STATEWIDE PROGRAM / GROUPED PROJECT CATEGORY	DEFINITION
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.

5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation (See Note 3).
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5000-00-919	Recreational Trails Program	Off Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

FY 2025-2028 PROJECTS GROUPED IN STATEWIDE PROGRAMS														
MPOID	CSJ #	SPONSOR	COUNTY	STREET	FROM	TO	PROJECT DESCRIPTION	FISCAL YEAR	PROJEC STATUS	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	TOTAL	TDCs
7127	0912-00-560	CITY OF PEARLAND	Brazoria	CLEAR CREEK TRAIL	UH CLEAR LAKE PEARLAND CAMPUS	N OF HUGHES RD	ENGINEERING FOR CONSTRUCTION OF 10 FT MULTIUSE TRAIL	2025	GROUPED	9	$788,000	$0	$197,000	$985,000	0
7641	0912-00-560	CITY OF PEARLAND	Brazoria	CLEAR CREEK TRAIL	UH CLEAR LAKE PEARLAND CAMPUS	N OF HUGHES RD	CONSTRUCT 10-FOOT MULTI USE TRAIL	2025	GROUPED	9	$6,478,400	$0	$1,619,600	$8,098,000	0
7739		CITY OF GALVESTON	Galveston	GALVESTON CBD	VA	VA	DOWNTOWN LIVABLE COMMUNITIES INITIATIVE	2026	GROUPED	7	$3,100,000	$0	$359,716	$3,459,716	0
17103	0912-00-542	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	Harris	MEMORIAL TO SAN FELIPE HIKE & BIKE TRAIL	MEMORIAL DR	SAN FELIPE ST	CONSTRUCT 10FT MULTI-USE TRAIL WITHIN CENTERPOINT UTILITY CORRIDOR	2026	GROUPED	9	$9,107,200	$0	$2,276,800	$11,384,000	0
17120	0912-72-398	CITY OF HOUSTON	Harris	HCFCD CHANNEL	DAIRY ASHFORD RD S	SL 8/ARTHUR STOREY PARK	CONSTRUCT 10-FOOT MULTIUSE TRAIL AND ASSOCIATED INTERSECTION, SAFETY, SIGNAGE, AND AMENITIES (LANDSCAPING, BENCHES, ETC.)	2026	GROUPED	9	$2,051,200	$0	$512,800	$2,564,000	0
17123	0912-72-398	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	Harris	HCFCD CHANNEL	DAIRY ASHFORD RD S	SL 8/ARTHUR STOREY PARK	DESIGN FOR 10-FOOT MULTIUSE TRAIL AND ASSOCIATED INTERSECTION, SAFETY, SIGNAGE, AND AMENITIES (LANDSCAPING, BENCHES, ETC.)	2025	GROUPED	9	$351,200	$0	$87,800	$439,000	0
17221	0110-04-202	TXDOT HOUSTON DISTRICT	Harris	IH 45	S OF SHENANDOAH PARK DR	SH 242	RAISE NORTHBOUND AND SOUTHBOUND FRONTAGE ROADS, OPERATIONAL IMPROVEMENTS AND DRAINAGE IMPROVEMENTS	2025	GROUPED	7	$10,878,482	$2,719,620	$0	$13,598,102	0
18018	0912-72-581	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	Harris	MKT-WHITE OAK BAYOU BICYCLE PEDESTRIAN CONNECTION	MKT TRAIL	WHITE OAK BAYOU TRAIL	CONSTRUCT 10' SHARED USE PATH, STRIPING, BRIDGE RAILING, PAVEMENT MARKINGS, SIGNAGE, LANDSCAPE/HARDSCAPE AND ASSOCIATED INTERSECTION IMPROVEMENTS.	2026	GROUPED	9	$4,231,670	$1,057,918	$0	$5,289,588	0
