



Transportation Improvement Program (TIP) Subcommittee



August 12, 2026

Call to Order - TIP Subcommittee Roster				
Nominated Position	Primary-Name	Organization	Alternate-Name	Organization
Active Transportation	Luis Guajardo	Harris County Pct. 4	Jeffrey English	TxDOT Houston District
Local Government	Stacy Slawinski	Fort Bend County	Rick Staigle	Fort Bend County
Local Government	Melanie Beaman	City of Sugar Land	Vacant	Vacant
Local Government	Jason Smith	Montgomery County	Tommy Woolley	Montgomery County
Local Government	Ruthanne Haut	The Woodlands Township	Dr. Shelley Sekula-Gibbs	The Woodlands Township
Local Government	Brandon Cook	City of Galveston	Robert Winiecke	City of Galveston
Local Government	Lorenzo Wingate	City of Pearland	Fabiola De Carvalho	City of Pearland
Local Government	Wael Tabara	Brazoria County	Karen McKinnon	Brazoria County
Local Government	Patrick Mandapaka	Harris County	Vacant	Vacant
Local Government	Joi Johnson	City of Missouri City	Vacant	Vacant
Local Government	Jildardo Arias	City of Friendswood	Michael Shannon	Galveston County
Local Government	David Wurdlow	City of Houston	Marlene Gafrick	City of Houston
Local Government	Kris Larson	Downtown Houston	Sherry Weesner	Memorial Heights TIRZ
Local Government	Vacant	Vacant	Byron Hebert	City of Katy
Planning	Amy Skicki	BAYTRAN	Andrea French	Scenic Houston
Port	Callie Barnes	Port Houston	Candice Armenoff	Port Houston
Port	Vacant	Vacant	Vacant	Vacant
State	Catherine McCreight	TxDOT Houston District	Grady Mapes	TxDOT Houston District
State	Nancy Peron	TxDOT Beaumont District	Lisa Collins	TxDOT Beaumont District
Transit	Alan Clark	METRO	Clint Harbert	METRO
Transit	Perri D’Armond	Fort Bend County Transportation	Pamela Lebrane	Fort Bend County Transportation
Transit	Ken Fickes	Harris County Transit	Vernon Chambers	Harris County Transit

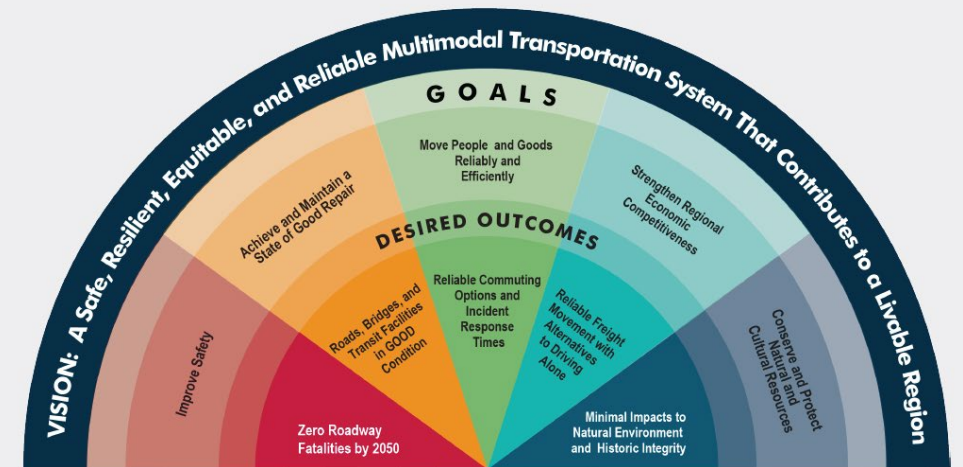
Agenda

- 
1. Call to Order
 2. Transit Performance Measures (Kareem Heshmat)
 3. System Performance Measures (Ariane Martins and Madeline Statkewicz)
 4. Announcements

Transportation Performance Management



- Purpose: focus federal funds on the achievement of national goals
- The MPO reports baseline condition and progress toward the achievement of set targets.
- Historically, RTP goals reflect performance measures
- H-GAC sets some of its performance measures, while others are consistent with TxDOT's targets.
- 2027-2030 TIP Appendix B (p.B-1).



Performance Measures and the TIP



- The TIP is a significant tool the MPO has in achieving set targets.
 - 2018 CFP and Project Selection Process criteria.
 - All TIP projects scored against RTP goals, which mirror performance measures.
 - All projects funded are designed to produce significantly positive transportation outcomes for the region.
- Examples of project types that help achieve performance targets
 - Sidewalk construction (safety)
 - Roadway reconstruction (pavement and bridge)
 - New transit routes or park and rides (system performance)
 - Intelligent Transportation Systems (ITS) additions or operational improvements (system performance).



Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) Performance and Targets



Overview

- **Mandatory Requirement:** Transit agencies are required by the Federal Transit Administration to develop comprehensive safety plans.
- **Plan Components:** Must include historical safety data and defined targets for fatalities, injuries, safety events, and system reliability (mean distance between failures)
- **MPO Responsibility:** H-GAC must develop aggregated regional targets based on individual agency plans.
- **Two tiers of targets** – Tier 1 (METRO and Island Transit) – fixed guideway service, and Tier 2 (all others)



Safety Performance Measures

All Applicable Transit Agencies

All agencies subject to the PTASP regulation must set Safety Performance Targets (SPTs) for these 14 general safety performance measures in the National Safety Plan

- Agencies must set individual SPTs for each modal group they operate
- FTA does not require a specific target-setting methodology for these measures

General Safety Performance Measures

1a: Major Events	2.1: Transit Worker Fatality Rate (NEW)
1b: Major Event Rate	3a: Injuries
1.1: Collision Rate (NEW)	3b: Injury Rate
1.1.1: Pedestrian Collision Rate (NEW)	3.1: Transit Worker Injury Rate (NEW)
1.1.1: Vehicular Collision Rate (NEW)	4a: Assaults on Transit Workers (NEW)
2a: Fatalities	4b: Rate of Assaults on Transit Workers (NEW)
2b: Fatality Rate	5: System Reliability

Setting 2028 and 2030 Regional Targets

1. **Methodology:** For existing targets, regional weights are applied to individual agency PTASPs based on Vehicle Revenue Miles (VRM)
2. **Vision Zero Approach:** For the seven new performance goals, staff recommends the region will use TPC adopted Vision Zero framework as the baseline.
3. **Continuous Improvement:** H-GAC intends to reevaluate these regional targets as more granular data for the seven new performance targets are reported to the National Transit Database (NTD).
4. **Thurs 7/9 RTCS Feedback:** Connect with other MPOs to see how they track performance measures

Tier I – METRO and Island Transit (Bus)							
Mode	#	Rates (Per Vehicle Revenue Mile)	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Bus	1a	Major Safety Events	136	398	438	260	260
	1b	Major Safety Event Rate	0.33	0.942	0.948	0.500	0.500
	1.1	Collision Rate (NEW)	-	-	0.491	0.490	0.490
	1.1.1	Pedestrian Collision Rate (NEW)	-	-	0.03	0.03	0.03
	1.1.2	Vehicular Collision Rate (NEW)	-	-	0.429	0.429*	0.429*
	2a	Fatalities	0	6	3	1*	1*
	2b	Fatality Rate	0	0.014	0.006	0	0
	2.1	Transit Worker Fatality Rate (NEW)	-	-	0	0	0
	3a	Injuries	175	387	438	233	233
	3b	Injury Rate	0.425	0.916	0.948	0.45	0.45
	3.1	Transit Worker Injury Rate (NEW)	-	-	0.002	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	14	14*	14*
	4b	Rate of Assaults on Transit Workers (NEW)	-	-	0.03	0.03*	0.03*
	5	System Reliability (Note: higher is better)	6,750	6,219	5,934	6,627	6,627

Tier I – METRO and Island Transit (Paratransit)

Mode	#	Rates (Per Vehicle Revenue Mile)	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Paratransit	1a	Major Safety Events	39	52	63	36	36
	1b	Major Safety Event Rate	0.289	0.304	0.313	0.19	0.19
	1.1	Collision Rate (NEW)	-	-	0.194	0.18*	0.18*
	1.1.1	Pedestrian Collision Rate (NEW)	-	-	0	0.01	0.01
	1.1.2	Vehicular Collision Rate (NEW)	-	-	0.184	0.17*	0.17*
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate	0	0	0	0	0
	2.1	Transit Worker Fatality Rate (NEW)	-	-	0	0	0
	3a	Injuries	35	58	62	29	29
	3b	Injury Rate	0.174	0.339	0.308	0.15*	0.15*
	3.1	Transit Worker Injury Rate (NEW)	-	-	0	0*	0*
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0*	0*
	4b	Rate of Assaults on Transit Workers (NEW)	-	-	0	0*	0*
	5	System Reliability <i>(Note: higher is better)</i>	21,000	17,769	18,135	17,499	17,499

