2021-2024 TIP
Transportation Improvement Program

Houston-Galveston Area Council

THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA









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2021-2024 TRANSPORTION IMPROVEMENT PROGRAM (TIP)

FOR THE HOUSTON-GALVESTON
METROPOLITAN PLANNING AREA

PUBLIC COMMENT PERIOD:
February 28 – April 15, 2020

PUBLIC MEETING DATE:
March 5, 2020

Adoption by Transportation Policy Council
June 26, 2020

Publication Date
June 26, 2020

http://www.h-gac.com/transportation-improvement-program/2021-2024.aspx

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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 current transportation authorization, "**Fixing America's Surface Transportation**" (FAST) Act.

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.

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Resolution

NO. 2020-21

APPROVING THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA:

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) was enacted on December 4, 2015 and authorizes the Federal surface transportation programs for highways, safety, and transit; and

WHEREAS, the FAST Act 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 2021-2024 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* adopted by the Transportation Policy Council in July 2017; and

WHEREAS, the 2021-2024 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 2021-2024 Transportation Improvement Program includes a financial summary that demonstrates its compliance with federal regulations regarding financial constraint; and

WHEREAS, the 2045 Regional Transportation Plan, the long-range transportation plan for the Houston-Galveston Transportation Management Area, was adopted in May 2019 by the Transportation Policy Council; and

WHEREAS, the 2021-2024 Transportation Improvement Program was developed from, and is consistent with the 2045 Regional Transportation Plan, as amended, and its air quality conformity determination received Federal Highway Administration concurrence in August 2019.

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NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA, THAT THE 2021-2024 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 2021-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.

PASSED AND APPROVED this 26th day of June 2020, at a regularly called meeting of the Transportation Policy Council.

APPROVED:

DocuSigned by:
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Hon. Kenneth Clark, Chairman
Transportation Policy Council

ATTEST:

DocuSigned by:
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Hon. Tom Reid, Secretary
Transportation Policy Council

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Chapter 1
Introduction

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Chapter 1 — Introduction

PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) 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 regionally significant projects to be implemented with non-federal funds. The TIP is mandated by federal transportation legislation, currently the "Fixing America's Surface Transportation" (FAST) Act, 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 signifies regional consensus on the value of a project and approval for federal funding. Although the TIP covers four years of project programming, the schedule of projects is updated every two years - in line 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 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.

It should be noted that inclusion in the TIP is not a guarantee that a project will be implemented given the fact that unforeseen obstacles could impact funding, project readiness, or sponsorship. In addition, the TIP is not a final project implementation schedule. Federal regulations permit amendments to the TIP after it has been adopted in order to add new projects, delete projects, or else to advance or delay projects in the schedule as circumstances necessitate.

The 2021 – 2024 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 TMA Counties

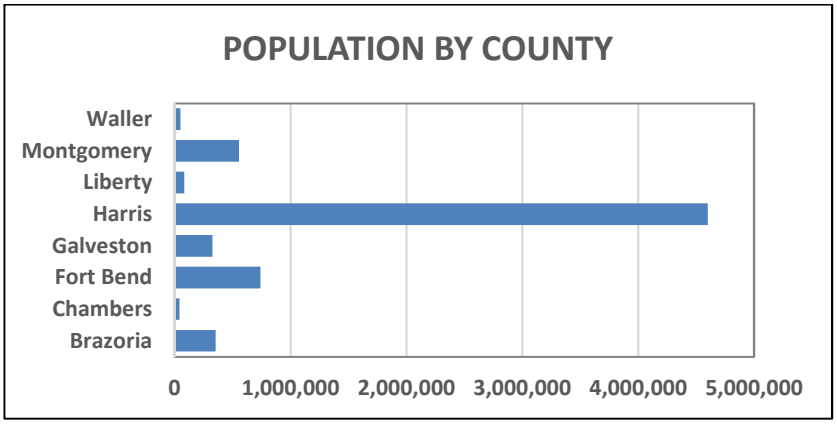
THE PLANNING REGION

H-GAC is the federally designated metropolitan planning organization (MPO) for the 8-county Houston-Galveston metropolitan region. The H-GAC Metropolitan Planning Area (MPA) is comprised of the counties of Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller, covering an area of approximately 8,800 square miles – slightly larger than the State of New Jersey (Map 1.1). The MPO is a federally funded transportation policy-making organization made up of representatives from local government and state transportation authorities. Creating the designation of MPO is however by agreement of the several general-purpose local governments within the region and the Governor of Texas. As MPO, H-GAC coordinates the transportation planning activities and decides how federal transportation dollars are spent within the planning region.

The Houston-Galveston metropolitan region also has federal designation as a Transportation Management Area (TMA) – which is a metropolitan region with a population greater than 200,000 (Figure 1-1). The H-GAC TMA boundary is identical to the boundaries of the MPA. This region is home to an ethnically diverse population of over 6.7 million residents and consistently ranks as one of the fastest growing regions within the nation. Population growth is driven by a robust rate of natural increase coupled with a positive net migration. These two factors have contributed to a population increase of over one million residents in the area since the year 2010. Although the rate of population growth has dipped in the recent years, especially within Harris County, the region's overall population is still increasing at the rate of about 90,000 new residents per annum.

Like the population, the mobility needs within the planning region are vast and diverse. The funding commitments documented in the 2021 – 2024 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 TMA



Source: US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

RELATIONSHIP TO THE TRANSPORTATION PLANNING PROCESS

Serving as the MPO for the Houston-Galveston planning region, H-GAC is responsible for preparing and maintaining three key elements of the regional transportation planning process: The Regional Transportation Plan (RTP), the MPO Ten Year Plan, and 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 programming schedule. Federal regulations moreover require the TMA 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 nonattainment 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 2021 – 2024 TIP maintains consistency with the following transportation planning documents:

- 2045 RTP: 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.

2045 RTP

The long-range transportation plan "2045 RTP" 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 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.

The long-range plan evaluates the existing transportation system and defines a set of regional goals to improve the system as well as the implementation strategies for achieving those goals. The 2045 RTP vision statement articulates an aspiration for an integrated multimodal transportation system that promotes a desirable quality of life and enhances the regional economic vitality while improving safety, accessibility, and mobility. In developing the 2045 RTP, H-GAC hosted over 20 public meetings and open house events, providing interested stakeholders with an opportunity to participate in the plan development process. Over 1000 public comments were received over the course of the public outreach effort. These comments helped to inform the decisions that shaped the final plan. The 2045 RTP was approved and adopted by the H-GAC Transportation Policy Council (TPC) on May 24, 2019.

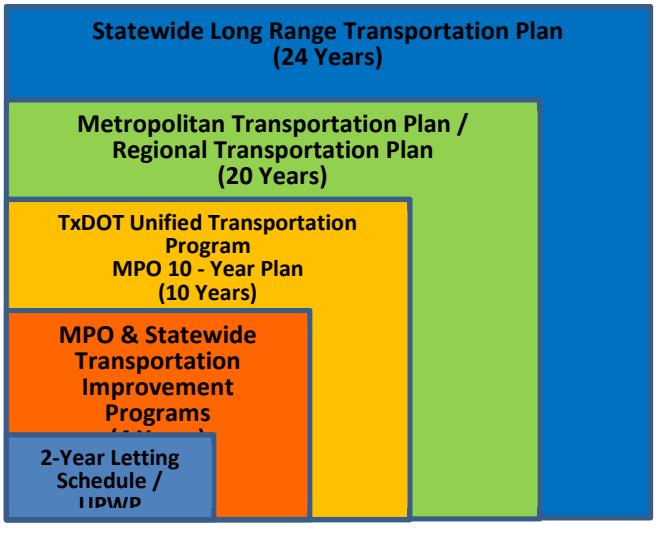
THE MPO 10-YEAR PLAN

H-GAC has developed a 10-year Transportation Plan as directed by House Bill 20 (HB 20) which was passed by the 84th Texas legislature in 2015. HB 20 requires the MPO 10-year plan to specify how the transportation funding allocated to the Metropolitan Planning Area would be utilized. The 10-year transportation plan is consistent with and prioritizes projects from the regional transportation plan 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 the 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 the waterways and coastal waters within each TxDOT district. The Houston-Galveston metropolitan region includes territory 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. Projects in the UTP have Commission 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 shows 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 TIPs 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 financially 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 Authority (FHWA) and the Federal Transit Authority (FTA).

MANAGEMENT SYSTEMS

The Houston metropolitan area ranks as one of the most congested urban areas in the United States. According to the Texas Transportation Institute (TTI), the Houston metropolitan area contains the single most congested roadway within the state of Texas and as many as twelve of the top twenty 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 TPC has primary responsibility for 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)

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. Furthermore, 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: "Fixing America's Surface Transportation" Act or FAST Act 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 and Transit Asset Management. 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: Highway Performance Measures

Category	Performance Measure	Applicability	Reporting Frequency
Highway 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		
Highway 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

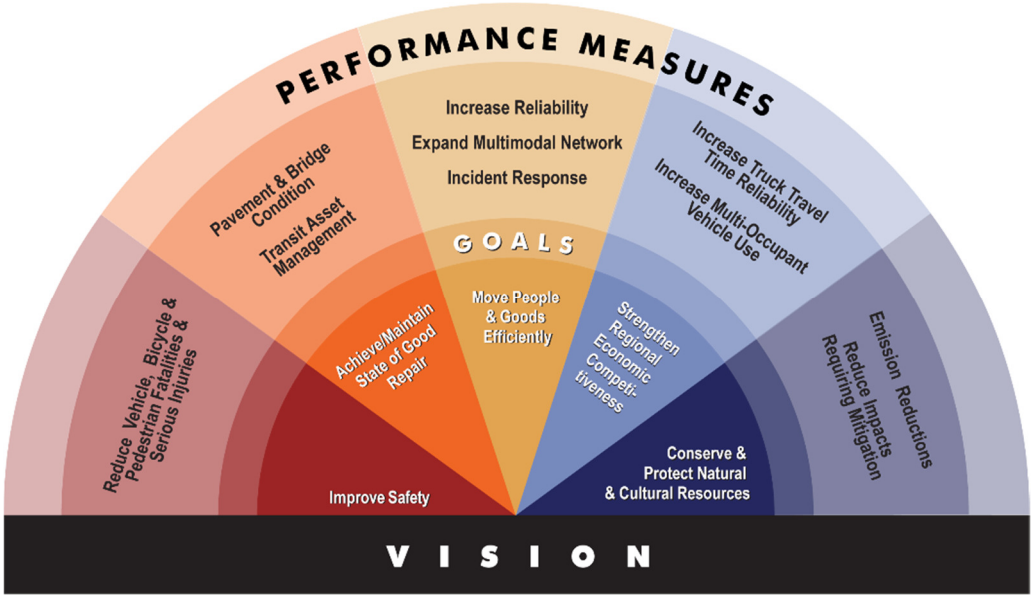
Category	Performance Measure	Applicability	Reporting Frequency
Transit Asset Management	Rolling Stock - percentage of revenue vehicles that exceed their Useful Life Benchmark	Region's transit providers who are recipients and subrecipients of federal transit assistance & HGAC	Annually
	Equipment - percentage 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 & HGAC	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 2021-2024 TIP continues to build upon the goals and strategies articulated in the 2045 RTP. The performance measures included in the 2045 RTP were crafted in accordance with the FAST Act. The 2021-2024 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 Efficiently
4. Strengthen Regional Economic Competitiveness
5. Conserve and Protect Natural and Cultural Resources

The project selection process utilized during development of the 2021-2024 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 correlation between the region's vision for the future and the investments made today.

Figure 1-4: 2045 RTP Goals and Performance Measures



PLANNING FACTORS

The FAST Act 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)

FAST Act Requirement	FAST Act Provision	Issues Addressed in 2021-2024 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.	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)	2021-2024 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 450.206(a)(9)	2021-2024 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 450.206(a)(9)	2021-2024 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)	2021-2024 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 450.206(a)(10)	2021 – 2024 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)

FAST Act Requirement	FAST Act Provision	Issues Addressed in 2021-2024 TIP	Where Addressed
Intercity Buses	23 CFR 450.216(b) & 23 CFR 324(f)(2)	2021-2024 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)	2021-2024 TIP includes the federal performance measures linked to the vision, goals, and project prioritization, establishes targets and documents the condition and performance of the	• 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 pre-cursor pollutants, it does constitute the largest 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. Consequentially, 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 and the 2021-2024 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 2021-2024 TIP relies on demonstration of air quality conformity approved on August 2, 2019 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

The Houston-Galveston Area Council has a robust public participation process which is guided by the agency's Public Participation Plan. Public involvement is an ongoing aspect of the transportation project planning and implementation process and provides an opportunity for the public to become fully informed about proposed projects while providing a forum for them to contribute their input to plan development. H-GAC manages several important programs to foster public involvement by all members of the regional community including the residents protected by Title VI non-discrimination regulations and those identified as sensitive for environmental justice.

TITLE VI AND ENVIRONMENTAL JUSTICE PROCTECTIONS

Planning activities must be performed for the benefit and with the involvement of all residents in the region, including members of the traditionally underserved communities. As it performs its planning activities, H-GAC is guided by the federal mandates of Title VI of the Civil Rights Act of 1964 and the 1994 Presidential Executive Order 12898 on Environmental Justice. Keeping with these regulations the agency continually strives to maintain a transparent and inclusive planning process.

TITLE VI

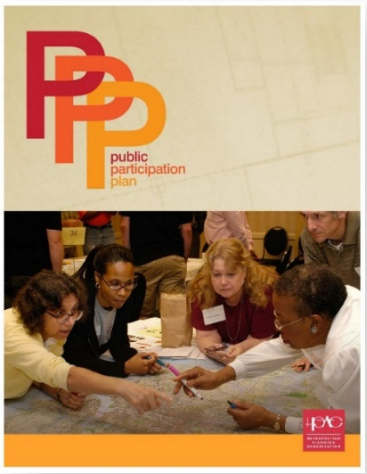
Title VI prohibits discrimination against a person or group of persons in any program or activity that receives federal financial assistance. The Act states: "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance." This includes the transportation programs and activities that receive any funding through the Federal Transit Administration (FTA), the Federal Highway Authority (FHWA), or the Federal Aviation Administration (FAA).



The TIP development process is calculated to promote participation by all residents and to achieve the nondiscrimination requirements of federal law. More information about H-GAC's Title VI Program can be obtained at: http://www.h-gac.com/title-vi-program/default.aspx.

ENVIRONMENTAL JUSTICE

The U.S. Environmental Protection Agency (EPA) defines environmental justice as "the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations and policies." Within the field of transportation, the principles of environmental justice check that projects such as highway expansions do not have a disproportionately negative impact on minority and low-income populations, and that these communities receive a share of the benefits of transportation expenditure and are given meaningful opportunities to participate in the decisions that apportion federal funds.



Following the rules outlined in H-GAC's Public Participation Plan, effort is taken to ensure that area residents have reasonable access to information about ongoing transportation projects and are given reasonable opportunity to provide their input to the pertinent discussions. The H-GAC Public Participation Plan also includes a Language Assistance Plan (LAP) to address the needs of residents with Limited English Proficiency (LEP) or some other communication disability.

The LAP outlines the demographic basis for establishing a language assistance program and defines the kind of language assistance services that are available through the agency. The LAP also informs the public on the procedures for requesting an offered service. Other elements of the public involvement process may be obtained from the Public Participation Plan which is available at http://www.h-gac.com/transportation-public-outreach/documents/h-gac-public-participation-plan.pdf.

Chapter 2
Financial Plan

Chapter 2 — Financial Plan

The 2021-2024 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 2020 Unified Transportation Plan (UTP) for the years covered by the TIP, as well as projects submitted by transit agencies based on their anticipated 2021-2024 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 2021-2024 TIP:

Figure 2-1: Primary Sources of Funding Information

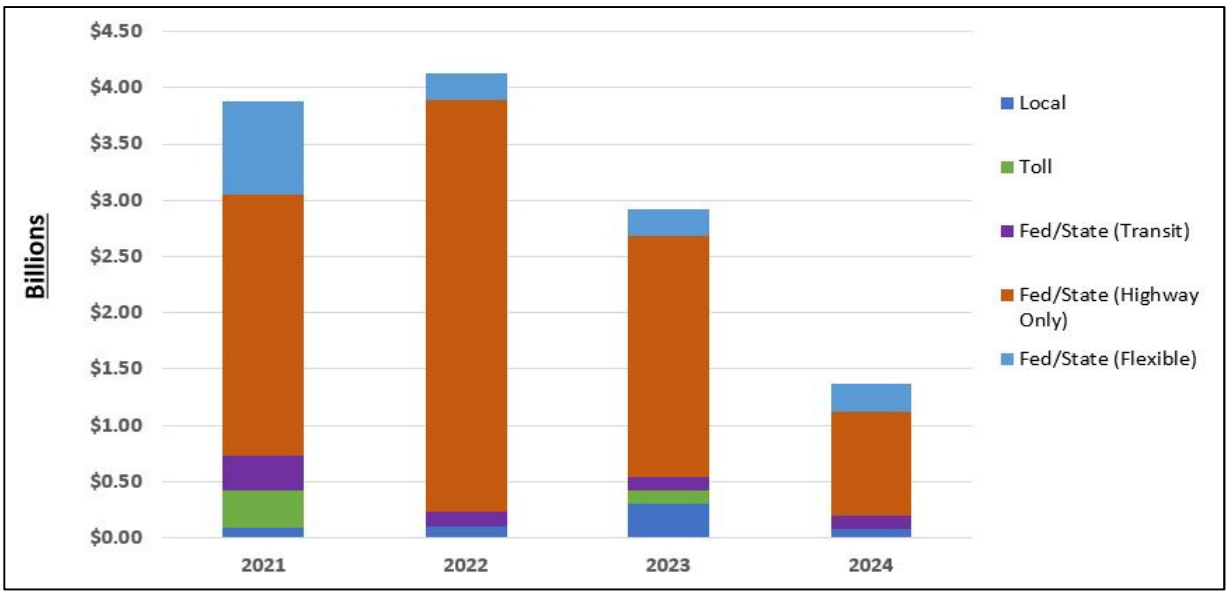
<table>
<tr><th></th><th>Highway Programs</th><th>Transit Programs</th></tr>
<tr><td>Federal</td><td rowspan="2">2020 UTP</td><td>Recent FTA Apportionments/Discretionary Allocations</td></tr>
<tr><td>State</td><td>2020 UTP</td></tr>
<tr><td>Local/Private</td><td colspan="2">Local Transportation Entities (e.g. City of Houston, HCTRA, METRO)</td></tr>
</table>

FUNDING SUMMARY

AVAILABLE FUNDING

The 2021-2024 TIP reflects approximately $9.7 billion of transportation investment through federal and state sources and on regionally significant projects using local funding and project revenues (tolls).

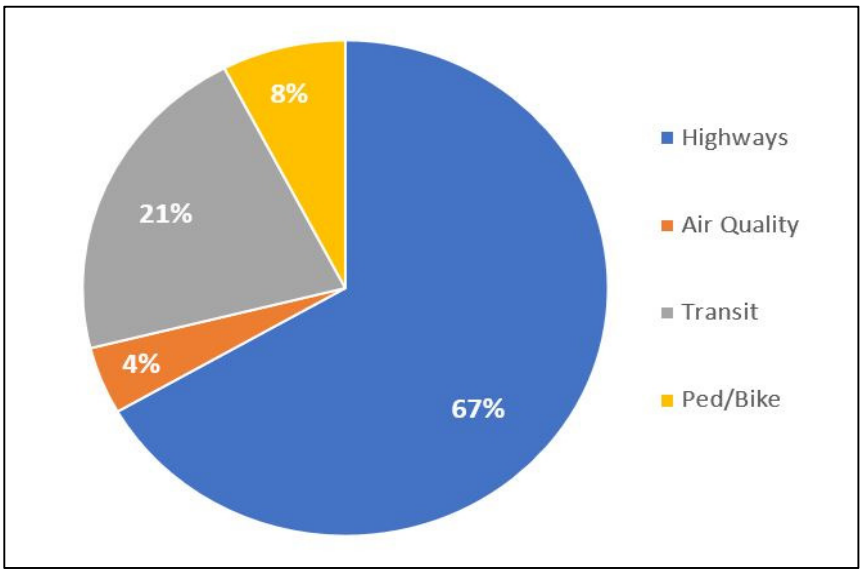
Figure 2-2: Available Funding/Authorized Funding



FLEXIBLE FEDERAL/STATE FUNDS

Approximately $1.2 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 2021-2024 TIP Financial Plan relies on the estimate of federal surface transportation programs at funding levels articulated in TxDOT's 2020 Unified Transportation Program, as well as recent FTA apportionments and reasonably anticipated discretionary allocations.

The current surface transportation authorization bill, "Fixing America's Surface Transportation" Act (FAST Act), includes five years of funding authorizations (2016-2020) and represents an increase in funding over previous MAP-21 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 STP-MM 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 2021-2024 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)

Use of PPP/CDA funding in the 2021-2024 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 2021-2024 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 2021-2024 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 2020 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 2020-2024 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 2021-2021 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 2021-2024 TIP.

FINANCIAL SUMMARIES

The financial tables that follow are provided to demonstrate fiscal constraint of the 2021-2024 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 2021-2024 TIP to demonstrate fiscal constraint.

- Table 2.2 – "Transit Financial Summary Table."
  Contains a detailed summary of the 2021-2024 TIP to demonstrate fiscal constraint

HGAC - District 12

Initial FY 2021 - 2024 Transportation Improvement Program

Funding by Category

UPDATED - 02/11/21

		FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$1,000,000	$116,280,000	$0	$116,720,000	$0	$117,570,000	$0	$118,040,000	$1,000,000	$468,610,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$375,120,000	$375,120,000	$339,127,000	$339,127,000	$743,700,000	$743,700,000	$115,121,000	$115,121,000	$1,573,068,000	$1,573,068,000
3	Non-Traditionally Funded Transportation Project	$99,546,935	$99,546,935	$242,698,054	$242,698,054	$704,691,196	$704,691,196	$100,544,738	$100,544,738	$1,147,480,923	$1,147,480,923
3DB	Design Build (DB)	$0	$0	$0	$0	$0	$0	$183,000,000	$183,000,000	$183,000,000	$183,000,000
4	Urban and Regional Connectivity	$0	$0	$31,400,000	$31,400,000	$183,600,000	$183,600,000	$436,543,000	$436,543,000	$651,543,000	$651,543,000
5	CMAQ	$69,556,717	$168,622,171	$96,701,465	$96,701,465	$209,949,249	$209,949,249	$42,989,571	$92,050,000	$419,197,002	$567,322,885
6	Structures - Bridge	$0	$253,000,000	$0	$351,750,000	$0	$353,560,000	$52,643,635	$355,440,000	$52,643,635	$1,313,750,000
7	Metro Mobility & Rehab	$65,885,839	$328,195,000	$245,082,970	$245,082,970	$210,125,908	$210,125,908	$67,137,818	$143,380,000	$588,232,535	$926,783,878
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	TAP Set-Aside Program	$0	$19,780,935	$0	$9,380,000	$0	$9,380,000	$0	$9,380,000	$0	$47,920,935
10	Supplemental Transportation	$8,500,000	$8,500,000	$0	$0	$0	$0	$0	$0	$8,500,000	$8,500,000
10 CBI	Corridor Border	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	Energy Sector	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Texas Clear Lanes	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$685,240,000	$685,240,000	$532,400,000	$532,400,000	$445,390,000	$445,390,000	$1,663,030,000	$1,663,030,000
SW PE	Statewide Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SW ROW	Statewide Budget ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	**$619,609,491**	**$1,369,045,041**	**$1,640,249,489**	**$2,118,099,489**	**$2,584,466,353**	**$3,064,976,353**	**$1,443,369,762**	**$1,998,888,738**	**$6,287,695,095**	**$8,551,009,621**

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	$252,773,571	$837,443,008	$1,457,626,125	$999,956,332	$3,547,799,036
State	$243,455,452	$503,916,885	$365,688,239	$319,951,235	$1,433,011,811
Local Match	$23,833,533	$56,191,542	$56,460,793	$22,917,457	$159,403,325
CAT 3 - Local Contributions (LC)	$94,146,935	$121,698,054	$341,672,610	$100,544,738	$658,062,337
CAT 3 - Prop 1	$0	$0	$0	$0	$0
CAT 3 - Build Grant	$0	$50,000,000	$0	$0	$50,000,000
CAT 3 - PTF	$3,400,000	$0	$0	$0	$3,400,000
CAT 3 - Regional Toll Revenue	$0	$71,000,000	$363,018,586	$0	$434,018,586
CAT 3 - CRISI	$2,000,000	$0	$0	$0	$2,000,000
CAT 3 - Local Transit	$0	$0	$0	$0	$0
CAT 3 - PTF	$0	$0	$0	$0	$0
CAT 3 - TDC	4,910,000	990,000	1,006,000	1,006,000	7,912,000
Statewide Budget PE	$0	$0	$0	$0	$0
Statewide Budget ROW	$0	$0	$0	$0	$0
Total	**$619,609,491**	**$1,640,249,489**	**$2,584,466,353**	**$1,443,369,762**	**$6,295,607,095**

Notes: Financial constraint based upon Texas Transportation Commission Minute Order 115814, approved August 27, 2020. FY 2021 Authorized funding includes FY 2020 carry over balance of $80M Category 5, $190M of Category 7 and $10.4M 0f Category 9 funding. CAT 3 - Local Contribution (LC) includes local toll revenue funds. Category 3 - CRISI grant award and Category 3 - BUILD grant awards. FY 2024 Group eligible projects programmed with $70,723,000 of Category 2, $70,682,818 of Category 7, and $54,463,963 of Category 9 have been removed from 2021-2024 TIP.

Texas Department of Transportation

Table 2-2: Transit Financial Summary

Houston - Galveston Metropolitan Planning Organization

FY 2021- 2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 06/26/ 2020

	Transit Program	FY 2021			FY 2022			FY 2023		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	$255,366,112	$75,218,136	$337,418,421	$98,101,273	$26,792,482	$118,856,327	$89,844,729	$26,611,665	$116,455,794
2	Sec. 5307 - Urbanized Formula <200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
3	Sec. 5309 - Discretionary	$0	$0	$0	$0	$0	$0	$0	$0	$0
4	Sec. 5310 - Elderly &Individuals w/Disabilities	$3,452,206	$889,139	$4,341,345	$182,840	$41,139	$223,979	$0	$0	$0
5	Sec. 5311 - Nonurbanized Formula	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Sec. 5316 - JARC >200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Sec. 5316 - JARC <200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Sec. 5316 - JARC Nonurbanized	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	Sec. 5317 - New Freedom >200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	Sec. 5317 - New Freedom <200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	Sec. 5317 - New Freedom Nonurbanized	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Other FTA	$65,949,787	$14,616,105	$80,565,892	$7,143,032	$1,785,759	$8,928,791	$7,143,032	$1,785,759	$8,928,791
13	Regionally Significant or Other	$0	$117,449,780	$117,449,780		$80,901,736	$80,901,736		$76,869,945	$75,451,171
	Total Funds	$324,768,105	$208,173,160	$539,775,438	$105,427,145	$109,521,116	$208,910,833	$96,987,761	$105,267,369	$200,835,756
	Transportation Development Credits									
	Requested			4,974,319			5,512,175			1,846,774
	Awarded			4,974,319			5,512,175			1,846,774

All Figures in Year of Expenditure (YOE) Dollars

	Transit Programs	FY 2024			FY 2021-2024 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	$84,281,994	$24,432,459	$107,498,853	$527,594,108	$153,054,742	$680,229,395
2	Sec. 5307 - Urbanized Formula <200K	$0	$0	$0	$0	$0	$0
3	Sec. 5309 - Discretionary	$0	$0	$0	$0	$0	$0
4	Sec. 5310 - Elderly &Individuals w/Disabilities	$0	$0	$0	$3,635,046	$930,278	$4,565,324
5	Sec. 5311 - Nonurbanized Formula	$0	$0	$0	$0	$0	$0
6	Sec. 5316 - JARC >200K	$0	$0	$0	$0	$0	$0
7	Sec. 5316 - JARC <200K	$0	$0	$0	$0	$0	$0
8	Sec. 5316 - JARC Nonurbanized	$0	$0	$0	$0	$0	$0
9	Sec. 5317 - New Freedom >200K	$0	$0	$0	$0	$0	$0
10	Sec. 5317 - New Freedom <200K	$0	$0	$0	$0	$0	$0
11	Sec. 5317 - New Freedom Nonurbanized	$0	$0	$0	$0	$0	$0
12	Other FTA	$7,082,182	$1,770,546	$8,852,728	$87,318,033	$19,958,169	$107,276,202
13	Regionally Significant or Other	$0	$251,458,730	$251,458,730	$0	$526,680,191	$525,261,417
	Total Funds	$91,364,176	$277,661,735	$367,810,311	$618,547,187	$700,623,380	$1,317,332,338
	Transportation Development Credits						
	Requested			1,874,316			14,207,584
	Awarded			1,874,316			14,207,584

Notes: Other FTA programmed amounts include 5312 - Transportation Innovation, 5337 - State of Good Repair and 5339 - Bus and Bus Facilities formula grants. Regioanlly Significant or Other include 100% locally funded transit projects.

Houston Galveston MPO - District # 12

Table 2-1 Initial FY 2021 - 2024 Transportation Improvement Program

Funding by Category

OBSOLETE - JUNE 2021

		FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$1,000,000	$116,280,000	$0	$116,720,000	$0	$117,570,000	$0	$118,040,000	$1,000,000	$468,610,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$668,756,394	$668,756,394	$663,390,609	$663,390,609	$403,744,000	$403,744,000	$358,364,050	$358,364,050	$2,094,255,053	$2,094,255,053
3	Non-Traditionally Funded Transportation Project	$425,240,705	$425,240,705	$110,098,054	$110,098,054	$371,278,179	$371,278,179	$100,544,738	$100,544,738	$1,007,161,676	$1,007,161,676
3DB	Design Build (DB)	$0	$0	$519,900,000	$519,900,000	$0	$0	$0	$0	$519,900,000	$519,900,000
4	Urban and Regional Connectivity	$47,030,000	$47,030,000	$1,116,973,002	$1,116,973,002	$219,600,001	$219,600,001	$48,238,000	$48,238,000	$1,431,841,003	$1,431,841,003
5	CMAQ	$90,386,117	$168,622,171	$91,433,921	$91,433,921	$257,362,266	$257,362,266	$53,893,571	$92,050,000	$493,075,875	$609,468,358
6	Structures - Bridge	$0	$253,000,000	$0	$351,750,000	$15,000,000	$353,560,000	$52,643,635	$355,440,000	$67,643,635	$1,313,750,000
7	Metro Mobility & Rehab	$159,109,580	$328,195,000	$253,155,773	$253,155,773	$192,792,726	$192,792,726	$74,637,818	$143,380,000	$679,695,897	$917,523,499
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	TAP Set-Aside Program	$12,961,428	$19,780,935	$24,454,388	$24,454,388	$13,948,000	$13,948,000	$6,784,000	$9,380,000	$58,147,816	$67,563,323
10	Supplemental Transportation	$2,924,428	$0	$0	$0	$0	$0	$0	$0	$2,924,428	$0
10 CBI	Corridor Border	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$8,744,000	$8,744,000	$0	$8,210,000	$0	$8,210,000	$0	$8,210,000	$8,744,000	$33,374,000
11	Energy Sector	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Texas Clear Lanes	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$1,637,370,000	$1,637,370,000	$428,900,000	$873,526,164	$0	$0	$2,066,270,000	$2,510,896,164
SW PE	Statewide Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SW ROW	Statewide Budget ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	**$1,416,152,652**	**$2,035,649,205**	**$4,416,775,747**	**$4,893,455,747**	**$1,902,625,172**	**$2,811,591,336**	**$695,105,812**	**$1,233,646,788**	**$8,430,659,383**	**$10,974,343,076**

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	$532,482,533	$3,375,174,008	$1,141,285,407	$401,345,172	$5,450,287,120
State	$413,464,442	$848,822,941	$289,916,659	$168,798,445	$1,721,002,487
Local Match	$44,964,972	$82,680,744	$100,144,926	$24,417,457	$252,208,099
CAT 3 - Local Contributions (LC)	$425,240,705	$60,098,054	$371,278,179	$100,544,738	$957,161,676
CAT 3 - Prop 1	$0	$0	$0	$0	$0
CAT 3 - DB	$0	$50,000,000	$0	$0	$50,000,000
CAT 3 - Prop 14 Bonds	$0	$0	$0	$0	$0
CAT 3 - Texas Mobility Fund	$0	$0	$0	$0	$0
CAT 3 - TDC	$0	$0	$0	$0	$0
Statewide Budget PE	$0	$0	$0	$0	$0
Statewide Budget ROW	$0	$0	$0	$0	$0
Total	**$1,416,152,652**	**$4,416,775,747**	**$1,902,625,171**	**$695,105,812**	**$8,430,659,382**

Notes: Financial constraint based upon Texas Transportation Commission Minute Order 15550, approved August 29, 2019. Category 9 includes state funded (Cat 9 State - TASA) bicycle/pedestrian projects also. FY 2021 Authorized funding includes FY 2020 carry over balance of $80M Category 5, $190M of Category 7 and $10.4M 0f Category 9 funding. CAT 3 - Local Contribution (LC) includes CAT 3 - PTF.

Chapter 3
Highway Project Listing

Federal, State and Local Regionally Significant Projects

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Chapter3 — Highway Project Listing

FEDERAL, STATE, AND LOCAL REGIONALLY SIGNIFICANT PROJECTS

This chapter of the 2021-2024 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 TxDOT into the twelve (12) categories shown in the Unified Transportation Plan (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:

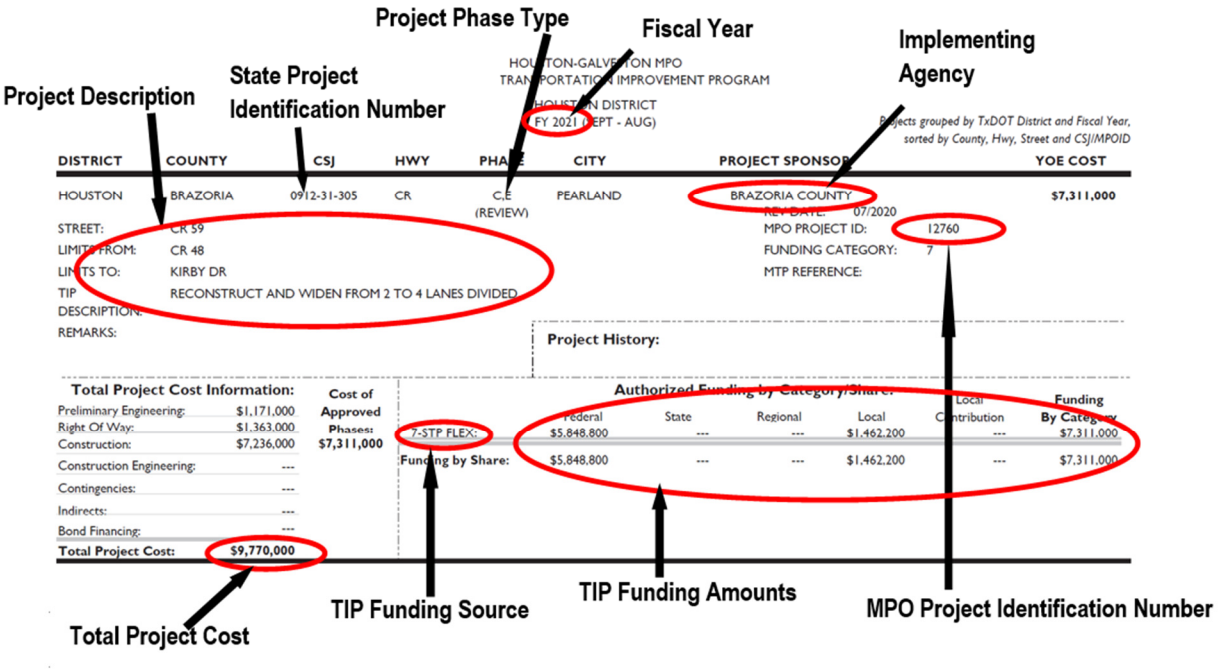
- New roadways
- Road widening
- Major roadway reconstruction
- Major intersection improvements, including interchanges
- Access Management
- Transportation Operations/ITS
- Regional Air Quality programs
- Pedestrian/Bicycle facilities
- Transit and Freight projects funded w/flexible funds

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 county, 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 2021-2024 TIP begin on September 1st and continue through August 31st of the following year. Applying this rule to the 2021-2024 TIP, fiscal year 2021 begins September 1, 2020 and ends August 31, 2021.

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 2021-2024 TIP are fiscally constrained and have identified funding commitments.