18024	0271-14-240	TXDOT HOUSTON DISTRICT	Harris	NORTHWEST TRANSIT CONNNECTION	W 12TH ST	OLD KATY RD	WIDEN EXISTING SIDEWALK TO 10'. INCLUDE 10' WIDE CONCRETE PATH ALONG THE IH 610 FRONTAGE ROAD, STRIPING, PAVEMENT MARKINGS, SIGNAGE, LANDSCAPE/HARDSCAPE AND ASSOCIATED INTERSECTION IMPROVEMENTS.	2025	GROUPED	9	$880,000	$220,000	$0	$1,100,000	0
18030	0912-72-583	HCTRA	Harris	GALVESTON RD	SIMS BAYOU NORTH BANK	SIMS BAYOU SOUTH BANK	CONSTRUCT PED/BIKE BRIDGE WITH RAILINGS AND SIGNAGE.	2026	GROUPED	9	$589,441	$0	$147,365	$736,806	0
18049	1685-01-120	HARRIS COUNTY	Harris	FM 1960/ CYPRESS CREEK PKWY SIDEWALKS	SH 249	IH 45	CONSTRUCTION OF ADA ACCESSIBLE SIDEWALKS	2025	GROUPED	9	$6,645,878	$1,661,469	$0	$8,307,347	0
18146	0271-07-323	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	Harris	MEMORIAL PARK BICYCLE PEDESTRIAN CONNNECTION	WESTCOTT ST	COHN ST	CONSTRUCT 10FT CONCRETE SHARED USE PATH INCLUDES STRIPING, BRIDGE RAILING, PAVEMENT MARKINGS, SIGNAGE, LANDSCAPE/HARDSCAPE AS WELL AS ASSOCIATED INTERSECTION IMPROVEMENTS.	2025	GROUPED	9	$2,579,996	$644,999	$0	$3,224,995	0
18368	0912-00-650	METRO	Multiple	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL VANPOOL PROGRAM: STBG FY 2024	2028	GROUPED	7	$3,000,000	$0	$750,000	$3,750,000	0
18855	0912-00-690	TXDOT HOUSTON DISTRICT	Multiple	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL ITS INFRASTRUCTURE - HARDWARE/SOFTWARE, UTILITIES AND COMMUNICATIONS: FY 2023-FY 2024	2025	GROUPED	7	$4,000,000	$0	$0	$4,000,000	0
18961	0912-00-718	H-GAC	Harris	HOUSTON-GALVESTON TMA	VA	VA	CONDUCT LIVABLE CENTERS STUDIES: CYCLE 7	2025	GROUPED	7	$2,374,793	$0	$0	$2,374,793	0
11533	5000-00-918	FORT BEND COUNTY PUBLIC TRANSPORTATION	Fort Bend	WESTPARK TOLLWAY P&R	MASON RD	GRAND MISSION BLVD	ACQUIRE 6 LARGE TRANSIT VEHICLES (PHASE 1) FOR EXPRESS SERVICES FROM WESTPARK P&R	2025	GROUPED	10	$2,059,316	$0	$0	$2,059,316	411,864
18098	5000-00-916	WESTCHASE MANAGEMENT DISTRICT	Harris	MEADOWGLEN WEST	WOODLAND PARK DR	ROGERDALE RD	Replace one lane in each direction with protected bike lanes and associated safety improvements (including cross walks, signage and pavement markings) enhancing access to transit	2025	GROUPED	10	$14,660,224	$0	$0	$14,660,224	2,932,045