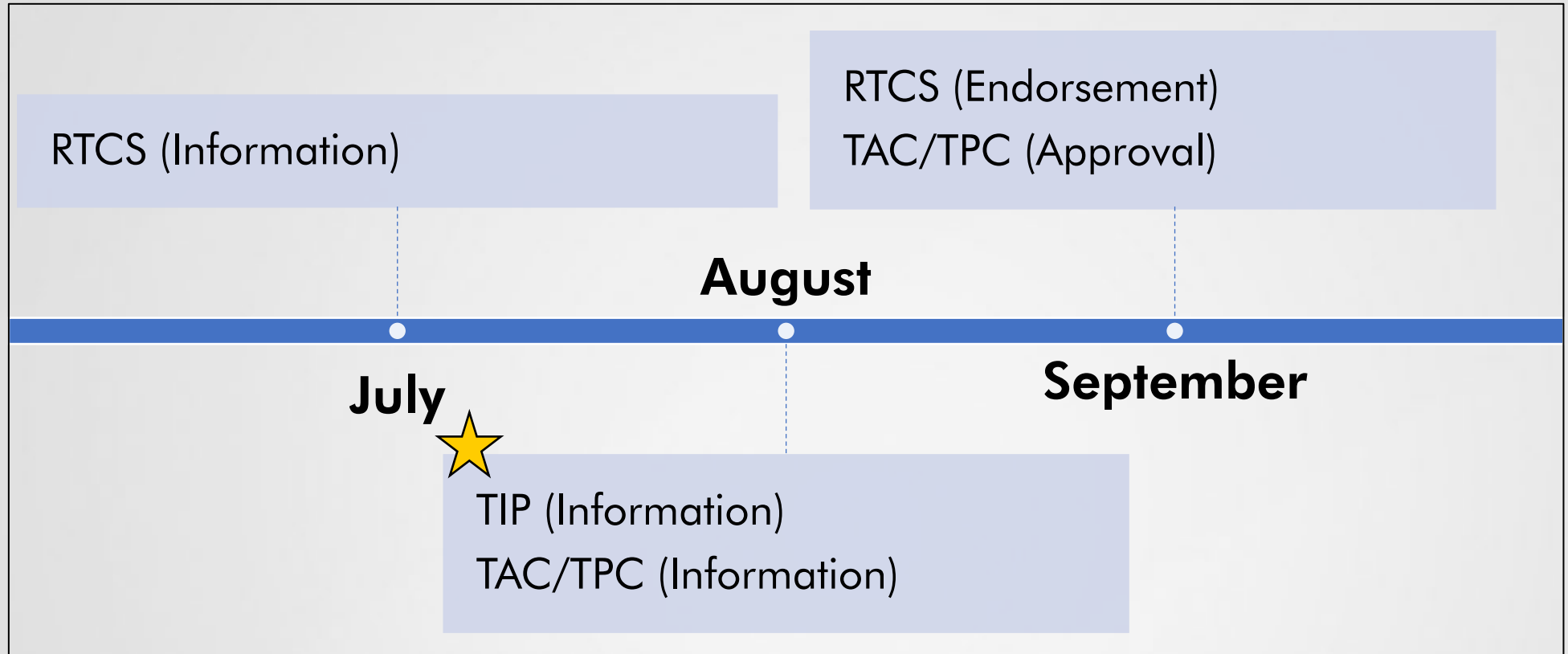
Tier I – METRO and Island Transit (Rail)							
Mode	#	Rates (Per Vehicle Revenue Mile)	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Rail	1a	Major Safety Events	100	93	132	111	111
	1b	Major Safety Event Rate	4.715	2.902	3.989	3.27	3.27
	1.1	Collision Rate (NEW)	-	-	1.571	1.571*	1.571*
	1.1.1	Pedestrian Collision Rate (NEW)	-	-	0.423	0.423*	0.423*
	1.1.2	Vehicular Collision Rate (NEW)	-	-	1.118	1.118*	1.118*
	2a	Fatalities	0	2	2	2*	2*
	2b	Fatality Rate	0	0.062	0.060	0.060*	0.060*
	2.1	Transit Worker Fatality Rate (NEW)	-	-	0	0	0
	3a	Injuries	45	69	70	50	50
	3b	Injury Rate	1.886	2.153	2.115	1	1
	3.1	Transit Worker Injury Rate (NEW)	-	-	0.060	0.060*	0.060*
	4.1	Assaults on Transit Workers (NEW)	-	-	2	2*	2*
	4b	Rate of Assaults on Transit Workers (NEW)	-	-	0.060	0.060*	0.060*
	5	System Reliability <i>(Note: higher is better)</i>	15,000	45,789	103,414	105,981	105,981

Tier II Transit Agencies (Commuter/Fixed Route)

Mode	#	Rates (Per Vehicle Revenue Mile)	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Commuter/Fixed Route	1a	Major Safety Events	0.53	2.28	1.64	1.05*	1.05*
	1b	Major Safety Event Rate	0.0000020	0.00000271711	0.000003601	0.000005554*	0.000005554*
	1.1	Collision Rate (NEW)	-	-	0.00000186	0	0
	1.1.1	Pedestrian Collision Rate (NEW)	-	-	0	0	0
	1.1.2	Vehicular Collision Rate (NEW)	-	-	0.00000186	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate	0	0	0	0	0
	2.1	Transit Worker Fatality Rate (NEW)	-	-	0	0	0
	3a	Injuries	0.28	1.66	0.26	0.61*	0.61*
	3b	Injury Rate	0.000001543	0.00000204	0.00000036	0.00000210*	0.00000210 *
	3.1	Transit Worker Injury Rate (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers (NEW)	-	-	0	0	0
	5	System Reliability <i>(Note: higher is better)</i>	150,207	32,640	60,917 (2024)	98,005	98,005

Tier II Transit Agencies (Demand Response)							
Mode	#	Rates (Per Vehicle Revenue Mile)	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Demand Response	1a	Major Safety Events	1.90	0.94	0	1.24*	1.24*
	1b	Major Safety Event Rate	0.0000020	0.0000008969	0	0.000001921*	0.000001921*
	1.1	Collision Rate (NEW)	-	-	0	0	0
	1.1.1	Pedestrian Collision Rate (NEW)	-	-	0	0	0
	1.1.2	Vehicular Collision Rate (NEW)	-	-	0	0	0
	2a	Fatalities	0	0	0	0	0
	2b	Fatality Rate	0	0	0	0	0
	2.1	Transit Worker Fatality Rate (NEW)	-	-	0	0	0
	3a	Injuries	1.68	1.41	0.36	1.07*	1.07*
	3b	Injury Rate	0.0000015	0.0000013	0.00000058	0.00000100*	0.00000100*
	3.1	Transit Worker Injury Rate (NEW)	-	-	0	0	0
	4.1	Assaults on Transit Workers (NEW)	-	-	0	0	0
	4b	Rate of Assaults on Transit Workers (NEW)	-	-	0	0	0
	5	System Reliability (Note: higher is better)	288,488	221,234	174,176	>251,590	>251,590

Timeline



RTCS- Regional Transit Coordination Subcommittee
TIP – Transportation Improvement Plan Subcommittee
TAC – Transportation Advisory Committee
TPC- Transportation Policy Council



Transit Asset Management (TAM) and Public Transportation Safety Agency

State of Good Repair Performance Measure

Percentage of equipment (non-revenue vehicles) that have either met or exceeded their Useful Life Benchmark

Percentage of rolling stock (revenue vehicles) that have either met or exceeded their Useful Life Benchmark

Percentage of infrastructure (rail fixed guideway track) that have performance restrictions

Percentage of facilities (buildings and structures) that are rated below condition 3 on the Transit Economic Requirement Model scale

Public Transportation Safety Performance Measures

Total number of fatalities

Total number of injuries

Total number of safety events

Rate of fatalities per vehicle revenue mile (VRM)

Rate of injuries per VRM

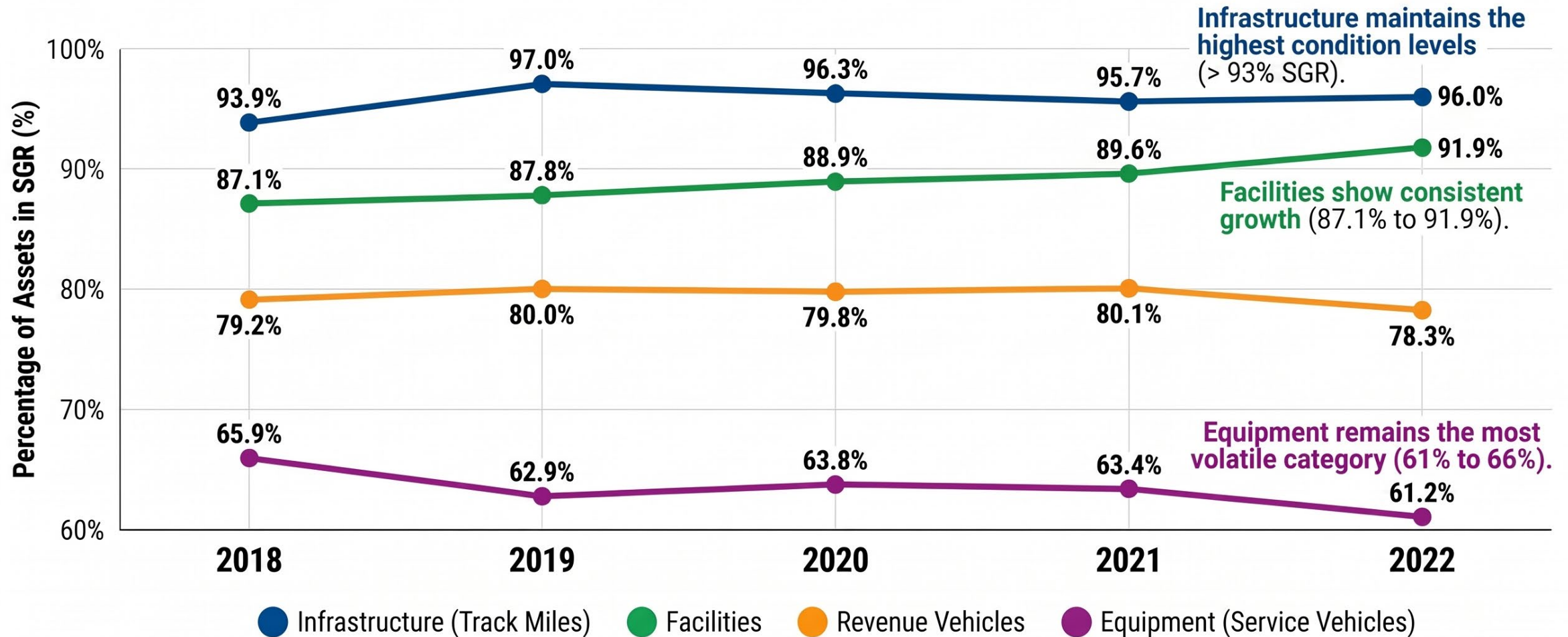
Rate of safety events per VRM

Mean distance between major mechanical failures

Asset Categories & Metrics

Asset Category	Performance Measure
Rolling Stock	Age - % of Revenue Vehicles exceeding their Useful Life Benchmark (ULB)
Equipment	Age - % of Non-revenue Vehicles exceeding their Useful Life Benchmark (ULB)
Facilities	Condition - % of Facilities with a condition rating below 3 on the TERM scale (Marginal or Poor)
Rail Infrastructure	Performance - % of Rail track segments, signals and systems with performance restrictions

National Transit Assets in State of Good Repair (2018-2022)



Performance Definitions



Revenue Vehicle SGR

Based on the percentage of vehicles that have not exceeded their Useful Life Benchmark.