TOTAL PROJECT COST

In addition to the funding programmed in the 2021-2024 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 "2010 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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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	CHAMBERS	0762-03-021	FM 1409	C	COVE	CHAMBERS COUNTY	**$3,400,000**

REV DATE: 07/2020
STREET: FM 1409
MPO PROJECT ID: 107
LIMITS FROM: at IH 10
FUNDING CATEGORY: 3
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT A 2 LANE BRIDGE & APPROACHES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$166,600
Right Of Way:	---
Construction:	$3,400,000
Construction Engineering:	$204,000
Contingencies:	$340,000
Indirects:	$172,720
Bond Financing:	---
Total Project Cost:	**$4,283,320**

Cost of Approved Phases: $3,400,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-PTF:	---	---	---	$3,400,000	---	$3,400,000
Funding by Share:	---	---	---	$3,400,000	---	$3,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	LIBERTY		VA	E	DAYTON	CITY OF DAYTON	**$1,000,000**

REV DATE: 07/2020
STREET: CITY OF DAYTON
MPO PROJECT ID: 18513
LIMITS FROM: VA
FUNDING CATEGORY: 5351
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: COMPLETE NETWORK DIAGNOSTIC ANALYSIS, PRELIMINARY ENGINEERING AND NEPA DOCUMENTATION.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,000,000
Right Of Way:	---
Construction:	---
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,000,000**

Cost of Approved Phases: $1,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3CRISI GR:	$700,000	---	---	$300,000	---	$1,000,000
Funding by Share:	$700,000	---	---	$300,000	---	$1,000,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
BEAUMONT DISTRICT
FY 2022 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	LIBERTY	0593-01-135	SH 105	C	NONE	TXDOT BEAUMONT DISTRICT	**$12,201,625**

REV DATE: 07/2020

STREET: SH 105
MPO PROJECT ID: 18031
LIMITS FROM: SH 321 W
FUNDING CATEGORY: 5
LIMITS TO: SH 321 E
MTP REFERENCE:
TIP DESCRIPTION: INCREASE PAVEMENT WIDTH AND ADD LEFT TURN BAYS AND SHOULDERS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$597,880
Right Of Way:	---
Construction:	$12,201,625
Construction Engineering:	$610,081
Contingencies:	$1,220,163
Indirects:	$619,843
Bond Financing:	---
Total Project Cost:	**$15,249,591**

Cost of Approved Phases: $12,201,625

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	**Funding By Category**
5-CMAQ:	$9,761,300	$2,440,325	---	---	---	$12,201,625
Funding by Share:	$9,761,300	$2,440,325	---	---	---	$12,201,625

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
BEAUMONT DISTRICT
FY 2023 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	LIBERTY	0177-03-099	US 59	C	CLEVELAND	TXDOT BEAUMONT DISTRICT	**$47,900,000**

REV DATE: 07/2020

STREET: US 59 N
MPO PROJECT ID: 16346
LIMITS FROM: SAN JACINTO C/L
FUNDING CATEGORY: 12
LIMITS TO: 0.65 MI S OF SL 573
MTP REFERENCE:
TIP DESCRIPTION: CONVERT MAINLANES TO FREEWAY AND CONSTRUCT TWO 2 LANE FRONTAGE ROADS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,347,100
Right Of Way:	---
Construction:	$47,900,000
Construction Engineering:	$1,916,000
Contingencies:	$4,790,000
Indirects:	$2,433,320
Bond Financing:	---
Total Project Cost:	**$59,386,420**

Cost of Approved Phases: **$47,900,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$38,320,000	$9,580,000	---	---	---	$47,900,000
Funding by Share:	$38,320,000	$9,580,000	---	---	---	$47,900,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	LIBERTY	0028-03-111	US 90	C	DAYTON	TXDOT BEAUMONT DISTRICT	**$56,270,196**

REV DATE: 07/2020

STREET: US 90
MPO PROJECT ID: 18036
LIMITS FROM: AT UP RAILROAD
FUNDING CATEGORY: 5
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT FOUR GRADE SEPARATIONS ON US 90 (2 EB, 2 WB) AT RELOCATED UP RAILROAD TRACKS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,757,240
Right Of Way:	---
Construction:	$56,270,196
Construction Engineering:	$2,250,808
Contingencies:	$5,627,020
Indirects:	$2,858,526
Bond Financing:	---
Total Project Cost:	**$69,763,789**

Cost of Approved Phases: **$56,270,196**

Authorized Funding by Category/Share:

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

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
BEAUMONT DISTRICT
FY 2024 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	CHAMBERS	1024-01-077	FM 565	C	BAYTOWN	TXDOT BEAUMONT DISTRICT	**$39,121,000**

REV DATE: 07/2020

STREET: FM 565
MPO PROJECT ID: 17113
LIMITS FROM: SH 146
FUNDING CATEGORY: 2
LIMITS TO: SH 99
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS CENTER LEFT TURN LANE AND RAILROAD OVERPASS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,916,929
Right Of Way:	$2,000,000
Construction:	$39,121,000
Construction Engineering:	$1,564,840
Contingencies:	$3,912,100
Indirects:	$1,987,347
Bond Financing:	---
Total Project Cost:	**$50,502,216**

Cost of Approved Phases: $39,121,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	**Funding By Category**
2-METRO-TMA:	---	$39,121,000	---	---	---	$39,121,000
Funding by Share:	---	$39,121,000	---	---	---	$39,121,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-304	CR	C,E (REVIEW)	NONE	BRAZORIA COUNTY	**$4,728,000**

REV DATE: 07/2020

STREET: CR 58
MPO PROJECT ID: 17109
LIMITS FROM: SAVANNAH DEVELOPMENT
FUNDING CATEGORY: 7
LIMITS TO: CR 48
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED CONCRETE BLVD WITH RAISED MEDIANS AND CURB AND GUTTERS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$441,000
Right Of Way:	$1,022,000
Construction:	$4,653,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$6,116,000**

Cost of Approved Phases: $4,728,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,782,400	---	---	$945,600	---	$4,728,000
Funding by Share:	$3,782,400	---	---	$945,600	---	$4,728,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-305	CR	C,E (REVIEW)	PEARLAND	BRAZORIA COUNTY	**$7,311,000**

REV DATE: 07/2020

STREET: CR 59
MPO PROJECT ID: 12760
LIMITS FROM: CR 48
FUNDING CATEGORY: 7
LIMITS TO: KIRBY DR
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,171,000
Right Of Way:	$1,363,000
Construction:	$7,236,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$9,770,000**

Cost of Approved Phases: $7,311,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$5,848,800	---	---	$1,462,200	---	$7,311,000
Funding by Share:	$5,848,800	---	---	$1,462,200	---	$7,311,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0111-08-100	SH 36	C	FREEPORT	TXDOT HOUSTON DISTRICT	**$8,500,000**

REV DATE: 07/2020

STREET: SH 36
MPO PROJECT ID: 251
LIMITS FROM: S OF BRAZOS RIVER
FUNDING CATEGORY: 2
LIMITS TO: FM 1495
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES (SEG 15)

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$416,500
Right Of Way:	---
Construction:	$8,500,000
Construction Engineering:	$425,000
Contingencies:	$850,000
Indirects:	$431,800
Bond Financing:	---
Total Project Cost:	**$10,623,300**

Cost of Approved Phases: $8,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-URB-NON TMA:	---	$8,500,000	---	---	---	$8,500,000
Funding by Share:	---	$8,500,000	---	---	---	$8,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-05-027	SH 36	C		TXDOT HOUSTON DISTRICT	**$45,500,000**

REV DATE: 07/2020

STREET: SH 36
MPO PROJECT ID: 255
LIMITS FROM: S OF BRAZORIA RIVER
FUNDING CATEGORY: 2
LIMITS TO: S OF JONES CREEK BRIDGE
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY AND GRADE SEPARATION AT FM 2004
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,229,500
Right Of Way:	$12,515,500
Construction:	$45,500,000
Construction Engineering:	$1,820,000
Contingencies:	$4,550,000
Indirects:	$2,311,400
Bond Financing:	---
Total Project Cost:	**$68,926,400**

Cost of Approved Phases: $45,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$36,400,000	$9,100,000	---	---	---	$45,500,000
Funding by Share:	$36,400,000	$9,100,000	---	---	---	$45,500,000

HOUSTON	FORT BEND	CR	C,E,R	MISSOURI CITY	FORT BEND COUNTY	**$5,800,000**

REV DATE: 07/2020

STREET: LAKE OLYMPIA PKWY
MPO PROJECT ID: 652
LIMITS FROM: FORT BEND PARKWAY TOLL RD
FUNDING CATEGORY: 3
LIMITS TO: CHIMNEY ROCK RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE UNDIVIDED ROAD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$189,492
Right Of Way:	$966,796
Construction:	$3,867,182
Construction Engineering:	$193,359
Contingencies:	$386,718
Indirects:	$196,453
Bond Financing:	---
Total Project Cost:	**$5,800,000**

Cost of Approved Phases: $5,800,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$5,800,000	$5,800,000
Funding by Share:	---	---	---	---	$5,800,000	$5,800,000

HOUSTON	FORT BEND	CS	C,E,R	RICHMOND	CITY OF RICHMOND	**$10,939,400**

REV DATE: 07/2020

STREET: 10TH ST
MPO PROJECT ID: 7741
LIMITS FROM: BRAZOS RIVER NORTH BANK
FUNDING CATEGORY: 3
LIMITS TO: US 90A
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 2-LANE CONCRETE DIVIDED W/ CURB & GUTTER (IN SECTIONS)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$357,401
Right Of Way:	$1,823,476
Construction:	$7,293,906
Construction Engineering:	$364,695
Contingencies:	$729,391
Indirects:	$370,530
Bond Financing:	---
Total Project Cost:	**$10,939,400**

Cost of Approved Phases: $10,939,400

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$10,939,400	$10,939,400
Funding by Share:	---	---	---	---	$10,939,400	$10,939,400

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C	MISSOURI CITY	CITY OF MISSOURI CITY	**$3,000,000**

REV DATE: 07/2020

STREET: TRAMMEL FRESNO RD
MPO PROJECT ID: 656
LIMITS FROM: SIENNA PKWY
FUNDING CATEGORY: 3
LIMITS TO: SH 6
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4-LANE UNDIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$147,000
Right Of Way:	---
Construction:	$3,000,000
Construction Engineering:	$180,000
Contingencies:	$300,000
Indirects:	$152,400
Bond Financing:	---
Total Project Cost:	**$3,779,400**

Cost of Approved Phases: $3,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3 LOCAL CONT:	---	---	---	---	$3,000,000	$3,000,000
Funding by Share:	---	---	---	---	$3,000,000	$3,000,000

HOUSTON	FORT BEND	0188-10-021	FM	C	KATY	TXDOT HOUSTON DISTRICT	**$43,500,000**

REV DATE: 07/2020

STREET: FM 1463
MPO PROJECT ID: 17050
LIMITS FROM: IH 10
FUNDING CATEGORY: 2
LIMITS TO: N OF WESTRIDGE CREEK LN
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 6 LANES FROM IH10 W TO SPRING GREEN RD (1.04 MI) AND 2 TO 4 LANES FROM SPRING GREEN TO N OF WESTRIDGE CREEK LANE (2.09 MI) ROADWAY WITH RAISED MEDIAN, INTERSECTION IMPROVEMENTS AND PEDESTRIAN AND BICYCLE ACCOMMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,131,500
Right Of Way:	$3,690,000
Construction:	$43,500,000
Construction Engineering:	$1,740,000
Contingencies:	$4,350,000
Indirects:	$2,209,800
Bond Financing:	---
Total Project Cost:	**$57,621,300**

Cost of Approved Phases: $43,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$43,500,000	---	---	---	$43,500,000
Funding by Share:	---	$43,500,000	---	---	---	$43,500,000

HOUSTON	FORT BEND	3510-04-054	SH 99	C	NONE	FORT BEND COUNTY	**$10,000,000**

REV DATE: 07/2020

STREET: SH 99
MPO PROJECT ID: 455
LIMITS FROM: S FRY ROAD
FUNDING CATEGORY: 3
LIMITS TO: FM 1093
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT NEW 2 LANE SOUTH BOUND FRONTAGE ROAD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$490,000
Right Of Way:	---
Construction:	$10,000,000
Construction Engineering:	$500,000
Contingencies:	$1,000,000
Indirects:	$508,000
Bond Financing:	---
Total Project Cost:	**$12,498,000**

Cost of Approved Phases: $10,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$10,000,000	$10,000,000
Funding by Share:	---	---	---	---	$10,000,000	$10,000,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	3510-04-055	SH 99	C	NONE	FORT BEND COUNTY	**$4,000,000**

REV DATE: 07/2020

STREET: SH 99
MPO PROJECT ID: 451
LIMITS FROM: CINCO RANCH BLVD
FUNDING CATEGORY: 3
LIMITS TO: WESTHEIMER PKWY
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT NEW 2 LANE SOUTH BOUND FRONTAGE ROAD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$196,000
Right Of Way:	---
Construction:	$4,000,000
Construction Engineering:	$240,000
Contingencies:	$400,000
Indirects:	$203,200
Bond Financing:	---
Total Project Cost:	**$5,039,200**

Cost of Approved Phases: $4,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$4,000,000	$4,000,000
Funding by Share:	---	---	---	---	$4,000,000	$4,000,000

HOUSTON	FORT BEND	0912-34-206	VA	C,E	SUGAR LAND	CITY OF SUGAR LAND	**$2,339,717**

REV DATE: 07/2020

STREET: CITY OF SUGAR LAND
MPO PROJECT ID: 18026
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: UPGRADE MICROWAVE WIRELESS ANTENNAS AND RELATED EQUIPMENT IN THE CITY OF SUGAR LAND
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$109,291
Right Of Way:	---
Construction:	$2,230,426
Construction Engineering:	$133,826
Contingencies:	$223,043
Indirects:	$113,306
Bond Financing:	---
Total Project Cost:	**$2,809,891**

Cost of Approved Phases: $2,339,717

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,871,774	---	---	$467,943	---	$2,339,717
Funding by Share:	$1,871,774	---	---	$467,943	---	$2,339,717

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0912-34-192	VA	C,E	NONE	FORT BEND COUNTY	**$6,740,000**

REV DATE: 07/2020

STREET: FORT BEND COUNTY
MPO PROJECT ID: 17062
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT WIRELESS TRAFFIC SIGNAL COMMUNICATION SYSTEM
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$314,833
Right Of Way:	---
Construction:	$6,425,167
Construction Engineering:	$321,258
Contingencies:	$642,517
Indirects:	$326,398
Bond Financing:	---
Total Project Cost:	**$8,030,173**

Cost of Approved Phases: $6,740,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$5,392,000	---	---	$1,348,000	---	$6,740,000
Funding by Share:	$5,392,000	---	---	$1,348,000	---	$6,740,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C	GALVESTON	CITY OF GALVESTON	**$5,500,000**

REV DATE: 07/2020

STREET: GALVESTON CBD
MPO PROJECT ID: 16217
LIMITS FROM: VA
FUNDING CATEGORY: 3
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: PEDESTRIAN-TRANSIT ACCESS STREETSCAPE IMPROVEMENTS IN DOWNTOWN GALVESTON AND SURROUNDING AREAS ON TRANSIT CORRIDORS SLATED FOR DISASTERRELIEF FUNDED IMPROVEMENTS (CDBG)INCLUDING THE STRAND, MECHANIC, MARKET, POST OFFICE, CHURCH, 53RD AND 43RD.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$5,500,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$5,500,000**

Cost of Approved Phases: $5,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$5,500,000	$5,500,000
Funding by Share:	---	---	---	---	$5,500,000	$5,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0976-07-006	SH 96	C	LEAGUE CITY	CITY OF LEAGUE CITY	**$757,500**

REV DATE: 07/2020

STREET: SH 96
MPO PROJECT ID: 5056
LIMITS FROM: 0.26 MI E OF IH 45
FUNDING CATEGORY: 3
LIMITS TO: FM 1266
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT HIKE & BIKE TRAIL
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$37,118
Right Of Way:	---
Construction:	$757,500
Construction Engineering:	$68,175
Contingencies:	$75,750
Indirects:	$38,481
Bond Financing:	---
Total Project Cost:	**$977,024**

Cost of Approved Phases: $757,500

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$757,500	$757,500
Funding by Share:	---	---	---	---	$757,500	$757,500

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		VA	C	GALVESTON	CITY OF GALVESTON	**$2,909,338**

REV DATE: 07/2020

STREET: CITY OF GALVESTON
MPO PROJECT ID: 9802
LIMITS FROM: VA
FUNDING CATEGORY: 3
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: INSTALL COMPUTERIZED TRAFFIC CONTROL SYSTEM IN GALVESTON: PHASE 2
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$142,558
Right Of Way:	---
Construction:	$2,909,338
Construction Engineering:	$174,560
Contingencies:	$290,934
Indirects:	$147,794
Bond Financing:	---
Total Project Cost:	**$3,665,184**

Cost of Approved Phases: **$2,909,338**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$2,909,338	$2,909,338
Funding by Share:	---	---	---	---	$2,909,338	$2,909,338

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		VA	C	GALVESTON	CITY OF GALVESTON	**$2,400,000**

REV DATE: 07/2020

STREET: UTMB MAIN CAMPUS
MPO PROJECT ID: 16224
LIMITS FROM: VA
FUNDING CATEGORY: 3
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: STREETSCAPE ENHANCEMENTS AND PEDESTRIAN FACILITIES TO FACILITATE ACCESS TO TRANSIT ON THE UTMB MEDICAL CAMPUS IN GALVESTON, TEXAS. INCLUDES EXTENSION OF CAMPUS PEDESTRIAN MALL AND UPGRADE OF ADJACENT HIGH-UTILIZATION ISLAND TRANSIT STOP.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,400,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,400,000**

Cost of Approved Phases: **$2,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
LOCAL TRANSIT:	---	---	---	$2,400,000	---	$2,400,000
Funding by Share:	---	---	---	$2,400,000	---	$2,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS			C	NONE	HARRIS COUNTY	**$1,264,800**

REV DATE: 07/2020

STREET: CARPENTER BAYOU TRAIL
MPO PROJECT ID: 7770
LIMITS FROM: N OF WALLISVILLE
FUNDING CATEGORY: 3
LIMITS TO: NEW P&R FACILITY
MTP REFERENCE:
TIP DESCRIPTION: HIKE & BIKE TRAIL
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$61,975
Right Of Way:	---
Construction:	$1,264,800
Construction Engineering:	$75,888
Contingencies:	$126,480
Indirects:	$64,252
Bond Financing:	---
Total Project Cost:	**$1,593,395**

Cost of Approved Phases: **$1,264,800**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$1,264,800	$1,264,800
Funding by Share:	---	---	---	---	$1,264,800	$1,264,800

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C	TOMBALL	HARRIS COUNTY	**$12,000,000**

REV DATE: 07/2020

STREET: HUFSMITH-KOHRVILLE RD
MPO PROJECT ID: 7671
LIMITS FROM: FM 2920
FUNDING CATEGORY: 3
LIMITS TO: SH 99
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4-LANES UNDIVIDED ASPHALT
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$588,000
Right Of Way:	---
Construction:	$12,000,000
Construction Engineering:	$600,000
Contingencies:	$1,200,000
Indirects:	$609,600
Bond Financing:	---
Total Project Cost:	**$14,997,600**

Cost of Approved Phases: **$12,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$12,000,000	$12,000,000
Funding by Share:	---	---	---	---	$12,000,000	$12,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-390	CS	C,E	HOUSTON	DOWNTOWN MANAGEMENT DISTRICT	**$2,809,000**

REV DATE: 07/2020

STREET: COH SIDEWALKS SE CBD
MPO PROJECT ID: 15321
LIMITS FROM: FANNIN ST
FUNDING CATEGORY: 5
LIMITS TO: HAMILTON ST
MTP REFERENCE:
TIP DESCRIPTION: REHABILITATE, RECONSTRUCT AND WIDEN SIDEWALKS WITHIN A 56 BLOCK AREA BOUND BY POLK, PIERCE, HAMILTON AND FANNIN STREETS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$131,212
Right Of Way:	---
Construction:	$2,677,788
Construction Engineering:	$160,667
Contingencies:	$267,779
Indirects:	$136,032
Bond Financing:	---
Total Project Cost:	**$3,373,478**

Cost of Approved Phases: **$2,809,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,247,200	---	---	$561,800	---	$2,809,000
Funding by Share:	$2,247,200	---	---	$561,800	---	$2,809,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-519	CS	C	LEAGUE CITY	CITY OF LEAGUE CITY	**$49,403,580**

REV DATE: 07/2020

STREET: LANDING BLVD/NASA RD 1 BYPASS
MPO PROJECT ID: 17080
LIMITS FROM: NASA 1 BYPASS AT IH 45 S
FUNDING CATEGORY: 7
LIMITS TO: FM 518
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE DIVIDED ROADWAY ON NEW ALIGNMENT WITH PEDESTRIAN/BICYCLE ACCOMODATIONS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,420,775
Right Of Way:	---
Construction:	$49,403,580
Construction Engineering:	$1,976,143
Contingencies:	$4,940,358
Indirects:	$2,509,702
Bond Financing:	---
Total Project Cost:	**$61,250,558**

Cost of Approved Phases: $49,403,580

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$31,272,390	---	---	$18,131,190	---	$49,403,580
Funding by Share:	$31,272,390	---	---	$18,131,190	---	$49,403,580

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-386	CS	C,E	HOUSTON	EAST END DISTRICT	**$3,032,000**

REV DATE: 07/2020

STREET: NAVIGATION BLVD
MPO PROJECT ID: 17079
LIMITS FROM: AT JENSEN DR/RUNNELS ST
FUNDING CATEGORY: 7
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT INTERSECTION AS URBAN ROUNDABOUT INCLUDING PEDESTRIAN STREETSCAPE AND BUS STOP IMPROVEMENTS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$141,628
Right Of Way:	---
Construction:	$2,890,372
Construction Engineering:	$173,422
Contingencies:	$289,037
Indirects:	$146,831
Bond Financing:	---
Total Project Cost:	**$3,641,290**

Cost of Approved Phases: $3,032,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$2,425,600	---	---	$606,400	---	$3,032,000
Funding by Share:	$2,425,600	---	---	$606,400	---	$3,032,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C,E,R	PASADENA	CITY OF PASADENA	**$7,875,897**

REV DATE: 07/2020

STREET: RED BLUFF RD
MPO PROJECT ID: 11059
LIMITS FROM: BW 8
FUNDING CATEGORY: 3
LIMITS TO: SPENCER HWY
MTP REFERENCE:
TIP DESCRIPTION: DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT RANDOLPH (JANA), KINGSDALE AND SPENCER HWY

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$257,314
Right Of Way:	$1,312,825
Construction:	$5,251,298
Construction Engineering:	$262,565
Contingencies:	$525,130
Indirects:	$266,766
Bond Financing:	---
Total Project Cost:	**$7,875,897**

Cost of Approved Phases: $7,875,897

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$7,875,897	$7,875,897
Funding by Share:	---	---	---	---	$7,875,897	$7,875,897

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-397	CS	C	SOUTH HOUSTON	CITY OF SOUTH HOUSTON	**$1,552,000**

REV DATE: 07/2020

STREET: SOUTH HOUSTON ROADWAYS
MPO PROJECT ID: 17119
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT CONCRETE SIDEWALKS ALONG SEVERAL SECTIONS OF CITY-OWNED ROADWAY: 6TH STREET FROM TEXAS AVENUE TO AVENUE G, 8TH STREET FROM AVENUE N TO AVENUE G, 11TH STREET FROM AVENUE N TO AVENUE G, AND 13TH STREET FROM AVENUE N TO AVENUE G.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$76,048
Right Of Way:	---
Construction:	$1,552,000
Construction Engineering:	$93,120
Contingencies:	$155,200
Indirects:	$78,842
Bond Financing:	---
Total Project Cost:	**$1,955,210**

Cost of Approved Phases: $1,552,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,241,600	---	---	$310,400	---	$1,552,000
Funding by Share:	$1,241,600	---	---	$310,400	---	$1,552,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	HOUSTON	UPTOWN HOUSTON DISTRICT	**$27,700,000**

REV DATE: 07/2020

STREET: UPTOWN HOUSTON DISTRICT
MPO PROJECT ID: 13200
LIMITS FROM: POST OAK BLVD/DETERING
FUNDING CATEGORY: 3
LIMITS TO: RICHMOND AVE
MTP REFERENCE:
TIP DESCRIPTION: ON-STREET SHARED-USE LANES, SHARED-USE PATHS, IMPROVED CROSSINGS, A SHARED-USE BRIDGE OVER IH-10, A SHARED-USE CROSSING UNDER IH-610, A SHARED-USE BRIDGE CONNECTING SHARED-USE PATHS ALONG IH-610 AND A BRIDGE OVER BUFFALO BAYOU.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,357,300
Right Of Way:	---
Construction:	$27,700,000
Construction Engineering:	$1,108,000
Contingencies:	$2,770,000
Indirects:	$1,407,160
Bond Financing:	---
Total Project Cost:	**$34,342,460**

Cost of Approved Phases: $27,700,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$27,700,000	$27,700,000
Funding by Share:	---	---	---	---	$27,700,000	$27,700,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-090	FM 1960	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$16,575,000**

REV DATE: 07/2020

STREET: FM 1960
MPO PROJECT ID: 14173
LIMITS FROM: SH 249
FUNDING CATEGORY: 5
LIMITS TO: CUTTEN RD
MTP REFERENCE:
TIP DESCRIPTION: INTERSECTION IMPROVEMENTS (RECONSTRUCT ROADWAY TO ADD TURNING LANES AND PEDESTRIAN AND BICYCLE ACCOMMODATIONS)

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$812,175
Right Of Way:	$4,550,000
Construction:	$16,575,000
Construction Engineering:	$828,750
Contingencies:	$1,657,500
Indirects:	$842,010
Bond Financing:	---
Total Project Cost:	**$25,265,435**

Cost of Approved Phases: $16,575,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$13,260,000	$3,315,000	---	---	---	$16,575,000
Funding by Share:	$13,260,000	$3,315,000	---	---	---	$16,575,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-092	FM 1960	C	NONE	TXDOT HOUSTON DISTRICT	**$14,991,000**

REV DATE: 07/2020

STREET: FM 1960
MPO PROJECT ID: 17051
LIMITS FROM: AT ELDRIDGE PKWY
FUNDING CATEGORY: 5
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: INTERSECTION IMPROVEMENTS AND APPROACHES TO ADD RAISED MEDIAN, DUAL LEFT AND RIGHT TURN LANES AND BICYCLE/PEDESTRIAN ACCOMMODATIONS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$734,559
Right Of Way:	$4,166,000
Construction:	$14,991,000
Construction Engineering:	$749,550
Contingencies:	$1,499,100
Indirects:	$761,543
Bond Financing:	---
Total Project Cost:	**$22,901,752**

Cost of Approved Phases: **$14,991,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$11,992,800	$2,998,200	---	---	---	$14,991,000
Funding by Share:	$11,992,800	$2,998,200	---	---	---	$14,991,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1062-02-009	FM 2100	C	NONE	TXDOT HOUSTON DISTRICT	**$86,000,000**

REV DATE: 07/2020

STREET: FM 2100
MPO PROJECT ID: 537
LIMITS FROM: HUFFMAN-CLEVELAND RD
FUNDING CATEGORY: 2
LIMITS TO: FM 1960
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4-LANE DIVIDED

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,214,000
Right Of Way:	---
Construction:	$86,000,000
Construction Engineering:	$3,440,000
Contingencies:	$8,600,000
Indirects:	$4,368,800
Bond Financing:	---
Total Project Cost:	**$106,622,800**

Cost of Approved Phases: **$86,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$86,000,000	---	---	---	$86,000,000
Funding by Share:	---	$86,000,000	---	---	---	$86,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	2941-02-062	FM 2920	C	NONE	TXDOT HOUSTON DISTRICT	**$1,411,259**

REV DATE: 07/2020

STREET: FM 2920
MPO PROJECT ID: 18145
LIMITS FROM: KUYKENDAHL RD
FUNDING CATEGORY: 7
LIMITS TO: LEXINGTON RD
MTP REFERENCE:
TIP DESCRIPTION: VARIOUS ACCESS MANAGEMENT TREATMENTS ALONG FM 2920 FROM LEXINGTON ROAD TO KUYKENDAHL ROAD. TREATMENTS INCLUDE CONSTRUCTION OF A RAISED MEDIAN WITH CHANNELIZATION, CONSTRUCTION OF RIGHT TURN LANES, OPTIMIZED SIGNAL TIMING AND IMPROVED SIGNAGE.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$69,152
Right Of Way:	---
Construction:	$1,411,259
Construction Engineering:	$84,676
Contingencies:	$141,126
Indirects:	$71,692
Bond Financing:	---
Total Project Cost:	**$1,777,904**

Cost of Approved Phases: **$1,411,259**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$1,129,007	$282,252	---	---	---	$1,411,259
Funding by Share:	$1,129,007	$282,252	---	---	---	$1,411,259

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0389-05-087	SH 146	C	LA PORTE	TXDOT HOUSTON DISTRICT	**$92,800,000**

REV DATE: 07/2020

STREET: SH 146
MPO PROJECT ID: 137
LIMITS FROM: FAIRMONT PARKWAY
FUNDING CATEGORY: 2
LIMITS TO: RED BLUFF RD
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6-LANES WITH TWO 2-LANE FRONTAGE ROADS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,547,200
Right Of Way:	$40,780,000
Construction:	$92,800,000
Construction Engineering:	$3,712,000
Contingencies:	$9,280,000
Indirects:	$4,714,240
Bond Financing:	---
Total Project Cost:	**$155,833,440**

Cost of Approved Phases: **$92,800,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$74,240,000	$18,560,000	---	---	---	$92,800,000
Funding by Share:	$74,240,000	$18,560,000	---	---	---	$92,800,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0389-05-129	SH 146	C	LA PORTE	TXDOT HOUSTON DISTRICT	**$9,900,000**

REV DATE: 07/2020

STREET: SH 146
MPO PROJECT ID: 13841
LIMITS FROM: N OF FAIRMONT PKWY
FUNDING CATEGORY: 2
LIMITS TO: S OF SPENCER HWY
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANES TO REMOVE BOTTLE NECK
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$485,100
Right Of Way:	---
Construction:	$9,900,000
Construction Engineering:	$495,000
Contingencies:	$990,000
Indirects:	$502,920
Bond Financing:	---
Total Project Cost:	**$12,373,020**

Cost of Approved Phases: **$9,900,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$7,920,000	$1,980,000	---	---	---	$9,900,000
Funding by Share:	$7,920,000	$1,980,000	---	---	---	$9,900,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-574	SL	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$1,000,000**

REV DATE: 07/2020

STREET: SL 8
MPO PROJECT ID: 18503
LIMITS FROM: W OF HARDY TOLL RD
FUNDING CATEGORY: 1
LIMITS TO: E OF ALDINE WESTFIELD RD
MTP REFERENCE:
TIP DESCRIPTION: RESTRIPE TO WIDEN FROM 6 TO 8 MAIN LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$49,000
Right Of Way:	---
Construction:	$1,000,000
Construction Engineering:	$60,000
Contingencies:	$100,000
Indirects:	$50,800
Bond Financing:	---
Total Project Cost:	**$1,259,800**

Cost of Approved Phases: **$1,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
1-PREV-M:	---	$1,000,000	---	---	---	$1,000,000
Funding by Share:	---	$1,000,000	---	---	---	$1,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		VA	E	HOUSTON	GREATER SOUTHEAST MANAGEMENT DISTRI	**$1,000,000**

REV DATE: 07/2020

STREET: LONG DR, GRIGGS RD & MYKAWA RD
MPO PROJECT ID: 18606
LIMITS FROM: VA
FUNDING CATEGORY: 3CRISI GR
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: COMPLETE ALTERNATIVES ANALYSIS, PRELIMINARY ENGINEERING AND NEPA DOCUMENTATION.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,000,000
Right Of Way:	---
Construction:	---
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,000,000**

Cost of Approved Phases: **$1,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3CRISI GR:	$666,000	---	---	$334,000	---	$1,000,000
Funding by Share:	$666,000	---	---	$334,000	---	$1,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-600	VA	C	HOUSTON	METRO	**$2,400,000**

REV DATE: 07/2020

STREET: METRO SERVICE AREA
MPO PROJECT ID: 11760
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL (CMAQ): FY 2020
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,400,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,400,000**

Cost of Approved Phases: **$2,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,400,000	---	---	---	---	$2,400,000
Funding by Share:	$2,400,000	---	---	---	---	$2,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-601	VA	C	HOUSTON	METRO	**$2,400,000**

REV DATE: 07/2020

STREET: METRO SERVICE AREA
MPO PROJECT ID: 11762
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL (CMAQ): FY 2021
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,400,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,400,000**

Cost of Approved Phases: **$2,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,400,000	---	---	---	---	$2,400,000
Funding by Share:	$2,400,000	---	---	---	---	$2,400,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	1259-01-044	FM 1097	C	NONE	TXDOT HOUSTON DISTRICT	**$14,880,000**

REV DATE: 07/2020

STREET: FM 1097
MPO PROJECT ID: 17115
LIMITS FROM: BLUEBERRY HILLS DR
FUNDING CATEGORY: 2
LIMITS TO: LAKE CONROE HILLS DR
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS LEFT TURN LANE (PMPOID 17091)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$729,120
Right Of Way:	$3,640,000
Construction:	$14,880,000
Construction Engineering:	$744,000
Contingencies:	$1,488,000
Indirects:	$755,904
Bond Financing:	---
Total Project Cost:	**$22,237,024**

Cost of Approved Phases: $14,880,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$14,880,000	---	---	---	$14,880,000
Funding by Share:	---	$14,880,000	---	---	---	$14,880,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0523-09-009	FM 1488	C	MAGNOLIA	TXDOT HOUSTON DISTRICT	**$46,040,000**

REV DATE: 07/2020

STREET: FM 1488
MPO PROJECT ID: 499
LIMITS FROM: FM 1774
FUNDING CATEGORY: 2
LIMITS TO: W OF FM 149
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4-LANES WITH BICYCLE ACCOMMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,255,960
Right Of Way:	$4,962,797
Construction:	$46,040,000
Construction Engineering:	$1,841,600
Contingencies:	$4,604,000
Indirects:	$2,338,832
Bond Financing:	---
Total Project Cost:	**$62,043,189**

Cost of Approved Phases: $46,040,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$46,040,000	---	---	---	$46,040,000
Funding by Share:	---	$46,040,000	---	---	---	$46,040,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	3538-01-055	SH 242	C	NONE	TXDOT HOUSTON DISTRICT	**$36,500,000**

REV DATE: 07/2020

STREET: SH 242
LIMITS FROM: E OF FM 1314
LIMITS TO: W OF FM 1485
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

MPO PROJECT ID: 17146
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,958,049
Right Of Way:	$3,465,000
Construction:	$36,500,000
Construction Engineering:	$1,962,045
Contingencies:	$730,000
Indirects:	$1,158,845
Bond Financing:	---
Total Project Cost:	**$48,504,139**

Cost of Approved Phases: $36,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$29,200,000	$7,300,000	---	---	---	$36,500,000
Funding by Share:	$29,200,000	$7,300,000	---	---	---	$36,500,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-558	VA	C	NONE	H-GAC	**$8,000,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 11916
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL FREEWAY INCIDENT MANAGEMENT-TOWING (FY 2020-2022)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$8,000,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$8,000,000**

Cost of Approved Phases: **$8,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$8,000,000	---	---	---	---	$8,000,000
Funding by Share:	$8,000,000	---	---	---	---	$8,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-563	VA	C	NONE	METRO	**$1,250,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 17135
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: CMAQ FY 2019
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: **$1,250,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-568	VA	C	NONE	METRO	**$1,250,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 17141
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL: CMAQ FY 2020
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: **$1,250,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-643	VA	C	NONE	H-GAC	**$8,000,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 12092
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: CLEAN VEHICLES PROGRAM (ENGINE/VEHICLE REPLACEMENT, ALTERNATE FUELS, EDUCATION): FY 2021-2022
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$8,000,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$8,000,000**

Cost of Approved Phases: $8,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$8,000,000	---	---	---	---	$8,000,000
Funding by Share:	$8,000,000	---	---	---	---	$8,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-645	VA	T	NONE	METRO	**$1,250,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 18361
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: CMAQ FY 2021
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: $1,250,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
HOUSTON DISTRICT
FY 2022 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0912-37-232	CS	C,E	HOUSTON	LAKE HOUSTON REDEVELOPMENT AUTHORI	**$65,000,000**

REV DATE: 07/2020

STREET: NORTHPARK DR
MPO PROJECT ID: 87
LIMITS FROM: IH 69
FUNDING CATEGORY: 3
LIMITS TO: RUSSELL PALMER RD
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANES BOULEVARD SECTION INCLUDING DRAINAGE, GRADE SEPARATION AT UPRR/SL 494, AND INTERSECTION IMPROVEMENTS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,036,225
Right Of Way:	---
Construction:	$61,963,775
Construction Engineering:	$2,478,551
Contingencies:	$6,196,378
Indirects:	$3,147,760
Bond Financing:	---
Total Project Cost:	**$76,822,688**

Cost of Approved Phases: $65,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	**Funding By Category**
3-LOCAL CONT:	---	---	---	---	$65,000,000	$65,000,000
Funding by Share:	---	---	---	---	$65,000,000	$65,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA		CS	C	PEARLAND	CITY OF PEARLAND	**$19,545,000**

REV DATE: 07/2020

STREET: BAILEY RD
MPO PROJECT ID: 18134
LIMITS FROM: VETERANS DR
FUNDING CATEGORY: 3
LIMITS TO: MAIN ST (SH 35)
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH IMPROVED DRAINAGE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$957,705
Right Of Way:	---
Construction:	$19,545,000
Construction Engineering:	$977,250
Contingencies:	$1,954,500
Indirects:	$992,886
Bond Financing:	---
Total Project Cost:	**$24,427,341**

Cost of Approved Phases: **$19,545,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$19,545,000	$19,545,000
Funding by Share:	---	---	---	---	$19,545,000	$19,545,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-293	CS	C,R	PEARLAND	CITY OF PEARLAND	**$4,655,822**

REV DATE: 07/2020

STREET: SMITH RANCH RD
MPO PROJECT ID: 11654
LIMITS FROM: HUGHES RANCH RD
FUNDING CATEGORY: 7
LIMITS TO: N OF BROADWAY (FM 518)
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$171,101
Right Of Way:	$1,163,956
Construction:	$3,491,867
Construction Engineering:	$209,512
Contingencies:	$349,187
Indirects:	$177,387
Bond Financing:	---
Total Project Cost:	**$5,563,009**

Cost of Approved Phases: **$4,655,822**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,724,657	---	---	$931,165	---	$4,655,822
Funding by Share:	$3,724,657	---	---	$931,165	---	$4,655,822

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-111	SH	C	MANVEL	TXDOT HOUSTON DISTRICT	**$30,400,000**

REV DATE: 07/2020

STREET: SH 288
MPO PROJECT ID: 18401
LIMITS FROM: RODEO PALMS PKWY
FUNDING CATEGORY: 7
LIMITS TO: SH6
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION AND NEW SB 2-LANE FRONTAGE ROAD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,489,600
Right Of Way:	---
Construction:	$30,400,000
Construction Engineering:	$1,216,000
Contingencies:	$3,040,000
Indirects:	$1,544,320
Bond Financing:	---
Total Project Cost:	**$37,689,920**

Cost of Approved Phases: **$30,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$24,320,000	$6,080,000	---	---	---	$30,400,000
Funding by Share:	$24,320,000	$6,080,000	---	---	---	$30,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-03-022	SH 36	C	WEST COLUMBIA	TXDOT HOUSTON DISTRICT	**$8,300,000**

REV DATE: 07/2020

STREET: SH 36
MPO PROJECT ID: 14712
LIMITS FROM: N OF CR 467/HOGG RANCH RD
FUNDING CATEGORY: 2
LIMITS TO: SH 35
MTP REFERENCE:
TIP DESCRIPTION: GRADE SEPARATION OVER NEW SH 35 AND RESTRIPE PAVEMENT FROM 2 TO 4 LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$377,643
Right Of Way:	$1,686,177
Construction:	$7,707,000
Construction Engineering:	$361,458
Contingencies:	$576,483
Indirects:	$364,541
Bond Financing:	---
Total Project Cost:	**$11,073,302**

Cost of Approved Phases: **$8,300,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$6,640,000	$1,660,000	---	---	---	$8,300,000
Funding by Share:	$6,640,000	$1,660,000	---	---	---	$8,300,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-04-025	SH 36	C	NONE	TXDOT HOUSTON DISTRICT	**$37,400,000**

REV DATE: 07/2020

STREET: SH 36
MPO PROJECT ID: 252
LIMITS FROM: SH 35
FUNDING CATEGORY: 2
LIMITS TO: N OF SH 332
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,832,600
Right Of Way:	$6,160,000
Construction:	$37,400,000
Construction Engineering:	$1,496,000
Contingencies:	$3,740,000
Indirects:	$1,899,920
Bond Financing:	---
Total Project Cost:	**$52,528,520**

Cost of Approved Phases: **$37,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$29,920,000	$7,480,000	---	---	---	$37,400,000
Funding by Share:	$29,920,000	$7,480,000	---	---	---	$37,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-04-035	SH 36	C	WEST COLUMBIA	TXDOT HOUSTON DISTRICT	**$28,000,000**

REV DATE: 07/2020

STREET: SH 36
MPO PROJECT ID: 256
LIMITS FROM: S OF SH 35
FUNDING CATEGORY: 2
LIMITS TO: FM 522
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT TO 4 LANE DIVIDED WITH CLTL, INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,372,000
Right Of Way:	$9,070,000
Construction:	$28,000,000
Construction Engineering:	$1,120,000
Contingencies:	$2,800,000
Indirects:	$1,422,400
Bond Financing:	---
Total Project Cost:	**$43,784,400**

Cost of Approved Phases: **$28,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$22,400,000	$5,600,000	---	---	---	$28,000,000
Funding by Share:	$22,400,000	$5,600,000	---	---	---	$28,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-04-050	SH 36	C	WEST COLUMBIA	TXDOT HOUSTON DISTRICT	**$9,600,000**

REV DATE: 07/2020

STREET: SH 36
MPO PROJECT ID: 14258
LIMITS FROM: SH 35
FUNDING CATEGORY: 2
LIMITS TO: S OF SH 35
MTP REFERENCE:
TIP DESCRIPTION: GRADE SEPARATION OVER NEW SH 35 AND RESTRIPE PAVEMENT FROM 2 TO 4 LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$470,400
Right Of Way:	$721,750
Construction:	$9,600,000
Construction Engineering:	$480,000
Contingencies:	$960,000
Indirects:	$487,680
Bond Financing:	---
Total Project Cost:	**$12,719,830**

Cost of Approved Phases: $9,600,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$7,680,000	$1,920,000	---	---	---	$9,600,000
Funding by Share:	$7,680,000	$1,920,000	---	---	---	$9,600,000