FY 2025-2028 PROJECTS GROUPED IN STATEWIDE PROGRAMS															
MPOID	CSJ #	SPONSOR	COUNTY	STREET	FROM	TO	PROJECT DESCRIPTION	FISCAL YEAR	PROJEC STATUS	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	TOTAL	TDCs
18337	5000-00-918	FORT BEND COUNTY PUBLIC TRANSPORTATION	Fort Bend	FORT BEND COUNTY	VA	VA	PURCHASE OF ROLLING STOCK: FY 2021	2025	GROUPED	7	$1,911,766	$0	$0	$1,911,766	382,169
										5307	$489,811	$0	$0	$489,811	
18347	5000-00-918	FORT BEND COUNTY PUBLIC TRANSPORTATION	Fort Bend	FORT BEND COUNTY	VA	VA	PURCHASE OF ROLLING STOCK: FY 2023	2025	GROUPED	7	$1,710,842	$0	$0	$1,710,842	342,169
										5307	$550,353	$0	$0	$550,353	
19027	5800-00-915	FORT BEND COUNTY PUBLIC TRANSPORTATION	Fort Bend	FORT BEND COUNTY	VA	VA	Install new ITS equipment for scheduling and dispatch	2025	GROUPED	7	$1,750,000	$0	$0	$1,750,000	350,000
19028	5000-00-918	FORT BEND COUNTY PUBLIC TRANSPORTATION	Fort Bend	FORT BEND COUNTY	VA	VA	Acquire 9 transit vehicles for Phase II of new downtown service	2025	GROUPED	10	$3,423,388	$0	$0	$3,423,388	684,678
19029	5000-00-918	GULF COAST TRANSIT DISTRICT	Galveston	TEXAS CITY MAINTENANCE FACILITY	AT 33rd ST N	NULL	Operations and maintenance facility for transit buses	2025	GROUPED	10	$7,556,640	$0	$0	$7,556,640	1,511,328
19030	5000-00-916	CITY OF SUGAR LAND	Fort Bend	SUGAR LAND TRAIL	MATLAGE WAY	LEXINGTON AVE	Construct concrete trail enhancing access to transit	2025	GROUPED	7	$9,090,240	$0	$0	$9,090,240	1,818,048
19031	5000-00-916	CITY OF SUGAR LAND	Fort Bend	SUGAR LAND TRAIL	SUGAR LAND TRAIL PHASE 1	AUSTIN PKWY	Construct concrete trail enhancing access to transit	2025	GROUPED	7	$6,450,000	$0	$0	$6,450,000	1,290,000
19032	5000-00-918	H-GAC	Multiple	GULF COAST TRANSIT DISTRICT SERVICE AREA	VA	VA	Replace 10 transit vehicles	2025	GROUPED	10	$1,500,000	$0	$0	$1,500,000	300,000
19033	5000-00-918	GULF COAST TRANSIT DISTRICT	Multiple	GULF COAST TRANSIT DISTRICT SERVICE AREA	VA	VA	Transit bus stop accessibly improvements	2025	GROUPED	7	$4,300,000	$0	$0	$4,300,000	860,000
19034	5000-00-916	NORTH HOUSTON DISTRICT	Harris	Imperial Valley Drive; Regional Park Drive; Wayforest; Harvest Time Lane	VA	VA	Construct sidewalks and trails enhancing access to transit	2025	GROUPED	10	$2,470,000	$0	$0	$2,470,000	494,000
19036	5000-00-916	MEMORIAL HEIGHTS REDEVELOPMENT AUTHORITY	Harris	11TH ST	NASHUA ST	ELLA BLVD	Construct shared-use path enhancing access to transit	2025	GROUPED	10	$2,141,287	$0	$0	$2,141,287	428,258
19037	5000-00-916	MONTROSE REDEVELOPMENT AUTHORITY	Harris	W DALLAS, FAIRVIEW ST, EBERHARD ST, TAFT ST	VA	VA	Replace and widen exsting sidewalks (inclding fill in sidewalk gaps) and provide associated safety improvements (including cross walks and signage) enhancing access to transit	2025	GROUPED	7	$8,039,315	$0	$0	$8,039,315	1,607,863
19039	5000-00-916	NEAR NORTHWEST MANAGEMENT DISTRICT	Harris	W LITTLE YORK/VICTORY DR	CHATEAU FOREST DR	TC JESTER BLVD	Construct sidewalks and intersection crossing improvements (including cross walks and ramps) including universal accessibility (bus stop pad and shelter improvements to ADA standards) to transit stops and	2025	GROUPED	10	$7,473,607	$0	$0	$7,473,607	1,494,722
19045	5000-00-916	HARRIS COUNTY	Harris	IH 10 W	VA	VA	Extend concrete trail enhancing access to transit	2025	GROUPED	7	$5,000,000	$0	$0	$5,000,000	1,000,000
19046	5000-00-918	CITY OF MISSOURI CITY	Fort Bend	TEXAS PKWY/FM 2234	AT INDEPENCE & MISSOURI CITY DR	NULL	Replace existing gravel trail with concrete enhancing access to transit	2025	GROUPED	7	$1,100,000	$0	$0	$1,100,000	220,000
18045	5800-00-915	CITY OF BELLAIRE	Harris	Bellaire Blvd, Bissonnet Street, South Rice Avenue, Newcastle Street	VA	VA	New Traffic Signal Timing Optimization Engineering and Software	2025	GROUPED	7	$1,098,841	$0	$0	$1,098,841	219,769