Infrastructure SGR

Measured as the percentage of track miles free from performance restrictions (slow zones).

2026 TAM Data Approach

- **For the 2026 update, H-GAC used:**
 - Updated 2026-cycle TAM Plans where submitted
 - Most recent agency-submitted TAM data where no newer data was available
- **Excluded from regional calculations:**
 - Brazos Transit District — unable to itemize H-GAC MPA asset condition data
 - Colorado Valley Transit — reports through TxDOT statewide group plan
 - Sugar Land On Demand — does not utilize FTA funds; exempt from reporting
- **Thurs 7/9 RTCS Feedback:**
 - Connect with other MPOs to see how they track performance measures

Regional TAM Performance Targets											
Performance Targets and Actuals by Year											
Asset Category	2022			2024			2026			Proposed Targets*	
	Targets	Actuals	Met	Targets	Actuals	Met	Targets	Actuals	Met	2028	2030
Rolling Stock (revenue vehicles)	10%	10%	✓	10%	20%	✗	20%	19%	✓	20%	20%
Equipment (non-revenue vehicles)	46%	46%	✓	46%	55%	✗	55%	68%	✗	65%	65%
Facilities (buildings and structures)	54%	45%	✓	45%	28%	✓	28%	27%	✓	25%	25%
Infrastructure (rail tracks, signals & systems)	0%	0%	✓	0%	1%	✗	1%	<1%	✓	1%	1%
Note: A lower percentage indicates better condition of transit assets											

Transit Investments to Watch

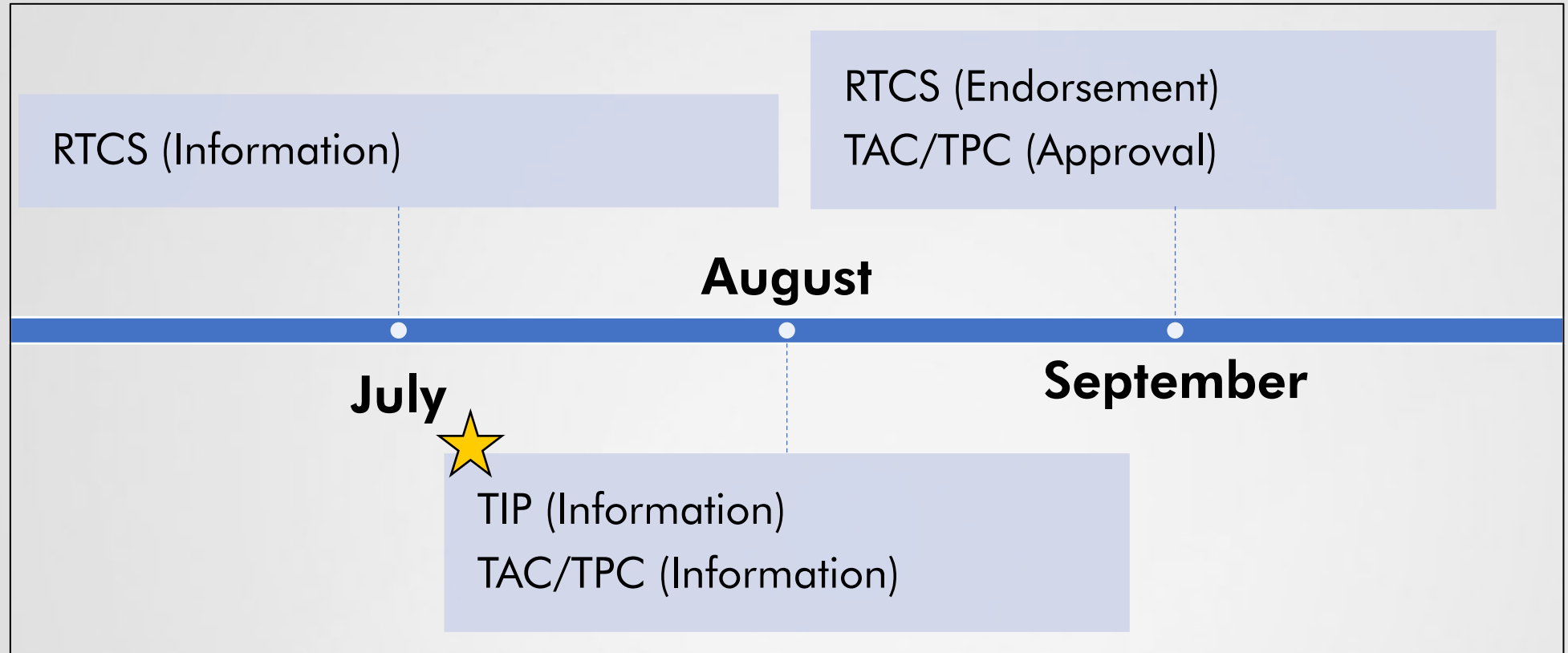
- **\$1.9bn:** Total federal funding programmed through 2030 for transit agency as capital or infrastructure projects



System Performance Measures



Timeline



RTCS- Regional Transit Coordination Subcommittee
TIP – Transportation Improvement Plan Subcommittee
TAC – Transportation Advisory Committee
TPC- Transportation Policy Council

Performance Measures

Reliability

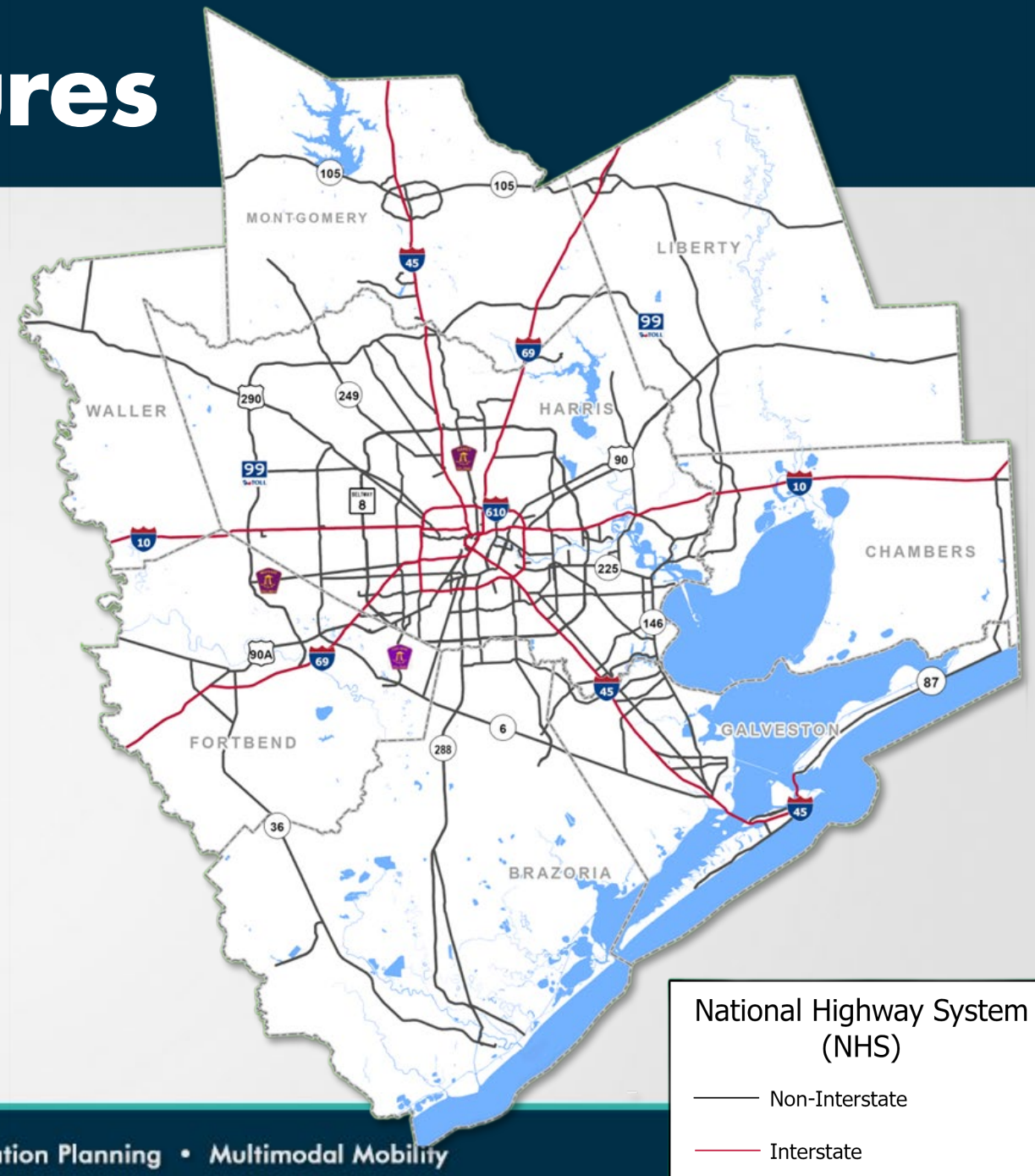
- Personal & Truck Travel on NHS

Congestion

- Peak Hour Excessive Delay
- Non-Single Occupant Vehicles Trips

Air Quality

- Tailpipe emission reductions from Congestion Mitigation Air Quality (CMAQ) project