HOUSTON	FORT BEND		CS	C	SUGAR LAND	CITY OF SUGAR LAND	**$2,500,000**

REV DATE: 07/2020

STREET: UNIVERSITY BLVD
MPO PROJECT ID: 11196
LIMITS FROM: US 59
FUNDING CATEGORY: 3
LIMITS TO: SH 6
MTP REFERENCE:
TIP DESCRIPTION: WIDEN 4-LANE TO 6-LANE (PHASE 2)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$122,500
Right Of Way:	---
Construction:	$2,500,000
Construction Engineering:	$150,000
Contingencies:	$250,000
Indirects:	$127,000
Bond Financing:	---
Total Project Cost:	**$3,149,500**

Cost of Approved Phases: $2,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$2,500,000	$2,500,000
Funding by Share:	---	---	---	---	$2,500,000	$2,500,000

HOUSTON	FORT BEND	0188-10-028	FM 1463	C	NONE	TXDOT HOUSTON DISTRICT	**$41,300,000**

REV DATE: 07/2020

STREET: FM 1463
MPO PROJECT ID: 11
LIMITS FROM: N OF WESTRIDGE CREEK LN
FUNDING CATEGORY: 2
LIMITS TO: FM 1093
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 -LANES FROM N OF WESTRIDGE CREEK LANE TO TAMARRON PKWY (0.56 M) AND CORBITT RD TO CINCO RANCH BLVD (1.14 M), 2 TO 6-LANES FROM TAMARRON PKWY TO CORBITT RD (0.4 M) AND CINCO RANCH BLVD TO FM 1093 (1.58 M) WITH RAISED MEDIAN, INTERSECTION IMPROVEMENTS AND PEDESTRIAN AND BICYCLE ACCOMMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,023,700
Right Of Way:	$3,890,000
Construction:	$41,300,000
Construction Engineering:	$1,652,000
Contingencies:	$4,130,000
Indirects:	$2,098,040
Bond Financing:	---
Total Project Cost:	**$55,093,740**

Cost of Approved Phases: $41,300,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$33,040,000	$8,260,000	---	---	---	$41,300,000
Funding by Share:	$33,040,000	$8,260,000	---	---	---	$41,300,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	3510-04-049	SH 99	C		FORT BEND COUNTY	**$17,343,154**

REV DATE: 07/2020

STREET: SH 99
MPO PROJECT ID: 18032
LIMITS FROM: AT PEEK RD
FUNDING CATEGORY: 5
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCTION OF OVERPASS. INSTALL TRAFFIC SIGNALS FOR AT-GRADE PORTION OF INTERSECTION AND RECONFIGURE EXISTING ENTRANCE AND EXIT RAMPS FOR SH 99

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$849,815
Right Of Way:	---
Construction:	$17,343,154
Construction Engineering:	$867,158
Contingencies:	$1,734,315
Indirects:	$881,032
Bond Financing:	---
Total Project Cost:	**$21,675,474**

Cost of Approved Phases: **$17,343,154**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$13,874,523	$3,468,631	---	---	---	$17,343,154
Funding by Share:	$13,874,523	$3,468,631	---	---	---	$17,343,154

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C,E,R	GALVESTON	CITY OF GALVESTON	**$17,300,000**

REV DATE: 07/2020

STREET: 61ST ST
MPO PROJECT ID: 9403
LIMITS FROM: BROADWAY ST/SH 87
FUNDING CATEGORY: 3
LIMITS TO: HARBORSIDE DR/SH 275
MTP REFERENCE:
TIP DESCRIPTION: 4 LANE EXTENSION TO HARBORSIDE DR

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$565,209
Right Of Way:	$2,883,718
Construction:	$11,534,871
Construction Engineering:	$576,744
Contingencies:	$1,153,487
Indirects:	$585,971
Bond Financing:	---
Total Project Cost:	**$17,300,000**

Cost of Approved Phases: **$17,300,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$17,300,000	$17,300,000
Funding by Share:	---	---	---	---	$17,300,000	$17,300,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	3049-01-022	FM 646	C	LEAGUE CITY	TXDOT HOUSTON DISTRICT	**$31,127,000**

REV DATE: 07/2020

STREET: FM 646
MPO PROJECT ID: 514
LIMITS FROM: EDMUNDS WAY
FUNDING CATEGORY: 2
LIMITS TO: FM 1266
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIAN AND RAILROAD OVERPASS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,525,223
Right Of Way:	$6,150,000
Construction:	$31,127,000
Construction Engineering:	$1,245,080
Contingencies:	$3,112,700
Indirects:	$1,581,252
Bond Financing:	---
Total Project Cost:	**$44,741,255**

Cost of Approved Phases: **$31,127,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$24,901,600	$6,225,400	---	---	---	$31,127,000
Funding by Share:	$24,901,600	$6,225,400	---	---	---	$31,127,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0389-06-088	SH 146	C	KEMAH	TXDOT HOUSTON DISTRICT	**$102,000,000**

REV DATE: 07/2020

STREET: SH 146
MPO PROJECT ID: 468
LIMITS FROM: FM 518
FUNDING CATEGORY: 2
LIMITS TO: FM 517
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES WITH GRADE SEPARATION AT SH 96
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,998,000
Right Of Way:	$60,705,000
Construction:	$102,000,000
Construction Engineering:	$4,080,000
Contingencies:	$10,200,000
Indirects:	$5,181,600
Bond Financing:	---
Total Project Cost:	**$187,164,600**

Cost of Approved Phases: **$102,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$81,600,000	$20,400,000	---	---	---	$102,000,000
Funding by Share:	$81,600,000	$20,400,000	---	---	---	$102,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-617	CS	T	HOUSTON	EAST END DISTRICT	**$8,963,456**

REV DATE: 07/2020

STREET: EASTWOOD INTERMODAL TERMINAL
MPO PROJECT ID: 18144
LIMITS FROM: AT 4500 HARRISBURG BLVD
FUNDING CATEGORY: 7
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: PURCHASE LONG-TERM CAPITAL LEASE FOR METRO RAIL PARK & RIDE AT LOCKWOOD/EASTWOOD STATION AND CONSTRUCT ASSOCIATED SIDEWALK IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$8,963,456
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$8,963,456**

Cost of Approved Phases: **$8,963,456**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$5,839,934	---	---	$3,123,522	---	$8,963,456
Funding by Share:	$5,839,934	---	---	$3,123,522	---	$8,963,456

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-381	CS	C	HOUSTON	CITY OF HOUSTON	**$25,465,000**

REV DATE: 07/2020

STREET: FONDREN RD
MPO PROJECT ID: 17093
LIMITS FROM: BRAESWOOD BLVD S
FUNDING CATEGORY: 7
LIMITS TO: AIRPORT BLVD W
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANES WITH TRAFFIC SIGNAL AND DRAINAGE IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,247,785
Right Of Way:	---
Construction:	$25,465,000
Construction Engineering:	$1,018,600
Contingencies:	$2,546,500
Indirects:	$1,293,622
Bond Financing:	---
Total Project Cost:	**$31,571,507**

Cost of Approved Phases: **$25,465,000**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-359	CS	C,E (REVIEW)	BAYTOWN	CITY OF BAYTOWN	**$38,230,000**

REV DATE: 07/2020
STREET: GARTH RD
MPO PROJECT ID: 17096
LIMITS FROM: IH 10
FUNDING CATEGORY: 7
LIMITS TO: S OF ARCHER RD
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES INCLUDING ACCESS MANAGEMENT IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,918,025
Right Of Way:	$2,602,466
Construction:	$38,230,000
Construction Engineering:	$1,911,500
Contingencies:	$3,823,000
Indirects:	$1,942,084
Bond Financing:	---
Total Project Cost:	**$52,427,075**

Cost of Approved Phases: $38,230,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$30,584,000	---	---	$7,646,000	---	$38,230,000
Funding by Share:	$30,584,000	---	---	$7,646,000	---	$38,230,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-71-836	CS	C,E (REVIEW)	HOUSTON	CITY OF HOUSTON	**$16,000,000**

REV DATE: 07/2020
STREET: GREENS RD
MPO PROJECT ID: 5030
LIMITS FROM: JFK BLVD
FUNDING CATEGORY: 7
LIMITS TO: IH 69
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 LANE TO 4-LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$859,000
Right Of Way:	---
Construction:	$15,925,000
Construction Engineering:	$800,000
Contingencies:	$1,600,000
Indirects:	$812,800
Bond Financing:	---
Total Project Cost:	**$19,996,800**

Cost of Approved Phases: $16,000,000

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-365	CS	C,E (REVIEW)	HOUSTON	CITY OF HOUSTON	**$4,031,000**

REV DATE: 07/2020
STREET: HOUSTON CBD
MPO PROJECT ID: 17047
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: IMPLEMENTATION OF AUTOMATED PARKING GUIDANCE SYSTEM (AGPS) INCLUDING DYNAMIC MESSAGE SIGNS AND INFORMATION SYSTEMS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$272,519
Right Of Way:	---
Construction:	$3,956,000
Construction Engineering:	$241,860
Contingencies:	$403,100
Indirects:	$204,775
Bond Financing:	---
Total Project Cost:	**$5,078,254**

Cost of Approved Phases: $4,031,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$3,224,800	---	---	$806,200	---	$4,031,000
Funding by Share:	$3,224,800	---	---	$806,200	---	$4,031,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-541	CS	C,E,R	WEBSTER	CITY OF WEBSTER	**$7,962,692**

REV DATE: 07/2020

STREET: NASA RD 1 BYPASS
MPO PROJECT ID: 17081
LIMITS FROM: FM 528
FUNDING CATEGORY: 7
LIMITS TO: LANDING BLVD/NASA 1 BYPASS AT IH 45S
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE DIVIDED ROADWAY ON NEW ALIGNMENT WITH PEDESTRIAN/BICYCLE ACCOMODATIONS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$260,149
Right Of Way:	$1,327,292
Construction:	$5,309,169
Construction Engineering:	$265,458
Contingencies:	$530,917
Indirects:	$269,706
Bond Financing:	---
Total Project Cost:	**$7,962,692**

Cost of Approved Phases: $7,962,692

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$5,512,846	---	---	$2,449,846	---	$7,962,692
Funding by Share:	$5,512,846	---	---	$2,449,846	---	$7,962,692

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	PASADENA	CITY OF PASADENA	**$3,410,975**

REV DATE: 07/2020

STREET: RED BLUFF RD
MPO PROJECT ID: 11058
LIMITS FROM: SH 225
FUNDING CATEGORY: 3
LIMITS TO: BEARLE ST
MTP REFERENCE:
TIP DESCRIPTION: DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT SH 225, BEARLE AND THOMAS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$167,138
Right Of Way:	---
Construction:	$3,410,975
Construction Engineering:	$204,659
Contingencies:	$341,098
Indirects:	$173,278
Bond Financing:	---
Total Project Cost:	**$4,297,146**

Cost of Approved Phases: $3,410,975

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$3,410,975	$3,410,975
Funding by Share:	---	---	---	---	$3,410,975	$3,410,975

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	PASADENA	CITY OF PASADENA	**$10,100,000**

REV DATE: 07/2020

STREET: RED BLUFF RD
MPO PROJECT ID: 11060
LIMITS FROM: BEARLE ST
FUNDING CATEGORY: 3
LIMITS TO: SOUTH ST
MTP REFERENCE:
TIP DESCRIPTION: DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT BURKE/GRAND, HARRIS/NORTH, PRESTON AND SOUTH

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$494,900
Right Of Way:	---
Construction:	$10,100,000
Construction Engineering:	$505,000
Contingencies:	$1,010,000
Indirects:	$513,080
Bond Financing:	---
Total Project Cost:	**$12,622,980**

Cost of Approved Phases: $10,100,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$10,100,000	$10,100,000
Funding by Share:	---	---	---	---	$10,100,000	$10,100,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	PASADENA	CITY OF PASADENA	**$3,842,079**

REV DATE: 07/2020

STREET: RED BLUFF RD
LIMITS FROM: SOUTH ST
LIMITS TO: BW 8
TIP DESCRIPTION: DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT SAN AUGUSTINE/ORREL AND BW 8

MPO PROJECT ID: 11061
FUNDING CATEGORY: 3
MTP REFERENCE:

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$188,262
Right Of Way:	---
Construction:	$3,842,079
Construction Engineering:	$230,525
Contingencies:	$384,208
Indirects:	$195,178
Bond Financing:	---
Total Project Cost:	**$4,840,251**

Cost of Approved Phases: $3,842,079

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$3,842,079	$3,842,079
Funding by Share:	---	---	---	---	$3,842,079	$3,842,079

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-607	CS	C	HOUSTON	MEMORIAL HEIGHTS REDEVELOPMENT AUTH	**$50,000,000**

REV DATE: 07/2020

STREET: SHEPHERD-DURHAM CORRIDOR
LIMITS FROM: IH-610 EB FR
LIMITS TO: W 15TH ST
TIP DESCRIPTION: RECONSTRUCT ROADWAY AND VARIOUS CROSS STREETS (24TH, 20TH, 19TH, 18TH, 16TH, AND 15TH ST. AT VARIOUS LIMITS) INCLUDING RE-CONFIGURATION OF TRAVEL LANES FROM 4 TO 3, INTERSECTIONS, ADDITION OF BIKE FACILITIES AND PEDESTRIAN INFRASTRUCTURE.

MPO PROJECT ID: 18086
FUNDING CATEGORY: 3 BUILD
MTP REFERENCE:

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,450,000
Right Of Way:	---
Construction:	$50,000,000
Construction Engineering:	$2,000,000
Contingencies:	$5,000,000
Indirects:	$2,540,000
Bond Financing:	---
Total Project Cost:	**$61,990,000**

Cost of Approved Phases: $50,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3BUILD GR:	$25,000,000	---	---	$25,000,000	---	$50,000,000
Funding by Share:	$25,000,000	---	---	$25,000,000	---	$50,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-385	CS	C	HOUSTON	CITY OF HOUSTON	**$12,176,000**

REV DATE: 07/2020

STREET: WESTPARK DR
LIMITS FROM: DAIRY ASHFORD RD
LIMITS TO: WILCREST ST
TIP DESCRIPTION: WIDEN TO 4-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE AND PUBLIC UTILITY IMPROVEMENTS

MPO PROJECT ID: 17094
FUNDING CATEGORY: 7
MTP REFERENCE:

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$596,624
Right Of Way:	---
Construction:	$12,176,000
Construction Engineering:	$608,800
Contingencies:	$1,217,600
Indirects:	$618,541
Bond Financing:	---
Total Project Cost:	**$15,217,565**

Cost of Approved Phases: $12,176,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$9,740,800	---	---	$2,435,200	---	$12,176,000
Funding by Share:	$9,740,800	---	---	$2,435,200	---	$12,176,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-108	FM 1960	C	NONE	TXDOT HOUSTON DISTRICT	**$10,904,000**

REV DATE: 07/2020

STREET: FM 1960
MPO PROJECT ID: 17088
LIMITS FROM: SH 249
FUNDING CATEGORY: 5
LIMITS TO: IH 45 N
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$534,296
Right Of Way:	---
Construction:	$10,904,000
Construction Engineering:	$545,200
Contingencies:	$1,090,400
Indirects:	$553,923
Bond Financing:	---
Total Project Cost:	**$13,627,819**

Cost of Approved Phases: **$10,904,000**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	2941-02-062	FM 2920	C	NONE	TXDOT HOUSTON DISTRICT	**$968,643**

REV DATE: 07/2020

STREET: FM 2920
MPO PROJECT ID: 18019
LIMITS FROM: KUYKENDAHL RD
FUNDING CATEGORY: 5
LIMITS TO: WILLOW ST
MTP REFERENCE:
TIP DESCRIPTION: ACCESS MANAGEMENT TREATMENTS INCLUDE CONSTRUCTION OF A RAISED MEDIAN WITH CHANNELIZATION, CONSTRUCTION OF RIGHT TURN LANES, OPTIMIZED SIGNAL TIMING AND IMPROVED SIGNAGE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$47,464
Right Of Way:	---
Construction:	$968,643
Construction Engineering:	$87,178
Contingencies:	$96,864
Indirects:	$49,207
Bond Financing:	---
Total Project Cost:	**$1,249,356**

Cost of Approved Phases: **$968,643**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$774,914	$193,729	---	---	---	$968,643
Funding by Share:	$774,914	$193,729	---	---	---	$968,643

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0027-13-200	IH 69	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$260,740,000**

REV DATE: 07/2020

STREET: IH 69 S
MPO PROJECT ID: 7428
LIMITS FROM: IH 45
FUNDING CATEGORY: 12
LIMITS TO: SH 288
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 8 TO 12 MAIN LANES AND RECONSTRUCT IH 69/SH 288 INTERCHANGE (NHHIP SEG-3)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$12,776,260
Right Of Way:	$24,055,000
Construction:	$260,740,000
Construction Engineering:	$10,429,600
Contingencies:	$26,074,000
Indirects:	$13,245,592
Bond Financing:	---
Total Project Cost:	**$347,320,452**

Cost of Approved Phases: **$260,740,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$140,192,000	$120,548,000	---	---	---	$260,740,000
Funding by Share:	$140,192,000	$120,548,000	---	---	---	$260,740,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0027-13-201	IH 69	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$260,000,000**

REV DATE: 07/2020

STREET: IH 69 S
LIMITS FROM: SH 288
LIMITS TO: SP 527
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 6 TO 10 MAIN LANES (NHHIP SEG-3)
REMARKS:

MPO PROJECT ID: 155
FUNDING CATEGORY: 12
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$12,740,000
Right Of Way:	$55,200,000
Construction:	$260,000,000
Construction Engineering:	$10,400,000
Contingencies:	$26,000,000
Indirects:	$13,208,000
Bond Financing:	---
Total Project Cost:	**$377,548,000**

Cost of Approved Phases: **$260,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	---	$260,000,000	---	---	---	$260,000,000
Funding by Share:	---	$260,000,000	---	---	---	$260,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0027-13-221	IH 69	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$65,500,000**

REV DATE: 07/2020

STREET: MCGOWEN, TUAM AND ELGIN ST
LIMITS FROM: AT IH 69
LIMITS TO:
TIP DESCRIPTION: RECONSTRUCT 3 BRIDGES (NHHIP SEG-3)
REMARKS:

MPO PROJECT ID: 16337
FUNDING CATEGORY: 12
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,209,500
Right Of Way:	$4,500,000
Construction:	$65,500,000
Construction Engineering:	$2,620,000
Contingencies:	$6,550,000
Indirects:	$3,327,400
Bond Financing:	---
Total Project Cost:	**$85,706,900**

Cost of Approved Phases: **$65,500,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$52,400,000	$13,100,000	---	---	---	$65,500,000
Funding by Share:	$52,400,000	$13,100,000	---	---	---	$65,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0178-09-019	SH	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$28,000,000**

REV DATE: 07/2020

STREET: SH 35 (Spur 5)
LIMITS FROM: LONG DR
LIMITS TO: BELLFORT
TIP DESCRIPTION: CONSTRUCT 2 LANE FRONTAGE ROADS ON NEW LOCATION
REMARKS:

MPO PROJECT ID: 210
FUNDING CATEGORY: 12
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,372,000
Right Of Way:	---
Construction:	$28,000,000
Construction Engineering:	$1,120,000
Contingencies:	$2,800,000
Indirects:	$1,422,400
Bond Financing:	---
Total Project Cost:	**$34,714,400**

Cost of Approved Phases: **$28,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$22,400,000	$5,600,000	---	---	---	$28,000,000
Funding by Share:	$22,400,000	$5,600,000	---	---	---	$28,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0178-09-018	SH 35	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$71,000,000**

REV DATE: 07/2020

STREET: SH 35 (Spur 5)
MPO PROJECT ID: 202
LIMITS FROM: IH 45
FUNDING CATEGORY: 12
LIMITS TO: GRIGGS RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 8 LANE FREEWAY ON NEW LOCATION, OVERPASSES, AND SB RAMP TO OLD SPANISH TRAIL (US 90A)

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,479,000
Right Of Way:	---
Construction:	$71,000,000
Construction Engineering:	$2,840,000
Contingencies:	$7,100,000
Indirects:	$3,606,800
Bond Financing:	---
Total Project Cost:	**$88,025,800**

Cost of Approved Phases: $71,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$56,800,000	$14,200,000	---	---	---	$71,000,000
Funding by Share:	$56,800,000	$14,200,000	---	---	---	$71,000,000

HOUSTON	HARRIS	0912-72-609	SS 548	C,E,R	NONE	HCTRA	**$71,000,000**

REV DATE: 07/2020

STREET: HARDY TOLL RD
MPO PROJECT ID: 16076
LIMITS FROM: AT SL 8
FUNDING CATEGORY: 3
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT EB-SB, SB-WB AND NB-WB DIRECT CONNECTORS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,335,213
Right Of Way:	$11,914,351
Construction:	$47,657,404
Construction Engineering:	$1,906,296
Contingencies:	$4,765,740
Indirects:	$2,420,996
Bond Financing:	---
Total Project Cost:	**$71,000,000**

Cost of Approved Phases: $71,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-TOLL:	---	---	---	---	$71,000,000	$71,000,000
Funding by Share:	---	---	---	---	$71,000,000	$71,000,000

HOUSTON	HARRIS	0912-72-535	TRAIL	C,E (REVIEW)	NONE	HARRIS COUNTY	**$3,327,000**

REV DATE: 07/2020

STREET: SPRING CREEK HIKE & BIKE TRAIL
MPO PROJECT ID: 7814
LIMITS FROM: IH 69
FUNDING CATEGORY: 5
LIMITS TO: TOWNSEN PARK & RIDE
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT MULTIUSE TRAIL

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$238,023
Right Of Way:	---
Construction:	$3,252,000
Construction Engineering:	$199,620
Contingencies:	$332,700
Indirects:	$169,012
Bond Financing:	---
Total Project Cost:	**$4,191,355**

Cost of Approved Phases: $3,327,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,661,600	---	---	$665,400	---	$3,327,000
Funding by Share:	$2,661,600	---	---	$665,400	---	$3,327,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0050-06-093	US 290	C,E,R	NONE	TXDOT HOUSTON DISTRICT	**$32,109,300**

REV DATE: 07/2020

STREET: US 290
MPO PROJECT ID: 17041
LIMITS FROM: AT CYPRESS P&R
FUNDING CATEGORY: 5
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT RAMP PROVIDING ACCESS TO THE US 290 HOV/HOT FACILITY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,032,500
Right Of Way:	---
Construction:	$34,169,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$38,201,500**

Cost of Approved Phases: **$32,109,300**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$25,687,440	---	---	$6,421,860	---	$32,109,300
Funding by Share:	$25,687,440	---	---	$6,421,860	---	$32,109,300

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0027-09-104	US 90A	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$10,000,000**

REV DATE: 07/2020

STREET: US 90A
MPO PROJECT ID: 17076
LIMITS FROM: FORT BEND C/L
FUNDING CATEGORY: 5
LIMITS TO: IH 610 S
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$490,000
Right Of Way:	---
Construction:	$10,000,000
Construction Engineering:	$500,000
Contingencies:	$1,000,000
Indirects:	$508,000
Bond Financing:	---
Total Project Cost:	**$12,498,000**

Cost of Approved Phases: **$10,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$8,000,000	$2,000,000	---	---	---	$10,000,000
Funding by Share:	$8,000,000	$2,000,000	---	---	---	$10,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-597	VA	C	BELLAIRE	CITY OF BELLAIRE	**$866,743**

REV DATE: 07/2020

STREET: BELLAIRE BLVD; BISSONNET ST; S RICE AVE; NEWCASTLE ST
MPO PROJECT ID: 18020
LIMITS FROM: CHIMNEY ROCK TO NEWCASTLE; CHIMNEY ROCK TO NEWCASTLE
FUNDING CATEGORY: 5
LIMITS TO: FOURNACE PLACE TO BEECHNUT; BISSONNET TO BEECHNUT
MTP REFERENCE:
TIP DESCRIPTION: INSTALLATION FIBER OPTIC CABLE, TWISTED-PAIR COMMUNICATION CABLE, CLOSED-CIRCUIT (CCTV) CAMERAS, DYNAMIC MESSAGE SIGNS AND LOOP DETECTOR SENSORS AT 14 EXISTING TRAFFIC SIGNALS MAINTAINED BY THE CITY OF BELLAIRE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$42,470
Right Of Way:	---
Construction:	$866,743
Construction Engineering:	$78,007
Contingencies:	$86,674
Indirects:	$44,031
Bond Financing:	---
Total Project Cost:	**$1,117,925**

Cost of Approved Phases: **$866,743**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-602	VA	C	HOUSTON	METRO	**$1,200,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA
MPO PROJECT ID: 11763
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL (CMAQ): FY 2022
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,200,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,200,000**

Cost of Approved Phases: **$1,200,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,200,000	---	---	---	---	$1,200,000
Funding by Share:	$1,200,000	---	---	---	---	$1,200,000

HOUSTON	MONTGOMERY	0912-37-231	CS	C,E	CONROE	CITY OF CONROE	**$101,230,000**

REV DATE: 07/2020
STREET: OLD CONROE RD
MPO PROJECT ID: 17101
LIMITS FROM: SL 336 S
FUNDING CATEGORY: 7
LIMITS TO: FM 1488
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANES AND EXTEND ROADWAY INCLUDING BRIDGE OVER WEST FORK OF SAN JACINTO RIVER
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,728,570
Right Of Way:	---
Construction:	$96,501,430
Construction Engineering:	$3,860,057
Contingencies:	$9,650,143
Indirects:	$4,902,273
Bond Financing:	---
Total Project Cost:	**$119,642,473**

Cost of Approved Phases: **$101,230,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$77,984,000	---	---	$23,246,000	---	$101,230,000
Funding by Share:	$77,984,000	---	---	$23,246,000	---	$101,230,000

HOUSTON	MONTGOMERY	0338-04-060	SH 105	C	CONROE	TXDOT HOUSTON DISTRICT	**$30,800,000**

REV DATE: 07/2020
STREET: SH 105
MPO PROJECT ID: 504
LIMITS FROM: 10TH ST
FUNDING CATEGORY: 2,4
LIMITS TO: SL 336
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,509,200
Right Of Way:	$1,305,970
Construction:	$30,800,000
Construction Engineering:	$1,232,000
Contingencies:	$3,080,000
Indirects:	$1,564,640
Bond Financing:	---
Total Project Cost:	**$39,491,810**

Cost of Approved Phases: **$30,800,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$7,520,000	$1,880,000	---	---	---	$9,400,000
4-ST-WIDE:	$17,120,000	$4,280,000	---	---	---	$21,400,000
Funding by Share:	$24,640,000	$6,160,000	---	---	---	$30,800,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-04-066	SH 105	C	CONROE	TXDOT HOUSTON DISTRICT	**$72,000,000**

REV DATE: 07/2020

STREET: SH 105
MPO PROJECT ID: 10124
LIMITS FROM: FM 1484
FUNDING CATEGORY: 2
LIMITS TO: SAN JACINTO C/L
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,528,000
Right Of Way:	$13,560,000
Construction:	$72,000,000
Construction Engineering:	$2,880,000
Contingencies:	$7,200,000
Indirects:	$3,657,600
Bond Financing:	---
Total Project Cost:	**$102,825,600**

Cost of Approved Phases: **$72,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$57,600,000	$14,400,000	---	---	---	$72,000,000
Funding by Share:	$57,600,000	$14,400,000	---	---	---	$72,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$1,250,000**

REV DATE: 07/2020

STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 18362
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: CMAQ FY 2022
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: **$1,250,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-566	VA	C	NONE	H-GAC	**$2,500,000**

REV DATE: 07/2020

STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 17138
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: TRAVEL DEMAND MANAGEMENT, RIDESHARING PLATFORM AND OUTREACH
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,500,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,500,000**

Cost of Approved Phases: **$2,500,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,500,000	---	---	---	---	$2,500,000
Funding by Share:	$2,500,000	---	---	---	---	$2,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA		CR	C	ANGLETON	BRAZORIA COUNTY	**$8,170,000**

REV DATE: 07/2020
STREET: CR 220
MPO PROJECT ID: 15315
LIMITS FROM: SH 288
FUNDING CATEGORY: 3
LIMITS TO: FM 523
MTP REFERENCE:
TIP DESCRIPTION: WIDEN EXISTING ROADWAY TO 4 LANES (PHASE 2)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$400,330
Right Of Way:	---
Construction:	$8,170,000
Construction Engineering:	$408,500
Contingencies:	$817,000
Indirects:	$415,036
Bond Financing:	---
Total Project Cost:	**$10,210,866**

Cost of Approved Phases: **$8,170,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$8,170,000	$8,170,000
Funding by Share:	---	---	---	---	$8,170,000	$8,170,000

HOUSTON	BRAZORIA	0912-31-319	CS	C,R	PEARLAND	CITY OF PEARLAND	**$38,958,955**

REV DATE: 07/2020
STREET: MYKAWA RD
MPO PROJECT ID: 17082
LIMITS FROM: HARRIS C/L
FUNDING CATEGORY: 7
LIMITS TO: FM 518
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,044,000
Right Of Way:	$1,858,000
Construction:	$40,033,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$42,935,000**

Cost of Approved Phases: **$38,958,955**

Authorized Funding by Category/Share:

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

HOUSTON	BRAZORIA	0598-02-112	SH	C	PEARLAND	TXDOT HOUSTON DISTRICT	**$21,700,000**

REV DATE: 07/2020
STREET: SH 288
MPO PROJECT ID: 18023
LIMITS FROM: AT CR 48
FUNDING CATEGORY: 2
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,063,300
Right Of Way:	---
Construction:	$21,700,000
Construction Engineering:	$1,085,000
Contingencies:	$2,170,000
Indirects:	$1,102,360
Bond Financing:	---
Total Project Cost:	**$27,120,660**

Cost of Approved Phases: **$21,700,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$17,360,000	$4,340,000	---	---	---	$21,700,000
Funding by Share:	$17,360,000	$4,340,000	---	---	---	$21,700,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-113	SH	C	PEARLAND	TXDOT HOUSTON DISTRICT	**$15,000,000**

REV DATE: 07/2020
STREET: SH 288
MPO PROJECT ID: 18014
LIMITS FROM: AT CR 57
FUNDING CATEGORY: 2
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$735,000
Right Of Way:	---
Construction:	$15,000,000
Construction Engineering:	$750,000
Contingencies:	$1,500,000
Indirects:	$762,000
Bond Financing:	---
Total Project Cost:	**$18,747,000**

Cost of Approved Phases: **$15,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$12,000,000	$3,000,000	---	---	---	$15,000,000
Funding by Share:	$12,000,000	$3,000,000	---	---	---	$15,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-114	SH 288	C	IOWA COLONY	TXDOT HOUSTON DISTRICT	**$16,000,000**

REV DATE: 07/2020
STREET: SH 288
MPO PROJECT ID: 18037
LIMITS FROM: AT CR 64
FUNDING CATEGORY: 2
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$784,000
Right Of Way:	---
Construction:	$16,000,000
Construction Engineering:	$800,000
Contingencies:	$1,600,000
Indirects:	$812,800
Bond Financing:	---
Total Project Cost:	**$19,996,800**

Cost of Approved Phases: **$16,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$12,800,000	$3,200,000	---	---	---	$16,000,000
Funding by Share:	$12,800,000	$3,200,000	---	---	---	$16,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-06-046	SH 36	C	NONE	TXDOT HOUSTON DISTRICT	**$20,800,000**

REV DATE: 07/2020
STREET: SH 36
MPO PROJECT ID: 254
LIMITS FROM: S OF JONES CREEK BRIDGE
FUNDING CATEGORY: 2
LIMITS TO: N OF BRAZOS RIVER DIVERSION CHANNEL
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,019,200
Right Of Way:	$2,051,500
Construction:	$20,800,000
Construction Engineering:	$1,040,000
Contingencies:	$2,080,000
Indirects:	$1,056,640
Bond Financing:	---
Total Project Cost:	**$28,047,340**

Cost of Approved Phases: **$20,800,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$16,640,000	$4,160,000	---	---	---	$20,800,000
Funding by Share:	$16,640,000	$4,160,000	---	---	---	$20,800,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CR	C	NONE	FORT BEND COUNTY	**$6,173,526**

REV DATE: 07/2020
STREET: BEECHNUT ST
MPO PROJECT ID: 972
LIMITS FROM: ADDICKS CLODINE RD
FUNDING CATEGORY: 3
LIMITS TO: HARRIS C/L
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6-LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:		**Cost of Approved Phases:**
Preliminary Engineering:	$302,503	
Right Of Way:	---	
Construction:	$6,173,526	**$6,173,526**
Construction Engineering:	$308,676	
Contingencies:	$617,353	
Indirects:	$313,615	
Bond Financing:	---	
Total Project Cost:	**$7,715,673**	

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	**Funding By Category**
3-LOCAL CONT:	---	---	---	---	$6,173,526	$6,173,526
Funding by Share:	---	---	---	---	$6,173,526	$6,173,526

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CR	C	NONE	FORT BEND COUNTY	**$24,492,685**

REV DATE: 07/2020
STREET: HARLEM RD
MPO PROJECT ID: 12622
LIMITS FROM: SH 99
FUNDING CATEGORY: 3
LIMITS TO: US 90A
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANES W/BRIDGES
REMARKS:

Project History:

Total Project Cost Information:		**Cost of Approved Phases:**
Preliminary Engineering:	$1,200,142	
Right Of Way:	---	
Construction:	$24,492,685	**$24,492,685**
Construction Engineering:	$1,224,634	
Contingencies:	$2,449,269	
Indirects:	$1,244,228	
Bond Financing:	---	
Total Project Cost:	**$30,610,958**	

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	**Funding By Category**
3-LOCAL CONT:	---	---	---	---	$24,492,685	$24,492,685
Funding by Share:	---	---	---	---	$24,492,685	$24,492,685

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C	MISSOURI CITY	CITY OF MISSOURI CITY	**$11,450,000**

REV DATE: 07/2020
STREET: WATERS LAKE BLVD
MPO PROJECT ID: 13728
LIMITS FROM: SIENNA PKWY
FUNDING CATEGORY: 3
LIMITS TO: FORT BEND/BRAZORIA COUNTY LINE
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE ROADWAY
REMARKS:

Project History:

Total Project Cost Information:		**Cost of Approved Phases:**
Preliminary Engineering:	$561,050	
Right Of Way:	---	
Construction:	$11,450,000	**$11,450,000**
Construction Engineering:	$572,500	
Contingencies:	$1,145,000	
Indirects:	$581,660	
Bond Financing:	---	
Total Project Cost:	**$14,310,210**	

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	**Funding By Category**
3-LOCAL CONT:	---	---	---	---	$11,450,000	$11,450,000
Funding by Share:	---	---	---	---	$11,450,000	$11,450,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	1258-03-045	FM	C,E	NONE	FORT BEND COUNTY	**$15,207,078**

REV DATE: 07/2020

STREET: FM 1093
MPO PROJECT ID: 16192
LIMITS FROM: FM 1463/FM 359
FUNDING CATEGORY: 3
LIMITS TO: W OF FM 723
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4 TOLL LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$710,340
Right Of Way:	---
Construction:	$14,496,738
Construction Engineering:	$724,837
Contingencies:	$1,449,674
Indirects:	$736,434
Bond Financing:	---
Total Project Cost:	**$18,118,023**

Cost of Approved Phases: **$15,207,078**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-TOLL:	---	---	---	---	$15,207,078	$15,207,078
Funding by Share:	---	---	---	---	$15,207,078	$15,207,078

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0543-02-064	FM 359	C,E,R	NONE	FORT BEND COUNTY	**$19,011,508**

REV DATE: 07/2020

STREET: FM 359
MPO PROJECT ID: 8014
LIMITS FROM: W OF CROSS CREEK RANCH BLVD
FUNDING CATEGORY: 3
LIMITS TO: FM 1463/FM 359
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT NEW 4-LANES TOLLWAY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$621,125
Right Of Way:	$3,169,007
Construction:	$12,676,029
Construction Engineering:	$633,801
Contingencies:	$1,267,603
Indirects:	$643,942
Bond Financing:	---
Total Project Cost:	**$19,011,508**

Cost of Approved Phases: **$19,011,508**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-TOLL:	---	---	---	---	$19,011,508	$19,011,508
Funding by Share:	---	---	---	---	$19,011,508	$19,011,508

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0111-03-059	FM 521	C	ARCOLA	FORT BEND COUNTY	**$75,227,000**

REV DATE: 07/2020

STREET: FM 521
MPO PROJECT ID: 17110
LIMITS FROM: SH 6
FUNDING CATEGORY: 2
LIMITS TO: FM 2234
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES WITH RAISED MEDIANS, INTERSECTION IMPROVEMENTS, SIGNAL IMPROVEMENTS AND PEDESTRIAN ACCESS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,686,123
Right Of Way:	---
Construction:	$75,227,000
Construction Engineering:	$3,009,080
Contingencies:	$7,522,700
Indirects:	$3,821,532
Bond Financing:	---
Total Project Cost:	**$93,266,435**

Cost of Approved Phases: **$75,227,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$60,181,600	$15,045,400	---	---	---	$75,227,000
Funding by Share:	$60,181,600	$15,045,400	---	---	---	$75,227,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0188-09-040	FM 723	C	NONE	TXDOT HOUSTON DISTRICT	**$53,000,000**

REV DATE: 07/2020

STREET: FM 723 — MPO PROJECT ID: 981
LIMITS FROM: FM 1093 — FUNDING CATEGORY: 2
LIMITS TO: S OF BEADLE LN — MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2-LANE TO 4-LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,597,000
Right Of Way:	$24,000,000
Construction:	$53,000,000
Construction Engineering:	$2,120,000
Contingencies:	$5,300,000
Indirects:	$2,692,400
Bond Financing:	---
Total Project Cost:	**$89,709,400**

Cost of Approved Phases: **$53,000,000**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0188-09-051	FM 723	C	NONE	TXDOT HOUSTON DISTRICT	**$57,000,000**

REV DATE: 07/2020

STREET: FM 723 — MPO PROJECT ID: 18515
LIMITS FROM: BEADLE LN — FUNDING CATEGORY: 2
LIMITS TO: N OF BRAZOS RIVER — MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4-LANES DIVIDED ROADWAY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,793,000
Right Of Way:	---
Construction:	$57,000,000
Construction Engineering:	$2,280,000
Contingencies:	$5,700,000
Indirects:	$2,895,600
Bond Financing:	---
Total Project Cost:	**$70,668,600**

Cost of Approved Phases: **$57,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$45,600,000	$11,400,000	---	---	---	$57,000,000
Funding by Share:	$45,600,000	$11,400,000	---	---	---	$57,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0271-05-025	IH 10	C		TXDOT HOUSTON DISTRICT	**$90,000,000**

REV DATE: 07/2020

STREET: IH 10 W — MPO PROJECT ID: 10334
LIMITS FROM: W OF SNAKE CREEK — FUNDING CATEGORY: 4,12
LIMITS TO: FORT BEND / HARRIS COUNTY LINE — MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 6 TO 10 LANES (ADD 2 MANAGED LANES AND 2 GENERAL PURPOSE LANES)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,410,000
Right Of Way:	---
Construction:	$90,000,000
Construction Engineering:	$3,600,000
Contingencies:	$9,000,000
Indirects:	$4,572,000
Bond Financing:	---
Total Project Cost:	**$111,582,000**

Cost of Approved Phases: **$90,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
4-ST-WIDE:	$56,000,000	$14,000,000	---	---	---	$70,000,000
12-STRATEGIC:	$16,000,000	$4,000,000	---	---	---	$20,000,000
Funding by Share:	$72,000,000	$18,000,000	---	---	---	$90,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0271-05-049	IH 10	C	KATY	TXDOT HOUSTON DISTRICT	**$54,000,000**

REV DATE: 07/2020

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

MPO PROJECT ID: 18402
FUNDING CATEGORY: 12
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,646,000
Right Of Way:	---
Construction:	$54,000,000
Construction Engineering:	$2,160,000
Contingencies:	$5,400,000
Indirects:	$2,743,200
Bond Financing:	---
Total Project Cost:	**$66,949,200**