FY 2025-2028 PROJECTS GROUPED IN STATEWIDE PROGRAMS															
MPOID	CSJ #	SPONSOR	COUNTY	STREET	FROM	TO	PROJECT DESCRIPTION	FISCAL YEAR	PROJEC STATUS	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	TOTAL	TDCs
19047	5800-00-915	TXDOT HOUSTON DISTRICT	Multiple	VA	VA	VA	Replace CCTV equipment with new upgraded equipment	2025	GROUPED	7	$1,600,000	$0	$400,000	$2,000,000	0
19048	5800-00-915	TXDOT HOUSTON DISTRICT	Multiple	VA	VA	VA	Replace CCTV equipment with new upgraded equipment	2025	GROUPED	7	$800,000	$200,000	$0	$1,000,000	0
19049	5800-00-915	TXDOT HOUSTON DISTRICT	Multiple	VA	VA	VA	Upgrade communications system	2025	GROUPED	7	$1,600,000	$400,000	$0	$2,000,000	0
19050	5800-00-915	TXDOT HOUSTON DISTRICT	Multiple	VA	VA	VA	ConnectSmart Phase 2 ? Features Expansion	2025	GROUPED	7	$9,600,000	$2,400,000	$0	$12,000,000	0
19051	5800-00-915	TXDOT HOUSTON DISTRICT	Multiple	VA	VA	VA	ConnectSmart Phase 2 ? Outreach	2025	GROUPED	7	$2,400,000	$600,000	$0	$3,000,000	0
19052	5800-00-915	TXDOT HOUSTON DISTRICT	Multiple	VA	VA	VA	ConnectSmart Phase 2 ? Operations and Maintenance	2025	GROUPED	7	$720,000	$180,000	$0	$900,000	0
19053	5800-00-915	TXDOT HOUSTON DISTRICT	Multiple	VA	VA	VA	Upgrade dynamic message sign boards	2025	GROUPED	10	$800,000	$200,000	$0	$1,000,000	0
19054	5800-00-915	TXDOT HOUSTON DISTRICT	Multiple	VA	VA	VA	Upgrade dynamic message sign boards	2025	GROUPED	10	$800,000	$200,000	$0	$1,000,000	0
19055	5800-00-915	TXDOT HOUSTON DISTRICT	Multiple	VA	VA	VA	Install new ITS equipment at various locations	2025	GROUPED	10	$4,000,000	$1,000,000	$0	$5,000,000	0
19056	5800-00-915	TXDOT HOUSTON DISTRICT	Multiple	VA	VA	VA	Install new ITS equipment at various locations	2025	GROUPED	10	$4,000,000	$1,000,000	$0	$5,000,000	0
19057	5800-00-950	CITY OF GALVESTON	Galveston	VA	VA	VA	Replace Existing Traffic Signal and Install New Guard Rail	2025	GROUPED	7	$400,000	$0	$0	$400,000	80,000
19058	5800-00-950	CITY OF GALVESTON	Galveston	SH 275	AT 33rd ST	NULL	Installation of a New Traffic Signal at 33rd Street and Harborside Drive	2025	GROUPED	7	$540,000	$0	$0	$540,000	108,000
19059	5800-00-950	CITY OF GALVESTON	Galveston	SH 275	AT 16TH ST	NULL	Installation of a New Traffic Signal at 16th Street and Harborside Drive	2025	GROUPED	7	$525,000	$0	$0	$525,000	105,000
19060	5800-00-950	CITY OF FRIENDSWOOD	Harris	FM 518	AT FM 528	NULL	Replace single left turn lane with dual left turn land	2025	GROUPED	7	$484,617	$0	$0	$484,617	96,924
19061	5800-00-950	CITY OF FRIENDSWOOD	Harris	E. Parkwood Drive/FM 528	At Winding Way	NULL	Construct new right turn lane	2025	GROUPED	7	$678,042	$0	$0	$678,042	135,609
19062	5800-00-950	CITY OF FRIENDSWOOD	Harris	FM 528	AT BAY AREA BLVD	NULL	Construct new left turn lane	2025	GROUPED	7	$1,235,700	$0	$0	$1,235,700	247,140
19063	5800-00-950	CITY OF FRIENDSWOOD	Harris	FM 528	AT SUNSET	NULL	Striping to add middle lane	2025	GROUPED	7	$61,492	$0	$0	$61,492	12,299
19064	5800-00-950	CITY OF MISSOURI CITY	Fort Bend	SH 6	AT TOWNSHIP LN	NULL	Installation of new Mast Arm Traffic Signal	2025	GROUPED	7	$680,000	$0	$0	$680,000	136,000
19065	5000-00-916	CITY OF SUGAR LAND	Fort Bend	GANNOWAY LAKE TRAIL	VOSS RD	CULLINAN PARK	Construct concrete trail	2025	GROUPED	7	$3,827,204	$0	$0	$3,827,204	0
19066	5000-00-950	CITY OF BELLAIRE	Harris	Bellaire Blvd, Bissonnet St, South Rice Ave, Newcastle St, Chimney Rock Rd, Fournace Pl	VA	VA	Engineering/Environmental (Development Phase Only) for pavement condition analysis	2025	GROUPED	7	$75,000	$0	$0	$75,000	15,000
19067	5000-00-950	CITY OF GALVESTON	Galveston	CITY OF GALVESTON	VA	VA	Engineering/Environmental (Development Phase Only) for new multi-modal lanes within the City	2025	GROUPED	7	$355,583	$0	$0	$355,583	71,117