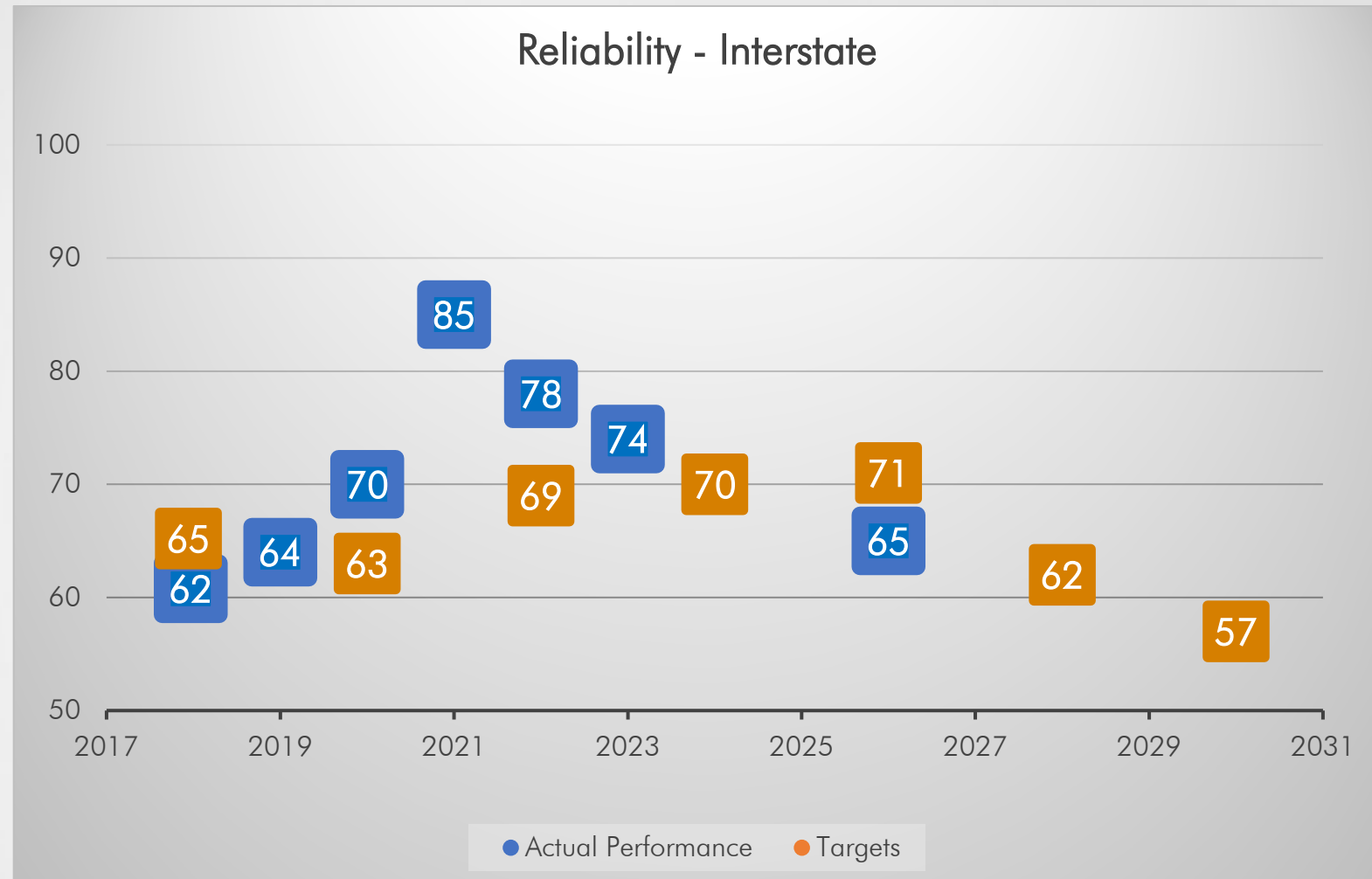
Federal Performance Measures

- 2026 Actual Performance is based on conditions in the previous year
- 2028 and 2030 Draft Performance targets

There are no penalties if targets aren't met.

Percentage of Reliable Person-Miles (Annual)

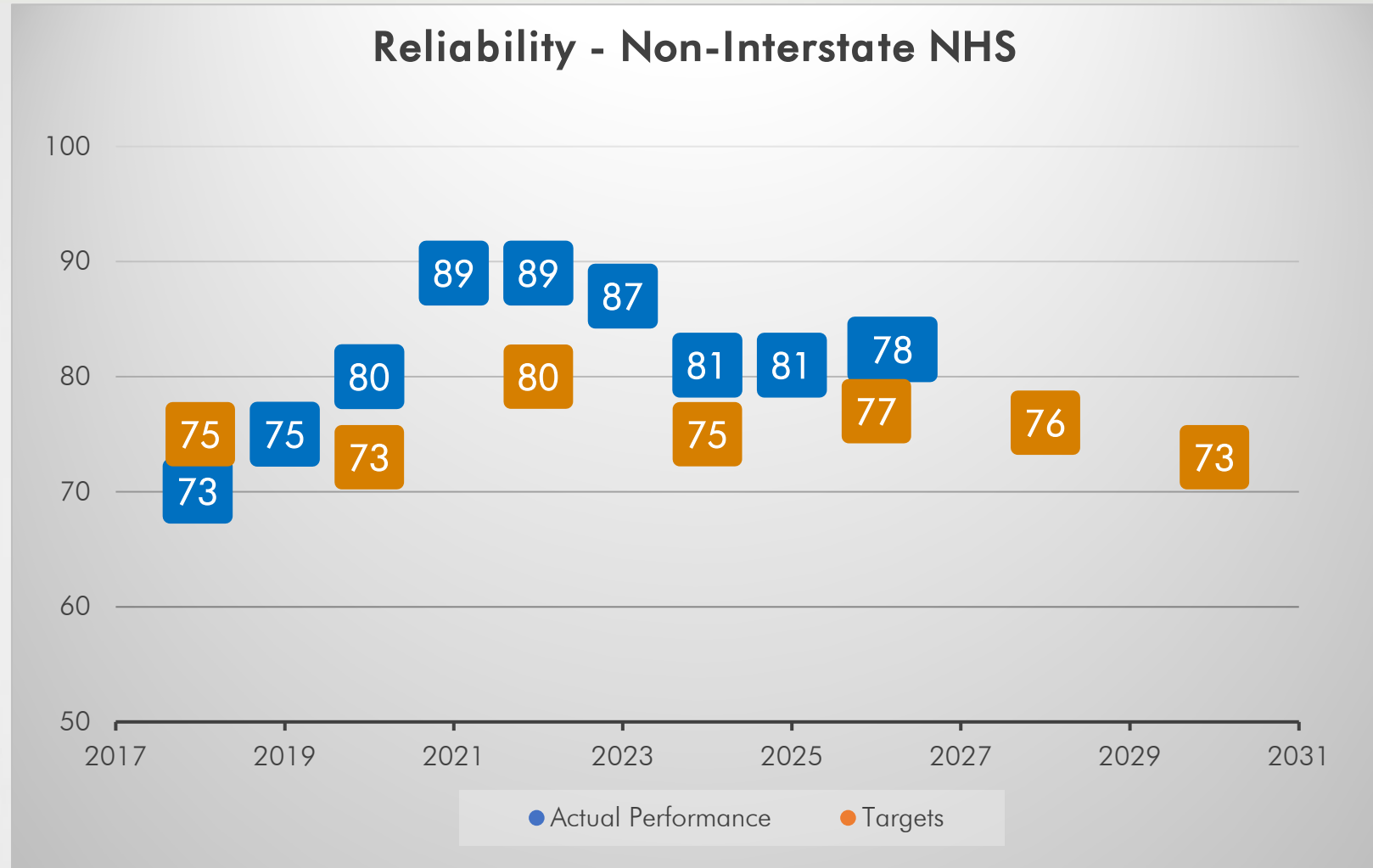
- Level of Travel Time Reliability (LOTTR) = Ratio of the
- 80th percentile (bad traffic) / 50th percentile (normal traffic) Example: For a 30-minute trip:
 - Reliable = 30 to 45 mins.
 - Unreliable = More than 45 mins.
- 2026 Target **not met**.
 - 2028 Target – 62%
 - 2030 Target – 57%
 - Trendline based on post pandemic years



↑
Desired Trend
for Improvement

Percentage of Reliable Person-Miles (Annual)