Cost of Approved Phases: $54,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$43,200,000	$10,800,000	---	---	---	$54,000,000
Funding by Share:	$43,200,000	$10,800,000	---	---	---	$54,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0188-01-016	SH 36	C	ROSENBERG	TXDOT HOUSTON DISTRICT	**$29,500,000**

REV DATE: 07/2020

STREET: SH 36
LIMITS FROM: IH 69 S
LIMITS TO: FM 2218
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED
REMARKS:

MPO PROJECT ID: 263
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,487,581
Right Of Way:	$10,081,819
Construction:	$29,500,000
Construction Engineering:	$1,490,617
Contingencies:	$544,600
Indirects:	$880,405
Bond Financing:	---
Total Project Cost:	**$46,069,204**

Cost of Approved Phases: $29,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$23,600,000	$5,900,000	---	---	---	$29,500,000
Funding by Share:	$23,600,000	$5,900,000	---	---	---	$29,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	3510-04-019	SH 99	C	NONE	TXDOT HOUSTON DISTRICT	**$59,000,000**

REV DATE: 07/2020

STREET: SH 99
LIMITS FROM: HARRIS COUNTY LINE
LIMITS TO: TO FM 1093
TIP DESCRIPTION: WIDEN FROM 4 LANES TO 6 LANES (SEG D)
REMARKS:

MPO PROJECT ID: 18022
FUNDING CATEGORY: 7
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,891,000
Right Of Way:	---
Construction:	$59,000,000
Construction Engineering:	$2,360,000
Contingencies:	$5,900,000
Indirects:	$2,997,200
Bond Financing:	---
Total Project Cost:	**$73,148,200**

Cost of Approved Phases: $59,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	---	$59,000,000	---	---	---	$59,000,000
Funding by Share:	---	$59,000,000	---	---	---	$59,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	3510-04-058	SH 99	C,E,R	NONE	FBCTRA	**$78,800,000**

REV DATE: 07/2020

STREET: SH 99
MPO PROJECT ID: 11378
LIMITS FROM: AT FM 1093 (WESTPARK TOLLWAY) INTERCHANGE
FUNDING CATEGORY: 3
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: SEG D: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (SB-WB,WB-SB,NB-WB,EB-SB)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,591,757
Right Of Way:	$13,223,251
Construction:	$52,893,006
Construction Engineering:	$2,115,720
Contingencies:	$5,289,301
Indirects:	$2,686,965
Bond Financing:	---
Total Project Cost:	**$78,800,000**

Cost of Approved Phases: **$78,800,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-TOLL:	---	---	---	$78,800,000	---	$78,800,000
Funding by Share:	---	---	---	$78,800,000	---	$78,800,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0027-08-147	US 90A	C	NONE	TXDOT HOUSTON DISTRICT	**$35,000,000**

REV DATE: 07/2020

STREET: US 90A
MPO PROJECT ID: 18029
LIMITS FROM: FM 359
FUNDING CATEGORY: 2
LIMITS TO: SH 99
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,715,000
Right Of Way:	---
Construction:	$35,000,000
Construction Engineering:	$1,400,000
Contingencies:	$3,500,000
Indirects:	$1,778,000
Bond Financing:	---
Total Project Cost:	**$43,393,000**

Cost of Approved Phases: **$35,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$28,000,000	$7,000,000	---	---	---	$35,000,000
Funding by Share:	$28,000,000	$7,000,000	---	---	---	$35,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C	GALVESTON	CITY OF GALVESTON	**$3,000,000**

REV DATE: 07/2020

STREET: GALVESTON STRAND
MPO PROJECT ID: 11207
LIMITS FROM: DOWNTOWN
FUNDING CATEGORY: 3
LIMITS TO: UTMB
MTP REFERENCE:
TIP DESCRIPTION: STREETSCAPING
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$147,000
Right Of Way:	---
Construction:	$3,000,000
Construction Engineering:	$180,000
Contingencies:	$300,000
Indirects:	$152,400
Bond Financing:	---
Total Project Cost:	**$3,779,400**

Cost of Approved Phases: **$3,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$3,000,000	$3,000,000
Funding by Share:	---	---	---	---	$3,000,000	$3,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C,E,R	GALVESTON	CITY OF GALVESTON	**$17,000,000**

REV DATE: 07/2020

STREET: PORT OF GALVESTON
MPO PROJECT ID: 15492
LIMITS FROM: 51ST ST
FUNDING CATEGORY: 3
LIMITS TO: HARBORSIDE DR
MTP REFERENCE:
TIP DESCRIPTION: 51ST ST FLYOVER TO HARBORSIDE DR
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$555,407
Right Of Way:	$2,833,711
Construction:	$11,334,845
Construction Engineering:	$566,742
Contingencies:	$1,133,484
Indirects:	$575,810
Bond Financing:	---
Total Project Cost:	**$17,000,000**

Cost of Approved Phases: **$17,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$17,000,000	$17,000,000
Funding by Share:	---	---	---	---	$17,000,000	$17,000,000

HOUSTON	GALVESTON		FM 517	C	TEXAS CITY	GALVESTON COUNTY	**$12,208,000**

REV DATE: 07/2020

STREET: FM 517
MPO PROJECT ID: 39
LIMITS FROM: FM 3436
FUNDING CATEGORY: 3
LIMITS TO: SH 146
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED WITH CURB AND GUTTER
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$598,192
Right Of Way:	---
Construction:	$12,208,000
Construction Engineering:	$610,400
Contingencies:	$1,220,800
Indirects:	$620,166
Bond Financing:	---
Total Project Cost:	**$15,257,558**

Cost of Approved Phases: **$12,208,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$12,208,000	$12,208,000
Funding by Share:	---	---	---	---	$12,208,000	$12,208,000

HOUSTON	GALVESTON	0976-03-109	FM 518	C	LEAGUE CITY	CITY OF LEAGUE CITY	**$5,039,000**

REV DATE: 07/2020

STREET: FM 518
MPO PROJECT ID: 17122
LIMITS FROM: Magnolia Estates DR
FUNDING CATEGORY: 5
LIMITS TO: PALOMINO RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 8 FOOT WIDE SHARED PATH WITH INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSINGS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$246,911
Right Of Way:	---
Construction:	$5,039,000
Construction Engineering:	$251,950
Contingencies:	$503,900
Indirects:	$255,981
Bond Financing:	---
Total Project Cost:	**$6,297,742**

Cost of Approved Phases: **$5,039,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$4,031,200	---	---	$1,007,800	---	$5,039,000
Funding by Share:	$4,031,200	---	---	$1,007,800	---	$5,039,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0978-02-053	FM 646	C		TXDOT HOUSTON DISTRICT	**$7,000,000**

REV DATE: 07/2020

STREET: FM 646
MPO PROJECT ID: 10144
LIMITS FROM: FM 3436
FUNDING CATEGORY: 2
LIMITS TO: SH 146
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 LANE TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$343,000
Right Of Way:	$4,220,000
Construction:	$7,000,000
Construction Engineering:	$350,000
Contingencies:	$700,000
Indirects:	$355,600
Bond Financing:	---
Total Project Cost:	**$12,968,600**

Cost of Approved Phases: **$7,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$5,600,000	$1,400,000	---	---	---	$7,000,000
Funding by Share:	$5,600,000	$1,400,000	---	---	---	$7,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	3049-01-023	FM 646	C	LEAGUE CITY	TXDOT HOUSTON DISTRICT	**$21,200,000**

REV DATE: 07/2020

STREET: FM 646
MPO PROJECT ID: 10920
LIMITS FROM: FM 1266
FUNDING CATEGORY: 2
LIMITS TO: FM 3436
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 LANE TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,038,800
Right Of Way:	$8,400,000
Construction:	$21,200,000
Construction Engineering:	$1,060,000
Contingencies:	$2,120,000
Indirects:	$1,076,960
Bond Financing:	---
Total Project Cost:	**$34,895,760**

Cost of Approved Phases: **$21,200,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$16,960,000	$4,240,000	---	---	---	$21,200,000
Funding by Share:	$16,960,000	$4,240,000	---	---	---	$21,200,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0500-01-119	IH 45	C	GALVESTON	TXDOT HOUSTON DISTRICT	**$114,000,000**

REV DATE: 07/2020

STREET: IH 45 S
MPO PROJECT ID: 282
LIMITS FROM: S OF CAUSEWAY
FUNDING CATEGORY: 2
LIMITS TO: 61ST ST
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES AND BOTH 2 LANE FRONTAGE ROADS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$5,586,000
Right Of Way:	$36,400,000
Construction:	$114,000,000
Construction Engineering:	$4,560,000
Contingencies:	$11,400,000
Indirects:	$5,791,200
Bond Financing:	---
Total Project Cost:	**$177,737,200**

Cost of Approved Phases: **$114,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$91,200,000	$22,800,000	---	---	---	$114,000,000
Funding by Share:	$91,200,000	$22,800,000	---	---	---	$114,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0500-01-153	IH 45	C,E,R	GALVESTON	CITY OF GALVESTON	**$8,000,000**

REV DATE: 07/2020

STREET: IH 45 S
MPO PROJECT ID: 15490
LIMITS FROM: IH 45 S
FUNDING CATEGORY: 3
LIMITS TO: 61ST ST/SH 342
MTP REFERENCE:
TIP DESCRIPTION: 61ST STREET FLYOVER/DIRECT CONNECTOR-FLYOVER FINAL DESIGN & CONSTRUCTION INCLUDES ONE LANE FLYOVER WITH SHOULDERS FROM 61ST ST NB TO IH 45 WB AND ONE FREE-FLOWING LANE AT-GRADE FROM IH 45 EB TO 61ST ST SB.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$261,368
Right Of Way:	$1,333,511
Construction:	$5,334,045
Construction Engineering:	$266,702
Contingencies:	$533,404
Indirects:	$270,969
Bond Financing:	---
Total Project Cost:	**$8,000,000**

Cost of Approved Phases: **$8,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$8,000,000	$8,000,000
Funding by Share:	---	---	---	---	$8,000,000	$8,000,000

HOUSTON	GALVESTON		VA	C	GALVESTON	CITY OF GALVESTON	**$7,910,000**

REV DATE: 07/2020

STREET: GALVESTON CBD
MPO PROJECT ID: 7566
LIMITS FROM: VA
FUNDING CATEGORY: 3
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: LONG TERM CRUISE PARKING MULTISTORY GARAGE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$387,590
Right Of Way:	---
Construction:	$7,910,000
Construction Engineering:	$395,500
Contingencies:	$791,000
Indirects:	$401,828
Bond Financing:	---
Total Project Cost:	**$9,885,918**

Cost of Approved Phases: **$7,910,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$7,910,000	$7,910,000
Funding by Share:	---	---	---	---	$7,910,000	$7,910,000

HOUSTON	HARRIS	0271-07-332	BRT	T	HOUSTON	METRO	**$189,652,070**

REV DATE: 07/2020

STREET: INNER KATY CORRIDOR
MPO PROJECT ID: 11473
LIMITS FROM: IH 610 W
FUNDING CATEGORY: 5
LIMITS TO: KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT MULTIMODAL DEDICATED BUS RAPID TRANSIT (BRT) BUSWAY, INCLUDING GRADE-SEPARATION AND CONNECTION TO HOV LANES AND TRANSIT CENTER.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$189,652,070
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$189,652,070**

Cost of Approved Phases: **$189,652,070**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$113,791,242	---	---	$28,447,811	$47,413,017	$189,652,070
Funding by Share:	$113,791,242	---	---	$28,447,811	$47,413,017	$189,652,070

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
HOUSTON DISTRICT
FY 2023 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0028-01-067	BU 90-U	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$24,500,000**

REV DATE: 07/2020
STREET: BU 90-U
MPO PROJECT ID: 60
LIMITS FROM: IH 610 NE
FUNDING CATEGORY: 2
LIMITS TO: E OF MESA RD
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,200,500
Right Of Way:	$8,775,198
Construction:	$24,500,000
Construction Engineering:	$1,225,000
Contingencies:	$2,450,000
Indirects:	$1,244,600
Bond Financing:	---
Total Project Cost:	**$39,395,298**

Cost of Approved Phases: $24,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$19,600,000	$4,900,000	---	---	---	$24,500,000
Funding by Share:	$19,600,000	$4,900,000	---	---	---	$24,500,000

HOUSTON	HARRIS		CR	C		HARRIS COUNTY	**$60,000,000**

REV DATE: 07/2020
STREET: KATY HOCKLEY CUTOFF
MPO PROJECT ID: 7474
LIMITS FROM: US 290
FUNDING CATEGORY: 3
LIMITS TO: MORTON RD
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANE DIVIDED BLVD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,940,000
Right Of Way:	---
Construction:	$60,000,000
Construction Engineering:	$2,400,000
Contingencies:	$6,000,000
Indirects:	$3,048,000
Bond Financing:	---
Total Project Cost:	**$74,388,000**

Cost of Approved Phases: $60,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$60,000,000	$60,000,000
Funding by Share:	---	---	---	---	$60,000,000	$60,000,000

HOUSTON	HARRIS		CR	C	NONE	HARRIS COUNTY	**$1,067,000**

REV DATE: 07/2020
STREET: N DIAMONDHEAD BLVD
MPO PROJECT ID: 8047
LIMITS FROM: GOLF CLUB DR
FUNDING CATEGORY: 3
LIMITS TO: PORT OF CALL
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANE BLVD W/CURBS AND STORM SEWERS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$52,283
Right Of Way:	---
Construction:	$1,067,000
Construction Engineering:	$64,020
Contingencies:	$106,700
Indirects:	$54,204
Bond Financing:	---
Total Project Cost:	**$1,344,207**

Cost of Approved Phases: $1,067,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$1,067,000	$1,067,000
Funding by Share:	---	---	---	---	$1,067,000	$1,067,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C	NONE	HARRIS COUNTY	**$1,326,000**

REV DATE: 07/2020
STREET: PARK ROW BLVD
MPO PROJECT ID: 7762
LIMITS FROM: SUMMITRY CIRCLE
FUNDING CATEGORY: 3
LIMITS TO: WESTGREEN BLVD
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANE UNDIVIDED ASPHALT
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$64,974
Right Of Way:	---
Construction:	$1,326,000
Construction Engineering:	$79,560
Contingencies:	$132,600
Indirects:	$67,361
Bond Financing:	---
Total Project Cost:	**$1,670,495**

Cost of Approved Phases: **$1,326,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$1,326,000	$1,326,000
Funding by Share:	---	---	---	---	$1,326,000	$1,326,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C		HARRIS COUNTY	**$10,000,000**

REV DATE: 07/2020
STREET: RICHEY RD W
MPO PROJECT ID: 8067
LIMITS FROM: CUTTEN RD
FUNDING CATEGORY: 3
LIMITS TO: CHAMPION FOREST
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANE CONCRETE BLVD W/ CURBS, STORM SEWERS & TURN LANES ON NEW LOCATION (NORTH OF EXISTING WEST RICHEY ROAD AND PARALLEL TO BOURGEOIS)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$490,000
Right Of Way:	---
Construction:	$10,000,000
Construction Engineering:	$500,000
Contingencies:	$1,000,000
Indirects:	$508,000
Bond Financing:	---
Total Project Cost:	**$12,498,000**

Cost of Approved Phases: **$10,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$10,000,000	$10,000,000
Funding by Share:	---	---	---	---	$10,000,000	$10,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C	PASADENA	HARRIS COUNTY	**$4,830,000**

REV DATE: 07/2020
STREET: UNDERWOOD RD
MPO PROJECT ID: 147
LIMITS FROM: FAIRMONT PKWY
FUNDING CATEGORY: 3
LIMITS TO: RED BLUFF
MTP REFERENCE:
TIP DESCRIPTION: DESIGN, ACQUIRE ROW AND CONSTRUCT 6-LANE ROADWAY, INCLUDING DRAINAGE AND SIGNALS AT UNDERWOOD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$236,670
Right Of Way:	---
Construction:	$4,830,000
Construction Engineering:	$289,800
Contingencies:	$483,000
Indirects:	$245,364
Bond Financing:	---
Total Project Cost:	**$6,084,834**

Cost of Approved Phases: **$4,830,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$4,830,000	$4,830,000
Funding by Share:	---	---	---	---	$4,830,000	$4,830,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
HOUSTON DISTRICT
FY 2023 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	HOUSTON	PORT OF HOUSTON AUTHORITY	**$2,632,382**

REV DATE: 07/2020
STREET: BROADWAY ST
MPO PROJECT ID: 7510
LIMITS FROM: BARBOURS CUT BLVD
FUNDING CATEGORY: 3
LIMITS TO: L ST N
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4-LANES ROADWAY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$128,987
Right Of Way:	---
Construction:	$2,632,382
Construction Engineering:	$157,943
Contingencies:	$263,238
Indirects:	$133,725
Bond Financing:	---
Total Project Cost:	**$3,316,275**

Cost of Approved Phases: **$2,632,382**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$2,632,382	$2,632,382
Funding by Share:	---	---	---	---	$2,632,382	$2,632,382

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-564	CS	C,R	PEARLAND	CITY OF PEARLAND	**$2,932,045**

REV DATE: 07/2020
STREET: MYKAWA RD
MPO PROJECT ID: 7602
LIMITS FROM: SL 8
FUNDING CATEGORY: 7
LIMITS TO: BRAZORIA C/L
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$52,628
Right Of Way:	$1,858,000
Construction:	$1,074,045
Construction Engineering:	$64,443
Contingencies:	$107,405
Indirects:	$54,561
Bond Financing:	---
Total Project Cost:	**$3,211,082**

Cost of Approved Phases: **$2,932,045**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-618	CS	C	HOUSTON	LAKE HOUSTON REDEVELOPMENT AUTHORI	**$19,583,248**

REV DATE: 07/2020
STREET: NORTHPARK DR
MPO PROJECT ID: 18732
LIMITS FROM: MONTGOMERY C/L
FUNDING CATEGORY: 7
LIMITS TO: WOODLANDS HILL DR
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANE BOULEVARD SECTION INCLUDING DRAINAGE, RECONSTRUCTION OF THE BRIDGE AT BEN'S BRANCH, A PEDESTRIAN TUNNEL AT GLADE VALLEY DRIVE AND A SIGNALIZED INTERSECTION AT WOODLANDS HILL DRIVE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$989,579
Right Of Way:	---
Construction:	$19,583,248
Construction Engineering:	$979,162
Contingencies:	$1,958,325
Indirects:	$994,829
Bond Financing:	---
Total Project Cost:	**$24,505,143**

Cost of Approved Phases: **$19,583,248**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$15,666,598	---	---	$3,916,650	---	$19,583,248
Funding by Share:	$15,666,598	---	---	$3,916,650	---	$19,583,248

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
HOUSTON DISTRICT
FY 2023 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	HOUSTON	CITY OF HOUSTON	**$50,000,000**

REV DATE: 07/2020
STREET: SHEPHERD-DURHAM CORRIDOR
MPO PROJECT ID: 18417
LIMITS FROM: W 15TH ST
FUNDING CATEGORY: 7
LIMITS TO: IH 10 WB FR
MTP REFERENCE:
TIP DESCRIPTION: 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.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,450,000
Right Of Way:	---
Construction:	$50,000,000
Construction Engineering:	$2,000,000
Contingencies:	$5,000,000
Indirects:	$2,540,000
Bond Financing:	---
Total Project Cost:	**$61,990,000**

Cost of Approved Phases: **$50,000,000**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	2941-02-054	FM 2920	C	TOMBALL	TXDOT HOUSTON DISTRICT	**$1,371,000**

REV DATE: 07/2020
STREET: FM 2920
MPO PROJECT ID: 17045
LIMITS FROM: SH 249
FUNDING CATEGORY: 5
LIMITS TO: WILLOW ST
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$67,179
Right Of Way:	---
Construction:	$1,371,000
Construction Engineering:	$82,260
Contingencies:	$137,100
Indirects:	$69,647
Bond Financing:	---
Total Project Cost:	**$1,727,186**

Cost of Approved Phases: **$1,371,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,096,800	$274,200	---	---	---	$1,371,000
Funding by Share:	$1,096,800	$274,200	---	---	---	$1,371,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	2941-02-056	FM 2920	C,R	TOMBALL	CITY OF TOMBALL	**$28,613,000**

REV DATE: 07/2020
STREET: FM 2920
MPO PROJECT ID: 17085
LIMITS FROM: BS 249
FUNDING CATEGORY: 2
LIMITS TO: WILLOW ST
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT 4-LANE ROADWAY WITH RAISED MEDIANS, DRAINAGE, SIGNAL IMPROVEMENTS AND SIDEWALKS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,335,275
Right Of Way:	$1,362,500
Construction:	$27,250,500
Construction Engineering:	$1,090,020
Contingencies:	$2,725,050
Indirects:	$1,384,325
Bond Financing:	---
Total Project Cost:	**$35,147,670**

Cost of Approved Phases: **$28,613,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$22,890,400	$5,722,600	---	---	---	$28,613,000
Funding by Share:	$22,890,400	$5,722,600	---	---	---	$28,613,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0271-06-117	IH 10	C		TXDOT HOUSTON DISTRICT	**$63,000,000**

REV DATE: 07/2020

STREET: IH 10 W
MPO PROJECT ID: 13864
LIMITS FROM: FORT BEND C/L
FUNDING CATEGORY: 4
LIMITS TO: MASON RD
MTP REFERENCE:
TIP DESCRIPTION: RESTRIPE AND WIDEN FROM 10 MAIN LANES TO 10 MAIN AND 2 MANAGED LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,087,000
Right Of Way:	---
Construction:	$63,000,000
Construction Engineering:	$2,520,000
Contingencies:	$6,300,000
Indirects:	$3,200,400
Bond Financing:	---
Total Project Cost:	**$78,107,400**

Cost of Approved Phases: **$63,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
4-ST-WIDE:	$50,400,000	$12,600,000	---	---	---	$63,000,000
Funding by Share:	$50,400,000	$12,600,000	---	---	---	$63,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0271-16-111	IH 610	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$160,000,000**

REV DATE: 07/2020

STREET: IH 610
MPO PROJECT ID: 18048
LIMITS FROM: AT SH 35
FUNDING CATEGORY: 2,12
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4 DIRECT CONNECTORS (SB-EB; SB-WB; WB-NB; EB-NB)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$9,818,156
Right Of Way:	$717,000
Construction:	$160,000,000
Construction Engineering:	$9,958,415
Contingencies:	$3,716,760
Indirects:	$5,810,745
Bond Financing:	---
Total Project Cost:	**$190,021,076**

Cost of Approved Phases: **$160,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$45,200,000	$11,300,000	---	---	---	$56,500,000
12-STRATEGIC:	$82,800,000	$20,700,000	---	---	---	$103,500,000
Funding by Share:	$128,000,000	$32,000,000	---	---	---	$160,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0178-09-020	SH	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$82,000,000**

REV DATE: 07/2020

STREET: SH 35 (Spur 5)
MPO PROJECT ID: 209
LIMITS FROM: GRIGGS RD
FUNDING CATEGORY: 12
LIMITS TO: BELLFORT
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 8 LANE FREEWAY ON NEW LOCATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,018,000
Right Of Way:	---
Construction:	$82,000,000
Construction Engineering:	$3,280,000
Contingencies:	$8,200,000
Indirects:	$4,165,600
Bond Financing:	---
Total Project Cost:	**$101,663,600**

Cost of Approved Phases: **$82,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$65,600,000	$16,400,000	---	---	---	$82,000,000
Funding by Share:	$65,600,000	$16,400,000	---	---	---	$82,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0502-01-217	SH 225	C	PASADENA	HCTRA	**$116,000,000**

REV DATE: 07/2020
STREET: SH 225
MPO PROJECT ID: 16340
LIMITS FROM: AT SL 8
FUNDING CATEGORY: 3
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 5 DIRECT CONNECTORS: PHASE 1 (NBWB, SBEB, WBNB, NBEB, SBWB)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$5,684,000
Right Of Way:	---
Construction:	$116,000,000
Construction Engineering:	$4,640,000
Contingencies:	$11,600,000
Indirects:	$5,892,800
Bond Financing:	---
Total Project Cost:	**$143,816,800**

Cost of Approved Phases: **$116,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$116,000,000	$116,000,000
Funding by Share:	---	---	---	---	$116,000,000	$116,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	3510-05-041	SH 99	C	NONE	TXDOT HOUSTON DISTRICT	**$16,100,000**

REV DATE: 07/2020
STREET: SH 99
MPO PROJECT ID: 18021
LIMITS FROM: N OF KINGSLAND BLVD
FUNDING CATEGORY: 7
LIMITS TO: FORT BEND COUNTY LINE
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 LANES TO 6 LANES (SEG D)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$788,900
Right Of Way:	---
Construction:	$16,100,000
Construction Engineering:	$805,000
Contingencies:	$1,610,000
Indirects:	$817,880
Bond Financing:	---
Total Project Cost:	**$20,121,780**

Cost of Approved Phases: **$16,100,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$12,880,000	$3,220,000	---	---	---	$16,100,000
Funding by Share:	$12,880,000	$3,220,000	---	---	---	$16,100,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-608	SS 548	C	HOUSTON	HCTRA	**$250,000,000**

REV DATE: 07/2020
STREET: HARDY TOLL RD
MPO PROJECT ID: 15208
LIMITS FROM: IH 610/SS 548
FUNDING CATEGORY: 3
LIMITS TO: IH 69
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE TOLL ROAD TO COMPLETE HARDY "TOLL" ROAD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$12,250,000
Right Of Way:	---
Construction:	$250,000,000
Construction Engineering:	$10,000,000
Contingencies:	$25,000,000
Indirects:	$12,700,000
Bond Financing:	---
Total Project Cost:	**$309,950,000**

Cost of Approved Phases: **$250,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-TOLL:	---	---	---	$250,000,000	---	$250,000,000
Funding by Share:	---	---	---	$250,000,000	---	$250,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		VA	T	HOUSTON	METRO	**$2,400,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA
MPO PROJECT ID: 18355
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL PROGRAM: CMAQ FY 2023
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,400,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,400,000**

Cost of Approved Phases: **$2,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,400,000	---	---	---	---	$2,400,000
Funding by Share:	$2,400,000	---	---	---	---	$2,400,000

HOUSTON	MONTGOMERY	0912-37-245	CS	C	HOUSTON	LAKE HOUSTON REDEVELOPMENT AUTHORI	**$23,551,660**

REV DATE: 07/2020
STREET: NORTHPARK DR
MPO PROJECT ID: 18033
LIMITS FROM: RUSSELL PALMER RD
FUNDING CATEGORY: 7
LIMITS TO: HARRIS C/L
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANE BOULEVARD SECTION INCLUDING DRAINAGE, RECONSTRUCTION OF THE BRIDGE AT KINGWOOD DIVERSION DITCH AND SIGNALIZED INTERSECTION AT RUSSELL PALMER DRIVE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,113,610
Right Of Way:	---
Construction:	$23,551,660
Construction Engineering:	$1,725,396
Contingencies:	$4,313,491
Indirects:	$2,191,253
Bond Financing:	---
Total Project Cost:	**$33,895,410**

Cost of Approved Phases: **$23,551,660**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$18,841,328	---	---	$4,710,332	---	$23,551,660
Funding by Share:	$18,841,328	---	---	$4,710,332	---	$23,551,660

HOUSTON	MONTGOMERY	0338-02-032	SH	C	MONTGOMERY	TXDOT HOUSTON DISTRICT	**$91,200,000**

REV DATE: 07/2020
STREET: SH 105
MPO PROJECT ID: 965
LIMITS FROM: GRIMES C/L
FUNDING CATEGORY: 2
LIMITS TO: FM 149
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,468,800
Right Of Way:	$21,180,000
Construction:	$91,200,000
Construction Engineering:	$3,648,000
Contingencies:	$9,120,000
Indirects:	$4,632,960
Bond Financing:	---
Total Project Cost:	**$134,249,760**

Cost of Approved Phases: **$91,200,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$72,960,000	$18,240,000	---	---	---	$91,200,000
Funding by Share:	$72,960,000	$18,240,000	---	---	---	$91,200,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	3538-01-034	SH	C	NONE	TXDOT HOUSTON DISTRICT	**$20,500,000**

REV DATE: 07/2020

STREET: SH 242
MPO PROJECT ID: 967
LIMITS FROM: FM 1488
FUNDING CATEGORY: 2
LIMITS TO: IH 45 N
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4-LANES TO 6-LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,004,500
Right Of Way:	---
Construction:	$20,500,000
Construction Engineering:	$1,025,000
Contingencies:	$2,050,000
Indirects:	$1,041,400
Bond Financing:	---
Total Project Cost:	**$25,620,900**

Cost of Approved Phases: **$20,500,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$16,400,000	$4,100,000	---	---	---	$20,500,000
Funding by Share:	$16,400,000	$4,100,000	---	---	---	$20,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-04-065	SH 105	C	CUT AND SHOOT	TXDOT HOUSTON DISTRICT	**$81,000,000**

REV DATE: 07/2020

STREET: SH 105
MPO PROJECT ID: 10125
LIMITS FROM: LP 336
FUNDING CATEGORY: 2,4
LIMITS TO: FM 1484
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,969,000
Right Of Way:	$13,180,000
Construction:	$75,000,000
Construction Engineering:	$3,240,000
Contingencies:	$8,100,000
Indirects:	$4,114,800
Bond Financing:	---
Total Project Cost:	**$107,603,800**

Cost of Approved Phases: **$81,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$19,520,000	$4,880,000	---	---	---	$24,400,000
4-ST-WIDE:	$40,480,000	$10,120,000	---	---	---	$50,600,000
Funding by Share:	$60,000,000	$15,000,000	---	---	---	$75,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-07-019	SH 105	C	NONE	TXDOT HOUSTON DISTRICT	**$32,560,000**

REV DATE: 07/2020

STREET: SH 105
MPO PROJECT ID: 7706
LIMITS FROM: SAN JACINTO C/L
FUNDING CATEGORY: 2
LIMITS TO: LIBERTY C/L
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,595,440
Right Of Way:	$724,320
Construction:	$32,560,000
Construction Engineering:	$1,302,400
Contingencies:	$3,256,000
Indirects:	$1,654,048
Bond Financing:	---
Total Project Cost:	**$41,092,208**

Cost of Approved Phases: **$32,560,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$26,048,000	$6,512,000	---	---	---	$32,560,000
Funding by Share:	$26,048,000	$6,512,000	---	---	---	$32,560,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$1,250,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 18363
LIMITS FROM: VA — FUNDING CATEGORY: 5
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: CMAQ FY 2023
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: **$1,250,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-500	VA	C	NONE	H-GAC	**$1,380,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 16088
LIMITS FROM: VA — FUNDING CATEGORY: 5
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: TRAVEL DEMAND MANAGEMENT, MARKETING, OUTREACH AND PUBLIC EDUCATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,380,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,380,000**

Cost of Approved Phases: **$1,380,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,380,000	---	---	---	---	$1,380,000
Funding by Share:	$1,380,000	---	---	---	---	$1,380,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	WALLER	0271-04-070	IH 10	C		TXDOT HOUSTON DISTRICT	**$225,000,000**

REV DATE: 07/2020
STREET: IH 10 W — MPO PROJECT ID: 6056
LIMITS FROM: FM 359 — FUNDING CATEGORY: 12
LIMITS TO: FORT BEND C/L — MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 6 TO 8 MAINLANES AND RECONSTRUCT BOTH 2-LANE FRONTAGE ROADS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$11,025,000
Right Of Way:	---
Construction:	$225,000,000
Construction Engineering:	$9,000,000
Contingencies:	$22,500,000
Indirects:	$11,430,000
Bond Financing:	---
Total Project Cost:	**$278,955,000**

Cost of Approved Phases: **$225,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$180,000,000	$45,000,000	---	---	---	$225,000,000
Funding by Share:	$180,000,000	$45,000,000	---	---	---	$225,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0178-02-092	SH 35	C	ALVIN	TXDOT HOUSTON DISTRICT	**$45,000,000**

REV DATE: 07/2020

STREET: SH 35
MPO PROJECT ID: 18027
LIMITS FROM: BS 35 C N (NORTH GORDON ST)
FUNDING CATEGORY: 2
LIMITS TO: STEELE RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4 MAIN LANES AND OVERPASSES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,205,000
Right Of Way:	---
Construction:	$45,000,000
Construction Engineering:	$1,800,000
Contingencies:	$4,500,000
Indirects:	$2,286,000
Bond Financing:	---
Total Project Cost:	**$55,791,000**

Cost of Approved Phases: **$45,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$36,000,000	$9,000,000	---	---	---	$45,000,000
Funding by Share:	$36,000,000	$9,000,000	---	---	---	$45,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C	MISSOURI CITY	CITY OF MISSOURI CITY	**$1,200,000**

REV DATE: 07/2020

STREET: WATTS PLANTATION
MPO PROJECT ID: 13739
LIMITS FROM: KNIGHT RD
FUNDING CATEGORY: 3
LIMITS TO: SH 6
MTP REFERENCE:
TIP DESCRIPTION: EXTEND 2-LANE ROADWAY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$58,800
Right Of Way:	---
Construction:	$1,200,000
Construction Engineering:	$72,000
Contingencies:	$120,000
Indirects:	$60,960
Bond Financing:	---
Total Project Cost:	**$1,511,760**

Cost of Approved Phases: **$1,200,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$1,200,000	$1,200,000
Funding by Share:	---	---	---	---	$1,200,000	$1,200,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CR	C	GALVESTON	GALVESTON COUNTY	**$105,872,200**

REV DATE: 07/2020

STREET: PELICAN ISLAND BRIDGE
MPO PROJECT ID: 18085
LIMITS FROM: SH 275
FUNDING CATEGORY: 3,6,7
LIMITS TO: SEAWOLF PKWY
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN BRIDGE FROM 2 TO 4 LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$5,187,738
Right Of Way:	---
Construction:	$105,872,200
Construction Engineering:	$4,234,888
Contingencies:	$10,587,220
Indirects:	$5,378,308
Bond Financing:	---
Total Project Cost:	**$131,260,354**

Cost of Approved Phases: **$105,872,200**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$26,906,747	$26,906,747
6-BRIDGE:	---	$52,643,635	---	---	---	$52,643,635
7-STP-MM:	$21,057,454	---	---	$5,264,364	---	$26,321,818
Funding by Share:	$21,057,454	$52,643,635	---	$5,264,364	$26,906,747	$105,872,200

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0050-06-092	CR	C	HOUSTON	HARRIS COUNTY MUD #500	**$37,959,571**

REV DATE: 07/2020

STREET: GREENHOUSE RD
MPO PROJECT ID: 18052
LIMITS FROM: MOUND RD
FUNDING CATEGORY: 5
LIMITS TO: SKINNER RD AT US 290
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 6-LANE UNDERPASS WITH PEDESTRIAN AND BIKEWAYS WITHIN THE ROW EXTENDING UNDER US 290 AND THE UPRR CONNECTING TO SKINNER RD ON THE NORTH.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,860,019
Right Of Way:	---
Construction:	$37,959,571
Construction Engineering:	$1,518,383
Contingencies:	$3,795,957
Indirects:	$1,928,346
Bond Financing:	---
Total Project Cost:	**$47,062,276**

Cost of Approved Phases: $37,959,571

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$28,469,678	---	---	$9,489,893	---	$37,959,571
Funding by Share:	$28,469,678	---	---	$9,489,893	---	$37,959,571

HOUSTON	HARRIS		CR	C	LA PORTE	PORT OF HOUSTON AUTHORITY	**$13,020,000**

REV DATE: 07/2020

STREET: SPENCER HWY
MPO PROJECT ID: 10532
LIMITS FROM: AT MAINLINE DOUBLE-RAILTRACK
FUNDING CATEGORY: 3
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION OVER MAINLINE DOUBLE-RAIL TRACK

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$637,980
Right Of Way:	---
Construction:	$13,020,000
Construction Engineering:	$651,000
Contingencies:	$1,302,000
Indirects:	$661,416
Bond Financing:	---
Total Project Cost:	**$16,272,396**

Cost of Approved Phases: $13,020,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$13,020,000	$13,020,000
Funding by Share:	---	---	---	---	$13,020,000	$13,020,000

HOUSTON	HARRIS	0912-72-382	CS	C	HOUSTON	CITY OF HOUSTON	**$29,010,000**

REV DATE: 07/2020

STREET: GESSNER DR
MPO PROJECT ID: 77
LIMITS FROM: N OF BRIAR FOREST
FUNDING CATEGORY: 7
LIMITS TO: WESTHEIMER ST
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE AND PUBLIC UTILITY IMPROVEMENTS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,421,490
Right Of Way:	---
Construction:	$29,010,000
Construction Engineering:	$1,160,400
Contingencies:	$2,901,000
Indirects:	$1,473,708
Bond Financing:	---
Total Project Cost:	**$35,966,598**

Cost of Approved Phases: $29,010,000

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-383	CS	C,E (REVIEW)	HOUSTON	CITY OF HOUSTON	**$11,806,000**

REV DATE: 07/2020

STREET: GESSNER DR S
MPO PROJECT ID: 17111
LIMITS FROM: WESTHEIMER RD
FUNDING CATEGORY: 7
LIMITS TO: RICHMOND AVE
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE AND PUBLIC UTILITY IMPROVEMENTS

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$653,494
Right Of Way:	---
Construction:	$11,731,000
Construction Engineering:	$590,300
Contingencies:	$1,180,600
Indirects:	$599,745
Bond Financing:	---
Total Project Cost:	**$14,755,139**

Cost of Approved Phases: $11,806,000

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1062-02-011	FM 2100	C	NONE	TXDOT HOUSTON DISTRICT	**$31,000,000**

REV DATE: 07/2020

STREET: FM 2100
MPO PROJECT ID: 290
LIMITS FROM: SH 99
FUNDING CATEGORY: 2
LIMITS TO: HUFFMAN-CLEVELAND RD (NORTH)
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4-LANES AND EXTEND DIVIDED

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,519,000
Right Of Way:	---
Construction:	$31,000,000
Construction Engineering:	$1,240,000
Contingencies:	$3,100,000
Indirects:	$1,574,800
Bond Financing:	---
Total Project Cost:	**$38,433,800**

Cost of Approved Phases: $31,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$24,800,000	$6,200,000	---	---	---	$31,000,000
Funding by Share:	$24,800,000	$6,200,000	---	---	---	$31,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0500-08-001	IH 45	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$1,064,933,000**

REV DATE: 07/2020

STREET: IH 45
MPO PROJECT ID: 16330
LIMITS FROM: AT IH 69/IH 10
FUNDING CATEGORY: 3,4,12
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: 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.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$52,181,717
Right Of Way:	$118,700,000
Construction:	$1,064,933,000
Construction Engineering:	$42,597,320
Contingencies:	$106,493,300
Indirects:	$54,098,596
Bond Financing:	---
Total Project Cost:	**$1,439,003,933**

Cost of Approved Phases: $1,064,933,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-DB:	$146,400,000	$36,600,000	---	---	---	$183,000,000
4-ST-WIDE:	$349,234,400	$87,308,600	---	---	---	$436,543,000
12-STRATEGIC:	$356,312,000	$89,078,000	---	---	---	$445,390,000
Funding by Share:	$851,946,400	$212,986,600	---	---	---	$1,064,933,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0389-13-039	SH	C,E,R	BAYTOWN	CITY OF BAYTOWN	**$47,090,744**

REV DATE: 07/2020
STREET: SH 146
MPO PROJECT ID: 536
LIMITS FROM: AT BS 146E
FUNDING CATEGORY: 3
LIMITS TO: FERRY RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4 MAINLANES AND GRADE SEPARATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,548,830
Right Of Way:	$7,902,192
Construction:	$31,608,769
Construction Engineering:	$1,264,351
Contingencies:	$3,160,877
Indirects:	$1,605,725
Bond Financing:	---
Total Project Cost:	**$47,090,744**

Cost of Approved Phases: $47,090,744

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$47,090,744	$47,090,744
Funding by Share:	---	---	---	---	$47,090,744	$47,090,744