FY 2025-2028 PROJECTS GROUPED IN STATEWIDE PROGRAMS															
MPOID	CSJ #	SPONSOR	COUNTY	STREET	FROM	TO	PROJECT DESCRIPTION	FISCAL YEAR	PROJEC STATUS	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	TOTAL	TDCs
19068	5000-00-950	CITY OF HOUSTON	Harris	WAUGH DR	AT MEMORIAL DR & BUFFALO BAYOOU	NULL	Engineering/Environmental (Development Phase Only) for Pedestrian and bicycle connections	2025	GROUPED	7	$2,500,000	$0	$0	$2,500,000	500,000
19069	5000-00-950	CITY OF MISSOURI CITY	Fort Bend	CITY OF MISSOURI CITY	VA	VA	Engineering/Environmental (Development Phase Only) for ITS Equipment at Various Locations	2025	GROUPED	7	$100,000	$0	$0	$100,000	20,000
19070	5000-00-950	CITY OF MONT BELVIEU	Chambers	CITY OF MONT BELVIEU	VA	VA	Engineering/Environmental (Development Phase Only) for Traffic Management Center	2025	GROUPED	7	$800,000	$0	$0	$800,000	160,000
19071	5000-00-950	PORT OF GALVESTON	Galveston	IH 45 S	AT HARBORSIDE DR	NULL	Engineering/Environmental (Development Phase Only) for Direct Connectors	2025	GROUPED	7	$2,250,000	$0	$0	$2,250,000	450,000
19072	5000-00-950	PORT OF GALVESTON	Galveston	OLD PORT INDUSTRIAL RD	41ST ST	51ST ST	Engineering/Environmental (Development Phase Only) for access improvements to provide efficient truck movements to the Port	2025	GROUPED	7	$750,000	$0	$0	$750,000	150,000
19073	5000-00-950	FORT BEND COUNTY PUBLIC TRANSPORTATION	Fort Bend	THOMAS TAYLOR PKWY & TEXAS PKWY	VA	VA	Engineering/Environmental (Development Phase Only) for Bus Facility-Parking Garage	2025	GROUPED	7	$2,000,000	$0	$0	$2,000,000	400,000
19014	5000-00-915	CITY OF SUGAR LAND	Fort Bend	US 90A	PITTS RD	CRAVENS RD	ENGINEERING FOR INSTALLATION OF RAILROAD MONITORING SYSTEM AND DMS SIGNS FOR US 90A AT-GRADE RAILROAD CROSSINGS	2025	GROUPED	7	$243,101	$0	$60,775	$303,876	0
18721		TXDOT HOUSTON DISTRICT	Harris	SH 6	SH 6	AT FM 529	INTERSECTION IMPROVEMENTS: CONSTRUCTION WILL INCLUDE DUAL LEFT TURN LANES, RIGHT TURN LANES, WIDER RAISED MEDIAN WIDTHS, NEW PED/BIKE PATHS, CURB AND GUTTER, PROPOSED STORM SEWER ADUJUSTMENTS AND TRAFFIC SIGNAL UPGRADES	2025	GROUPED	2	$8,391,143	$2,097,786	$0	$10,488,929	
19017	5000-00-915	CITY OF SUGAR LAND	Fort Bend	US 90A	PITTS RD	CRAVENS RD	INSTALLATION OF RAILROAD MONITORING SYSTEM AND DMS SIGNS FOR US 90A AT-GRADE RAILROAD CROSSINGS.	2026	GROUPED	7	$1,125,680	$0	$281,420	$1,407,100	0
											$193,174,452	**$14,581,792**	**$6,693,276**	**$214,449,520**	**$19,034,002**