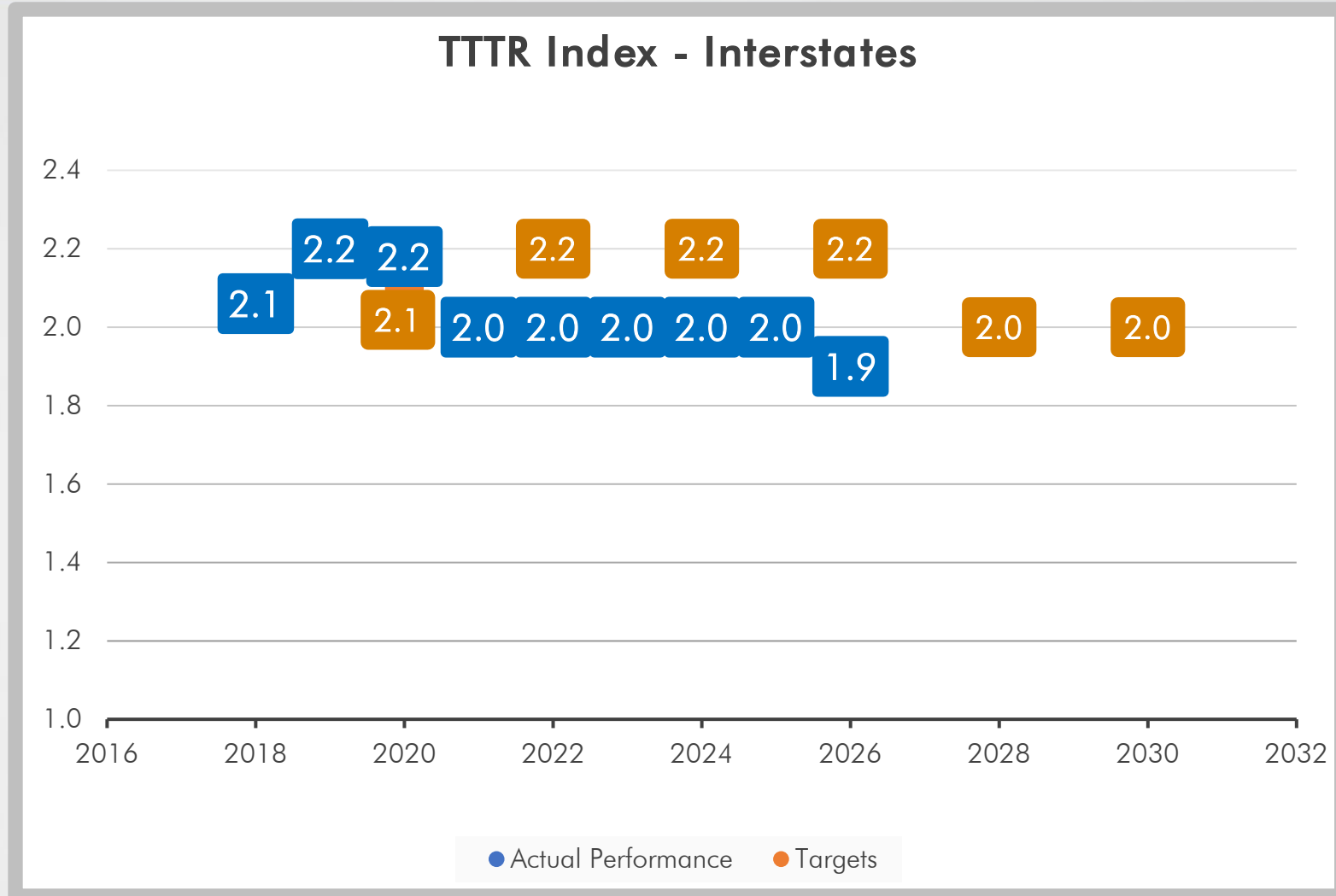
- Level of Travel Time Reliability (LOTTR) = Ratio of the 80th percentile (*bad traffic*) / 50th percentile (*normal traffic*) Example: For a 30-minute trip:
 - Reliable = 30-45 mins.
 - Unreliable = More than 45 mins.
- 2026 Target **met**.
 - 2028 Target – 76%
 - 2030 Target – 73%
 - Trendline based on post pandemic years



↑
Desired Trend
for Improvement

Truck Travel Time Reliability Index

- Truck Travel Time Reliability (TTTR) Index is the time a truck driver adds to a median trip length to arrive on-time, 95% of the time.
- Ratio of 95th percentile (very bad traffic) / 50th percentile (normal traffic)
- Example:**
What is normally a trip of 30 minutes X 2.1 (truck index) = 63 minutes.
- 2026 Target **met**.
 - 2028 Target – 2.0
 - 2030 Target – 2.0
 - Trendline based on post pandemic years



↓
Desired Trend
for Improvement

2026 Reliability Performance

Federal Performance Measures	Desired Trend	2026 Target	2026 Actual Performance	2026 Target Met?
Interstate Reliability		71%	65.6%	No
Non-interstate Reliability		77%	78.1%	Yes
Truck Travel Time Reliability Index		2.2%	1.9%	Yes

Project Types & Strategies

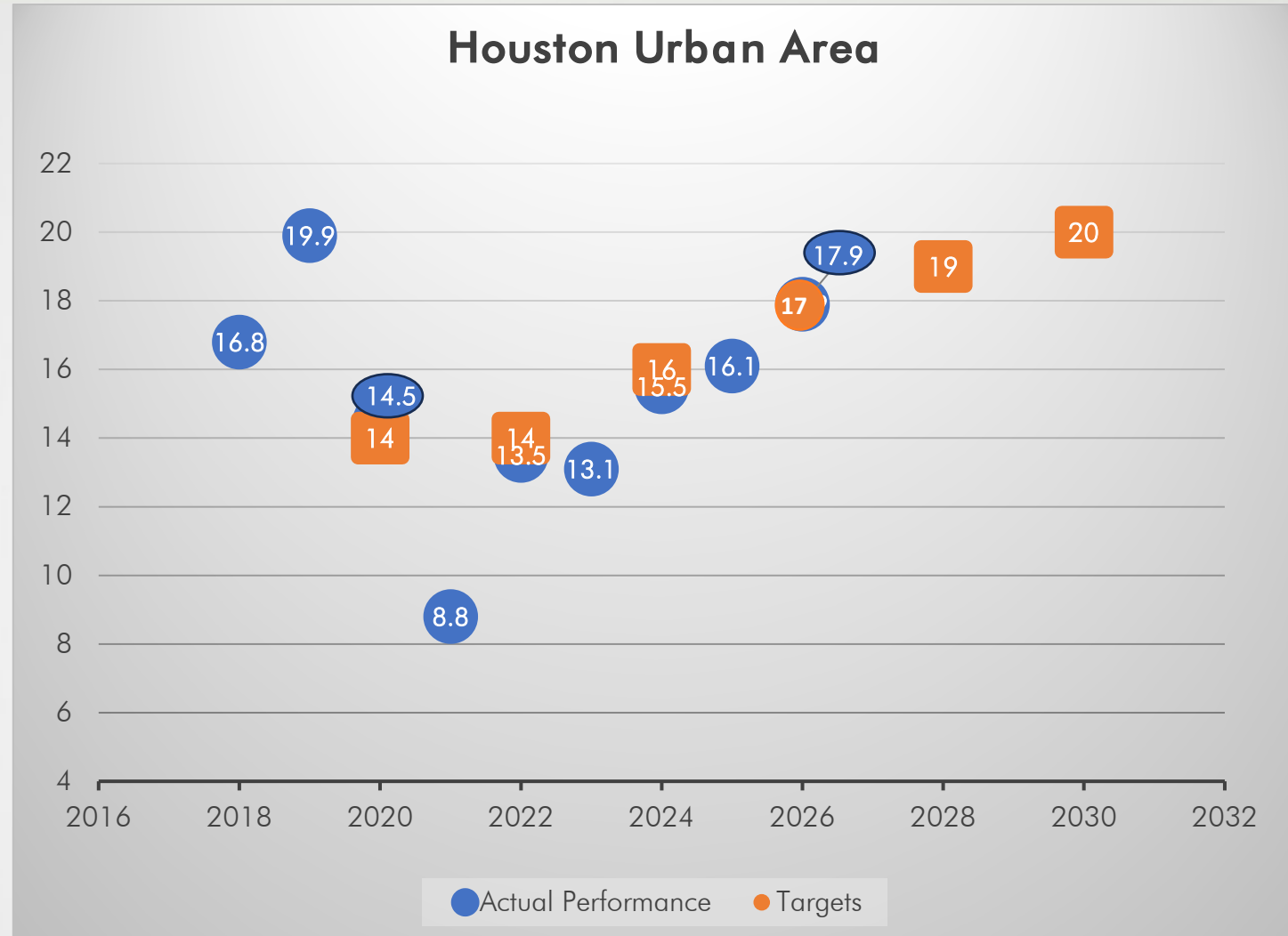


- Transportation Improvement Program (TIP)
- Regional Transportation Plan (RTP)/CMP
- Project Selection Process
 - Operational Improvements & Congestion Management
- Tow and Go Program
- TranStar
- Commute Solutions
- Connect Smart app



Peak Hour Excessive Delay (PHED)

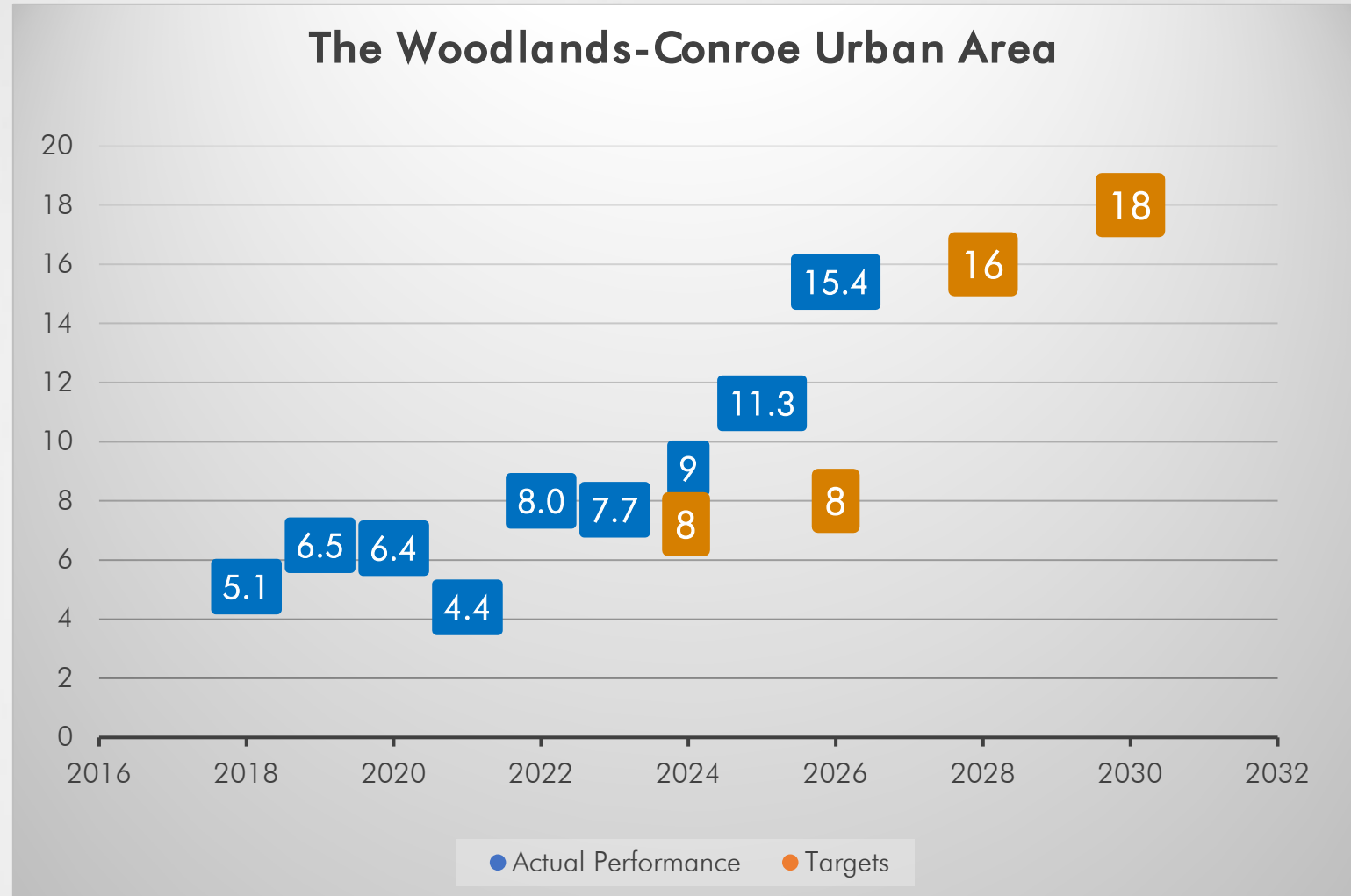
- The annual average hours of extra travel time on the National Highway System in excessive conditions per capita.
- Peak Periods (Mon-Fri)
 - AM Peak (6-10 am)
 - PM Peak (3-7 pm)
- For a speed limit of 60 mph (60% of 60 mph), the excessive delay occurs below 36 mph.
- 2026 Target **not met**.
 - 2028 Target – 19 hrs
 - 2030 Target – 20 hrs
 - Trendline based on post pandemic years