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		VA	T	HOUSTON	METRO	**$2,400,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA
MPO PROJECT ID: 18356
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL PROGRAM: CMAQ FY 2024
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,400,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,400,000**

Cost of Approved Phases: $2,400,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,400,000	---	---	---	---	$2,400,000
Funding by Share:	$2,400,000	---	---	---	---	$2,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$1,250,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 18364
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: CMAQ FY 2024
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: $1,250,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-550	VA	C	NONE	H-GAC	**$1,380,000**

REV DATE: 07/2020

STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 17125
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: TRAVEL DEMAND MANAGEMENT, MARKETING, OUTREACH AND PUBLIC EDUCATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,380,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,380,000**

Cost of Approved Phases: **$1,380,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,380,000	---	---	---	---	$1,380,000
Funding by Share:	$1,380,000	---	---	---	---	$1,380,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	WALLER		CR	C,E,R	NONE	WALLER COUNTY	**$12,327,247**

REV DATE: 07/2020

STREET: WOODS RD
MPO PROJECT ID: 241
LIMITS FROM: US 90
FUNDING CATEGORY: 3
LIMITS TO: FORT BEND/WALLER C/L
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$402,744
Right Of Way:	$2,054,815
Construction:	$8,219,261
Construction Engineering:	$410,963
Contingencies:	$821,926
Indirects:	$417,538
Bond Financing:	---
Total Project Cost:	**$12,327,247**

Cost of Approved Phases: **$12,327,247**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$12,327,247	$12,327,247
Funding by Share:	---	---	---	---	$12,327,247	$12,327,247

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
1/22/2021
LUFKIN DISTRICT
FY 2022 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
LUFKIN	SAN JACINTO	0338-06-011	SH 105	C	NONE	TXDOT HOUSTON DISTRICT	**$10,000,000**

REV DATE: 07/2020

STREET: SH 105
MPO PROJECT ID: 7705
LIMITS FROM: MONTGOMERY C/L
FUNDING CATEGORY: 4
LIMITS TO: MONTGOMERY C/L
MTP REFERENCE:
TIP DESCRIPTION: *INFORMATION ONLY* WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$490,000
Right Of Way:	$365,760
Construction:	$10,000,000
Construction Engineering:	$500,000
Contingencies:	$1,000,000
Indirects:	$508,000
Bond Financing:	---
Total Project Cost:	**$12,863,760**

Cost of Approved Phases: **$10,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	**Funding By Category**
4-ST-WIDE:	$8,000,000	$2,000,000	---	---	---	$10,000,000
Funding by Share:	$8,000,000	$2,000,000	---	---	---	$10,000,000

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HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
BEAUMONT DISTRICT
FY 2021 (SEPT - AUG)

OBSOLETE

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	CHAMBERS	0920-39-026	SH 146	C	MONT BELVIEU	CITY OF MONT BELVIEU	**$938,297**

REV DATE: 07/2020

STREET: SH 146
MPO PROJECT ID: 18647
LIMITS FROM: IH 10
FUNDING CATEGORY: 9
LIMITS TO: WARREN RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT CONCRETE SIDEWALKS & ACCESSIBLE CURB RAMPS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$45,977
Right Of Way:	---
Construction:	$938,297
Construction Engineering:	$84,447
Contingencies:	$93,830
Indirects:	$47,665
Bond Financing:	---
Total Project Cost:	**$1,210,215**

Cost of Approved Phases: $938,297

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$750,637	---	---	$187,660	---	$938,297
Funding by Share:	$750,637	---	---	$187,660	---	$938,297

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	CHAMBERS	0762-03-021	FM 1409	C	COVE	CHAMBERS COUNTY	**$3,400,000**

REV DATE: 07/2020
STREET: FM 1409
MPO PROJECT ID: 107
LIMITS FROM: IH 10
FUNDING CATEGORY: 3
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT A 2 LANE BRIDGE & APPROACHES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$166,600
Right Of Way:	---
Construction:	$3,400,000
Construction Engineering:	$204,000
Contingencies:	$340,000
Indirects:	$172,720
Bond Financing:	---
Total Project Cost:	**$4,283,320**

Cost of Approved Phases: **$3,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-PTF:	---	---	---	$3,400,000	---	$3,400,000
Funding by Share:	---	---	---	$3,400,000	---	$3,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	LIBERTY		SH 105	C		TXDOT HOUSTON DISTRICT	**$12,201,625**

REV DATE: 07/2020
STREET: SH 105
MPO PROJECT ID: 18031
LIMITS FROM: SH 321 W
FUNDING CATEGORY: 5
LIMITS TO: SH 321 E
MTP REFERENCE:
TIP DESCRIPTION: INCREASE PAVEMENT WIDTH AND ADD LEFT TURN BAYS AND SHOULDERS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$597,880
Right Of Way:	---
Construction:	$12,201,625
Construction Engineering:	$610,081
Contingencies:	$1,220,163
Indirects:	$619,843
Bond Financing:	---
Total Project Cost:	**$15,249,591**

Cost of Approved Phases: **$12,201,625**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$9,761,300	$2,440,325	---	---	---	$12,201,625
Funding by Share:	$9,761,300	$2,440,325	---	---	---	$12,201,625

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
BEAUMONT DISTRICT
FY 2023 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	LIBERTY	0177-03-099	US 59	C	CLEVELAND	TXDOT BEAUMONT DISTRICT	**$47,900,000**

REV DATE: 07/2020
STREET: US 59 N
MPO PROJECT ID: 16346
LIMITS FROM: SAN JACINTO C/L
FUNDING CATEGORY: 12
LIMITS TO: 0.65 MI S OF SL 573
MTP REFERENCE:
TIP DESCRIPTION: CONVERT MAINLANES TO FREEWAY AND CONSTRUCT TWO 2 LANE FRONTAGE ROADS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,347,100
Right Of Way:	---
Construction:	$47,900,000
Construction Engineering:	$1,916,000
Contingencies:	$4,790,000
Indirects:	$2,433,320
Bond Financing:	---
Total Project Cost:	**$59,386,420**

Cost of Approved Phases: **$47,900,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$38,320,000	$9,580,000	---	---	---	$47,900,000
Funding by Share:	$38,320,000	$9,580,000	---	---	---	$47,900,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	LIBERTY		US 90	C	NONE	TXDOT BEAUMONT DISTRICT	**$56,270,196**

REV DATE: 07/2020
STREET: US 90
MPO PROJECT ID: 18036
LIMITS FROM: AT UP RAILROAD
FUNDING CATEGORY: 5
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT FOUR GRADE SEPARATIONS ON US 90 (2 EB, 2 WB) AT RELOCATED UP RAILROAD TRACKS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,757,240
Right Of Way:	---
Construction:	$56,270,196
Construction Engineering:	$2,250,808
Contingencies:	$5,627,020
Indirects:	$2,858,526
Bond Financing:	---
Total Project Cost:	**$69,763,789**

Cost of Approved Phases: **$56,270,196**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	CHAMBERS	1024-01-077	FM 565	C	BAYTOWN	TXDOT BEAUMONT DISTRICT	**$39,121,000**

REV DATE: 07/2020

STREET: FM 565
MPO PROJECT ID: 17113
LIMITS FROM: SH 146
FUNDING CATEGORY: 2
LIMITS TO: SH 99
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS CENTER LEFT TURN LANE AND RAILROAD OVERPASS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,916,929
Right Of Way:	$2,000,000
Construction:	$39,121,000
Construction Engineering:	$1,564,840
Contingencies:	$3,912,100
Indirects:	$1,987,347
Bond Financing:	---
Total Project Cost:	**$50,502,216**

Cost of Approved Phases: $39,121,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$39,121,000	---	---	---	$39,121,000
Funding by Share:	---	$39,121,000	---	---	---	$39,121,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	LIBERTY	0028-04-069	US 90	C	DEVERS	TXDOT BEAUMONT DISTRICT	**$40,000,000**

REV DATE: 07/2020

STREET: US 90
MPO PROJECT ID: 16347
LIMITS FROM: FM 160
FUNDING CATEGORY: 4
LIMITS TO: SH 61
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,960,000
Right Of Way:	---
Construction:	$40,000,000
Construction Engineering:	$1,600,000
Contingencies:	$4,000,000
Indirects:	$2,032,000
Bond Financing:	---
Total Project Cost:	**$49,592,000**

Cost of Approved Phases: $40,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
4-ST-WIDE:	$32,000,000	$8,000,000	---	---	---	$40,000,000
Funding by Share:	$32,000,000	$8,000,000	---	---	---	$40,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	LIBERTY	0028-04-077	US 90	C	LIBERTY	TXDOT BEAUMONT DISTRICT	**$8,238,000**

REV DATE: 07/2020

STREET: US 90
MPO PROJECT ID: 172
LIMITS FROM: FM 563
FUNDING CATEGORY: 4
LIMITS TO: FM 160
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED ROADWAY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$403,662
Right Of Way:	---
Construction:	$8,238,000
Construction Engineering:	$411,900
Contingencies:	$823,800
Indirects:	$418,490
Bond Financing:	---
Total Project Cost:	**$10,295,852**

Cost of Approved Phases: $8,238,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
4-ST-WIDE:	$6,590,400	$1,647,600	---	---	---	$8,238,000
Funding by Share:	$6,590,400	$1,647,600	---	---	---	$8,238,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
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HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-305	CR	C,E (REVIEW)	PEARLAND	BRAZORIA COUNTY	**$7,311,000**

REV DATE: 07/2020
STREET: CR 59
MPO PROJECT ID: 12760
LIMITS FROM: CR 48
FUNDING CATEGORY: 7
LIMITS TO: KIRBY DR
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,171,000
Right Of Way:	$1,363,000
Construction:	$7,236,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$9,770,000**

Cost of Approved Phases: **$7,311,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$5,848,800	---	---	$1,462,200	---	$7,311,000
Funding by Share:	$5,848,800	---	---	$1,462,200	---	$7,311,000

HOUSTON	BRAZORIA		CR 58	C,E (REVIEW)	NONE	BRAZORIA COUNTY	**$4,728,000**

REV DATE: 07/2020
STREET: CR 58
MPO PROJECT ID: 17109
LIMITS FROM: SAVANNAH DEVELOPMENT
FUNDING CATEGORY: 7
LIMITS TO: CR 48
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED CONCRETE BLVD WITH RAISED MEDIANS AND CURB AND GUTTERS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$441,000
Right Of Way:	$1,022,000
Construction:	$4,653,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$6,116,000**

Cost of Approved Phases: **$4,728,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,782,400	---	---	$945,600	---	$4,728,000
Funding by Share:	$3,782,400	---	---	$945,600	---	$4,728,000

HOUSTON	BRAZORIA	0912-31-318	CS	C,E (REVIEW)	PEARLAND	CITY OF PEARLAND	**$3,372,000**

REV DATE: 07/2020
STREET: CITY OF PEARLAND
MPO PROJECT ID: 17117
LIMITS FROM: VA
FUNDING CATEGORY: 9
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT SIDEWALKS, INTERSECTION, AND SIGNAGE IMPROVEMENTS IN VICINITY OF CARLESTON ELEMENTARY, COCKRELL ELEMENTARY AND PEARLAND JUNIOR HIGH (SAFE ROUTES TO SCHOOL)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$240,228
Right Of Way:	---
Construction:	$3,297,000
Construction Engineering:	$202,320
Contingencies:	$337,200
Indirects:	$171,298
Bond Financing:	---
Total Project Cost:	**$4,248,046**

Cost of Approved Phases: **$3,372,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$2,697,600	---	---	$674,400	---	$3,372,000
Funding by Share:	$2,697,600	---	---	$674,400	---	$3,372,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-319	CS	C,R	PEARLAND	CITY OF PEARLAND	**$38,958,955**

REV DATE: 07/2020
STREET: MYKAWA RD
MPO PROJECT ID: 17082
LIMITS FROM: HARRIS C/L
FUNDING CATEGORY: 7
LIMITS TO: FM 518
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,044,000
Right Of Way:	$1,858,000
Construction:	$40,033,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$42,935,000**

Cost of Approved Phases: $38,958,955

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0192-02-053	SH	C	PEARLAND	TXDOT HOUSTON DISTRICT	**$3,429,000**

REV DATE: 07/2020
STREET: SH 6
MPO PROJECT ID: 18646
LIMITS FROM: FORT BEND C/L
FUNDING CATEGORY: 5
LIMITS TO: SH 288
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$168,021
Right Of Way:	---
Construction:	$3,429,000
Construction Engineering:	$205,740
Contingencies:	$342,900
Indirects:	$174,193
Bond Financing:	---
Total Project Cost:	**$4,319,854**

Cost of Approved Phases: $3,429,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,743,200	$685,800	---	---	---	$3,429,000
Funding by Share:	$2,743,200	$685,800	---	---	---	$3,429,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-119	SH 288	C	PEARLAND	CITY OF PEARLAND	**$5,885,000**

REV DATE: 07/2020
STREET: SH 288
MPO PROJECT ID: 7619
LIMITS FROM: FM 518
FUNDING CATEGORY: 3
LIMITS TO: CR 59
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT NEW 2 LANE NORTHBOUND FRONTAGE ROAD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$288,365
Right Of Way:	---
Construction:	$5,885,000
Construction Engineering:	$294,250
Contingencies:	$588,500
Indirects:	$298,958
Bond Financing:	---
Total Project Cost:	**$7,355,073**

Cost of Approved Phases: $5,885,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$5,885,000	$5,885,000
Funding by Share:	---	---	---	---	$5,885,000	$5,885,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0111-08-100	SH 36	C	FREEPORT	TXDOT HOUSTON DISTRICT	**$8,500,000**

REV DATE: 07/2020
STREET: SH 36
MPO PROJECT ID: 251
LIMITS FROM: S OF BRAZOS RIVER
FUNDING CATEGORY: 2
LIMITS TO: FM 1495
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES (SEG 15)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$416,500
Right Of Way:	---
Construction:	$8,500,000
Construction Engineering:	$425,000
Contingencies:	$850,000
Indirects:	$431,800
Bond Financing:	---
Total Project Cost:	**$10,623,300**

Cost of Approved Phases: $8,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-URB-NON TMA:	---	$8,500,000	---	---	---	$8,500,000
Funding by Share:	---	$8,500,000	---	---	---	$8,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-05-027	SH 36	C		TXDOT HOUSTON DISTRICT	**$45,500,000**

REV DATE: 07/2020
STREET: SH 36
MPO PROJECT ID: 255
LIMITS FROM: S OF BRAZORIA RIVER
FUNDING CATEGORY: 2
LIMITS TO: S OF JONES CREEK BRIDGE
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY AND GRADE SEPARATION AT FM 2004
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,229,500
Right Of Way:	$12,515,500
Construction:	$45,500,000
Construction Engineering:	$1,820,000
Contingencies:	$4,550,000
Indirects:	$2,311,400
Bond Financing:	---
Total Project Cost:	**$68,926,400**

Cost of Approved Phases: $45,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$36,400,000	$9,100,000	---	---	---	$45,500,000
Funding by Share:	$36,400,000	$9,100,000	---	---	---	$45,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-00-560	VA	E	PEARLAND	CITY OF PEARLAND	**$985,000**

REV DATE: 07/2020
STREET: CLEAR CREEK TRAIL
MPO PROJECT ID: 7127
LIMITS FROM: UH CLEAR LAKE PEARLAND CAMPUS
FUNDING CATEGORY: 9
LIMITS TO: N OF HUGHES RD
MTP REFERENCE: 7641
TIP DESCRIPTION: ENGINEERING FOR CONSTRUCTION OF 10 FT MULTIUSE TRAIL
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$985,000
Right Of Way:	---
Construction:	$8,023,000
Construction Engineering:	$404,900
Contingencies:	$809,800
Indirects:	$411,378
Bond Financing:	---
Total Project Cost:	**$10,634,078**

Cost of Approved Phases: $985,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$788,000	---	---	$197,000	---	$985,000
Funding by Share:	$788,000	---	---	$197,000	---	$985,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-332	VA	C	LAKE JACKSON	GULF COAST CENTER	**$1,532,059**

REV DATE: 07/2020

STREET: LAKE JACKSON/ANGLETON UZA
MPO PROJECT ID: 16363
LIMITS FROM: VA
FUNDING CATEGORY: 5,5307
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION IN LAKE JACKSON/ANGLETON & CONSTRUCTION OF TRANSIT OPERATIONS AND MAINTENANCE FACILITY: FY 2019
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,532,059
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,532,059**

Cost of Approved Phases: $1,532,059

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$480,323	---	---	$120,081	---	$600,404
Sec. 5307:	$931,655	---	---	---	---	$931,655
Funding by Share:	$1,411,978	---	---	$120,081	---	$1,532,059

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CR	C,E,R	MISSOURI CITY	FORT BEND COUNTY	**$5,800,000**

REV DATE: 07/2020

STREET: LAKE OLYMPIA PKWY
MPO PROJECT ID: 652
LIMITS FROM: FORT BEND PARKWAY TOLL RD
FUNDING CATEGORY: 3
LIMITS TO: CHIMNEY ROCK RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE UNDIVIDED ROAD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$189,492
Right Of Way:	$966,796
Construction:	$3,867,182
Construction Engineering:	$193,359
Contingencies:	$386,718
Indirects:	$196,453
Bond Financing:	---
Total Project Cost:	**$5,800,000**

Cost of Approved Phases: $5,800,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$5,800,000	$5,800,000
Funding by Share:	---	---	---	---	$5,800,000	$5,800,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C,E,R	RICHMOND	CITY OF RICHMOND	**$10,939,400**

REV DATE: 07/2020

STREET: 10TH ST
MPO PROJECT ID: 7741
LIMITS FROM: BRAZOS RIVER NORTH BANK
FUNDING CATEGORY: 3
LIMITS TO: US 90A
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 2-LANE CONCRETE DIVIDED W/ CURB & GUTTER (IN SECTIONS)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$357,401
Right Of Way:	$1,823,476
Construction:	$7,293,906
Construction Engineering:	$364,695
Contingencies:	$729,391
Indirects:	$370,530
Bond Financing:	---
Total Project Cost:	**$10,939,400**

Cost of Approved Phases: $10,939,400

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCALCONT	---	---	---	---	$10,939,400	$10,939,400
Funding by Share:	---	---	---	---	$10,939,400	$10,939,400

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C	MISSOURI CITY	CITY OF MISSOURI CITY	**$3,000,000**

REV DATE: 07/2020
STREET: TRAMMEL FRESNO RD
MPO PROJECT ID: 656
LIMITS FROM: SIENNA PKWY
FUNDING CATEGORY: 3
LIMITS TO: SH 6
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4-LANE UNDIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$147,000
Right Of Way:	---
Construction:	$3,000,000
Construction Engineering:	$180,000
Contingencies:	$300,000
Indirects:	$152,400
Bond Financing:	---
Total Project Cost:	**$3,779,400**

Cost of Approved Phases: $3,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$3,000,000	$3,000,000
Funding by Share:	---	---	---	---	$3,000,000	$3,000,000

HOUSTON	FORT BEND	0188-10-021	FM	C	KATY	TXDOT HOUSTON DISTRICT	**$43,500,000**

REV DATE: 07/2020
STREET: FM 1463
MPO PROJECT ID: 17050
LIMITS FROM: IH 10
FUNDING CATEGORY: 2
LIMITS TO: N OF WESTRIDGE CREEK LN
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 6 LANES FROM IH10 W TO SPRING GREEN RD (1.04 MI) AND 2 TO 4 LANES FROM SPRING GREEN TO N OF WESTRIDGE CREEK LANE (2.09 MI) ROADWAY WITH RAISED MEDIAN, INTERSECTION IMPROVEMENTS AND PEDESTRIAN AND BICYCLE ACCOMMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,131,500
Right Of Way:	$3,690,000
Construction:	$43,500,000
Construction Engineering:	$1,740,000
Contingencies:	$4,350,000
Indirects:	$2,209,800
Bond Financing:	---
Total Project Cost:	**$57,621,300**

Cost of Approved Phases: $43,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$34,800,000	$8,700,000	---	---	---	$43,500,000
Funding by Share:	$34,800,000	$8,700,000	---	---	---	$43,500,000

HOUSTON	FORT BEND	2093-01-010	FM 2218	C	ROSENBERG	TXDOT HOUSTON DISTRICT	**$41,000,000**

REV DATE: 07/2020
STREET: FM 2218
MPO PROJECT ID: 13
LIMITS FROM: US 59
FUNDING CATEGORY: 2
LIMITS TO: SH 36
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 LANES TO 4-LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,009,000
Right Of Way:	$15,280,000
Construction:	$41,000,000
Construction Engineering:	$1,640,000
Contingencies:	$4,100,000
Indirects:	$2,082,800
Bond Financing:	---
Total Project Cost:	**$66,111,800**

Cost of Approved Phases: $41,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$32,800,000	$8,200,000	---	---	---	$41,000,000
Funding by Share:	$32,800,000	$8,200,000	---	---	---	$41,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0188-09-040	FM 723	C	NONE	TXDOT HOUSTON DISTRICT	**$53,000,000**

REV DATE: 07/2020

STREET: FM 723
MPO PROJECT ID: 981
LIMITS FROM: FM 1093
FUNDING CATEGORY: 2
LIMITS TO: S OF BEADLE LN
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2-LANE TO 4-LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,597,000
Right Of Way:	$24,000,000
Construction:	$53,000,000
Construction Engineering:	$2,120,000
Contingencies:	$5,300,000
Indirects:	$2,692,400
Bond Financing:	---
Total Project Cost:	**$89,709,400**

Cost of Approved Phases: $53,000,000

Authorized Funding by Category/Share:

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

HOUSTON	FORT BEND	0027-12-152	IH 69	C	ROSENBERG	TXDOT HOUSTON DISTRICT	**$8,246,394**

REV DATE: 07/2020

STREET: IH 69 S
MPO PROJECT ID: 17098
LIMITS FROM: READING RD
FUNDING CATEGORY: 2
LIMITS TO: SH 99
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$404,073
Right Of Way:	---
Construction:	$8,246,394
Construction Engineering:	$412,320
Contingencies:	$824,639
Indirects:	$418,917
Bond Financing:	---
Total Project Cost:	**$10,306,343**

Cost of Approved Phases: $8,246,394

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$6,597,115	$1,649,279	---	---	---	$8,246,394
Funding by Share:	$6,597,115	$1,649,279	---	---	---	$8,246,394

HOUSTON	FORT BEND	0192-01-099	SH 6	C	ARCOLA	TXDOT HOUSTON DISTRICT	**$2,397,000**

REV DATE: 07/2020

STREET: SH 6
MPO PROJECT ID: 17044
LIMITS FROM: FORT BEND PARKWAY TOLLWAY
FUNDING CATEGORY: 5
LIMITS TO: BRAZORIA C/L
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$117,453
Right Of Way:	---
Construction:	$2,397,000
Construction Engineering:	$143,820
Contingencies:	$239,700
Indirects:	$121,768
Bond Financing:	---
Total Project Cost:	**$3,019,741**

Cost of Approved Phases: $2,397,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,917,000	$479,400	---	---	---	$2,397,000
Funding by Share:	$1,917,000	$479,400	---	---	---	$2,397,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	3510-04-054	SH 99	C	NONE	FORT BEND COUNTY	**$10,000,000**

REV DATE: 07/2020

STREET: SH 99
MPO PROJECT ID: 455
LIMITS FROM: S FRY ROAD
FUNDING CATEGORY: 3
LIMITS TO: FM 1093
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT NEW 2 LANE SOUTH BOUND FRONTAGE ROAD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$490,000
Right Of Way:	---
Construction:	$10,000,000
Construction Engineering:	$500,000
Contingencies:	$1,000,000
Indirects:	$508,000
Bond Financing:	---
Total Project Cost:	**$12,498,000**

Cost of Approved Phases: **$10,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$10,000,000	$10,000,000
Funding by Share:	---	---	---	---	$10,000,000	$10,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	3510-04-055	SH 99	C	NONE	FORT BEND COUNTY	**$4,000,000**

REV DATE: 07/2020

STREET: SH 99
MPO PROJECT ID: 451
LIMITS FROM: CINCO RANCH BLVD
FUNDING CATEGORY: 3
LIMITS TO: WESTHEIMER PKWY
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT NEW 2 LANE SOUTH BOUND FRONTAGE ROAD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$196,000
Right Of Way:	---
Construction:	$4,000,000
Construction Engineering:	$240,000
Contingencies:	$400,000
Indirects:	$203,200
Bond Financing:	---
Total Project Cost:	**$5,039,200**

Cost of Approved Phases: **$4,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT:	---	---	---	---	$4,000,000	$4,000,000
Funding by Share:	---	---	---	---	$4,000,000	$4,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		VA	C,E	SUGAR LAND	CITY OF SUGAR LAND	**$2,339,717**

REV DATE: 07/2020

STREET: CITY OF SUGAR LAND
MPO PROJECT ID: 18026
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: UPGRADE MICROWAVE WIRELESS ANTENNAS AND RELATED EQUIPMENT IN THE CITY OF SUGAR LAND
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$109,291
Right Of Way:	---
Construction:	$2,230,426
Construction Engineering:	$133,826
Contingencies:	$223,043
Indirects:	$113,306
Bond Financing:	---
Total Project Cost:	**$2,809,891**

Cost of Approved Phases: **$2,339,717**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,871,774	---	---	$467,943	---	$2,339,717
Funding by Share:	$1,871,774	---	---	$467,943	---	$2,339,717

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0912-34-192	VA	C,E	NONE	FORT BEND COUNTY	**$6,740,000**

REV DATE: 07/2020

STREET: FORT BEND COUNTY
MPO PROJECT ID: 17062
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT WIRELESS TRAFFIC SIGNAL COMMUNICATION SYSTEM
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$314,833
Right Of Way:	---
Construction:	$6,425,167
Construction Engineering:	$321,258
Contingencies:	$642,517
Indirects:	$326,398
Bond Financing:	---
Total Project Cost:	**$8,030,173**

Cost of Approved Phases: $6,740,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$5,392,000	---	---	$1,348,000	---	$6,740,000
Funding by Share:	$5,392,000	---	---	$1,348,000	---	$6,740,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0912-73-215		C	LEAGUE CITY	CITY OF LEAGUE CITY	**$2,449,000**

REV DATE: 07/2020

STREET: VA
MPO PROJECT ID: 17118
LIMITS FROM: ON SH 96, FM 270 AND FM 2094
FUNDING CATEGORY: 9
LIMITS TO: SH 146
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT BIKE LANE (MILLING AND ASPHALT OVERLAY OF SHOULDERS, SHOULDER WIDENING, PAVEMENT MARKINGS, STRIPING) WITH SIGNAGE, SIDEWALK AND ASSOCIATED INTERSECTION IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$120,001
Right Of Way:	---
Construction:	$2,449,000
Construction Engineering:	$146,940
Contingencies:	$244,900
Indirects:	$124,409
Bond Financing:	---
Total Project Cost:	**$3,085,250**

Cost of Approved Phases: $2,449,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$1,959,200	---	---	$489,800	---	$2,449,000
Funding by Share:	$1,959,200	---	---	$489,800	---	$2,449,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C	GALVESTON	CITY OF GALVESTON	**$5,500,000**

REV DATE: 07/2020

STREET: GALVESTON CBD
MPO PROJECT ID: 16217
LIMITS FROM: VA
FUNDING CATEGORY: 3
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: PEDESTRIAN-TRANSIT ACCESS STREETSCAPE IMPROVEMENTS IN DOWNTOWN GALVESTON AND SURROUNDING AREAS ON TRANSIT CORRIDORS SLATED FOR DISASTERRELIEF FUNDED IMPROVEMENTS (CDBG)INCLUDING THE STRAND, MECHANIC, MARKET, POST OFFICE, CHURCH, 53RD AND 43RD.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$5,500,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$5,500,000**

Cost of Approved Phases: $5,500,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
LOCAL TRANSIT:	---	---	---	$5,500,000	---	$5,500,000
Funding by Share:	---	---	---	$5,500,000	---	$5,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0500-04-103	IH	C	LA MARQUE	TXDOT HOUSTON DISTRICT	**$106,000,000**

REV DATE: 07/2020

STREET: IH 45 S
MPO PROJECT ID: 6047
LIMITS FROM: N OF TEXAS CITY WYE C/L
FUNDING CATEGORY: 2,4
LIMITS TO: S OF TEXAS CITY WYE C/L
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT IH 45/SH 146/SH 6 INTERCHANGE AND WIDEN IH 45 MAIN LANES FROM 6 TO 8
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$5,194,000
Right Of Way:	$23,800,000
Construction:	$106,000,000
Construction Engineering:	$4,240,000
Contingencies:	$10,600,000
Indirects:	$5,384,800
Bond Financing:	---
Total Project Cost:	**$155,218,800**

Cost of Approved Phases: $106,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$79,200,000	---	---	---	$79,200,000
4-ST-WIDE:	---	$26,800,000	---	---	---	$26,800,000
Funding by Share:	---	$106,000,000	---	---	---	$106,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0500-01-107	IH 45	C	LA MARQUE	TXDOT HOUSTON DISTRICT	**$95,000,000**

REV DATE: 07/2020

STREET: IH 45
MPO PROJECT ID: 280
LIMITS FROM: S OF TEXAS CITY WYE
FUNDING CATEGORY: 2
LIMITS TO: N OF CAUSEWAY
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES, RECONSTRUCT TWO 2-LANE FRONTAGE ROADS (FROM S OF TEXAS CITY WYE TO N OF BNSF RR) AND CONSTRUCT FRONTAGE ROADS (FROM N OF BNSF RR TO N OF CAUSEEWAY)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,655,000
Right Of Way:	$31,186,000
Construction:	$95,000,000
Construction Engineering:	$3,800,000
Contingencies:	$9,500,000
Indirects:	$4,826,000
Bond Financing:	---
Total Project Cost:	**$148,967,000**

Cost of Approved Phases: $95,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$76,000,000	$19,000,000	---	---	---	$95,000,000
Funding by Share:	$76,000,000	$19,000,000	---	---	---	$95,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0500-04-104	IH 45	C	LA MARQUE	TXDOT HOUSTON DISTRICT	**$128,000,000**

REV DATE: 07/2020

STREET: IH 45 S
MPO PROJECT ID: 6046
LIMITS FROM: N OF FM 519
FUNDING CATEGORY: 2,4
LIMITS TO: N OF TEXAS CITY WYE C/L
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES AND RECONSTRUCT TWO 2 LANE FRONTAGE ROADS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$6,272,000
Right Of Way:	$33,640,000
Construction:	$128,000,000
Construction Engineering:	$5,120,000
Contingencies:	$12,800,000
Indirects:	$6,502,400
Bond Financing:	---
Total Project Cost:	**$192,334,400**

Cost of Approved Phases: $128,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$116,270,000	---	---	---	$116,270,000
4-ST-WIDE:	---	$11,730,000	---	---	---	$11,730,000
Funding by Share:	---	$128,000,000	---	---	---	$128,000,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0367-06-064	SH 87	C	GALVESTON	TXDOT HOUSTON DISTRICT	**$3,250,000**

REV DATE: 07/2020
STREET: SH 87
MPO PROJECT ID: 15187
LIMITS FROM: AT GALVESTON/BOLIVAR FERRY
FUNDING CATEGORY: 10
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT BUILDING RENOVATIONS, BUILDING ADDITION, GENERATORS WITH ELEVATED STRUCTURES AND VARIOUS SITE IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$159,250
Right Of Way:	---
Construction:	$3,250,000
Construction Engineering:	$195,000
Contingencies:	$325,000
Indirects:	$165,100
Bond Financing:	---
Total Project Cost:	**$4,094,350**

Cost of Approved Phases: $3,250,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
10-MISC:	$2,408,000	$842,000	---	---	---	$3,250,000
Funding by Share:	$2,408,000	$842,000	---	---	---	$3,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0976-07-006	SH 96	C	LEAGUE CITY	CITY OF LEAGUE CITY	**$757,500**

REV DATE: 07/2020
STREET: SH 96
MPO PROJECT ID: 5056
LIMITS FROM: 0.26 MI E OF IH 45
FUNDING CATEGORY: 3
LIMITS TO: FM 1266
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT HIKE & BIKE TRAIL
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$37,118
Right Of Way:	---
Construction:	$757,500
Construction Engineering:	$68,175
Contingencies:	$75,750
Indirects:	$38,481
Bond Financing:	---
Total Project Cost:	**$977,024**

Cost of Approved Phases: $757,500

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$757,500	$757,500
Funding by Share:	---	---	---	---	$757,500	$757,500

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		VA	C	GALVESTON	CITY OF GALVESTON	**$2,909,338**

REV DATE: 07/2020
STREET: CITY OF GALVESTON
MPO PROJECT ID: 9802
LIMITS FROM: VA
FUNDING CATEGORY: 3
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: INSTALL COMPUTERIZED TRAFFIC CONTROL SYSTEM IN GALVESTON: PHASE 2
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$142,558
Right Of Way:	---
Construction:	$2,909,338
Construction Engineering:	$174,560
Contingencies:	$290,934
Indirects:	$147,794
Bond Financing:	---
Total Project Cost:	**$3,665,184**

Cost of Approved Phases: $2,909,338

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$2,909,338	$2,909,338
Funding by Share:	---	---	---	---	$2,909,338	$2,909,338

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		VA	C	GALVESTON	CITY OF GALVESTON	**$2,400,000**

REV DATE: 07/2020
STREET: UTMB MAIN CAMPUS
MPO PROJECT ID: 16224
LIMITS FROM: VA
FUNDING CATEGORY: 3
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: STREETSCAPE ENHANCEMENTS AND PEDESTRIAN FACILITIES TO FACILITATE ACCESS TO TRANSIT ON THE UTMB MEDICAL CAMPUS IN GALVESTON, TEXAS. INCLUDES EXTENSION OF CAMPUS PEDESTRIAN MALL AND UPGRADE OF ADJACENT HIGH-UTILIZATION ISLAND TRANSIT STOP.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,400,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,400,000**

Cost of Approved Phases: **$2,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
LOCAL TRANSIT:	---	---	---	$2,400,000	---	$2,400,000
Funding by Share:	---	---	---	$2,400,000	---	$2,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS			C		HARRIS COUNTY	**$1,264,800**

REV DATE: 07/2020
STREET: CARPENTER BAYOU TRAIL
MPO PROJECT ID: 7770
LIMITS FROM: N OF WALLISVILLE
FUNDING CATEGORY: 3
LIMITS TO: NEW P&R FACILITY
MTP REFERENCE:
TIP DESCRIPTION: HIKE & BIKE TRAIL

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$61,975
Right Of Way:	---
Construction:	$1,264,800
Construction Engineering:	$75,888
Contingencies:	$126,480
Indirects:	$64,252
Bond Financing:	---
Total Project Cost:	**$1,593,395**

Cost of Approved Phases: **$1,264,800**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$1,264,800	$1,264,800
Funding by Share:	---	---	---	---	$1,264,800	$1,264,800

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-595		C,E	HOUSTON	HARRIS COUNTY	**$2,489,555**

REV DATE: 07/2020
STREET: LYNCHBURG FERRY
MPO PROJECT ID: 7569
LIMITS FROM: AT 1001 INDEPENDANCE PKWY
FUNDING CATEGORY: 10
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: REBUILD BERTHING AREA BULKHEAD AND ADD ADDITIONAL SHEET PILE SHORE PROTECTION ALONG THE NORTH LANDING APPROACH

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$116,290
Right Of Way:	---
Construction:	$2,373,265
Construction Engineering:	$142,396
Contingencies:	$237,327
Indirects:	$120,562
Bond Financing:	---
Total Project Cost:	**$2,989,839**

Cost of Approved Phases: **$2,489,555**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
10-MISC:	$1,991,644	---	---	$497,911	---	$2,489,555
Funding by Share:	$1,991,644	---	---	$497,911	---	$2,489,555

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-535		C,E (REVIEW)	NONE	HARRIS COUNTY	**$3,327,000**

STREET: SPRING CREEK HIKE & BIKE TRAIL
LIMITS FROM: IH 69
LIMITS TO: TOWNSEN PARK AND RIDE
TIP DESCRIPTION: CONSTRUCT MULTIUSE TRAIL
REMARKS:

REV DATE: 07/2020
MPO PROJECT ID: 7814
FUNDING CATEGORY: 5
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$238,023
Right Of Way:	---
Construction:	$3,252,000
Construction Engineering:	$199,620
Contingencies:	$332,700
Indirects:	$169,012
Bond Financing:	---
Total Project Cost:	**$4,191,355**

Cost of Approved Phases: $3,327,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,661,600	---	---	$665,400	---	$3,327,000
Funding by Share:	$2,661,600	---	---	$665,400	---	$3,327,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C	TOMBALL	HARRIS COUNTY	**$12,000,000**

STREET: HUFSMITH-KOHRVILLE RD
LIMITS FROM: FM 2920
LIMITS TO: SH 99
TIP DESCRIPTION: WIDEN FROM 2 TO 4-LANES UNDIVIDED ASPHALT
REMARKS:

REV DATE: 07/2020
MPO PROJECT ID: 7671
FUNDING CATEGORY: 3
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$588,000
Right Of Way:	---
Construction:	$12,000,000
Construction Engineering:	$600,000
Contingencies:	$1,200,000
Indirects:	$609,600
Bond Financing:	---
Total Project Cost:	**$14,997,600**

Cost of Approved Phases: $12,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$12,000,000	$12,000,000
Funding by Share:	---	---	---	---	$12,000,000	$12,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-392	CS	T	HOUSTON	MIDTOWN MANAGEMENT DISTRICT	**$5,144,000**

STREET: BRAZOS ST
LIMITS FROM: ELGIN ST
LIMITS TO: PIERCE ST
TIP DESCRIPTION: RECONSTRUCT BACK OF CURB INFRASTRUCTURE (SIDEWALKS, CURBS, ADA RAMPS, PEDESTRIAN LIGHTING AND LANDSCAPING)
REMARKS:

REV DATE: 07/2020
MPO PROJECT ID: 17092
FUNDING CATEGORY: 7
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$5,144,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$5,144,000**

Cost of Approved Phases: $5,144,000

Authorized Funding by Category/Share:

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-360	CS	C	WEST UNIVERSITY PLACE	CITY OF WEST UNIVERSITY PLACE	**$10,075,000**

REV DATE: 07/2020
STREET: BUFFALO SPEEDWAY
MPO PROJECT ID: 17070
LIMITS FROM: BISSONNET ST
FUNDING CATEGORY: 7
LIMITS TO: HOLCOMBE ST
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT ROADWAY INCLUDING INTERSECTION AND DRAINAGE IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$493,675
Right Of Way:	---
Construction:	$10,075,000
Construction Engineering:	$503,750
Contingencies:	$1,007,500
Indirects:	$511,810
Bond Financing:	---
Total Project Cost:	**$12,591,735**

Cost of Approved Phases: **$10,075,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$8,060,000	---	---	$2,015,000	---	$10,075,000
Funding by Share:	$8,060,000	---	---	$2,015,000	---	$10,075,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-390	CS	C,E	HOUSTON	DOWNTOWN MANAGEMENT DISTRICT	**$2,809,000**

REV DATE: 07/2020
STREET: COH SIDEWALKS SE CBD
MPO PROJECT ID: 15321
LIMITS FROM: FANNIN ST
FUNDING CATEGORY: 5
LIMITS TO: HAMILTON ST
MTP REFERENCE:
TIP DESCRIPTION: REHABILITATE, RECONSTRUCT AND WIDEN SIDEWALKS WITHIN A 56 BLOCK AREA BOUND BY POLK, PIERCE, HAMILTON AND FANNIN STREETS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$131,212
Right Of Way:	---
Construction:	$2,677,788
Construction Engineering:	$160,667
Contingencies:	$267,779
Indirects:	$136,032
Bond Financing:	---
Total Project Cost:	**$3,373,478**