Appendix K
TXDOT/MPO Planning Agreement

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Contract No.:	50-19-0015
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205/20.505
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Houston-Galveston Area Council Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO", which has been designated by the Governor of the State of Texas as the MPO of the **Houston, Conroe-The Woodlands, Texas City-LaMarque, and Galveston** urbanized areas, and the **Houston-Galveston Area Council**, which serves as the Fiscal Agent for the MPO.

W I T N E S S E T H

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

WHEREAS, the Governor of the State of Texas and the Houston-Galveston Area Council have executed an agreement pursuant to the MPO designation; and

WHEREAS, an area equal to or larger than the above-mentioned urbanized area has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 Code of Federal Regulations (CFR) §420.117(a) requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by sub-recipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

NOW THEREFORE, it is agreed as follows:

A G R E E M E N T

Article 1. Agreement Period

A. This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if the Governor's designation of the MPO is withdrawn; if federal funds cease to become available; or if the agreement is terminated as provided below.

B. This agreement expires on September 30, 2024. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 2. Responsibilities of the Department

The responsibilities of the Department are as follows:

A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds, and will comment on and make suggestions relating to those activities and expenditures.

B. Develop a time line for development of the UPWP by the MPO; and in consultation with the MPOs, shall develop a standard UPWP format to be used by all MPOs.

C. Make available to the MPO its share of all federal metropolitan planning funds and provide the required non-federal match as authorized by the Texas Transportation Commission. The Department will distribute federal transportation planning funds to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, the Federal Transit Administration (FTA), and other applicable federal agencies.

D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the metropolitan area, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
E. Jointly promote the development of the intermodal transportation system within the metropolitan area by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
F. Share with the MPO information and information sources concerning transportation planning issues that relate to this agreement.
G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

Article 3. Responsibilities of the MPO

The MPO is an organization created to ensure that existing and future expenditures on transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. The responsibilities of the MPO are as follows:

A. Document planning activities in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation with the Department and public transportation operators as defined by 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements.
B. Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.
C. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in conformity with the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
D. Develop a Metropolitan Transportation Plan (MTP), a Transportation Improvement Program (TIP), and a UPWP for the Metropolitan Planning Area (MPA), all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as required by the state and federal law. At a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23 USC §134.
E. Assemble and maintain an adequate, competent staff with the knowledge and experience that will enable them to perform all appropriate MPO activities required by law.
F. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.
H. Share information with the Department and information sources concerning transportation planning issues.
I. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 4. Responsibilities of the MPO Policy Committee

The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:

A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.
B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5303.
C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
D. Provide planning policy direction to the MPO Transportation Planning Director.