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Desired Trend
for Improvement

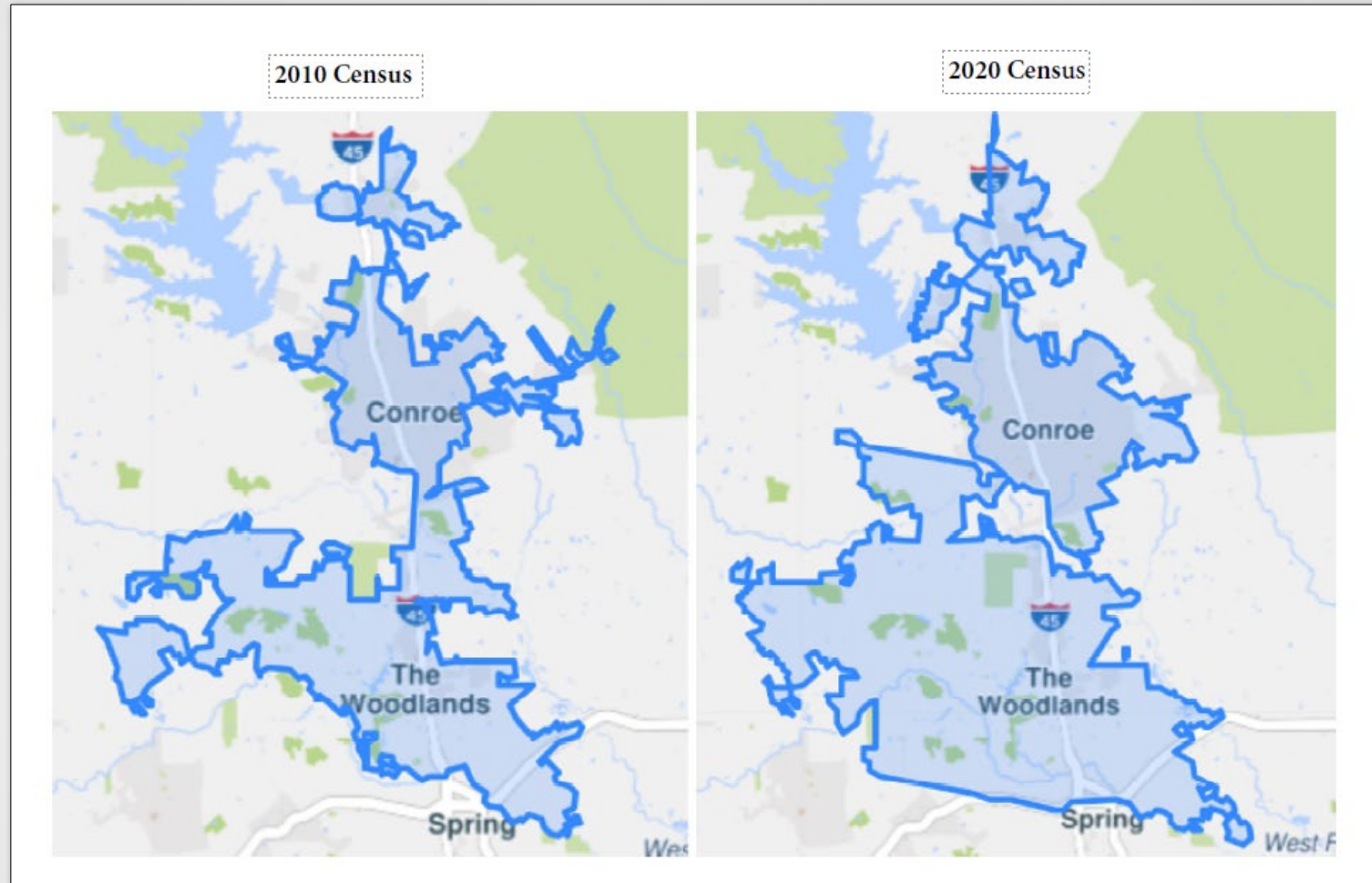
Peak Hour Excessive Delay (PHED)

- The annual average hours of extra travel time on the National Highway System in excessive conditions per capita.
- Peak Periods (Mon-Fri)
 - AM Peak (6-10 am)
 - PM Peak (3-7 pm)
- For a speed limit of 60 mph (60% of 60 mph), the excessive delay occurs below 36 mph.
- 2026 Target **not met**.
 - 2028 Target – 16 hrs
 - 2030 Target – 18 hrs
 - Trendline based on post pandemic years



Desired Trend
for Improvement

The Woodlands-Conroe Urban Area

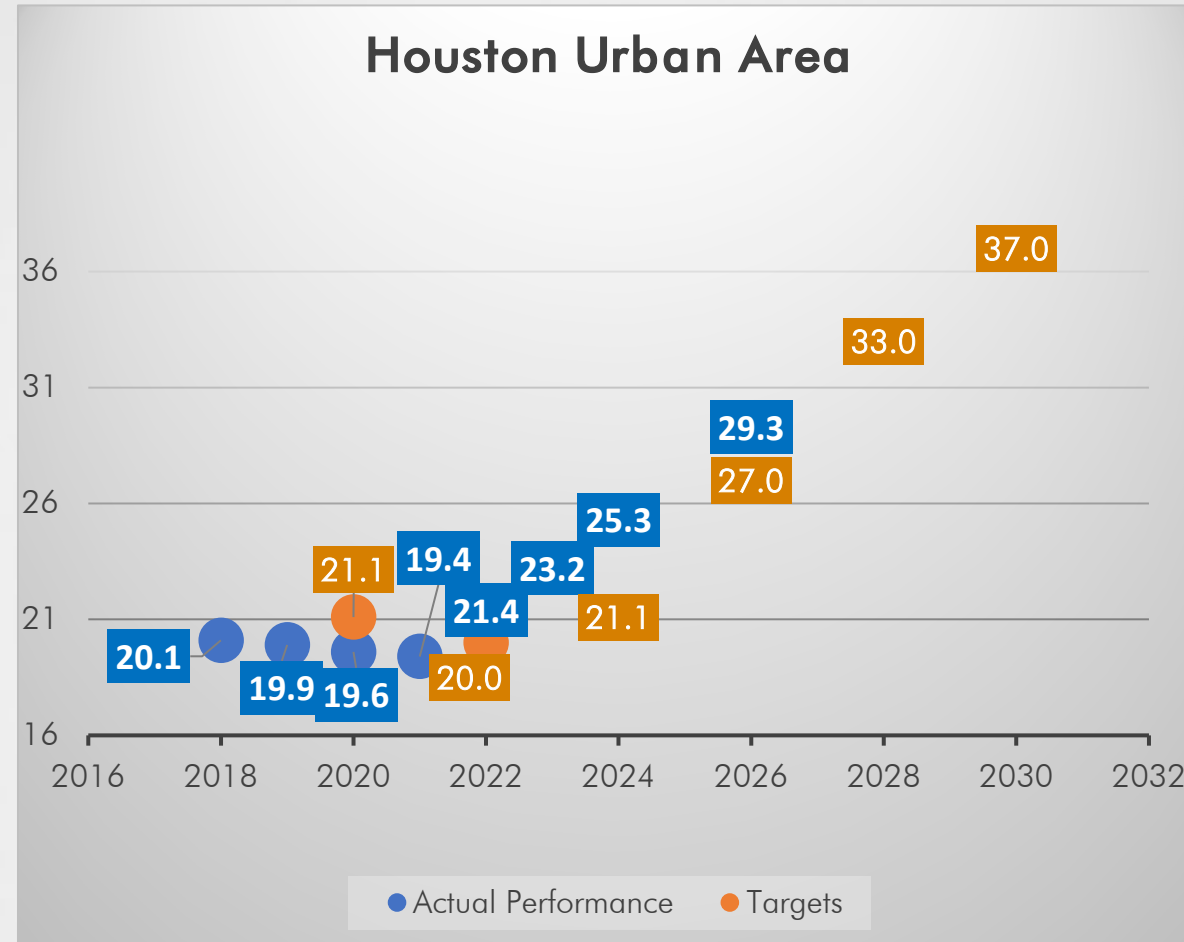


Percent of Non-Single Occupant Vehicles

- Percent of Work Trips made in Non-Single Occupant Vehicles

- Carpooling
- Riding public transportation
- Walking
- Bicycling
- Taxicab or other means
- Travel avoided by working from home