Cost of Approved Phases: **$2,809,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,247,200	---	---	$561,800	---	$2,809,000
Funding by Share:	$2,247,200	---	---	$561,800	---	$2,809,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-359	CS	E	BAYTOWN	CITY OF BAYTOWN	**$1,566,000**

REV DATE: 07/2020
STREET: GARTH RD
MPO PROJECT ID: 17015
LIMITS FROM: IH 10
FUNDING CATEGORY: 7
LIMITS TO: SH 146
MTP REFERENCE: 17096
TIP DESCRIPTION: DESIGN CONGESTION AND SAFETY IMPROVEMENTS (ACCESS MANAGEMENT AND WIDENING FROM 4 TO 6 LANES IN SECTIONS)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,566,000
Right Of Way:	$1,090,000
Construction:	$15,937,000
Construction Engineering:	$800,600
Contingencies:	$1,601,200
Indirects:	$813,410
Bond Financing:	---
Total Project Cost:	**$21,808,210**

Cost of Approved Phases: **$1,566,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$1,252,800	---	---	$313,200	---	$1,566,000
Funding by Share:	$1,252,800	---	---	$313,200	---	$1,566,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-519	CS	C	LEAGUE CITY	CITY OF LEAGUE CITY	**$49,403,580**

REV DATE: 07/2020

STREET: LANDING BLVD/NASA RD 1 BYPASS
MPO PROJECT ID: 17080
LIMITS FROM: NASA 1 BYPASS AT IH 45 S
FUNDING CATEGORY: 7
LIMITS TO: FM 518
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE DIVIDED ROADWAY ON NEW ALIGNMENT WITH PEDESTRIAN/BICYCLE ACCOMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,420,775
Right Of Way:	---
Construction:	$49,403,580
Construction Engineering:	$1,976,143
Contingencies:	$4,940,358
Indirects:	$2,509,702
Bond Financing:	---
Total Project Cost:	**$61,250,558**

Cost of Approved Phases: $49,403,580

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$31,272,390	---	---	$18,131,190	---	$49,403,580
Funding by Share:	$31,272,390	---	---	$18,131,190	---	$49,403,580

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-564	CS	C,R	PEARLAND	CITY OF PEARLAND	**$2,932,045**

REV DATE: 07/2020

STREET: MYKAWA RD
MPO PROJECT ID: 7602
LIMITS FROM: SL 8
FUNDING CATEGORY: 7
LIMITS TO: BRAZORIA C/L
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$52,628
Right Of Way:	$1,858,000
Construction:	$1,074,045
Construction Engineering:	$64,443
Contingencies:	$107,405
Indirects:	$54,561
Bond Financing:	---
Total Project Cost:	**$3,211,082**

Cost of Approved Phases: $2,932,045

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-386	CS	C,E	HOUSTON	GREATER EAST END MANAGEMENT DISTRIC	**$3,032,000**

REV DATE: 07/2020

STREET: NAVIGATION BLVD
MPO PROJECT ID: 17079
LIMITS FROM: AT JENSEN DR/RUNNELS ST
FUNDING CATEGORY: 7
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT INTERSECTION AS URBAN ROUNDABOUT INCLUDING PEDESTRIAN STREETSCAPE AND BUS STOP IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$141,628
Right Of Way:	---
Construction:	$2,890,372
Construction Engineering:	$173,422
Contingencies:	$289,037
Indirects:	$146,831
Bond Financing:	---
Total Project Cost:	**$3,641,290**

Cost of Approved Phases: $3,032,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$2,425,600	---	---	$606,400	---	$3,032,000
Funding by Share:	$2,425,600	---	---	$606,400	---	$3,032,000

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HOUSTON	HARRIS		CS	C,E,R	PASADENA	CITY OF PASADENA	**$7,875,897**

REV DATE: 07/2020
STREET: RED BLUFF RD
MPO PROJECT ID: 11059
LIMITS FROM: BW 8
FUNDING CATEGORY: 3
LIMITS TO: SPENCER HWY
MTP REFERENCE:
TIP DESCRIPTION: DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT RANDOLPH (JANA), KINGSDALE AND SPENCER HWY

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$257,314
Right Of Way:	$1,312,825
Construction:	$5,251,298
Construction Engineering:	$262,565
Contingencies:	$525,130
Indirects:	$266,766
Bond Financing:	---
Total Project Cost:	**$7,875,897**

Cost of Approved Phases: $7,875,897

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$7,875,897	$7,875,897
Funding by Share:	---	---	---	---	$7,875,897	$7,875,897

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-397	CS	C	SOUTH HOUSTON	CITY OF SOUTH HOUSTON	**$1,552,000**

REV DATE: 07/2020
STREET: SOUTH HOUSTON ROADWAYS
MPO PROJECT ID: 17119
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT CONCRETE SIDEWALKS ALONG SEVERAL SECTIONS OF CITY-OWNED ROADWAY: 6TH STREET FROM TEXAS AVENUE TO AVENUE G, 8TH STREET FROM AVENUE N TO AVENUE G, 11TH STREET FROM AVENUE N TO AVENUE G, AND 13TH STREET FROM AVENUE N TO AVENUE G.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$76,048
Right Of Way:	---
Construction:	$1,552,000
Construction Engineering:	$93,120
Contingencies:	$155,200
Indirects:	$78,842
Bond Financing:	---
Total Project Cost:	**$1,955,210**

Cost of Approved Phases: $1,552,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,241,600	---	---	$310,400	---	$1,552,000
Funding by Share:	$1,241,600	---	---	$310,400	---	$1,552,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	HOUSTON	UPTOWN HOUSTON DISTRICT	**$27,700,000**

REV DATE: 07/2020
STREET: UPTOWN HOUSTON DISTRICT
MPO PROJECT ID: 13200
LIMITS FROM: POST OAK BLVD/DETERING
FUNDING CATEGORY: 3
LIMITS TO: RICHMOND AVE
MTP REFERENCE:
TIP DESCRIPTION: ON-STREET SHARED-USE LANES, SHARED-USE PATHS, IMPROVED CROSSINGS, A SHARED-USE BRIDGE OVER IH-10, A SHARED-USE CROSSING UNDER IH-610, A SHARED-USE BRIDGE CONNECTING SHARED-USE PATHS ALONG IH-610 AND A BRIDGE OVER BUFFALO BAYOU.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,357,300
Right Of Way:	---
Construction:	$27,700,000
Construction Engineering:	$1,108,000
Contingencies:	$2,770,000
Indirects:	$1,407,160
Bond Financing:	---
Total Project Cost:	**$34,342,460**

Cost of Approved Phases: $27,700,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$27,700,000	$27,700,000
Funding by Share:	---	---	---	---	$27,700,000	$27,700,000

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HOUSTON	HARRIS	1685-03-058	FM	C	HUMBLE	TXDOT HOUSTON DISTRICT	**$64,000,000**

REV DATE: 07/2020
STREET: FM 1960
MPO PROJECT ID: 204
LIMITS FROM: BF 1960A
FUNDING CATEGORY: 2
LIMITS TO: E OF TWIGSWORTH LN
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4-LANE TO 6-LANE DIVIDED WITH RAISED MEDIAN, CHANNELIZED TURN LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,136,000
Right Of Way:	$28,350,000
Construction:	$64,000,000
Construction Engineering:	$2,560,000
Contingencies:	$6,400,000
Indirects:	$3,251,200
Bond Financing:	---
Total Project Cost:	**$107,697,200**

Cost of Approved Phases: $64,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$64,000,000	---	---	---	$64,000,000
Funding by Share:	---	$64,000,000	---	---	---	$64,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-090	FM 1960	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$16,575,000**

REV DATE: 07/2020
STREET: FM 1960
MPO PROJECT ID: 14173
LIMITS FROM: SH 249
FUNDING CATEGORY: 5
LIMITS TO: CUTTEN RD
MTP REFERENCE:
TIP DESCRIPTION: INTERSECTION IMPROVEMENTS (RECONSTRUCT ROADWAY TO ADD TURNING LANES AND PEDESTRIAN AND BICYCLE ACCOMMODATIONS)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$812,175
Right Of Way:	$4,550,000
Construction:	$16,575,000
Construction Engineering:	$828,750
Contingencies:	$1,657,500
Indirects:	$842,010
Bond Financing:	---
Total Project Cost:	**$25,265,435**

Cost of Approved Phases: $16,575,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$13,260,000	$3,315,000	---	---	---	$16,575,000
Funding by Share:	$13,260,000	$3,315,000	---	---	---	$16,575,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-092	FM 1960	C	NONE	TXDOT HOUSTON DISTRICT	**$14,991,000**

REV DATE: 07/2020
STREET: FM 1960
MPO PROJECT ID: 17051
LIMITS FROM: AT ELDRIDGE PKWY
FUNDING CATEGORY: 5
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: INTERSECTION IMPROVEMENTS AND APPROACHES TO ADD RAISED MEDIAN, DUAL LEFT AND RIGHT TURN LANES AND BICYCLE/PEDESTRIAN ACCOMMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$734,559
Right Of Way:	$4,166,000
Construction:	$14,991,000
Construction Engineering:	$749,550
Contingencies:	$1,499,100
Indirects:	$761,543
Bond Financing:	---
Total Project Cost:	**$22,901,752**

Cost of Approved Phases: $14,991,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$11,992,800	$2,998,200	---	---	---	$14,991,000
Funding by Share:	$11,992,800	$2,998,200	---	---	---	$14,991,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-107	FM 1960	C	HOUSTON	CITY OF HOUSTON - PARKS & RECREATION	**$1,000,000**

REV DATE: 07/2020
STREET: FM 1960
MPO PROJECT ID: 17087
LIMITS FROM: MILLS RD
FUNDING CATEGORY: 9
LIMITS TO: SH 249
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT SHARED USE PATH
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$49,000
Right Of Way:	---
Construction:	$1,000,000
Construction Engineering:	$60,000
Contingencies:	$100,000
Indirects:	$50,800
Bond Financing:	---
Total Project Cost:	**$1,259,800**

Cost of Approved Phases: **$1,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$800,000	$200,000	---	---	---	$1,000,000
Funding by Share:	$800,000	$200,000	---	---	---	$1,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-03-098	FM 1960	C	NONE	TXDOT HOUSTON DISTRICT	**$69,200,000**

REV DATE: 07/2020
STREET: FM 1960
MPO PROJECT ID: 16316
LIMITS FROM: E OF TWIGSWORTH LN
FUNDING CATEGORY: 2
LIMITS TO: W OF SAN JACINTO RIVER BRIDGE
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANES AND CONSTRUCT 4 LANE OVERPASS AT THE WEST LAKE HOUSTON PKWY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,390,800
Right Of Way:	$24,090,000
Construction:	$69,200,000
Construction Engineering:	$2,768,000
Contingencies:	$6,920,000
Indirects:	$3,515,360
Bond Financing:	---
Total Project Cost:	**$109,884,160**

Cost of Approved Phases: **$69,200,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$69,200,000	---	---	---	$69,200,000
Funding by Share:	---	$69,200,000	---	---	---	$69,200,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1062-02-009	FM 2100	C	NONE	TXDOT HOUSTON DISTRICT	**$86,000,000**

REV DATE: 07/2020
STREET: FM 2100
MPO PROJECT ID: 537
LIMITS FROM: HUFFMAN-CLEVELAND RD
FUNDING CATEGORY: 2
LIMITS TO: FM 1960
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4-LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,214,000
Right Of Way:	---
Construction:	$86,000,000
Construction Engineering:	$3,440,000
Contingencies:	$8,600,000
Indirects:	$4,368,800
Bond Financing:	---
Total Project Cost:	**$106,622,800**

Cost of Approved Phases: **$86,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$68,800,000	$17,200,000	---	---	---	$86,000,000
Funding by Share:	$68,800,000	$17,200,000	---	---	---	$86,000,000

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FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
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HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0980-02-018	FM 526	C	HOUSTON	CITY OF HOUSTON	**$1,434,873**

REV DATE: 07/2020
STREET: FM 526
MPO PROJECT ID: 17074
LIMITS FROM: NOLA CT
FUNDING CATEGORY: 9,10
LIMITS TO: IH 10
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 10 FT SHARED USED PATH AND 5-6 FT SIDEWALKS IN SECTIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$70,309
Right Of Way:	---
Construction:	$1,434,873
Construction Engineering:	$86,092
Contingencies:	$143,487
Indirects:	$72,892
Bond Financing:	---
Total Project Cost:	**$1,807,653**

Cost of Approved Phases: **$1,434,873**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$800,000	$200,000	---	---	---	$1,000,000
10-MISC:	$347,898	$86,975	---	---	---	$434,873
Funding by Share:	$1,147,898	$286,975	---	---	---	$1,434,873

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0508-01-345	IH 10	C	BAYTOWN	TXDOT HOUSTON DISTRICT	**$8,244,000**

REV DATE: 07/2020
STREET: IH 10 E
MPO PROJECT ID: 16324
LIMITS FROM: SPUR 330
FUNDING CATEGORY: 11
LIMITS TO: THOMPSON RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT EAST BOUND ENTRANCE RAMP
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$403,956
Right Of Way:	---
Construction:	$8,244,000
Construction Engineering:	$412,200
Contingencies:	$824,400
Indirects:	$418,795
Bond Financing:	---
Total Project Cost:	**$10,303,351**

Cost of Approved Phases: **$8,244,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
11-ST DIST DISC:	---	$8,244,000	---	---	---	$8,244,000
Funding by Share:	---	$8,244,000	---	---	---	$8,244,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-574	SL	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$1,000,000**

REV DATE: 07/2020
STREET: SL 8
MPO PROJECT ID: 18503
LIMITS FROM: W OF HARDY TOLL RD
FUNDING CATEGORY: 1
LIMITS TO: E OF ALDINE WESTFIELD RD
MTP REFERENCE:
TIP DESCRIPTION: RESTRIPE TO WIDEN FROM 6 TO 8 MAIN LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$49,000
Right Of Way:	---
Construction:	$1,000,000
Construction Engineering:	$60,000
Contingencies:	$100,000
Indirects:	$50,800
Bond Financing:	---
Total Project Cost:	**$1,259,800**

Cost of Approved Phases: **$1,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
1-PREV-M:	---	$1,000,000	---	---	---	$1,000,000
Funding by Share:	---	$1,000,000	---	---	---	$1,000,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	3256-03-096	SL 8	C	NONE	TXDOT HOUSTON DISTRICT	**$500,000**

REV DATE: 07/2020
STREET: SL 8
MPO PROJECT ID: 16344
LIMITS FROM: US 90
FUNDING CATEGORY: 11
LIMITS TO: S OF IH 10 E
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 6 TO 8 LANES (RE-STRIPE EXISTING PAVEMENT)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$24,500
Right Of Way:	---
Construction:	$500,000
Construction Engineering:	$45,000
Contingencies:	$50,000
Indirects:	$25,400
Bond Financing:	---
Total Project Cost:	**$644,900**

Cost of Approved Phases: **$500,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
11-ST DIST DISC:	$400,000	$100,000	---	---	---	$500,000
Funding by Share:	$400,000	$100,000	---	---	---	$500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		SS 548	C	HOUSTON	HCTRA	**$250,000,000**

REV DATE: 07/2020
STREET: HARDY TOLL RD
MPO PROJECT ID: 15208
LIMITS FROM: IH 610/SS 548
FUNDING CATEGORY: 3
LIMITS TO: IH 69
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE TOLL ROAD TO COMPLETE HARDY "TOLL" ROAD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$12,250,000
Right Of Way:	---
Construction:	$250,000,000
Construction Engineering:	$10,000,000
Contingencies:	$25,000,000
Indirects:	$12,700,000
Bond Financing:	---
Total Project Cost:	**$309,950,000**

Cost of Approved Phases: **$250,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-TOLL:	---	---	---	---	$250,000,000	$250,000,000
Funding by Share:	---	---	---	---	$250,000,000	$250,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		SS 548	C,E,R	NONE	HCTRA	**$71,000,000**

REV DATE: 07/2020
STREET: HARDY TOLL RD
MPO PROJECT ID: 16076
LIMITS FROM: AT SL 8
FUNDING CATEGORY: 3
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT EB-SB, SB-WB AND NB-WB DIRECT CONNECTORS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,335,213
Right Of Way:	$11,914,351
Construction:	$47,657,404
Construction Engineering:	$1,906,296
Contingencies:	$4,765,740
Indirects:	$2,420,996
Bond Financing:	---
Total Project Cost:	**$71,000,000**

Cost of Approved Phases: **$71,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-TOLL:	---	---	---	---	$71,000,000	$71,000,000
Funding by Share:	---	---	---	---	$71,000,000	$71,000,000

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-592	VA	T	HOUSTON	WESTCHASE MANAGEMENT DISTRICT	**$1,300,083**

REV DATE: 07/2020

STREET: DEERWOOD SHARED USE PATH
MPO PROJECT ID: 18038
LIMITS FROM: On CITYWEST BLVD, BRIAR FOREST DR, WALNUT BEND LN,
FUNDING CATEGORY: 9
LIMITS TO: BLUE WILLOW, DEERWOOD, SL 8, TERRY HERSHEY TRAIL
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 8' SHARED USE PATH REPLACING EXISTING SIDEWALK IN SECTIONS. REPAIR SIDEWALK AND SHARED USE PATH IN SECTIONS. INSTALL SUPPLEMENTAL BIKEWAY/WAY-FINDING SIGNAGE

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,300,083
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,300,083**

Cost of Approved Phases: $1,300,083

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$1,040,036	---	---	$260,047	---	$1,300,083
Funding by Share:	$1,040,036	---	---	$260,047	---	$1,300,083

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-398	VA	E	HOUSTON	CITY OF HOUSTON - PARKS & RECREATION	**$439,000**

REV DATE: 07/2020

STREET: HCFCD CHANNEL
MPO PROJECT ID: 17123
LIMITS FROM: DAIRY ASHFORD RD S
FUNDING CATEGORY: 9
LIMITS TO: SL 8/ARTHUR STOREY PARK
MTP REFERENCE: 17120
TIP DESCRIPTION: DESIGN FOR 10-FOOT MULTIUSE TRAIL AND ASSOCIATED INTERSECTION, SAFETY, SIGNAGE, AND AMENITIES (LANDSCAPING, BENCHES, ETC.)

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$439,000
Right Of Way:	---
Construction:	$2,564,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,003,000**

Cost of Approved Phases: $439,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$351,200	---	---	$87,800	---	$439,000
Funding by Share:	$351,200	---	---	$87,800	---	$439,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-600	VA	C	HOUSTON	METRO	**$2,400,000**

REV DATE: 07/2020

STREET: METRO SERVICE AREA
MPO PROJECT ID: 11760
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL (CMAQ): FY 2020

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,400,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,400,000**

Cost of Approved Phases: $2,400,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,400,000	---	---	---	---	$2,400,000
Funding by Share:	$2,400,000	---	---	---	---	$2,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-601	VA	C	HOUSTON	METRO	**$2,400,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA
MPO PROJECT ID: 11762
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL (CMAQ): FY 2021
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,400,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,400,000**

Cost of Approved Phases: **$2,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,400,000	---	---	---	---	$2,400,000
Funding by Share:	$2,400,000	---	---	---	---	$2,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-603	VA	C	HOUSTON	METRO	**$3,750,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA
MPO PROJECT ID: 11808
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL (STBG): FY 2021
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$3,750,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,750,000**

Cost of Approved Phases: **$3,750,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,000,000	---	---	$750,000	---	$3,750,000
Funding by Share:	$3,000,000	---	---	$750,000	---	$3,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY		CS	C	CONROE	CITY OF CONROE	**$2,208,770**

REV DATE: 07/2020
STREET: CITY OF CONROE
MPO PROJECT ID: 17132
LIMITS FROM: VA
FUNDING CATEGORY: 3
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT SIDEWALKS ALONG SILVERDALE DR, SGT. ED HOLCOMB BLVD, RIVER POINTE DR, CAMELOT ST AND WESTVIEW BLVD.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$108,230
Right Of Way:	---
Construction:	$2,208,770
Construction Engineering:	$132,526
Contingencies:	$220,877
Indirects:	$112,206
Bond Financing:	---
Total Project Cost:	**$2,782,608**

Cost of Approved Phases: **$2,208,770**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$2,208,770	$2,208,770
Funding by Share:	---	---	---	---	$2,208,770	$2,208,770

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
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HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0523-08-007	FM	C	MAGNOLIA	TXDOT HOUSTON DISTRICT	**$26,900,000**

REV DATE: 07/2020

STREET: FM 1488
MPO PROJECT ID: 501
LIMITS FROM: WALLER C/L
FUNDING CATEGORY: 2
LIMITS TO: FM 1774
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,318,100
Right Of Way:	$14,718,000
Construction:	$26,900,000
Construction Engineering:	$1,076,000
Contingencies:	$2,690,000
Indirects:	$1,366,520
Bond Financing:	---
Total Project Cost:	**$48,068,620**

Cost of Approved Phases: $26,900,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$26,900,000	---	---	---	$26,900,000
Funding by Share:	---	$26,900,000	---	---	---	$26,900,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	1259-01-043	FM 1097	C	NONE	TXDOT HOUSTON DISTRICT	**$16,900,000**

REV DATE: 07/2020

STREET: FM 1097
MPO PROJECT ID: 17114
LIMITS FROM: LAKE CONROE HILLS DR
FUNDING CATEGORY: 2,3
LIMITS TO: ANDERSON RD
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS LEFT TURN LANE (17091)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$828,100
Right Of Way:	$3,100,000
Construction:	$16,900,000
Construction Engineering:	$845,000
Contingencies:	$1,690,000
Indirects:	$858,520
Bond Financing:	---
Total Project Cost:	**$24,221,620**

Cost of Approved Phases: $16,900,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$11,920,000	$2,980,000	---	---	---	$14,900,000
3-LOCAL CONT:	---	---	---	---	$2,000,000	$2,000,000
Funding by Share:	$11,920,000	$2,980,000	---	---	$2,000,000	$16,900,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0523-09-009	FM 1488	C	MAGNOLIA	TXDOT HOUSTON DISTRICT	**$46,040,000**

REV DATE: 07/2020

STREET: FM 1488
MPO PROJECT ID: 499
LIMITS FROM: FM 1774
FUNDING CATEGORY: 2
LIMITS TO: W OF FM 149
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4-LANES WITH BICYCLE ACCOMMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,255,960
Right Of Way:	$4,962,797
Construction:	$46,040,000
Construction Engineering:	$1,841,600
Contingencies:	$4,604,000
Indirects:	$2,338,832
Bond Financing:	---
Total Project Cost:	**$62,043,189**

Cost of Approved Phases: $46,040,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$36,832,000	$9,208,000	---	---	---	$46,040,000
Funding by Share:	$36,832,000	$9,208,000	---	---	---	$46,040,000

HOUSTON-GALVESTON MPO
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HOUSTON DISTRICT
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0675-08-111	IH 45	C	CONROE	TXDOT HOUSTON DISTRICT	**$7,333,000**

REV DATE: 07/2020
STREET: IH 45
MPO PROJECT ID: 17064
LIMITS FROM: WALKER C/L
FUNDING CATEGORY: 5
LIMITS TO: LEAGUE LINE RD
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$359,317
Right Of Way:	---
Construction:	$7,333,000
Construction Engineering:	$366,650
Contingencies:	$733,300
Indirects:	$372,516
Bond Financing:	---
Total Project Cost:	**$9,164,783**

Cost of Approved Phases: **$7,333,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$5,866,400	$1,466,600	---	---	---	$7,333,000
Funding by Share:	$5,866,400	$1,466,600	---	---	---	$7,333,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-541	VA	C	NONE	HOUSTON TRANSTAR	**$2,000,000**

REV DATE: 07/2020
STREET: HOUSTON TRANSTAR
MPO PROJECT ID: 17023
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL ITS INFRASTRUCTURE - HARDWARE/SOFTWARE, UTILITIES AND COMMUNICATIONS (FY 2018)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,000,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,000,000**

Cost of Approved Phases: **$2,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$1,600,000	$400,000	---	---	---	$2,000,000
Funding by Share:	$1,600,000	$400,000	---	---	---	$2,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-555	VA	C	NONE	HOUSTON TRANSTAR	**$2,000,000**

REV DATE: 07/2020
STREET: HOUSTON TRANSTAR
MPO PROJECT ID: 11081
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL ITS INFRASTRUCTURE - HARDWARE/SOFTWARE, UTILITIES AND COMMUNICATIONS: FY 2020
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$98,000
Right Of Way:	---
Construction:	$2,000,000
Construction Engineering:	$120,000
Contingencies:	$200,000
Indirects:	$101,600
Bond Financing:	---
Total Project Cost:	**$2,519,600**

Cost of Approved Phases: **$2,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$1,600,000	---	---	$400,000	---	$2,000,000
Funding by Share:	$1,600,000	---	---	$400,000	---	$2,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$1,250,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 18361
LIMITS FROM: VA — FUNDING CATEGORY: 5
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: CMAQ FY 2021
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: **$1,250,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$3,750,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 18365
LIMITS FROM: VA — FUNDING CATEGORY: 7
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL: STBG FY 2021
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$3,750,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,750,000**

Cost of Approved Phases: **$3,750,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,750,000	---	---	---	---	$3,750,000
Funding by Share:	$3,750,000	---	---	---	---	$3,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-539	VA	C	NONE	H-GAC	**$8,000,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 17020
LIMITS FROM: VA — FUNDING CATEGORY: 7
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: REGIONAL FREEWAY INCIDENT MANAGEMENT - TOWING (FY 2017 - 2018)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$8,000,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$8,000,000**

Cost of Approved Phases: **$8,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$8,000,000	---	---	---	---	$8,000,000
Funding by Share:	$8,000,000	---	---	---	---	$8,000,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-552	VA	C	NONE	H-GAC	**$10,000,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 12092
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: CLEAN VEHICLES PROGRAM (ENGINE/VEHICLE REPLACEMENT, ALTERNATE FUELS, EDUCATION): FY 2021 - 2022
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$10,000,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$10,000,000**

Cost of Approved Phases: $10,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$8,000,000	---	---	$2,000,000	---	$10,000,000
Funding by Share:	$8,000,000	---	---	$2,000,000	---	$10,000,000

HOUSTON	MULTIPLE	0912-00-558	VA	C	NONE	H-GAC	**$8,000,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 11916
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL FREEWAY INCIDENT MANAGEMENT-TOWING (FY 2020-2022)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$8,000,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$8,000,000**

Cost of Approved Phases: $8,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$8,000,000	---	---	---	---	$8,000,000
Funding by Share:	$8,000,000	---	---	---	---	$8,000,000

HOUSTON	MULTIPLE	0912-00-562	VA	C	NONE	METRO	**$3,750,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 17134
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: STBG FY 2019
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$3,750,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,750,000**

Cost of Approved Phases: $3,750,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,000,000	---	---	$750,000	---	$3,750,000
Funding by Share:	$3,000,000	---	---	$750,000	---	$3,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-563	VA	C	NONE	METRO	**$1,250,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 17135
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: CMAQ FY 2019
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: **$1,250,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-568	VA	C	NONE	METRO	**$1,250,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 17141
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL: CMAQ FY 2020
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: **$1,250,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-569	VA	C	NONE	METRO	**$3,750,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 17140
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL: STBG FY 2020
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$3,750,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,750,000**

Cost of Approved Phases: **$3,750,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,000,000	---	---	$750,000	---	$3,750,000
Funding by Share:	$3,000,000	---	---	$750,000	---	$3,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-614	VA	C	NONE	H-GAC	**$1,150,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 16354
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: DEVELOP LIBERTY COUNTY MOBILITY PLAN AND MONTGOMERY COUNTY PRECINCT 2 MOBILITY PLAN
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,150,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,150,000**

Cost of Approved Phases: **$1,150,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$1,150,000	---	---	---	---	$1,150,000
Funding by Share:	$1,150,000	---	---	---	---	$1,150,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-623	VA	T	NONE	METRO	**$2,344,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 18163
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL TRANSIT FARE COLLECTION SYSTEM: FY 2020
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,344,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,344,000**

Cost of Approved Phases: **$2,344,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,344,000	---	---	---	---	$2,344,000
Funding by Share:	$2,344,000	---	---	---	---	$2,344,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-546	VA	C	HOUSTON	METRO	**$5,625,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA
MPO PROJECT ID: 11716
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL (STBG): FY 2019
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$5,625,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$5,625,000**

Cost of Approved Phases: **$5,625,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$4,500,000	---	---	$1,125,000	---	$5,625,000
Funding by Share:	$4,500,000	---	---	$1,125,000	---	$5,625,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-548	VA	C	HOUSTON	METRO	**$3,750,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA
MPO PROJECT ID: 11718
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL (STBG): FY 2020
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$3,750,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,750,000**

Cost of Approved Phases: **$3,750,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,000,000	---	---	$750,000	---	$3,750,000
Funding by Share:	$3,000,000	---	---	$750,000	---	$3,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-617	VA	T	SUGAR LAND	FORT BEND COUNTY PUBLIC TRANSPORTA	**$4,504,864**

REV DATE: 07/2020
STREET: VA
MPO PROJECT ID: 18012
LIMITS FROM: UNIVERSITY BLVD
FUNDING CATEGORY: 5
LIMITS TO: DOWNTOWN HOUSTON
MTP REFERENCE:
TIP DESCRIPTION: PURCHASE 28 NEW COMMUTER BUSES FOR NEW SERVICE FROM FBC TO DOWNTOWN HOUSTON
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$4,504,864
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$4,504,864**

Cost of Approved Phases: **$4,504,864**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$4,504,864	---	---	---	---	$4,504,864
Funding by Share:	$4,504,864	---	---	---	---	$4,504,864

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	WALLER	0912-00-580	CS	C,E	WALLER	CITY OF WALLER	**$1,383,770**

REV DATE: 07/2020
STREET: 1) FARR ST; 2) WALLER ST
MPO PROJECT ID: 5055
LIMITS FROM: 1) WALLER ST; 2) FM 362
FUNDING CATEGORY: 9
LIMITS TO: 1) S OF TAYLOR ST; 2) FARR ST
MTP REFERENCE:
TIP DESCRIPTION: SIDEWALK AND ADA RAMP CONSTRUCTION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$122,685
Right Of Way:	---
Construction:	$1,243,966
Construction Engineering:	$17,119
Contingencies:	$14,578
Indirects:	$63,558
Bond Financing:	---
Total Project Cost:	**$1,461,906**

Cost of Approved Phases: **$1,383,770**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$1,107,016	$171,188	---	$105,566	---	$1,383,770
Funding by Share:	$1,107,016	$171,188	---	$105,566	---	$1,383,770

OBSOLETE

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

OBSOLETE

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	WALLER	0523-04-017	FM	C	NONE	TXDOT HOUSTON DISTRICT	**$2,000,000**

REV DATE: 07/2020

STREET: FM 1488
MPO PROJECT ID: 16315
LIMITS FROM: W OF JOSEPH RD
FUNDING CATEGORY: 2
LIMITS TO: MONTGOMERY C/L
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2-LANE TO 4-LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$98,000
Right Of Way:	$195,000
Construction:	$2,000,000
Construction Engineering:	$120,000
Contingencies:	$200,000
Indirects:	$101,600
Bond Financing:	---
Total Project Cost:	**$2,714,600**

Cost of Approved Phases: **$2,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	**Funding By Category**
2-METRO-TMA:	---	$2,000,000	---	---	---	$2,000,000
Funding by Share:	---	$2,000,000	---	---	---	$2,000,000

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-111	SH	C	MANVEL	TXDOT HOUSTON DISTRICT	**$30,400,000**

REV DATE: 07/2020

STREET: SH 288
LIMITS FROM: RODEO PALMS PKWY
LIMITS TO: SH6
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION AND NEW SB 2-LANE FRONTAGE ROAD
REMARKS:

MPO PROJECT ID: 18401
FUNDING CATEGORY: 7
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,489,600
Right Of Way:	---
Construction:	$30,400,000
Construction Engineering:	$1,216,000
Contingencies:	$3,040,000
Indirects:	$1,544,320
Bond Financing:	---
Total Project Cost:	**$37,689,920**

Cost of Approved Phases: $30,400,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$24,320,000	$6,080,000	---	---	---	$30,400,000
Funding by Share:	$24,320,000	$6,080,000	---	---	---	$30,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA		CS	C	PEARLAND	CITY OF PEARLAND	**$19,545,000**

REV DATE: 07/2020

STREET: BAILEY RD
LIMITS FROM: VETERANS DR
LIMITS TO: MAIN ST (SH 35)
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH IMPROVED DRAINAGE
REMARKS:

MPO PROJECT ID: 18134
FUNDING CATEGORY: 3
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$957,705
Right Of Way:	---
Construction:	$19,545,000
Construction Engineering:	$977,250
Contingencies:	$1,954,500
Indirects:	$992,886
Bond Financing:	---
Total Project Cost:	**$24,427,341**

Cost of Approved Phases: $19,545,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$19,545,000	$19,545,000
Funding by Share:	---	---	---	---	$19,545,000	$19,545,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-293	CS	C,R	PEARLAND	CITY OF PEARLAND	**$4,655,822**

REV DATE: 07/2020

STREET: SMITH RANCH RD
LIMITS FROM: HUGHES RANCH RD
LIMITS TO: N OF BROADWAY (FM 518)
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

MPO PROJECT ID: 11654
FUNDING CATEGORY: 7
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$171,101
Right Of Way:	$1,163,956
Construction:	$3,491,867
Construction Engineering:	$209,512
Contingencies:	$349,187
Indirects:	$177,387
Bond Financing:	---
Total Project Cost:	**$5,563,009**

Cost of Approved Phases: $4,655,822

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,724,657	---	---	$931,165	---	$4,655,822
Funding by Share:	$3,724,657	---	---	$931,165	---	$4,655,822

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2022 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-120	SH 288	C	IOWA COLONY	TXDOT HOUSTON DISTRICT	**$8,032,000**

REV DATE: 07/2020

STREET: SH 288
LIMITS FROM: SH 6
LIMITS TO: FM 1462
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

MPO PROJECT ID: 17090
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$393,568
Right Of Way:	---
Construction:	$8,032,000
Construction Engineering:	$401,600
Contingencies:	$803,200
Indirects:	$408,026
Bond Financing:	---
Total Project Cost:	**$10,038,394**

Cost of Approved Phases: $8,032,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$6,425,600	$1,606,400	---	---	---	$8,032,000
Funding by Share:	$6,425,600	$1,606,400	---	---	---	$8,032,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-03-022	SH 36	C	WEST COLUMBIA	TXDOT HOUSTON DISTRICT	**$8,300,000**

REV DATE: 07/2020

STREET: SH 36
LIMITS FROM: N OF CR 467/HOGG RANCH RD
LIMITS TO: SH 35
TIP DESCRIPTION: GRADE SEPARATION OVER NEW SH 35 AND RESTRIPE PAVEMENT FROM 2 TO 4 LANES
REMARKS:

MPO PROJECT ID: 14712
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$377,643
Right Of Way:	$1,686,177
Construction:	$7,707,000
Construction Engineering:	$361,458
Contingencies:	$576,483
Indirects:	$364,541
Bond Financing:	---
Total Project Cost:	**$11,073,302**

Cost of Approved Phases: $8,300,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$6,640,000	$1,660,000	---	---	---	$8,300,000
Funding by Share:	$6,640,000	$1,660,000	---	---	---	$8,300,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-04-025	SH 36	C	NONE	TXDOT HOUSTON DISTRICT	**$37,400,000**

REV DATE: 07/2020

STREET: SH 36
LIMITS FROM: SH 35
LIMITS TO: N OF SH 332
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

MPO PROJECT ID: 252
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,832,600
Right Of Way:	$6,160,000
Construction:	$37,400,000
Construction Engineering:	$1,496,000
Contingencies:	$3,740,000
Indirects:	$1,899,920
Bond Financing:	---
Total Project Cost:	**$52,528,520**

Cost of Approved Phases: $37,400,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$29,920,000	$7,480,000	---	---	---	$37,400,000
Funding by Share:	$29,920,000	$7,480,000	---	---	---	$37,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-04-035	SH 36	C	WEST COLUMBIA	TXDOT HOUSTON DISTRICT	**$28,000,000**

REV DATE: 07/2020

STREET: SH 36
MPO PROJECT ID: 256
LIMITS FROM: S OF SH 35
FUNDING CATEGORY: 2
LIMITS TO: FM 522
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT TO 4 LANE DIVIDED WITH CLTL, INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,372,000
Right Of Way:	$9,070,000
Construction:	$28,000,000
Construction Engineering:	$1,120,000
Contingencies:	$2,800,000
Indirects:	$1,422,400
Bond Financing:	---
Total Project Cost:	**$43,784,400**

Cost of Approved Phases: $28,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$22,400,000	$5,600,000	---	---	---	$28,000,000
Funding by Share:	$22,400,000	$5,600,000	---	---	---	$28,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-04-050	SH 36	C	WEST COLUMBIA	TXDOT HOUSTON DISTRICT	**$9,600,000**

REV DATE: 07/2020

STREET: SH 36
MPO PROJECT ID: 14258
LIMITS FROM: SH 35
FUNDING CATEGORY: 2
LIMITS TO: S OF SH 35
MTP REFERENCE:
TIP DESCRIPTION: GRADE SEPARATION OVER NEW SH 35 AND RESTRIPE PAVEMENT FROM 2 TO 4 LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$470,400
Right Of Way:	$721,750
Construction:	$9,600,000
Construction Engineering:	$480,000
Contingencies:	$960,000
Indirects:	$487,680
Bond Financing:	---
Total Project Cost:	**$12,719,830**

Cost of Approved Phases: $9,600,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$7,680,000	$1,920,000	---	---	---	$9,600,000
Funding by Share:	$7,680,000	$1,920,000	---	---	---	$9,600,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-00-560	VA	C,E (REVIEW)	PEARLAND	CITY OF PEARLAND	**$8,098,000**

REV DATE: 07/2020

STREET: CLEAR CREEK TRAIL
MPO PROJECT ID: 7641
LIMITS FROM: UH CLEAR LAKE PEARLAND CAMPUS
FUNDING CATEGORY: 9
LIMITS TO: N OF HUGHES RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 10 FOOT MULTIUSE TRAIL
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,060,000
Right Of Way:	
Construction:	$7,948,000
Construction Engineering:	$404,900
Contingencies:	$809,800
Indirects:	$411,378
Bond Financing:	---
Total Project Cost:	$10,634,078

Cost of Approved Phases: $8,098,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$6,478,400	---	---	$1,619,600	---	$8,098,000
Funding by Share:	$6,478,400	---	---	$1,619,600	---	$8,098,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C	SUGAR LAND	CITY OF SUGAR LAND	**$2,500,000**

REV DATE: 07/2020
STREET: UNIVERSITY BLVD
MPO PROJECT ID: 11196
LIMITS FROM: US 59
FUNDING CATEGORY: 3
LIMITS TO: SH 6
MTP REFERENCE:
TIP DESCRIPTION: WIDEN 4-LANE TO 6-LANE (PHASE 2)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$122,500
Right Of Way:	---
Construction:	$2,500,000
Construction Engineering:	$150,000
Contingencies:	$250,000
Indirects:	$127,000
Bond Financing:	---
Total Project Cost:	**$3,149,500**

Cost of Approved Phases: **$2,500,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$2,500,000	$2,500,000
Funding by Share:	---	---	---	---	$2,500,000	$2,500,000

HOUSTON	FORT BEND	0188-09-051	FM	C	NONE	TXDOT HOUSTON DISTRICT	**$57,000,000**

REV DATE: 07/2020
STREET: FM 723
MPO PROJECT ID: 18515
LIMITS FROM: BEADLE LN
FUNDING CATEGORY: 2
LIMITS TO: N OF BRAZOS RIVER
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4-LANES DIVIDED ROADWAY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,793,000
Right Of Way:	---
Construction:	$57,000,000
Construction Engineering:	$2,280,000
Contingencies:	$5,700,000
Indirects:	$2,895,600
Bond Financing:	---
Total Project Cost:	**$70,668,600**