Article 5. Responsibilities of the Fiscal Agent

The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:

A. Maintain required accounting records for state and federal funds consistent with current federal and state requirements.
B. Provide all appropriate funding, as identified by fiscal year in the UPWP, to allow the MPO staff to effectively and efficiently operate the program.
C. Provide human resource services to the MPO.
D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO.
E. Establish procedures and policies for procurement and purchasing, when necessary, in cooperation with the MPO.
F. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.

Article 6. Responsibilities of the MPO Transportation Planning Director

The responsibilities of the MPO Transportation Planning Director are as follows:

A. Administer the MPO's UPWP. The Director shall serve in a full-time capacity and shall take planning policy direction from and be responsible to the designated MPO Policy Committee.
B. Act as a liaison to the Department, relevant to the Department's transportation planning activities.
C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.
D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.
E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
F. Share with the Department information and information resources concerning transportation planning issues.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 7. Unified Planning Work Program

A. Each year the MPO shall submit to the Department a program of work that includes goals, objectives, and tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.

B. The UPWP will be prepared for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, in accordance with TAC §16.52.

C. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.

D. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.

E. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.

F. The use of federal metropolitan transportation planning funds shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. If an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries, then those activities may be undertaken using federal planning funds, if the activities are specifically identified in an approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.

G. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.

H. The cost of travel incurred by elected officials serving on the MPO Policy Committee is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52.

I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.

J. Failure to adhere to the time line developed by the Department may result in a delay in the authorization to the MPOs to proceed in incurring costs.

K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the Department. The UPWP and subsequent amendments may be submitted electronically.
L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.
M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed that task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.
N. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.
O. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement shall prevail.
P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.

Article 8. Compensation

The Department's payment of any cost incurred under this agreement is contingent upon all of the following:

A. Federal funds are available to the Department in a sufficient amount for making payments.
B. The incurred cost is authorized in the UPWP. The maximum amount payable under this agreement shall not exceed the total budgeted amount outlined in the UPWP in accordance with 43 TAC §16.52.
C. The cost has actually been incurred by the MPO and meets the following criteria:
    1. Is verifiable from MPO records;
    2. Is not included as match funds for any other federally-assisted program;
    3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
    4. Is the type of charge that would be allowable under 2 CFR 200 Revised, "Cost Principles for State, Local, and Indian Tribal Governments" and the state's UGMS; and
    5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
E. The MPO is authorized to submit requests for payment of authorized costs incurred under this agreement on a semi-monthly basis, but no more than twenty four (24) times a year and

no less than monthly as expenses occur. Each request for payment shall be submitted in a manner acceptable to the Department, which includes, at a minimum, the following information:

1. UPWP budget category or line item;
2. Description of the cost;
3. Quantity;
4. Price;
5. Cost extension; and
6. Total costs

F. The MPO shall submit the final bill from the previous fiscal year to the Department no later than December 31st of the calendar year in which that fiscal year ended. Any bills submitted after December 31 for a fiscal year in which the funds have been de-obligated will be processed against the current year's UPWP.

G. Payment of costs is contingent upon compliance with the terms of Article 3 (Responsibilities of the MPO) of this agreement. Noncompliance may result in cancellation of authorized work and suspension of payments after a thirty (30) day notification by the Department to the MPO.

Article 9. Reporting

To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.

Article 10. Indemnification

A. The MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.

B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

Article 11. Inspection of Work and Retention of Documents

A. The Department and, when federal funds are involved, the U. S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this agreement and the premises on which it is being performed.

B. If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.

C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP.

Those materials shall be made available during the specified period for inspection by the Department, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.

D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.

Article 12. Work Performance

All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.