- American Community Survey (ACS) 5-year averages



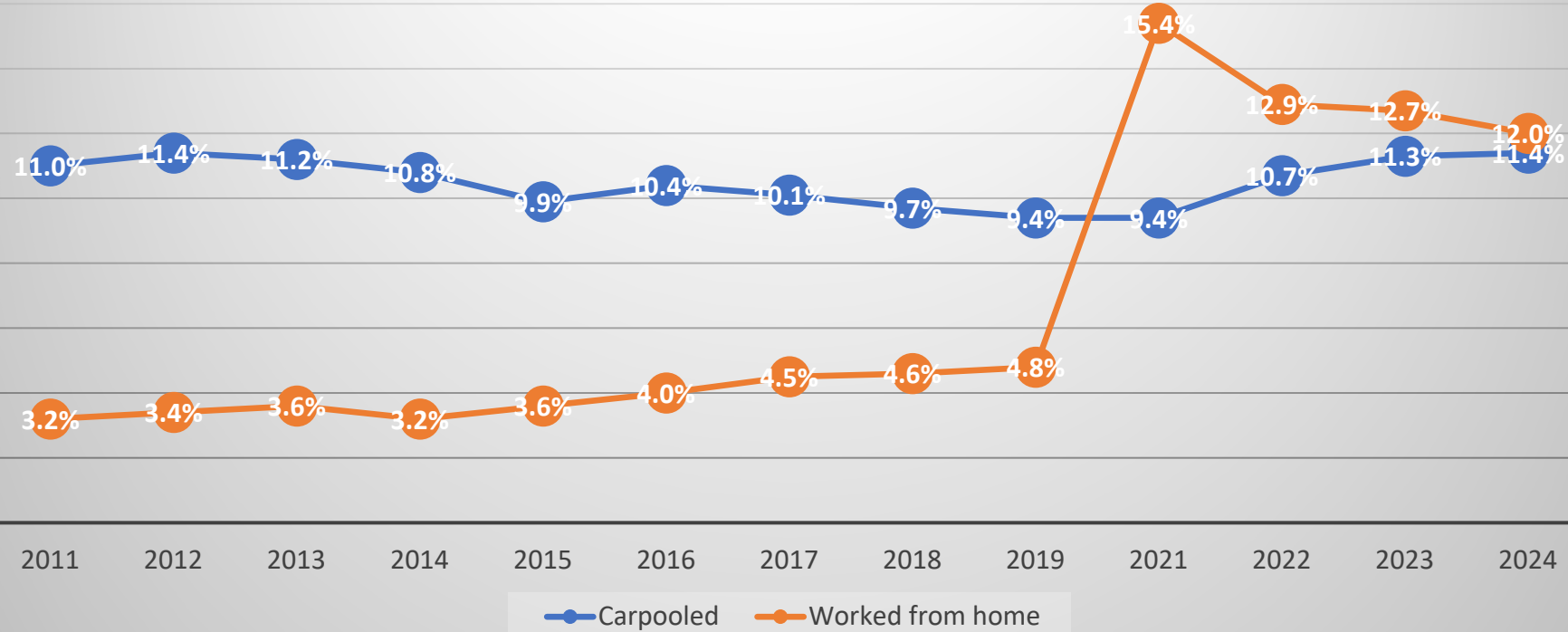
- 2026 Target **met**.
 - 2028 Target – 33%*
 - 2030 Target – 37%*
 - Trendline based on post pandemic years
- *Draft 30% for 2028 and 2030
- 2026 Actual (**29.3%**) is based on the 5-year average for 2020-2024.



Desired Trend
for Improvement

Percent of Non-Single Occupant Vehicles

Means of Transportation to Work - Houston UA

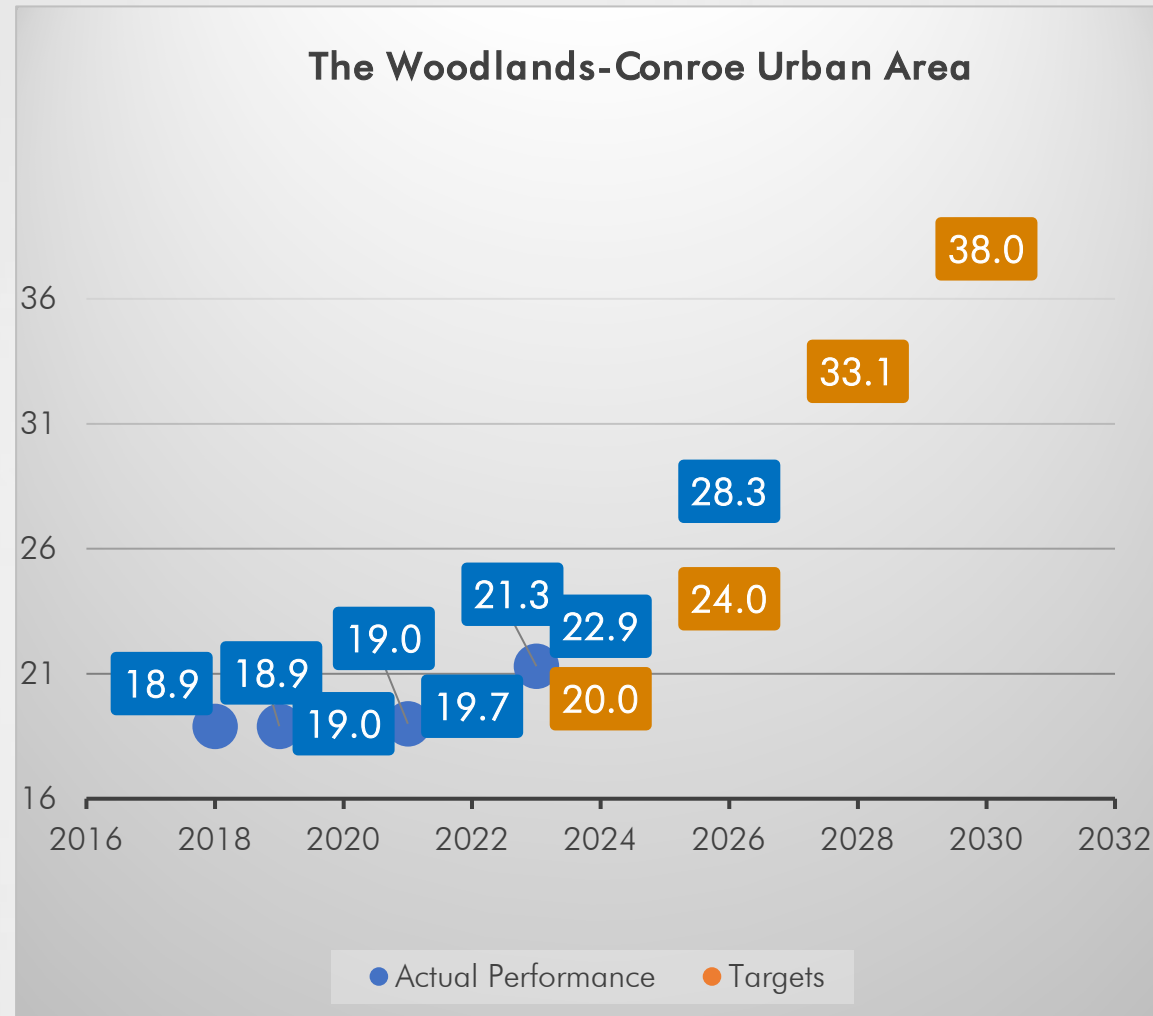


- 2020 data was not released by Census Bureau due to pandemic.

American Community Survey (ACS) 1-Year Data

Percent of Non-Single Occupant Vehicles

- Percent of Work Trips made in Non-Single Occupant Vehicles
 - Carpooling
 - Riding public transportation
 - Walking
 - Bicycling
 - Taxi or other means
 - Telework
- American Community Survey (ACS) 5-year averages



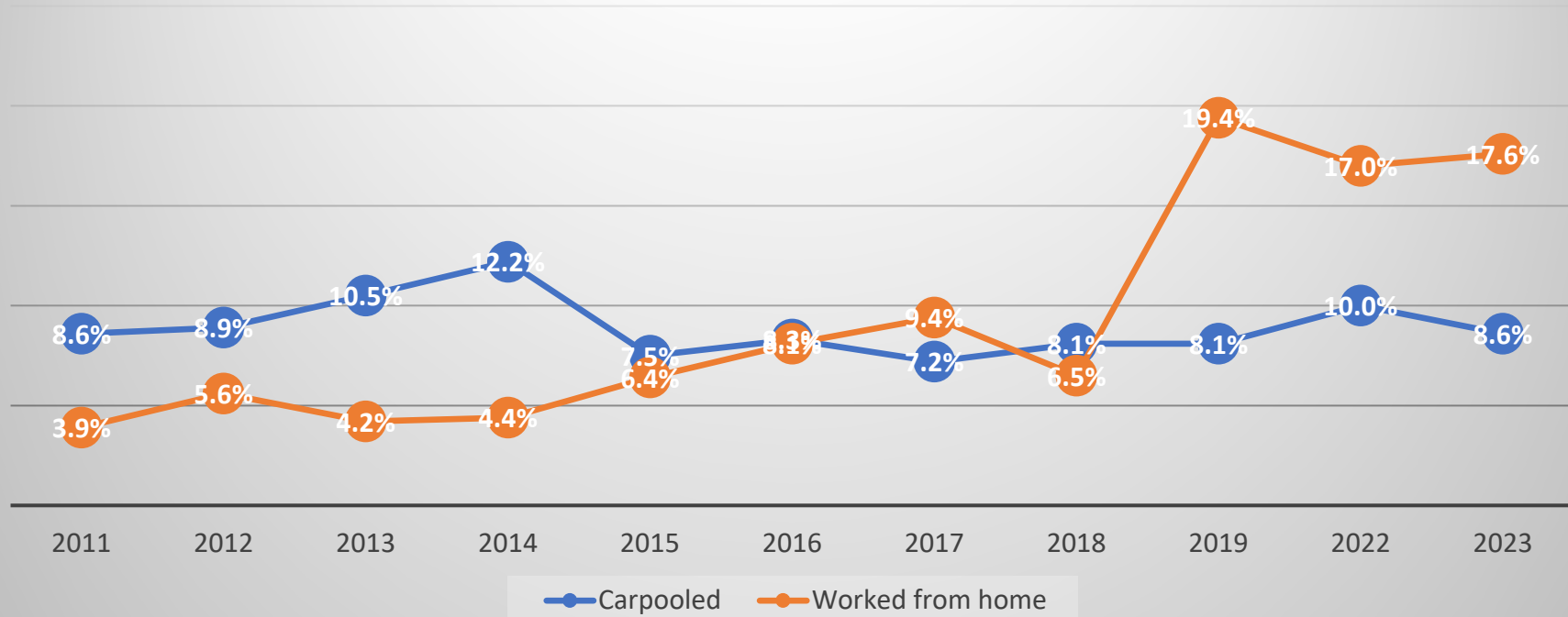
- 2026 Target **met**.
 - 2028 Target – 33%*
 - 2030 Target – 38%*
 - Trendline based on post pandemic years
- *Draft 30% for 2028 and 2030
- 2026 Actual (**28.3%**) is based on the 5-year average for 2020-2024.