Cost of Approved Phases: **$57,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$45,600,000	$11,400,000	---	---	---	$57,000,000
Funding by Share:	$45,600,000	$11,400,000	---	---	---	$57,000,000

HOUSTON	FORT BEND	0188-10-028	FM 1463	C	NONE	TXDOT HOUSTON DISTRICT	**$41,300,000**

REV DATE: 07/2020
STREET: FM 1463
MPO PROJECT ID: 11
LIMITS FROM: N OF WESTRIDGE CREEK LN
FUNDING CATEGORY: 2
LIMITS TO: FM 1093
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 -LANES FROM N OF WESTRIDGE CREEK LANE TO TAMARRON PKWY (0.56 M) AND CORBITT RD TO CINCO RANCH BLVD (1.14 M), 2 TO 6-LANES FROM TAMARRON PKWY TO CORBITT RD (0.4 M) AND CINCO RANCH BLVD TO FM 1093 (1.58 M) WITH RAISED MEDIAN, INTERSECTION IMPROVEMENTS AND PEDESTRIAN AND BICYCLE ACCOMMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,023,700
Right Of Way:	$3,890,000
Construction:	$41,300,000
Construction Engineering:	$1,652,000
Contingencies:	$4,130,000
Indirects:	$2,098,040
Bond Financing:	---
Total Project Cost:	**$55,093,740**

Cost of Approved Phases: **$41,300,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$33,040,000	$8,260,000	---	---	---	$41,300,000
Funding by Share:	$33,040,000	$8,260,000	---	---	---	$41,300,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		SH 99	C		FORT BEND COUNTY	**$17,343,154**

REV DATE: 07/2020
STREET: SH 99
MPO PROJECT ID: 18032
LIMITS FROM: AT PEEK RD
FUNDING CATEGORY: 5
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCTION OF OVERPASS. INSTALL TRAFFIC SIGNALS FOR AT-GRADE PORTION OF INTERSECTION AND RECONFIGURE EXISTING ENTRANCE AND EXIT RAMPS FOR SH 99.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$849,815
Right Of Way:	---
Construction:	$17,343,154
Construction Engineering:	$867,158
Contingencies:	$1,734,315
Indirects:	$881,032
Bond Financing:	---
Total Project Cost:	**$21,675,474**

Cost of Approved Phases: **$17,343,154**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$13,874,523	$3,468,631	---	---	---	$17,343,154
Funding by Share:	$13,874,523	$3,468,631	---	---	---	$17,343,154

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C,E,R	GALVESTON	CITY OF GALVESTON	**$17,300,000**

REV DATE: 07/2020
STREET: 61ST ST
MPO PROJECT ID: 9403
LIMITS FROM: BROADWAY ST/SH 87
FUNDING CATEGORY: 3
LIMITS TO: HARBORSIDE DR/SH 275
MTP REFERENCE:
TIP DESCRIPTION: 4 LANE EXTENSION TO HARBORSIDE DR
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$565,209
Right Of Way:	$2,883,718
Construction:	$11,534,871
Construction Engineering:	$576,744
Contingencies:	$1,153,487
Indirects:	$585,971
Bond Financing:	---
Total Project Cost:	**$17,300,000**

Cost of Approved Phases: **$17,300,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$17,300,000	$17,300,000
Funding by Share:	---	---	---	---	$17,300,000	$17,300,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	3049-01-022	FM 646	C	LEAGUE CITY	TXDOT HOUSTON DISTRICT	**$31,127,000**

REV DATE: 07/2020
STREET: FM 646
MPO PROJECT ID: 514
LIMITS FROM: EDMUNDS WAY
FUNDING CATEGORY: 2
LIMITS TO: FM 1266
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIAN AND RAILROAD OVERPASS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,525,223
Right Of Way:	$6,150,000
Construction:	$31,127,000
Construction Engineering:	$1,245,080
Contingencies:	$3,112,700
Indirects:	$1,581,252
Bond Financing:	---
Total Project Cost:	**$44,741,255**

Cost of Approved Phases: **$31,127,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$24,901,600	$6,225,400	---	---	---	$31,127,000
Funding by Share:	$24,901,600	$6,225,400	---	---	---	$31,127,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2022 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0500-01-119	IH 45	C	GALVESTON	TXDOT HOUSTON DISTRICT	**$114,000,000**

REV DATE: 07/2020

STREET: IH 45 S
MPO PROJECT ID: 282
LIMITS FROM: S OF CAUSEWAY
FUNDING CATEGORY: 2
LIMITS TO: 61ST ST
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES AND BOTH 2 LANE FRONTAGE ROADS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$5,586,000
Right Of Way:	$36,400,000
Construction:	$114,000,000
Construction Engineering:	$4,560,000
Contingencies:	$11,400,000
Indirects:	$5,791,200
Bond Financing:	---
Total Project Cost:	**$177,737,200**

Cost of Approved Phases: **$114,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$91,200,000	$22,800,000	---	---	---	$114,000,000
Funding by Share:	$91,200,000	$22,800,000	---	---	---	$114,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0389-06-088	SH 146	C	KEMAH	TXDOT HOUSTON DISTRICT	**$102,000,000**

REV DATE: 07/2020

STREET: SH 146
MPO PROJECT ID: 468
LIMITS FROM: FM 518
FUNDING CATEGORY: 2
LIMITS TO: FM 517
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES WITH GRADE SEPARATION AT SH 96
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,998,000
Right Of Way:	$60,705,000
Construction:	$102,000,000
Construction Engineering:	$4,080,000
Contingencies:	$10,200,000
Indirects:	$5,181,600
Bond Financing:	---
Total Project Cost:	**$187,164,600**

Cost of Approved Phases: **$102,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$81,600,000	$20,400,000	---	---	---	$102,000,000
Funding by Share:	$81,600,000	$20,400,000	---	---	---	$102,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0271-07-323		C,E,R	HOUSTON	CITY OF HOUSTON - HOUSTON PUBLIC WO	**$3,224,995**

REV DATE: 07/2020

STREET: MEMORIAL PARK BICYCLE PEDESTRIAN CONNNECTION
MPO PROJECT ID: 18146
LIMITS FROM: WESTCOTT ST
FUNDING CATEGORY: 9
LIMITS TO: COHN ST
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 10' CONCRETE SHARED USE PATH INCLUDES STRIPING, BRIDGE RAILING, PAVEMENT MARKINGS, SIGNAGE, LANDSCAPE/HARDSCAPE AS WELL AS ASSOCIATED INTERSECTION IMPROVEMENTS.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$120,648
Right Of Way:	$123,110
Construction:	$2,462,204
Construction Engineering:	$147,732
Contingencies:	$246,220
Indirects:	$125,080
Bond Financing:	---
Total Project Cost:	**$3,224,995**

Cost of Approved Phases: **$3,224,995**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$2,579,996	$644,999	---	---	---	$3,224,995
Funding by Share:	$2,579,996	$644,999	---	---	---	$3,224,995

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-381	CS	C	HOUSTON	CITY OF HOUSTON	**$25,465,000**

REV DATE: 07/2020
STREET: FONDREN RD
MPO PROJECT ID: 17093
LIMITS FROM: BRAESWOOD BLVD S
FUNDING CATEGORY: 7
LIMITS TO: AIRPORT BLVD W
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANES WITH TRAFFIC SIGNAL AND DRAINAGE IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,247,785
Right Of Way:	---
Construction:	$25,465,000
Construction Engineering:	$1,018,600
Contingencies:	$2,546,500
Indirects:	$1,293,622
Bond Financing:	---
Total Project Cost:	**$31,571,507**

Cost of Approved Phases: **$25,465,000**

Authorized Funding by Category/Share:

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

HOUSTON	HARRIS	0912-72-583	CS	C,E,R	HOUSTON	CITY OF HOUSTON - HOUSTON PUBLIC WO	**$736,806**

REV DATE: 07/2020
STREET: GALVESTON RD
MPO PROJECT ID: 18030
LIMITS FROM: SIMS BAYOU NORTH BANK
FUNDING CATEGORY: 9
LIMITS TO: SIMS BAYOU SOUTH BANK
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT PED/BIKE BRIDGE WITH RAILINGS AND SIGNAGE.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$26,947
Right Of Way:	$27,497
Construction:	$549,937
Construction Engineering:	$49,494
Contingencies:	$54,994
Indirects:	$27,937
Bond Financing:	---
Total Project Cost:	**$736,806**

Cost of Approved Phases: **$736,806**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$589,441	$147,365	---	---	---	$736,806
Funding by Share:	$589,441	$147,365	---	---	---	$736,806

HOUSTON	HARRIS	0912-72-359	CS	C,E (REVIEW)	BAYTOWN	CITY OF BAYTOWN	**$16,012,000**

REV DATE: 07/2020
STREET: GARTH RD
MPO PROJECT ID: 17096
LIMITS FROM: IH 10
FUNDING CATEGORY: 7
LIMITS TO: BAKER RD
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,641,000
Right Of Way:	$1,090,000
Construction:	$15,862,000
Construction Engineering:	$800,600
Contingencies:	$1,601,200
Indirects:	$813,410
Bond Financing:	---
Total Project Cost:	**$21,808,210**

Cost of Approved Phases: **$16,012,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$12,809,600	---	---	$3,202,400	---	$16,012,000
Funding by Share:	$12,809,600	---	---	$3,202,400	---	$16,012,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-71-836	CS	C,E (REVIEW)	HOUSTON	CITY OF HOUSTON	**$16,000,000**

REV DATE: 07/2020
STREET: GREENS RD
MPO PROJECT ID: 5030
LIMITS FROM: JFK BLVD
FUNDING CATEGORY: 7
LIMITS TO: IH 69
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 LANE TO 4-LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$859,000
Right Of Way:	---
Construction:	$15,925,000
Construction Engineering:	$800,000
Contingencies:	$1,600,000
Indirects:	$812,800
Bond Financing:	---
Total Project Cost:	**$19,996,800**

Cost of Approved Phases: **$16,000,000**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	T	HOUSTON	GREATER EAST END MANAGEMENT DISTRIC	**$8,963,456**

REV DATE: 07/2020
STREET: HARRISBURG BLVD
MPO PROJECT ID: 18144
LIMITS FROM: AT 4500 HARRISBURG BLVD
FUNDING CATEGORY: 5
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: PURCHASE LONG-TERM CAPITAL LEASE OF 250 PARKING SPACES AND ASSOCIATED INCIDENTAL SPACE FOR THE EASTWOOD INTERMODAL TERMINAL
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$8,963,456
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$8,963,456**

Cost of Approved Phases: **$8,963,456**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$5,839,934	---	---	$3,123,522	---	$8,963,456
Funding by Share:	$5,839,934	---	---	$3,123,522	---	$8,963,456

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-365	CS	C,E (REVIEW)	HOUSTON	CITY OF HOUSTON	**$4,031,000**

REV DATE: 07/2020
STREET: HOUSTON CBD
MPO PROJECT ID: 17047
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: IMPLEMENTATION OF AUTOMATED PARKING GUIDANCE SYSTEM (AGPS) INCLUDING DYNAMIC MESSAGE SIGNS AND INFORMATION SYSTEMS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$272,519
Right Of Way:	---
Construction:	$3,956,000
Construction Engineering:	$241,860
Contingencies:	$403,100
Indirects:	$204,775
Bond Financing:	---
Total Project Cost:	**$5,078,254**

Cost of Approved Phases: **$4,031,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$3,224,800	---	---	$806,200	---	$4,031,000
Funding by Share:	$3,224,800	---	---	$806,200	---	$4,031,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-541	CS	C,E,R	WEBSTER	CITY OF WEBSTER	**$7,962,692**

REV DATE: 07/2020
STREET: NASA RD 1 BYPASS
MPO PROJECT ID: 17081
LIMITS FROM: FM 528
FUNDING CATEGORY: 7
LIMITS TO: LANDING BLVD/NASA 1 BYPASS AT IH 45S
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE DIVIDED ROADWAY ON NEW ALIGNMENT WITH PEDESTRIAN/BICYCLE ACCOMODATIONS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$260,149
Right Of Way:	$1,327,292
Construction:	$5,309,169
Construction Engineering:	$265,458
Contingencies:	$530,917
Indirects:	$269,706
Bond Financing:	---
Total Project Cost:	**$7,962,692**

Cost of Approved Phases: $7,962,692

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$5,512,846	---	---	$2,449,846	---	$7,962,692
Funding by Share:	$5,512,846	---	---	$2,449,846	---	$7,962,692

HOUSTON	HARRIS	CS	C	PASADENA	CITY OF PASADENA	**$3,410,975**

REV DATE: 07/2020
STREET: RED BLUFF RD
MPO PROJECT ID: 11058
LIMITS FROM: SH 225
FUNDING CATEGORY: 3
LIMITS TO: BEARLE ST
MTP REFERENCE:
TIP DESCRIPTION: DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT SH 225, BEARLE AND THOMAS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$167,138
Right Of Way:	---
Construction:	$3,410,975
Construction Engineering:	$204,659
Contingencies:	$341,098
Indirects:	$173,278
Bond Financing:	---
Total Project Cost:	**$4,297,146**

Cost of Approved Phases: $3,410,975

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCALCONT	---	---	---	---	$3,410,975	$3,410,975
Funding by Share:	---	---	---	---	$3,410,975	$3,410,975

HOUSTON	HARRIS	CS	C	PASADENA	CITY OF PASADENA	**$10,100,000**

REV DATE: 07/2020
STREET: RED BLUFF RD
MPO PROJECT ID: 11060
LIMITS FROM: BEARLE ST
FUNDING CATEGORY: 3
LIMITS TO: SOUTH ST
MTP REFERENCE:
TIP DESCRIPTION: DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT BURKE/GRAND, HARRIS/NORTH, PRESTON AND SOUTH
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$494,900
Right Of Way:	---
Construction:	$10,100,000
Construction Engineering:	$505,000
Contingencies:	$1,010,000
Indirects:	$513,080
Bond Financing:	---
Total Project Cost:	**$12,622,980**

Cost of Approved Phases: $10,100,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$10,100,000	$10,100,000
Funding by Share:	---	---	---	---	$10,100,000	$10,100,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2022 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	PASADENA	CITY OF PASADENA	**$3,842,079**

REV DATE: 07/2020
STREET: RED BLUFF RD
MPO PROJECT ID: 11061
LIMITS FROM: SOUTH ST
FUNDING CATEGORY: 3
LIMITS TO: BW 8
MTP REFERENCE:
TIP DESCRIPTION: DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT SAN AUGUSTINE/ORREL AND BW 8
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$188,262
Right Of Way:	---
Construction:	$3,842,079
Construction Engineering:	$230,525
Contingencies:	$384,208
Indirects:	$195,178
Bond Financing:	---
Total Project Cost:	**$4,840,251**

Cost of Approved Phases: $3,842,079

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$3,842,079	$3,842,079
Funding by Share:	---	---	---	---	$3,842,079	$3,842,079

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-385	CS	C	HOUSTON	CITY OF HOUSTON	**$12,176,000**

REV DATE: 07/2020
STREET: WESTPARK DR
MPO PROJECT ID: 17094
LIMITS FROM: DAIRY ASHFORD RD
FUNDING CATEGORY: 7
LIMITS TO: WILCREST ST
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE AND PUBLIC UTILITY IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$596,624
Right Of Way:	---
Construction:	$12,176,000
Construction Engineering:	$608,800
Contingencies:	$1,217,600
Indirects:	$618,541
Bond Financing:	---
Total Project Cost:	**$15,217,565**

Cost of Approved Phases: $12,176,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$9,740,800	---	---	$2,435,200	---	$12,176,000
Funding by Share:	$9,740,800	---	---	$2,435,200	---	$12,176,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	2941-02-062	FM 2920	C	NONE	TXDOT HOUSTON DISTRICT	**$968,643**

REV DATE: 07/2020
STREET: FM 2920
MPO PROJECT ID: 18019
LIMITS FROM: KUYKENDAHL RD
FUNDING CATEGORY: 5
LIMITS TO: WILLOW ST
MTP REFERENCE:
TIP DESCRIPTION: ACCESS MANAGEMENT TREATMENTS INCLUDE CONSTRUCTION OF A RAISED MEDIAN WITH CHANNELIZATION, CONSTRUCTION OF RIGHT TURN LANES, OPTIMIZED SIGNAL TIMING AND IMPROVED SIGNAGE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$47,464
Right Of Way:	---
Construction:	$968,643
Construction Engineering:	$87,178
Contingencies:	$96,864
Indirects:	$49,207
Bond Financing:	---
Total Project Cost:	**$1,249,356**

Cost of Approved Phases: $968,643

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$774,914	$193,729	---	---	---	$968,643
Funding by Share:	$774,914	$193,729	---	---	---	$968,643

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
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HOUSTON DISTRICT
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Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	2941-02-062	FM 2920	C	NONE	TXDOT HOUSTON DISTRICT	**$1,411,259**

REV DATE: 07/2020
STREET: FM 2920
MPO PROJECT ID: 18145
LIMITS FROM: KUYKENDAHL RD
FUNDING CATEGORY: 7
LIMITS TO: LEXINGTON RD
MTP REFERENCE:
TIP DESCRIPTION: VARIOUS ACCESS MANAGEMENT TREATMENTS ALONG FM 2920 FROM LEXINGTON ROAD TO KUYKENDAHL ROAD. TREATMENTS INCLUDE CONSTRUCTION OF A RAISED MEDIAN WITH CHANNELIZATION, CONSTRUCTION OF RIGHT TURN LANES, OPTIMIZED SIGNAL TIMING AND IMPROVED SIGNAGE.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$69,152
Right Of Way:	---
Construction:	$1,411,259
Construction Engineering:	$84,676
Contingencies:	$141,126
Indirects:	$71,692
Bond Financing:	---
Total Project Cost:	**$1,777,904**

Cost of Approved Phases: $1,411,259

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$1,129,007	$282,252	---	---	---	$1,411,259
Funding by Share:	$1,129,007	$282,252	---	---	---	$1,411,259

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0500-03-601	IH	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$1,143,770,000**

REV DATE: 07/2020
STREET: IH 45
MPO PROJECT ID: 16329
LIMITS FROM: AT IH 69 S
FUNDING CATEGORY: 3,4,12
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT IH45/IH69 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.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$56,044,730
Right Of Way:	$423,600,000
Construction:	$1,143,770,000
Construction Engineering:	$45,750,800
Contingencies:	$114,377,000
Indirects:	$58,103,516
Bond Financing:	---
Total Project Cost:	**$1,841,646,046**

Cost of Approved Phases: $1,143,770,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-DB:	$222,960,000	$55,740,000	---	---	---	$278,700,000
4-ST-WIDE:	$286,664,000	$71,666,000	---	---	---	$358,330,000
12-STRATEGIC:	$405,392,000	$101,348,000	---	---	---	$506,740,000
Funding by Share:	$915,016,000	$228,754,000	---	---	---	$1,143,770,000

HOUSTON-GALVESTON MPO
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Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0500-08-001	IH	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$1,064,933,000**

REV DATE: 07/2020
STREET: IH 45
MPO PROJECT ID: 16330
LIMITS FROM: AT IH 69/IH 10
FUNDING CATEGORY: 3,4,12
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: 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.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$52,181,717
Right Of Way:	$118,700,000
Construction:	$1,064,933,000
Construction Engineering:	$42,597,320
Contingencies:	$106,493,300
Indirects:	$54,098,596
Bond Financing:	---
Total Project Cost:	**$1,439,003,933**

Cost of Approved Phases: **$1,064,933,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-DB:	$146,400,000	$36,600,000	---	---	---	$183,000,000
4-ST-WIDE:	$349,234,400	$87,308,600	---	---	---	$436,543,000
12-STRATEGIC:	$356,312,000	$89,078,000	---	---	---	$445,390,000
Funding by Share:	$851,946,400	$212,986,600	---	---	---	$1,064,933,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0500-03-598	IH 45	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$242,700,000**

REV DATE: 07/2020
STREET: IH 45 S
MPO PROJECT ID: 16336
LIMITS FROM: IH 69
FUNDING CATEGORY: 4
LIMITS TO: IH 10
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT PARKWAY CONNECTORS INTO DOWNTOWN HOUSTON AND REMOVE EXISTING PIERCE ELEVATED (NHHIP SEG - 3)

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$11,892,300
Right Of Way:	$14,600,000
Construction:	$242,700,000
Construction Engineering:	$9,708,000
Contingencies:	$24,270,000
Indirects:	$12,329,160
Bond Financing:	---
Total Project Cost:	**$315,499,460**

Cost of Approved Phases: **$242,700,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
4-ST-WIDE:	$194,160,000	$48,540,000	---	---	---	$242,700,000
Funding by Share:	$194,160,000	$48,540,000	---	---	---	$242,700,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0027-13-200	IH 69	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$260,740,000**

REV DATE: 07/2020
STREET: IH 69 S
MPO PROJECT ID: 7428
LIMITS FROM: IH 45
FUNDING CATEGORY: 12
LIMITS TO: SH 288
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 8 TO 12 MAIN LANES AND RECONSTRUCT IH 69/SH 288 INTERCHANGE (NHHIP SEG-3)

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$12,776,260
Right Of Way:	$24,055,000
Construction:	$260,740,000
Construction Engineering:	$10,429,600
Contingencies:	$26,074,000
Indirects:	$13,245,592
Bond Financing:	---
Total Project Cost:	**$347,320,452**

Cost of Approved Phases: **$260,740,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$140,192,000	$120,548,000	---	---	---	$260,740,000
Funding by Share:	$140,192,000	$120,548,000	---	---	---	$260,740,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0027-13-201	IH 69	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$260,000,000**

REV DATE: 07/2020

STREET: IH 69 S
MPO PROJECT ID: 155
LIMITS FROM: SH 288
FUNDING CATEGORY: 12
LIMITS TO: SP 527
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 6 TO 10 MAIN LANES (NHHIP SEG-3)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$12,740,000
Right Of Way:	$55,200,000
Construction:	$260,000,000
Construction Engineering:	$10,400,000
Contingencies:	$26,000,000
Indirects:	$13,208,000
Bond Financing:	---
Total Project Cost:	**$377,548,000**

Cost of Approved Phases: **$260,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$208,000,000	$52,000,000	---	---	---	$260,000,000
Funding by Share:	$208,000,000	$52,000,000	---	---	---	$260,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0027-13-221	IH 69	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$65,500,000**

REV DATE: 07/2020

STREET: MCGOWEN, TUAM AND ELGIN ST
MPO PROJECT ID: 16337
LIMITS FROM: AT IH 69
FUNDING CATEGORY: 12
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT 3 BRIDGES (NHHIP SEG-3)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,209,500
Right Of Way:	$4,500,000
Construction:	$65,500,000
Construction Engineering:	$2,620,000
Contingencies:	$6,550,000
Indirects:	$3,327,400
Bond Financing:	---
Total Project Cost:	**$85,706,900**

Cost of Approved Phases: **$65,500,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$52,400,000	$13,100,000	---	---	---	$65,500,000
Funding by Share:	$52,400,000	$13,100,000	---	---	---	$65,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0178-09-019	SH	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$28,000,000**

REV DATE: 07/2020

STREET: SH 35 (Spur 5)
MPO PROJECT ID: 210
LIMITS FROM: LONG DR
FUNDING CATEGORY: 12
LIMITS TO: BELLFORT
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 2 LANE FRONTAGE ROADS ON NEW LOCATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,372,000
Right Of Way:	---
Construction:	$28,000,000
Construction Engineering:	$1,120,000
Contingencies:	$2,800,000
Indirects:	$1,422,400
Bond Financing:	---
Total Project Cost:	**$34,714,400**

Cost of Approved Phases: **$28,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$22,400,000	$5,600,000	---	---	---	$28,000,000
Funding by Share:	$22,400,000	$5,600,000	---	---	---	$28,000,000

HOUSTON-GALVESTON MPO
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Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0389-05-087	SH 146	C	LA PORTE	TXDOT HOUSTON DISTRICT	**$92,800,000**

REV DATE: 07/2020
STREET: SH 146
MPO PROJECT ID: 137
LIMITS FROM: FAIRMONT PARKWAY
FUNDING CATEGORY: 2
LIMITS TO: RED BLUFF RD
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6-LANES WITH TWO 2-LANE FRONTAGE ROADS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,547,200
Right Of Way:	$40,780,000
Construction:	$92,800,000
Construction Engineering:	$3,712,000
Contingencies:	$9,280,000
Indirects:	$4,714,240
Bond Financing:	---
Total Project Cost:	**$155,833,440**

Cost of Approved Phases: $92,800,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$74,240,000	$18,560,000	---	---	---	$92,800,000
Funding by Share:	$74,240,000	$18,560,000	---	---	---	$92,800,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0389-05-127	SH 146	C	LA PORTE	TXDOT HOUSTON DISTRICT	**$3,000,000**

REV DATE: 07/2020
STREET: SH 146
MPO PROJECT ID: 17046
LIMITS FROM: FAIRMONT PKWY W
FUNDING CATEGORY: 2
LIMITS TO: NASA 1
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$147,000
Right Of Way:	---
Construction:	$3,000,000
Construction Engineering:	$180,000
Contingencies:	$300,000
Indirects:	$152,400
Bond Financing:	---
Total Project Cost:	**$3,779,400**

Cost of Approved Phases: $3,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$2,400,000	$600,000	---	---	---	$3,000,000
Funding by Share:	$2,400,000	$600,000	---	---	---	$3,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0502-01-217	SH 225	C	PASADENA	TXDOT HOUSTON DISTRICT	**$116,000,000**

REV DATE: 07/2020
STREET: SH 225
MPO PROJECT ID: 16340
LIMITS FROM: AT SL 8
FUNDING CATEGORY: 3,4
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 5 DIRECT CONNECTORS (SH 225 WB-SL 8 NB, SH225 EB-SL 8 NB, SL 8 SB-SH 225 EB, SL 8 SB-SH 225 WB, SL 8 NB- SH 225 WB - [HCTRA PROJECT])
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$5,684,000
Right Of Way:	---
Construction:	$116,000,000
Construction Engineering:	$4,640,000
Contingencies:	$11,600,000
Indirects:	$5,892,800
Bond Financing:	---
Total Project Cost:	**$143,816,800**

Cost of Approved Phases: $116,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-DB:	$46,400,000	$11,600,000	---	---	---	$58,000,000
4-ST-WIDE:	$46,400,000	$11,600,000	---	---	---	$58,000,000
Funding by Share:	$92,800,000	$23,200,000	---	---	---	$116,000,000

HOUSTON-GALVESTON MPO
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Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0178-09-018	SH 35	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$71,000,000**

REV DATE: 07/2020

STREET: SH 35 (Spur 5)
MPO PROJECT ID: 202
LIMITS FROM: IH 45
FUNDING CATEGORY: 12
LIMITS TO: GRIGGS RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 8 LANE FREEWAY ON NEW LOCATION, OVERPASSES, AND SB RAMP TO OLD SPANISH TRAIL (US 90A)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,479,000
Right Of Way:	---
Construction:	$71,000,000
Construction Engineering:	$2,840,000
Contingencies:	$7,100,000
Indirects:	$3,606,800
Bond Financing:	---
Total Project Cost:	**$88,025,800**

Cost of Approved Phases: $71,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$56,800,000	$14,200,000	---	---	---	$71,000,000
Funding by Share:	$56,800,000	$14,200,000	---	---	---	$71,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	3510-05-040	SH 99	C	NONE	TXDOT HOUSTON DISTRICT	**$4,487,000**

REV DATE: 07/2020

STREET: SH 99
MPO PROJECT ID: 17075
LIMITS FROM: IH 10
FUNDING CATEGORY: 2
LIMITS TO: FORT BEND C/L
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$219,863
Right Of Way:	---
Construction:	$4,487,000
Construction Engineering:	$269,220
Contingencies:	$448,700
Indirects:	$227,940
Bond Financing:	---
Total Project Cost:	**$5,652,723**

Cost of Approved Phases: $4,487,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$3,589,600	$897,400	---	---	---	$4,487,000
Funding by Share:	$3,589,600	$897,400	---	---	---	$4,487,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-120	TRAIL	C,E,R	HOUSTON	HARRIS COUNTY	**$8,307,347**

REV DATE: 07/2020

STREET: FM 1960/ CYPRESS CREEK PKWY SIDEWALKS
MPO PROJECT ID: 18049
LIMITS FROM: SH 249
FUNDING CATEGORY: 9
LIMITS TO: IH 45
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCTION OF ADA ACCESSIBLE SIDEWALKS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$313,171
Right Of Way:	$319,563
Construction:	$6,391,250
Construction Engineering:	$319,563
Contingencies:	$639,125
Indirects:	$324,676
Bond Financing:	---
Total Project Cost:	**$8,307,347**

Cost of Approved Phases: $8,307,347

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$6,645,878	$1,661,469	---	---	---	$8,307,347
Funding by Share:	$6,645,878	$1,661,469	---	---	---	$8,307,347

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-581	TRAIL	C,E,R	HOUSTON	CITY OF HOUSTON - HOUSTON PUBLIC WO	**$2,987,240**

REV DATE: 07/2020

STREET: MKT-WHITE OAK BAYOU BICYCLE PEDESTRIAN CONNECTION
MPO PROJECT ID: 18018
LIMITS FROM: MKT TRAIL
FUNDING CATEGORY: 9
LIMITS TO: WHITE OAK BAYOU TRAIL
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 10' SHARED USE PATH, STRIPING, BRIDGE RAILING, PAVEMENT MARKINGS, SIGNAGE, LANDSCAPE/HARDSCAPE AND ASSOCIATED INTERSECTION IMPROVEMENTS.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$111,754
Right Of Way:	$114,034
Construction:	$2,280,684
Construction Engineering:	$136,841
Contingencies:	$228,068
Indirects:	$115,859
Bond Financing:	---
Total Project Cost:	**$2,987,240**

Cost of Approved Phases: $2,987,240

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$2,389,791	$597,449	---	---	---	$2,987,240
Funding by Share:	$2,389,791	$597,449	---	---	---	$2,987,240

HOUSTON	HARRIS	0271-14-240	TRAIL	C,E,R	HOUSTON	TXDOT HOUSTON DISTRICT	**$1,100,000**

REV DATE: 07/2020

STREET: NORTHWEST TRANSIT CONNNECTION
MPO PROJECT ID: 18024
LIMITS FROM: W 12TH ST
FUNDING CATEGORY: 9
LIMITS TO: OLD KATY RD
MTP REFERENCE:
TIP DESCRIPTION: 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.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$41,151
Right Of Way:	$41,991
Construction:	$839,823
Construction Engineering:	$50,389
Contingencies:	$83,982
Indirects:	$42,663
Bond Financing:	---
Total Project Cost:	**$1,100,000**

Cost of Approved Phases: $1,100,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$880,000	$220,000	---	---	---	$1,100,000
Funding by Share:	$880,000	$220,000	---	---	---	$1,100,000

HOUSTON	HARRIS	0050-06-093	US 290	C,E,R	NONE	TXDOT HOUSTON DISTRICT	**$32,109,300**

REV DATE: 07/2020

STREET: US 290
MPO PROJECT ID: 17041
LIMITS FROM: AT CYPRESS P&R
FUNDING CATEGORY: 5
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT RAMP PROVIDING ACCESS TO THE US 290 HOV/HOT FACILITY

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,032,500
Right Of Way:	---
Construction:	$34,169,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$38,201,500**

Cost of Approved Phases: $32,109,300

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$25,687,440	---	---	$6,421,860	---	$32,109,300
Funding by Share:	$25,687,440	---	---	$6,421,860	---	$32,109,300

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2022 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0027-09-104	US 90A	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$10,000,000**

REV DATE: 07/2020

STREET: US 90A
LIMITS FROM: FORT BEND C/L
LIMITS TO: IH 610 S
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

MPO PROJECT ID: 17076
FUNDING CATEGORY: 5
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$490,000
Right Of Way:	---
Construction:	$10,000,000
Construction Engineering:	$500,000
Contingencies:	$1,000,000
Indirects:	$508,000
Bond Financing:	---
Total Project Cost:	**$12,498,000**

Cost of Approved Phases: **$10,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$8,000,000	$2,000,000	---	---	---	$10,000,000
Funding by Share:	$8,000,000	$2,000,000	---	---	---	$10,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-597	VA	C	BELLAIRE	CITY OF BELLAIRE	**$866,743**

REV DATE: 07/2020

STREET: BELLAIRE BLVD; BISSONNET ST; S RICE AVE; NEWCASTLE ST
LIMITS FROM: CHIMNEY ROCK TO NEWCASTLE; CHIMNEY ROCK TO NEWCASTLE
LIMITS TO: FOURNACE PLACE TO BEECHNUT; BISSONNET TO BEECHNUT
TIP DESCRIPTION: INSTALLATION FIBER OPTIC CABLE, TWISTED-PAIR COMMUNICATION CABLE, CLOSED-CIRCUIT (CCTV) CAMERAS, DYNAMIC MESSAGE SIGNS AND LOOP DETECTOR SENSORS AT 14 EXISTING TRAFFIC SIGNALS MAINTAINED BY THE CITY OF BELLAIRE
REMARKS:

MPO PROJECT ID: 18020
FUNDING CATEGORY: 5
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$42,470
Right Of Way:	---
Construction:	$866,743
Construction Engineering:	$78,007
Contingencies:	$86,674
Indirects:	$44,031
Bond Financing:	---
Total Project Cost:	**$1,117,925**

Cost of Approved Phases: **$866,743**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-602	VA	C	HOUSTON	METRO	**$1,200,000**

REV DATE: 07/2020

STREET: METRO SERVICE AREA
LIMITS FROM: VA
LIMITS TO: VA
TIP DESCRIPTION: METRO STAR VANPOOL (CMAQ): FY 2022
REMARKS:

MPO PROJECT ID: 11763
FUNDING CATEGORY: 5
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,200,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,200,000**

Cost of Approved Phases: **$1,200,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,200,000	---	---	---	---	$1,200,000
Funding by Share:	$1,200,000	---	---	---	---	$1,200,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2022 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-604	VA	C	HOUSTON	METRO	**$1,875,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA
MPO PROJECT ID: 11809
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL (STBG): FY 2022
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,875,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,875,000**

Cost of Approved Phases: **$1,875,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$1,500,000	---	---	$375,000	---	$1,875,000
Funding by Share:	$1,500,000	---	---	$375,000	---	$1,875,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0912-37-231	CS	C,E	CONROE	CITY OF CONROE	**$101,230,000**

REV DATE: 07/2020
STREET: OLD CONROE RD
MPO PROJECT ID: 17101
LIMITS FROM: SL 336 S
FUNDING CATEGORY: 7
LIMITS TO: FM 1488
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANES AND EXTEND ROADWAY INCLUDING BRIDGE OVER WEST FORK OF SAN JACINTO RIVER
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,728,570
Right Of Way:	---
Construction:	$96,501,430
Construction Engineering:	$3,860,057
Contingencies:	$9,650,143
Indirects:	$4,902,273
Bond Financing:	---
Total Project Cost:	**$119,642,473**

Cost of Approved Phases: **$101,230,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$77,984,000	---	---	$23,246,000	---	$101,230,000
Funding by Share:	$77,984,000	---	---	$23,246,000	---	$101,230,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	1259-01-044	FM 1097	C	NONE	TXDOT HOUSTON DISTRICT	**$14,880,000**

REV DATE: 07/2020
STREET: FM 1097
MPO PROJECT ID: 17115
LIMITS FROM: BLUEBERRY HILLS DR
FUNDING CATEGORY: 2
LIMITS TO: LAKE CONROE HILLS DR
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS LEFT TURN LANE (PMPOID 17091)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$729,120
Right Of Way:	$3,640,000
Construction:	$14,880,000
Construction Engineering:	$744,000
Contingencies:	$1,488,000
Indirects:	$755,904
Bond Financing:	---
Total Project Cost:	**$22,237,024**

Cost of Approved Phases: **$14,880,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$11,904,000	$2,976,000	---	---	---	$14,880,000
Funding by Share:	$11,904,000	$2,976,000	---	---	---	$14,880,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-04-060	SH 105	C	CONROE	TXDOT HOUSTON DISTRICT	**$30,800,000**

REV DATE: 07/2020

STREET: SH 105
MPO PROJECT ID: 504
LIMITS FROM: 10TH ST
FUNDING CATEGORY: 2,4
LIMITS TO: SL 336
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,509,200
Right Of Way:	$1,305,970
Construction:	$30,800,000
Construction Engineering:	$1,232,000
Contingencies:	$3,080,000
Indirects:	$1,564,640
Bond Financing:	---
Total Project Cost:	**$39,491,810**

Cost of Approved Phases: $30,800,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$7,520,000	$1,880,000	---	---	---	$9,400,000
4-ST-WIDE:	$17,120,000	$4,280,000	---	---	---	$21,400,000
Funding by Share:	$24,640,000	$6,160,000	---	---	---	$30,800,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-04-066	SH 105	C	CONROE	TXDOT HOUSTON DISTRICT	**$72,000,000**

REV DATE: 07/2020

STREET: SH 105
MPO PROJECT ID: 10124
LIMITS FROM: FM 1484
FUNDING CATEGORY: 2
LIMITS TO: SAN JACINTO C/L
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,528,000
Right Of Way:	$13,560,000
Construction:	$72,000,000
Construction Engineering:	$2,880,000
Contingencies:	$7,200,000
Indirects:	$3,657,600
Bond Financing:	---
Total Project Cost:	**$102,825,600**

Cost of Approved Phases: $72,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$57,600,000	$14,400,000	---	---	---	$72,000,000
Funding by Share:	$57,600,000	$14,400,000	---	---	---	$72,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$1,250,000**

REV DATE: 07/2020

STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 18362
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: CMAQ FY 2022
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: $1,250,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$3,750,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 18366
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL: STBG FY 2022
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$3,750,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,750,000**

Cost of Approved Phases: **$3,750,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,750,000	---	---	---	---	$3,750,000
Funding by Share:	$3,750,000	---	---	---	---	$3,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-559	VA	C	NONE	H-GAC	**$10,000,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 11917
LIMITS FROM: VA
FUNDING CATEGORY: 7
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: REGIONAL FREEWAY INCIDENT MANAGEMENT - TOWING (FY 2022-2024)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$10,000,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$10,000,000**

Cost of Approved Phases: **$10,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$10,000,000	---	---	---	---	$10,000,000
Funding by Share:	$10,000,000	---	---	---	---	$10,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-566	VA	C	NONE	H-GAC	**$2,500,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA
MPO PROJECT ID: 17138
LIMITS FROM: VA
FUNDING CATEGORY: 5
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: TRAVEL DEMAND MANAGEMENT, RIDESHARING PLATFORM AND OUTREACH
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,500,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,500,000**

Cost of Approved Phases: **$2,500,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,500,000	---	---	---	---	$2,500,000
Funding by Share:	$2,500,000	---	---	---	---	$2,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA		CR	C	ANGLETON	BRAZORIA COUNTY	**$8,170,000**

REV DATE: 07/2020
STREET: CR 220
MPO PROJECT ID: 15315
LIMITS FROM: SH 288
FUNDING CATEGORY: 3
LIMITS TO: FM 523
MTP REFERENCE:
TIP DESCRIPTION: WIDEN EXISTING ROADWAY TO 4 LANES (PHASE 2)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$400,330
Right Of Way:	---
Construction:	$8,170,000
Construction Engineering:	$408,500
Contingencies:	$817,000
Indirects:	$415,036
Bond Financing:	---
Total Project Cost:	**$10,210,866**

Cost of Approved Phases: $8,170,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$8,170,000	$8,170,000
Funding by Share:	---	---	---	---	$8,170,000	$8,170,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-112	SH 288	C	PEARLAND	TXDOT HOUSTON DISTRICT	**$21,700,000**

REV DATE: 07/2020
STREET: SH 288
MPO PROJECT ID: 18023
LIMITS FROM: CR 48
FUNDING CATEGORY: 2
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,063,300
Right Of Way:	---
Construction:	$21,700,000
Construction Engineering:	$1,085,000
Contingencies:	$2,170,000
Indirects:	$1,102,360
Bond Financing:	---
Total Project Cost:	**$27,120,660**