Article 13. Disputes

The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.

Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

Article 15. Subcontracts

A. Any subcontract for services rendered by individuals or organizations not a part of the MPO's organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.
B. Subcontracts in excess of $25,000 shall contain all required provisions of this agreement.
C. No subcontract will relieve the MPO of its responsibility under this agreement.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 16. Termination

A. The Department may terminate this agreement at any time before the date of completion if the Governor withdraws his designation of the MPO. The Department or the MPO may seek termination of this agreement pursuant to Article 13 (Disputes) if either party fails to comply with the conditions of the agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
B. The Department may terminate this agreement for reasons of its own, subject to agreement by the MPO.
C. The parties to this agreement may terminate this agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
D. Upon termination of this agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.
E. The Department shall reimburse the MPO for those eligible expenses incurred during the agreement period that are directly attributable to the completed portion of the work covered by this agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

Article 17. Force Majeure

Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

Article 18. Remedies

A. Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.
B. This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

Article 19. Gratuities

A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this agreement.
B. Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or

the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement.

Article 20. Compliance with Laws
The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Article 21. Successors and Assigns
No party shall assign or transfer its interest in this agreement without written consent of the other parties.

Article 22. Debarment Certifications
The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

Article 23. Equal Employment Opportunity
The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).

Article 24. Pertinent Non-Discrimination Authorities
During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects).
C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).

F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).
L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

Article 25. Nondiscrimination on the Basis of Disability

The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.

Article 26. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
B. The MPO shall adopt, in its totality, the State's federally approved DBE program.
C. The MPO shall incorporate into its contracts with subproviders an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a subprovider. The MPO shall be responsible for documenting its actions.

D. The MPO shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf.

E. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The MPO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

F. Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

Article 27. Procurement and Property Management Standards

A. The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.

B. The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.

C. The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §55305 and Maritime Administration regulations set forth in 46 CFR Part 381.

Article 28. Environmental Protection and Energy Efficiency

A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.

B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 29. Federal Reimbursement

The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.

Article 30. Control of Drug Use

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655.

Article 31. Lobbying Certification

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Article 32. Amendments

Any change to one or more of the terms and conditions of this agreement shall not be valid unless made in writing and agreed to by the parties before the change is implemented.

Article 33. Distribution of Products

A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA: *Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.*

B. Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents,

photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.

Article 34. Legal Construction
In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 35. Sole Agreement
This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.

Article 36. Copyrights
The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 37. Federal Funding Accountability and Transparency Act Requirements
A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms: http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf and http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf
B. The MPO agrees that it shall:
   1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than $25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web-site at https://www.sam.gov/portal/public/SAM/;
   2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at http://fedgov.dnb.com/webform; and
   3. Report the total compensation and names of its top five (5) executives to the Department if:
      i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than $25,000,000; and
      ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 38. Single Audit Report

If federal funds are used:

A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

B. If threshold expenditures of $750,000 or more are met during the fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at singleaudits@txdot.gov.

C. If expenditures are less than the threshold during the MPO's fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the $_____ expenditure threshold and therefore, are not required to have a single audit performed for FY _____."

D. For each year the Project remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

Article 39. Notices

All notices to any party by the other parties required under this agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO:	MPO Director Houston-Galveston Area Council 3555 Timmons Lane Houston, TX 77027
Fiscal Agent:	Executive Director Houston-Galveston Area Council 3555 Timmons Lane Houston, TX 77027
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail and that request shall be honored and carried out by the other parties.

Contract No.:	50-19xF0015
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	20.205 / 20.505
Not Research and Development	

Article 40. Signatory Warranty
Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO

Signature

Alan Clark
Typed or Printed Name

MPO Director
Title

7/19/18
Date

THE FISCAL AGENT

Signature

Chuck Wemple
Typed or Printed Name

Executive Director
Title

08/01/2018
Date

THE DEPARTMENT

Signature

Peter Smith
Typed or Printed Name

Director, Transportation Planning and Programming Division, Texas Department of Transportation
Title

9/24/2018
Date