Desired Trend
for Improvement

Percent of Non-Single Occupant Vehicles

*Means of Transportation to Work
The Woodlands-Conroe UA*



- 2020 data was not released by Census Bureau due to pandemic.

American Community Survey (ACS) 1-Year Data

PM3 - Congestion

Federal Performance Measures	Desired Trend	2026 Target	Actual Performance	2026 Target Met?
Peak Hour Excessive Delay - Houston		17 hours	17.9 hours	No
Peak Hour Excessive Delay – The Woodlands/Conroe		8 hours	15.4 hours	No
Non-Single Occupant Vehicles Travel - Houston		22.6%	29.3%	Yes
Non-Singles Occupant Vehicles Travel – Conroe		21.6%	28.3%	Yes

On-Road Mobile Source Emission Reductions (kg/day)

Congestion Mitigation Air Quality (CMAQ) Measures

Target Years	NO _x	VOC
2024 Two-Year Targets	221.251	69.939
Two-Year Actuals	19.888	4.325
Two-Year Shortage	201.363	65.614
2026 Four-Year Targets	601.465	172.864
Four-Year Actuals	172.542	72.432
Four-Year Shortage	428.923	100.432

Targets were **not met** due to the following:

- Five projects were delayed by project sponsors to FY 2026 or later.
 - Commuter & Transit Pilot Projects, Clean Vehicles Program, and others.
- Two projects lost CMAQ funding and became ineligible.

However, one project advanced to FY 2025 due to project readiness.

Projects with emission reductions but without CMAQ funding do not count toward these performance measures.



Desired Trend
for Improvement

On-Road Mobile Source Emission Reductions (kg/day)

Two- and four-year targets were set using a **project delivery success rate** to compensate for project delays and shifts that normally occur when programming projects.

$$= \frac{\text{Actual Emission Reductions in CMAQ Public Access System}}{\text{Anticipated Emission Reductions Programmed in the TIP}}$$

On-Road Mobile Source Emission Reductions (kg/day)

Two- and four-year targets were set using a **project delivery success rate** to compensate for project delays and shifts that normally occur when programming projects.

Congestion Mitigation Air Quality (CMAQ) Measures

Baseline & Target Years	NO _x	VOC
2026 Baseline	195.260	21.853
2028 Two-Year Targets (FY 26 & 27)	330.710	36.025
2030 Four-Year Targets (FY 26, 27, 28, & 29)	369.980	47.281

CMAQ Eligible Projects & Programs

AIR QUALITY

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Air Toxics

CMAQ

Conformity

It All Adds Up

Laws and Regulations

Policy and Guidance

Cost Effectiveness Tables

Reference Materials

Performance Measures

Emissions Calculator Toolkit

CMAQ Input Data Dictionary

Research

Training

Reporting

Other Links

Air Quality Contacts

For more information, please contact [David Kall](#).

FHWA → Environment → Air Quality → CMAQ

CMAQ Emissions Calculator Toolkit

Introduction to the CMAQ Toolkit

The Federal Highway Administration (FHWA) Office of Natural Environment developed a series of tools to provide technical support and resources for the implementation of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

CMAQ project justification as well as annual reporting require the development of reliable air quality benefit estimates. Realizing that every potential project sponsor may not have the capacity for developing independent air quality benefit estimates, the FHWA has undertaken the initiative of developing a series of spreadsheet based tools to facilitate the calculation of representative air quality benefit data.

This CMAQ Emissions Calculator Toolkit (in Microsoft Excel format) is only offered as an additional resource to assist DOTs, MPOs and project sponsors in the project justification process. Agencies and individuals using a preferred methodology to generate air quality benefit information are welcome to continue their current practice. The tool kit will be released in modules by project type.

CMAQ Toolkit Video Series: FHWA is developing short 3–4-minute videos for each tool or set of related tools in the CMAQ Toolkit. See an overview video [here](#) and tool-specific videos on the cards below. New videos will be added as they are completed.

Available Tools

- [Adaptive Traffic Control Systems \(ATCS\)](#)
- [Alternative Fuel Vehicles and Infrastructure](#)
- [Bicycle, Pedestrian, and Shared Micromobility](#)
- [Carpooling and Vanpooling](#)
- [Congestion Reduction and Traffic Flow Improvements](#)
- [Construction and Intermodal Equipment](#)
- [Diesel Idle Reduction Strategies](#)
- [Diesel Truck and Engine Retrofit & Replacement](#)
- [Dust Mitigation](#)
- [Electronic Open-Road Tolling \(EORT\)](#)
- [Electric Vehicles and EV Charging Infrastructure](#)
- [Freight Modal Shift](#)
- [Locomotive & Marine Engine Retrofit and Replacement Tool](#)
- [Managed Lanes](#)
- [Telework Tool](#)
- [Transit Bus Upgrades & System Improvements](#)
- [Transit Bus Service and Fleet Expansion](#)
- [Travel Advisories](#)

CMAQ Eligible Projects & Programs

- Adaptive Traffic Control Systems
- Alternative Fuel Vehicles & Infrastructure
- ✓ Bicycle, Pedestrian, & Shared Micromobility
- ✓ Carpooling and Vanpooling
- ✓ Congestion Reduction & Traffic Flow Improvements
- Construction & Intermodal Equipment
- Diesel Idle Reduction Strategies
- Diesel Truck and Engine Retrofit & Replacement
- Dust Mitigation
- Electronic Open-Road Tolling
- Freight Modal Shift
- ✓ Locomotive & Marine Engine Retrofit and Replacement Tool
- Managed Lanes
- Telework
- Transit Bus Upgrades & System Improvements
- ✓ Transit Bus Service & Fleet Expansion
- Travel Advisories

✓ = Recent Calculation by Air Quality Program Staff



Announcements



Amendment Schedule



2027-2030 H-GAC TIP Amendment/STIP Revision Schedule									
Sponsor Request Deadline*	E-mail Draft Mods to Sponsors & TxDOT Districts	Final Deadline for corrections	Background Paper, Signature Pages & Mods Due in TAC folder	TAC Mailout	TAC Meeting	Background Paper, Signature Pages & Mods Due in TPC folder	TPC Mailout	TPC Meeting	STIP Revision
5/29/2026	6/24/2026	7/3/2026	7/6/2026	7/8/2026	7/15/2026	7/15/2026	7/17/2026	7/24/2026	No August 2026 Quarterly Revision due to 2027-2030 STIP development
6/30/2026	7/22/2026	8/7/2026	8/10/2026	8/12/2026	8/19/2026	8/19/2026	8/21/2026	8/28/2026	
7/31/2026	8/26/2026	8/28/2026	8/31/2026	9/2/2026	9/9/2026	9/9/2026	9/18/2026	9/25/2026	November 2026 Quarterly Revision (Due in e-STIP Portal 9/30/2026)
8/31/2026	9/21/2026	10/2/2026	10/5/2026	10/7/2026	10/14/2026	10/14/2026	10/16/2026	10/23/2026	February 2027 Quarterly Revision (Due in e-STIP Portal 1/29/2027)
9/30/2026	10/21/2026	10/23/2026	10/26/2026	10/28/2026	11/4/2026	11/4/2026	11/13/2026	11/20/2026	
10/30/2026	11/23/2026	11/27/2026	11/30/2026	12/2/2026	12/9/2026	12/9/2026	12/11/2026	12/18/2026	
11/30/2026	12/21/2026	12/28/2026	1/4/2027	1/6/2027	1/13/2027	1/13/2027	1/15/2027	1/22/2027	
New procedure: All requests must be sent to ' https://www.h-gac.com/transportation-improvement-program/tip-amendment-request-submission-portal/login '. *Amendments requiring Transportation Policy Council approval will be previewed one month before action is requested.									6/5/2026

Announcements



- TIP Amendment
 - **Timeline:** www.h-gac.com/transportation-improvement-program/tip-stip-amendment-schedule
 - **Amendment Form:** www.h-gac.com/transportation-improvement-program/tip-amendment-request-submission-portal/login
- Agenda and Presentation are posted to the website.
- **Technical Advisory Committee (TAC)**
 - Next Meeting: **August 19, 2026**, at 9:30 am (In-Person).
- **Transportation Policy Council (TPC)**
 - Next Meeting: **August 28, 2026**, at 9:30 am (In-Person).
- **Transportation Improvement Program Subcommittee**
 - Next Meeting: **September 2, 2026**, at 9:30 am (Virtual)