Cost of Approved Phases: $21,700,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$17,360,000	$4,340,000	---	---	---	$21,700,000
Funding by Share:	$17,360,000	$4,340,000	---	---	---	$21,700,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-113	SH 288	C	PEARLAND	TXDOT HOUSTON DISTRICT	**$15,000,000**

REV DATE: 07/2020
STREET: SH 288
MPO PROJECT ID: 18014
LIMITS FROM: CR 57
FUNDING CATEGORY: 2
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$735,000
Right Of Way:	---
Construction:	$15,000,000
Construction Engineering:	$750,000
Contingencies:	$1,500,000
Indirects:	$762,000
Bond Financing:	---
Total Project Cost:	**$18,747,000**

Cost of Approved Phases: $15,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$12,000,000	$3,000,000	---	---	---	$15,000,000
Funding by Share:	$12,000,000	$3,000,000	---	---	---	$15,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-114	SH 288	C	NONE	TXDOT HOUSTON DISTRICT	**$16,000,000**

REV DATE: 07/2020

STREET: SH 288
MPO PROJECT ID: 18037
LIMITS FROM: CR 64
FUNDING CATEGORY: 2
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$784,000
Right Of Way:	---
Construction:	$16,000,000
Construction Engineering:	$800,000
Contingencies:	$1,600,000
Indirects:	$812,800
Bond Financing:	---
Total Project Cost:	**$19,996,800**

Cost of Approved Phases: $16,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$12,800,000	$3,200,000	---	---	---	$16,000,000
Funding by Share:	$12,800,000	$3,200,000	---	---	---	$16,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-06-046	SH 36	C	NONE	TXDOT HOUSTON DISTRICT	**$20,800,000**

REV DATE: 07/2020

STREET: SH 36
MPO PROJECT ID: 254
LIMITS FROM: S OF JONES CREEK BRIDGE
FUNDING CATEGORY: 2
LIMITS TO: N OF BRAZOS RIVER DIVERSION CHANNEL
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,019,200
Right Of Way:	$2,051,500
Construction:	$20,800,000
Construction Engineering:	$1,040,000
Contingencies:	$2,080,000
Indirects:	$1,056,640
Bond Financing:	---
Total Project Cost:	**$28,047,340**

Cost of Approved Phases: $20,800,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$16,640,000	$4,160,000	---	---	---	$20,800,000
Funding by Share:	$16,640,000	$4,160,000	---	---	---	$20,800,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0271-05-025		C		TXDOT HOUSTON DISTRICT	**$106,000,000**

REV DATE: 07/2020

STREET: IH 10 W
MPO PROJECT ID: 10334
LIMITS FROM: W OF SNAKE CREEK
FUNDING CATEGORY: 4,12
LIMITS TO: FORT BEND / HARRIS COUNTY LINE
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 6 TO 10 LANES (ADD 2 MANAGED LANES AND 2 GENERAL PURPOSE LANES)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$5,194,000
Right Of Way:	---
Construction:	$106,000,000
Construction Engineering:	$4,240,000
Contingencies:	$10,600,000
Indirects:	$5,384,800
Bond Financing:	---
Total Project Cost:	**$131,418,800**

Cost of Approved Phases: $106,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
4-ST-WIDE:	$68,800,000	$17,200,000	---	---	---	$86,000,000
12-STRATEGIC:	$16,000,000	$4,000,000	---	---	---	$20,000,000
Funding by Share:	$84,800,000	$21,200,000	---	---	---	$106,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CR	C	NONE	FORT BEND COUNTY	**$6,173,526**

REV DATE: 07/2020
STREET: BEECHNUT ST
MPO PROJECT ID: 972
LIMITS FROM: ADDICKS CLODINE RD
FUNDING CATEGORY: 3
LIMITS TO: HARRIS C/L
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6-LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$302,503
Right Of Way:	---
Construction:	$6,173,526
Construction Engineering:	$308,676
Contingencies:	$617,353
Indirects:	$313,615
Bond Financing:	---
Total Project Cost:	**$7,715,673**

Cost of Approved Phases: $6,173,526

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$6,173,526	$6,173,526
Funding by Share:	---	---	---	---	$6,173,526	$6,173,526

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CR	C	NONE	FORT BEND COUNTY	**$24,492,685**

REV DATE: 07/2020
STREET: HARLEM RD
MPO PROJECT ID: 12622
LIMITS FROM: SH 99
FUNDING CATEGORY: 3
LIMITS TO: US 90A
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANES W/BRIDGES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,200,142
Right Of Way:	---
Construction:	$24,492,685
Construction Engineering:	$1,224,634
Contingencies:	$2,449,269
Indirects:	$1,244,228
Bond Financing:	---
Total Project Cost:	**$30,610,958**

Cost of Approved Phases: $24,492,685

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$24,492,685	$24,492,685
Funding by Share:	---	---	---	---	$24,492,685	$24,492,685

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C	MISSOURI CITY	CITY OF MISSOURI CITY	**$11,450,000**

REV DATE: 07/2020
STREET: WATERS LAKE BLVD
MPO PROJECT ID: 13728
LIMITS FROM: SIENNA PKWY
FUNDING CATEGORY: 3
LIMITS TO: FORT BEND/BRAZORIA COUNTY LINE
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE ROADWAY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$561,050
Right Of Way:	---
Construction:	$11,450,000
Construction Engineering:	$572,500
Contingencies:	$1,145,000
Indirects:	$581,660
Bond Financing:	---
Total Project Cost:	**$14,310,210**

Cost of Approved Phases: $11,450,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$11,450,000	$11,450,000
Funding by Share:	---	---	---	---	$11,450,000	$11,450,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2023 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	1258-03-045	FM	C,E	NONE	FORT BEND COUNTY	**$15,207,078**

REV DATE: 07/2020
STREET: FM 1093
MPO PROJECT ID: 16192
LIMITS FROM: FM 1463/FM 359
FUNDING CATEGORY: 3
LIMITS TO: W OF FM 723
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4 TOLL LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$710,340
Right Of Way:	---
Construction:	$14,496,738
Construction Engineering:	$724,837
Contingencies:	$1,449,674
Indirects:	$736,434
Bond Financing:	---
Total Project Cost:	**$18,118,023**

Cost of Approved Phases: **$15,207,078**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-TOLL:	---	---	---	---	$15,207,078	$15,207,078
Funding by Share:	---	---	---	---	$15,207,078	$15,207,078

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0543-02-064	FM 359	C,E,R	NONE	FORT BEND COUNTY	**$19,011,508**

REV DATE: 07/2020
STREET: FM 359
MPO PROJECT ID: 8014
LIMITS FROM: W OF CROSS CREEK RANCH BLVD
FUNDING CATEGORY: 3
LIMITS TO: FM 1463/FM 359
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT NEW 4-LANES TOLLWAY
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$621,125
Right Of Way:	$3,169,007
Construction:	$12,676,029
Construction Engineering:	$633,801
Contingencies:	$1,267,603
Indirects:	$643,942
Bond Financing:	---
Total Project Cost:	**$19,011,508**

Cost of Approved Phases: **$19,011,508**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-TOLL:	---	---	---	---	$19,011,508	$19,011,508
Funding by Share:	---	---	---	---	$19,011,508	$19,011,508

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0271-05-049	IH 10	C	KATY	TXDOT HOUSTON DISTRICT	**$54,000,000**

REV DATE: 07/2020
STREET: IH 10 W
MPO PROJECT ID: 18402
LIMITS FROM: WALLER C/L
FUNDING CATEGORY: 12
LIMITS TO: W OF SNAKE CREEK
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 6 TO 10 LANE (ADD 2 MANAGED LANES AND 2 GENERAL PURPOSE LANES)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,646,000
Right Of Way:	---
Construction:	$54,000,000
Construction Engineering:	$2,160,000
Contingencies:	$5,400,000
Indirects:	$2,743,200
Bond Financing:	---
Total Project Cost:	**$66,949,200**

Cost of Approved Phases: **$54,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$43,200,000	$10,800,000	---	---	---	$54,000,000
Funding by Share:	$43,200,000	$10,800,000	---	---	---	$54,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0187-05-061	SH 36	C	ROSENBERG	TXDOT HOUSTON DISTRICT	**$14,360,000**

REV DATE: 07/2020

STREET: SH 36/SS 10
MPO PROJECT ID: 17100
LIMITS FROM: AUSTIN C/L
FUNDING CATEGORY: 2
LIMITS TO: IH 69
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$703,640
Right Of Way:	---
Construction:	$14,360,000
Construction Engineering:	$718,000
Contingencies:	$1,436,000
Indirects:	$729,488
Bond Financing:	---
Total Project Cost:	**$17,947,128**

Cost of Approved Phases: $14,360,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$11,488,000	$2,872,000	---	---	---	$14,360,000
Funding by Share:	$11,488,000	$2,872,000	---	---	---	$14,360,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	3510-04-019	SH 99	C	NONE	TXDOT HOUSTON DISTRICT	**$59,000,000**

REV DATE: 07/2020

STREET: SH 99
MPO PROJECT ID: 18022
LIMITS FROM: HARRIS COUNTY LINE
FUNDING CATEGORY: 7
LIMITS TO: TO FM 1093
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 LANES TO 6 LANES (SEG D)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,891,000
Right Of Way:	---
Construction:	$59,000,000
Construction Engineering:	$2,360,000
Contingencies:	$5,900,000
Indirects:	$2,997,200
Bond Financing:	---
Total Project Cost:	**$73,148,200**

Cost of Approved Phases: $59,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	---	$59,000,000	---	---	---	$59,000,000
Funding by Share:	---	$59,000,000	---	---	---	$59,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	3510-04-058	SH 99	C,E,R	NONE	FBCTRA	**$78,800,000**

REV DATE: 07/2020

STREET: SH 99
MPO PROJECT ID: 11378
LIMITS FROM: AT FM 1093 (WESTPARK TOLLWAY) INTERCHANGE
FUNDING CATEGORY: 3
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: SEG D: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (SB-WB,WB-SB,NB-WB,EB-SB)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,591,757
Right Of Way:	$13,223,251
Construction:	$52,893,006
Construction Engineering:	$2,115,720
Contingencies:	$5,289,301
Indirects:	$2,686,965
Bond Financing:	---
Total Project Cost:	**$78,800,000**

Cost of Approved Phases: $78,800,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-TOLL:	---	---	---	---	$78,800,000	$78,800,000
Funding by Share:	---	---	---	---	$78,800,000	$78,800,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2023 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0027-08-147	US 90A	C	NONE	TXDOT HOUSTON DISTRICT	**$35,000,000**

REV DATE: 07/2020

STREET: US 90A
LIMITS FROM: FM 359
LIMITS TO: SH 99
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED
REMARKS:

MPO PROJECT ID: 18029
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,715,000
Right Of Way:	---
Construction:	$35,000,000
Construction Engineering:	$1,400,000
Contingencies:	$3,500,000
Indirects:	$1,778,000
Bond Financing:	---
Total Project Cost:	**$43,393,000**

Cost of Approved Phases: $35,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$28,000,000	$7,000,000	---	---	---	$35,000,000
Funding by Share:	$28,000,000	$7,000,000	---	---	---	$35,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	E	GALVESTON	CITY OF GALVESTON	**$3,459,716**

REV DATE: 07/2020

STREET: GALVESTON CBD
LIMITS FROM: VA
LIMITS TO: VA
TIP DESCRIPTION: DOWNTOWN LIVABLE COMMUNITIES INITIATIVE
REMARKS:

MPO PROJECT ID: 7739
FUNDING CATEGORY: 7
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,459,716
Right Of Way:	---
Construction:	---
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,459,716**

Cost of Approved Phases: $3,459,716

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,100,000	---	---	$359,716	---	$3,459,716
Funding by Share:	$3,100,000	---	---	$359,716	---	$3,459,716

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C	GALVESTON	CITY OF GALVESTON	**$3,000,000**

REV DATE: 07/2020

STREET: GALVESTON STRAND
LIMITS FROM: DOWNTOWN
LIMITS TO: UTMB
TIP DESCRIPTION: STREETSCAPING
REMARKS:

MPO PROJECT ID: 11207
FUNDING CATEGORY: 3
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$147,000
Right Of Way:	---
Construction:	$3,000,000
Construction Engineering:	$180,000
Contingencies:	$300,000
Indirects:	$152,400
Bond Financing:	---
Total Project Cost:	**$3,779,400**

Cost of Approved Phases: $3,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$3,000,000	$3,000,000
Funding by Share:	---	---	---	---	$3,000,000	$3,000,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2023 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C,E,R	GALVESTON	CITY OF GALVESTON	**$8,000,000**

REV DATE: 07/2020
STREET: IH 45 S
MPO PROJECT ID: 15490
LIMITS FROM: IH 45
FUNDING CATEGORY: 3
LIMITS TO: 61ST ST/SH 342
MTP REFERENCE:
TIP DESCRIPTION: 61ST STREET FLYOVER/DIRECT CONNECTOR-FLYOVER FINAL DESIGN & CONSTRUCTION INCLUDES ONE LANE FLYOVER WITH SHOULDERS FROM 61ST ST NB TO IH 45 WB AND ONE FREE-FLOWING LANE AT-GRADE FROM IH 45 EB TO 61ST ST SB.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$261,368
Right Of Way:	$1,333,511
Construction:	$5,334,045
Construction Engineering:	$266,702
Contingencies:	$533,404
Indirects:	$270,969
Bond Financing:	---
Total Project Cost:	**$8,000,000**

Cost of Approved Phases: **$8,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$8,000,000	$8,000,000
Funding by Share:	---	---	---	---	$8,000,000	$8,000,000

HOUSTON	GALVESTON		CS	C,E,R	GALVESTON	CITY OF GALVESTON	**$17,000,000**

REV DATE: 07/2020
STREET: PORT OF GALVESTON
MPO PROJECT ID: 15492
LIMITS FROM: 51ST ST
FUNDING CATEGORY: 3
LIMITS TO: HARBORSIDE DR
MTP REFERENCE:
TIP DESCRIPTION: 51ST ST FLYOVER TO HARBORSIDE DR
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$555,407
Right Of Way:	$2,833,711
Construction:	$11,334,845
Construction Engineering:	$566,742
Contingencies:	$1,133,484
Indirects:	$575,810
Bond Financing:	---
Total Project Cost:	**$17,000,000**

Cost of Approved Phases: **$17,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$17,000,000	$17,000,000
Funding by Share:	---	---	---	---	$17,000,000	$17,000,000

HOUSTON	GALVESTON		FM 517	C	TEXAS CITY	GALVESTON COUNTY	**$12,208,000**

REV DATE: 07/2020
STREET: FM 517
MPO PROJECT ID: 39
LIMITS FROM: FM 3436
FUNDING CATEGORY: 3
LIMITS TO: SH 146
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES DIVIDED WITH CURB AND GUTTER
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$598,192
Right Of Way:	---
Construction:	$12,208,000
Construction Engineering:	$610,400
Contingencies:	$1,220,800
Indirects:	$620,166
Bond Financing:	---
Total Project Cost:	**$15,257,558**

Cost of Approved Phases: **$12,208,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$12,208,000	$12,208,000
Funding by Share:	---	---	---	---	$12,208,000	$12,208,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0976-03-109	FM 518	C	LEAGUE CITY	CITY OF LEAGUE CITY	**$5,039,000**

REV DATE: 07/2020
STREET: FM 518
MPO PROJECT ID: 17122
LIMITS FROM: MAGNOLIA ESTATES DR
FUNDING CATEGORY: 5
LIMITS TO: PALOMINO RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 8 FOOT WIDE SHARED PATH WITH INTERSECTION IMPROVEMENTS AND PEDESTRIAN CROSSINGS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$246,911
Right Of Way:	---
Construction:	$5,039,000
Construction Engineering:	$251,950
Contingencies:	$503,900
Indirects:	$255,981
Bond Financing:	---
Total Project Cost:	**$6,297,742**

Cost of Approved Phases: $5,039,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$4,031,200	---	---	$1,007,800	---	$5,039,000
Funding by Share:	$4,031,200	---	---	$1,007,800	---	$5,039,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0978-02-053	FM 646	C		TXDOT HOUSTON DISTRICT	**$7,000,000**

REV DATE: 07/2020
STREET: FM 646
MPO PROJECT ID: 10144
LIMITS FROM: FM 3436
FUNDING CATEGORY: 2
LIMITS TO: SH 146
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 LANE TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$343,000
Right Of Way:	$4,220,000
Construction:	$7,000,000
Construction Engineering:	$350,000
Contingencies:	$700,000
Indirects:	$355,600
Bond Financing:	---
Total Project Cost:	**$12,968,600**

Cost of Approved Phases: $7,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$5,600,000	$1,400,000	---	---	---	$7,000,000
Funding by Share:	$5,600,000	$1,400,000	---	---	---	$7,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	3049-01-023	FM 646	C	LEAGUE CITY	TXDOT HOUSTON DISTRICT	**$21,200,000**

REV DATE: 07/2020
STREET: FM 646
MPO PROJECT ID: 10920
LIMITS FROM: FM 1266
FUNDING CATEGORY: 2
LIMITS TO: FM 3436
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 LANE TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,038,800
Right Of Way:	$8,400,000
Construction:	$21,200,000
Construction Engineering:	$1,060,000
Contingencies:	$2,120,000
Indirects:	$1,076,960
Bond Financing:	---
Total Project Cost:	**$34,895,760**

Cost of Approved Phases: $21,200,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$16,960,000	$4,240,000	---	---	---	$21,200,000
Funding by Share:	$16,960,000	$4,240,000	---	---	---	$21,200,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		VA	C	GALVESTON	CITY OF GALVESTON	**$7,910,000**

REV DATE: 07/2020

STREET: GALVESTON CBD
MPO PROJECT ID: 7566
LIMITS FROM: VA
FUNDING CATEGORY: 3
LIMITS TO: VA
MTP REFERENCE:
TIP DESCRIPTION: LONG TERM CRUISE PARKING MULTISTORY GARAGE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$387,590
Right Of Way:	---
Construction:	$7,910,000
Construction Engineering:	$395,500
Contingencies:	$791,000
Indirects:	$401,828
Bond Financing:	---
Total Project Cost:	**$9,885,918**

Cost of Approved Phases: **$7,910,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$7,910,000	$7,910,000
Funding by Share:	---	---	---	---	$7,910,000	$7,910,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0271-06-117	IH 10	C		TXDOT HOUSTON DISTRICT	**$63,000,000**

REV DATE: 07/2020

STREET: IH 10 W
MPO PROJECT ID: 13864
LIMITS FROM: FORT BEND C/L
FUNDING CATEGORY: 4
LIMITS TO: MASON RD
MTP REFERENCE:
TIP DESCRIPTION: RESTRIPE AND WIDEN FROM 10 MAIN LANES TO 10 MAIN AND 2 MANAGED LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,087,000
Right Of Way:	---
Construction:	$63,000,000
Construction Engineering:	$2,520,000
Contingencies:	$6,300,000
Indirects:	$3,200,400
Bond Financing:	---
Total Project Cost:	**$78,107,400**

Cost of Approved Phases: **$63,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
4-ST-WIDE:	$50,400,000	$12,600,000	---	---	---	$63,000,000
Funding by Share:	$50,400,000	$12,600,000	---	---	---	$63,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0110-04-202	IH 45	C		TXDOT HOUSTON DISTRICT	**$13,598,102**

REV DATE: 07/2020

STREET: IH 45
MPO PROJECT ID: 17221
LIMITS FROM: S OF SHENANDOAH PARK DR
FUNDING CATEGORY: 7
LIMITS TO: SH 242
MTP REFERENCE:
TIP DESCRIPTION: RAISE NORTHBOUND AND SOUTHBOUND FRONTAGE ROADS, OPERATIONAL IMPROVEMENTS AND DRAINAGE IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$666,307
Right Of Way:	---
Construction:	$13,598,102
Construction Engineering:	$679,905
Contingencies:	$1,359,810
Indirects:	$690,784
Bond Financing:	---
Total Project Cost:	**$16,994,908**

Cost of Approved Phases: **$13,598,102**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$10,878,482	$2,719,620	---	---	---	$13,598,102
Funding by Share:	$10,878,482	$2,719,620	---	---	---	$13,598,102

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C		HARRIS COUNTY	**$60,000,000**

REV DATE: 07/2020
STREET: KATY HOCKLEY CUTOFF
MPO PROJECT ID: 7474
LIMITS FROM: US 290
FUNDING CATEGORY: 3
LIMITS TO: MORTON RD
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANE DIVIDED BLVD
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,940,000
Right Of Way:	---
Construction:	$60,000,000
Construction Engineering:	$2,400,000
Contingencies:	$6,000,000
Indirects:	$3,048,000
Bond Financing:	---
Total Project Cost:	**$74,388,000**

Cost of Approved Phases: **$60,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$60,000,000	$60,000,000
Funding by Share:	---	---	---	---	$60,000,000	$60,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C		HARRIS COUNTY	**$1,067,000**

REV DATE: 07/2020
STREET: N DIAMONDHEAD BLVD
MPO PROJECT ID: 8047
LIMITS FROM: GOLF CLUB DR
FUNDING CATEGORY: 3
LIMITS TO: PORT OF CALL
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANE BLVD W/ CURBS, STROM SEWERS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$52,283
Right Of Way:	---
Construction:	$1,067,000
Construction Engineering:	$64,020
Contingencies:	$106,700
Indirects:	$54,204
Bond Financing:	---
Total Project Cost:	**$1,344,207**

Cost of Approved Phases: **$1,067,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$1,067,000	$1,067,000
Funding by Share:	---	---	---	---	$1,067,000	$1,067,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS			C		HARRIS COUNTY	**$1,326,000**

REV DATE: 07/2020
STREET: PARK ROW BLVD
MPO PROJECT ID: 7762
LIMITS FROM: SUMMITRY CIRCLE
FUNDING CATEGORY: 3
LIMITS TO: WESTGREEN BLVD
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANE UNDIVIDED ASPHALT
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$64,974
Right Of Way:	---
Construction:	$1,326,000
Construction Engineering:	$79,560
Contingencies:	$132,600
Indirects:	$67,361
Bond Financing:	---
Total Project Cost:	**$1,670,495**

Cost of Approved Phases: **$1,326,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$1,326,000	$1,326,000
Funding by Share:	---	---	---	---	$1,326,000	$1,326,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		BRT	T	HOUSTON	METRO	**$189,652,070**

REV DATE: 07/2020

STREET: INNER KATY CORRIDOR
MPO PROJECT ID: 11473
LIMITS FROM: IH 610 W
FUNDING CATEGORY: 5
LIMITS TO: KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT MULTIMODAL DEDICATED BUS RAPID TRANSIT (BRT) BUSWAY, INCLUDING GRADE-SEPARATION AND CONNECTION TO HOV LANES AND TRANSIT CENTER.

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$189,652,070
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$189,652,070**

Cost of Approved Phases: **$189,652,070**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$113,791,242	---	---	$75,860,828	---	$189,652,070
Funding by Share:	$113,791,242	---	---	$75,860,828	---	$189,652,070

HOUSTON	HARRIS		CR	C		HARRIS COUNTY	**$10,000,000**

REV DATE: 07/2020

STREET: RICHEY RD W
MPO PROJECT ID: 8067
LIMITS FROM: CUTTEN RD
FUNDING CATEGORY: 3
LIMITS TO: CHAMPION FOREST
MTP REFERENCE:
TIP DESCRIPTION: WIDEN TO 4-LANE CONCRETE BLVD W/ CURBS, STORM SEWERS & TURN LANES ON NEW LOCATION (NORTH OF EXISTING WEST RICHEY ROAD AND PARALLEL TO BOURGEOIS)

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$490,000
Right Of Way:	---
Construction:	$10,000,000
Construction Engineering:	$500,000
Contingencies:	$1,000,000
Indirects:	$508,000
Bond Financing:	---
Total Project Cost:	**$12,498,000**

Cost of Approved Phases: **$10,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$10,000,000	$10,000,000
Funding by Share:	---	---	---	---	$10,000,000	$10,000,000

HOUSTON	HARRIS		CR	C	PASADENA	HARRIS COUNTY	**$4,830,000**

REV DATE: 07/2020

STREET: UNDERWOOD RD
MPO PROJECT ID: 147
LIMITS FROM: FAIRMONT PKWY
FUNDING CATEGORY: 3
LIMITS TO: RED BLUFF
MTP REFERENCE:
TIP DESCRIPTION: DESIGN, ACQUIRE ROW AND CONSTRUCT 6-LANE ROADWAY, INCLUDING DRAINAGE AND SIGNALS AT UNDERWOOD

REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$236,670
Right Of Way:	---
Construction:	$4,830,000
Construction Engineering:	$289,800
Contingencies:	$483,000
Indirects:	$245,364
Bond Financing:	---
Total Project Cost:	**$6,084,834**

Cost of Approved Phases: **$4,830,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$4,830,000	$4,830,000
Funding by Share:	---	---	---	---	$4,830,000	$4,830,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	HOUSTON	PORT OF HOUSTON AUTHORITY	**$2,632,382**

REV DATE: 07/2020

STREET: BROADWAY ST
LIMITS FROM: BARBOURS CUT BLVD
LIMITS TO: L ST N
TIP DESCRIPTION: WIDEN FROM 2 TO 4-LANES ROADWAY
REMARKS:

MPO PROJECT ID: 7510
FUNDING CATEGORY: 3
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$128,987
Right Of Way:	---
Construction:	$2,632,382
Construction Engineering:	$157,943
Contingencies:	$263,238
Indirects:	$133,725
Bond Financing:	---
Total Project Cost:	**$3,316,275**

Cost of Approved Phases: $2,632,382

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$2,632,382	$2,632,382
Funding by Share:	---	---	---	---	$2,632,382	$2,632,382

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	HOUSTON	LAKE HOUSTON REDEVELOPMENT AUTHORI	**$43,134,908**

REV DATE: 07/2020

STREET: NORTHPARK DR
LIMITS FROM: RUSSELL PALMER RD
LIMITS TO: WOODLAND HILLS DR
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANE BOULEVARD SECTION INCLUDING DRAINAGE, RECONSTRUCTION OF TWO BRIDGES OVER THE KINGWOOD CHANNEL, PEDESTRIAN BRIDGE AT GLADE VALLEY DRIVE AND INTERSECTION IMPROVEMENTS
REMARKS:

MPO PROJECT ID: 18033
FUNDING CATEGORY: 7
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,113,610
Right Of Way:	---
Construction:	$43,134,908
Construction Engineering:	$1,725,396
Contingencies:	$4,313,491
Indirects:	$2,191,253
Bond Financing:	---
Total Project Cost:	**$53,478,659**

Cost of Approved Phases: $43,134,908

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$34,507,926	---	---	$8,626,982	---	$43,134,908
Funding by Share:	$34,507,926	---	---	$8,626,982	---	$43,134,908

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	2941-02-054	FM 2920	C	TOMBALL	TXDOT HOUSTON DISTRICT	**$1,371,000**

REV DATE: 07/2020

STREET: FM 2920
LIMITS FROM: SH 249
LIMITS TO: WILLOW ST
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

MPO PROJECT ID: 17045
FUNDING CATEGORY: 5
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$67,179
Right Of Way:	---
Construction:	$1,371,000
Construction Engineering:	$82,260
Contingencies:	$137,100
Indirects:	$69,647
Bond Financing:	---
Total Project Cost:	**$1,727,186**

Cost of Approved Phases: $1,371,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,096,800	$274,200	---	---	---	$1,371,000
Funding by Share:	$1,096,800	$274,200	---	---	---	$1,371,000

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2023 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	2941-02-056	FM 2920	C,R	TOMBALL	CITY OF TOMBALL	**$28,613,000**

REV DATE: 07/2020
STREET: FM 2920
MPO PROJECT ID: 17085
LIMITS FROM: BS 249
FUNDING CATEGORY: 2
LIMITS TO: WILLOW ST
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT 4-LANE ROADWAY WITH RAISED MEDIANS, DRAINAGE, SIGNAL IMPROVEMENTS AND SIDEWALKS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,335,275
Right Of Way:	$1,362,500
Construction:	$27,250,500
Construction Engineering:	$1,090,020
Contingencies:	$2,725,050
Indirects:	$1,384,325
Bond Financing:	---
Total Project Cost:	**$35,147,670**

Cost of Approved Phases: **$28,613,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$22,890,400	$5,722,600	---	---	---	$28,613,000
Funding by Share:	$22,890,400	$5,722,600	---	---	---	$28,613,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0178-09-020	SH	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$82,000,000**

REV DATE: 07/2020
STREET: SH 35 (Spur 5)
MPO PROJECT ID: 209
LIMITS FROM: GRIGGS RD
FUNDING CATEGORY: 12
LIMITS TO: BELLFORT
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 8 LANE FREEWAY ON NEW LOCATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,018,000
Right Of Way:	---
Construction:	$82,000,000
Construction Engineering:	$3,280,000
Contingencies:	$8,200,000
Indirects:	$4,165,600
Bond Financing:	---
Total Project Cost:	**$101,663,600**

Cost of Approved Phases: **$82,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
12-STRATEGIC:	$65,600,000	$16,400,000	---	---	---	$82,000,000
Funding by Share:	$65,600,000	$16,400,000	---	---	---	$82,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	3510-05-041	SH 99	C	NONE	TXDOT HOUSTON DISTRICT	**$16,100,000**

REV DATE: 07/2020
STREET: SH 99
MPO PROJECT ID: 18021
LIMITS FROM: N OF KINGSLAND BLVD
FUNDING CATEGORY: 7
LIMITS TO: FORT BEND COUNTY LINE
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 LANES TO 6 LANES (SEG D)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$788,900
Right Of Way:	---
Construction:	$16,100,000
Construction Engineering:	$805,000
Contingencies:	$1,610,000
Indirects:	$817,880
Bond Financing:	---
Total Project Cost:	**$20,121,780**

Cost of Approved Phases: **$16,100,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$12,880,000	$3,220,000	---	---	---	$16,100,000
Funding by Share:	$12,880,000	$3,220,000	---	---	---	$16,100,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0050-06-089	US 290	C	NONE	TXDOT HOUSTON DISTRICT	**$26,932,000**

REV DATE: 07/2020

STREET: US 290
MPO PROJECT ID: 17099
LIMITS FROM: MUESCHKE RD TO WASHINGTON C/L
FUNDING CATEGORY: 2
LIMITS TO: AND SH 6 FROM US 290 TO GRIMES C/L
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,319,668
Right Of Way:	---
Construction:	$26,932,000
Construction Engineering:	$1,077,280
Contingencies:	$2,693,200
Indirects:	$1,368,146
Bond Financing:	---
Total Project Cost:	**$33,390,294**

Cost of Approved Phases: **$26,932,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$21,545,600	$5,386,400	---	---	---	$26,932,000
Funding by Share:	$21,545,600	$5,386,400	---	---	---	$26,932,000

HOUSTON	HARRIS	0912-72-398	VA	C	HOUSTON	CITY OF HOUSTON	**$2,564,000**

REV DATE: 07/2020

STREET: HCFCD CHANNEL
MPO PROJECT ID: 17120
LIMITS FROM: DAIRY ASHFORD RD S
FUNDING CATEGORY: 9
LIMITS TO: SL 8/ARTHUR STOREY PARK
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 10-FOOT MULTIUSE TRAIL AND ASSOCIATED INTERSECTION, SAFETY, SIGNAGE, AND AMENITIES (LANDSCAPING, BENCHES, ETC.)
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$125,636
Right Of Way:	---
Construction:	$2,564,000
Construction Engineering:	$153,840
Contingencies:	$256,400
Indirects:	$130,251
Bond Financing:	---
Total Project Cost:	**$3,230,127**

Cost of Approved Phases: **$2,564,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$2,051,200	---	---	$512,800	---	$2,564,000
Funding by Share:	$2,051,200	---	---	$512,800	---	$2,564,000

HOUSTON	HARRIS	0912-00-542	VA	C	HOUSTON	CITY OF HOUSTON - PARKS & RECREATION	**$11,384,000**

REV DATE: 07/2020

STREET: MEMORIAL TO SAN FELIPE HIKE & BIKE TRAIL
MPO PROJECT ID: 17103
LIMITS FROM: MEMORIAL DR
FUNDING CATEGORY: 9
LIMITS TO: SAN FELIPE ST
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 10FT MULTI-USE TRAIL WITHIN CENTERPOINT UTILITY CORRIDOR
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$557,816
Right Of Way:	---
Construction:	$11,384,000
Construction Engineering:	$569,200
Contingencies:	$1,138,400
Indirects:	$578,307
Bond Financing:	---
Total Project Cost:	**$14,227,723**

Cost of Approved Phases: **$11,384,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$9,107,200	---	---	$2,276,800	---	$11,384,000
Funding by Share:	$9,107,200	---	---	$2,276,800	---	$11,384,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		VA	T	HOUSTON	METRO	**$2,400,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA — MPO PROJECT ID: 18355
LIMITS FROM: VA — FUNDING CATEGORY: 5
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL PROGRAM: CMAQ FY 2023
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,400,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,400,000**

Cost of Approved Phases: **$2,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,400,000	---	---	---	---	$2,400,000
Funding by Share:	$2,400,000	---	---	---	---	$2,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		VA	T	HOUSTON	METRO	**$3,750,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA — MPO PROJECT ID: 18357
LIMITS FROM: VA — FUNDING CATEGORY: 7
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL PROGRAM: STBG FY 2023
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$3,750,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,750,000**

Cost of Approved Phases: **$3,750,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,000,000	---	---	$750,000	---	$3,750,000
Funding by Share:	$3,000,000	---	---	$750,000	---	$3,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY		CS	C	CONROE	CITY OF CONROE	**$15,000,000**

REV DATE: 07/2020
STREET: Industrial Park Dr — MPO PROJECT ID: 15470
LIMITS FROM: Conroe Park W Dr — FUNDING CATEGORY: 3
LIMITS TO: Seven Coves Rd — MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4-LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$735,000
Right Of Way:	---
Construction:	$15,000,000
Construction Engineering:	$750,000
Contingencies:	$1,500,000
Indirects:	$762,000
Bond Financing:	---
Total Project Cost:	**$18,747,000**

Cost of Approved Phases: **$15,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$15,000,000	$15,000,000
Funding by Share:	---	---	---	---	$15,000,000	$15,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0912-37-232	CS	C,E	HOUSTON	LAKE HOUSTON REDEVELOPMENT AUTHORI	**$65,000,000**

REV DATE: 07/2020

STREET: NORTHPARK DR
MPO PROJECT ID: 87
LIMITS FROM: IH 69
FUNDING CATEGORY: 3
LIMITS TO: RUSSELL PALMER RD
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6 LANES BOULEVARD SECTION INCLUDING DRAINAGE, GRADE SEPARATION AT UPRR/SL 494, AND INTERSECTION IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,036,225
Right Of Way:	---
Construction:	$61,963,775
Construction Engineering:	$2,478,551
Contingencies:	$6,196,378
Indirects:	$3,147,760
Bond Financing:	---
Total Project Cost:	**$76,822,688**

Cost of Approved Phases: **$65,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$65,000,000	$65,000,000
Funding by Share:	---	---	---	---	$65,000,000	$65,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0177-05-112	IH 69	C	SPLENDORA	TXDOT HOUSTON DISTRICT	**$13,912,000**

REV DATE: 07/2020

STREET: IH 69 N
MPO PROJECT ID: 17089
LIMITS FROM: LIBERTY C/L
FUNDING CATEGORY: 2
LIMITS TO: HARRIS C/L
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$681,688
Right Of Way:	---
Construction:	$13,912,000
Construction Engineering:	$695,600
Contingencies:	$1,391,200
Indirects:	$706,730
Bond Financing:	---
Total Project Cost:	**$17,387,218**

Cost of Approved Phases: **$13,912,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$11,129,600	$2,782,400	---	---	---	$13,912,000
Funding by Share:	$11,129,600	$2,782,400	---	---	---	$13,912,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-02-032	SH	C	MONTGOMERY	TXDOT HOUSTON DISTRICT	**$91,200,000**

REV DATE: 07/2020

STREET: SH 105
MPO PROJECT ID: 965
LIMITS FROM: GRIMES C/L
FUNDING CATEGORY: 2
LIMITS TO: FM 149
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,468,800
Right Of Way:	$21,180,000
Construction:	$91,200,000
Construction Engineering:	$3,648,000
Contingencies:	$9,120,000
Indirects:	$4,632,960
Bond Financing:	---
Total Project Cost:	**$134,249,760**

Cost of Approved Phases: **$91,200,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$72,960,000	$18,240,000	---	---	---	$91,200,000
Funding by Share:	$72,960,000	$18,240,000	---	---	---	$91,200,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	3538-01-034	SH	C	NONE	TXDOT HOUSTON DISTRICT	**$20,500,000**

REV DATE: 07/2020

STREET: SH 242
MPO PROJECT ID: 967
LIMITS FROM: FM 1488
FUNDING CATEGORY: 2
LIMITS TO: IH 45 N
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4-LANES TO 6-LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,004,500
Right Of Way:	---
Construction:	$20,500,000
Construction Engineering:	$1,025,000
Contingencies:	$2,050,000
Indirects:	$1,041,400
Bond Financing:	---
Total Project Cost:	**$25,620,900**

Cost of Approved Phases: **$20,500,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$16,400,000	$4,100,000	---	---	---	$20,500,000
Funding by Share:	$16,400,000	$4,100,000	---	---	---	$20,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-04-065	SH 105	C	CUT AND SHOOT	TXDOT HOUSTON DISTRICT	**$75,000,000**

REV DATE: 07/2020

STREET: SH 105
MPO PROJECT ID: 10125
LIMITS FROM: LP 336
FUNDING CATEGORY: 2,4
LIMITS TO: FM 1484
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,675,000
Right Of Way:	$13,180,000
Construction:	$75,000,000
Construction Engineering:	$3,000,000
Contingencies:	$7,500,000
Indirects:	$3,810,000
Bond Financing:	---
Total Project Cost:	**$106,165,000**

Cost of Approved Phases: **$75,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$3,520,000	$880,000	---	---	---	$4,400,000
4-ST-WIDE:	$56,480,000	$14,120,000	---	---	---	$70,600,000
Funding by Share:	$60,000,000	$15,000,000	---	---	---	$75,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-07-019	SH 105	C	NONE	TXDOT HOUSTON DISTRICT	**$32,560,000**

REV DATE: 07/2020

STREET: SH 105
MPO PROJECT ID: 7706
LIMITS FROM: SAN JACINTO C/L
FUNDING CATEGORY: 2
LIMITS TO: LIBERTY C/L
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,595,440
Right Of Way:	$724,320
Construction:	$32,560,000
Construction Engineering:	$1,302,400
Contingencies:	$3,256,000
Indirects:	$1,654,048
Bond Financing:	---
Total Project Cost:	**$41,092,208**

Cost of Approved Phases: **$32,560,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$26,048,000	$6,512,000	---	---	---	$32,560,000
Funding by Share:	$26,048,000	$6,512,000	---	---	---	$32,560,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$1,250,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 18363
LIMITS FROM: VA — FUNDING CATEGORY: 5
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: CMAQ FY 2023
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: **$1,250,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$3,750,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 18367
LIMITS FROM: VA — FUNDING CATEGORY: 7
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: STBGP FY 2023
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$3,750,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,750,000**

Cost of Approved Phases: **$3,750,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,000,000	---	---	$750,000	---	$3,750,000
Funding by Share:	$3,000,000	---	---	$750,000	---	$3,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-500	VA	C	NONE	H-GAC	**$1,380,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 16088
LIMITS FROM: VA — FUNDING CATEGORY: 5
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: TRAVEL DEMAND MANAGEMENT, MARKETING, OUTREACH AND PUBLIC EDUCATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,380,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,380,000**

Cost of Approved Phases: **$1,380,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,380,000	---	---	---	---	$1,380,000
Funding by Share:	$1,380,000	---	---	---	---	$1,380,000

OBSOLETE

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2023 (SEPT - AUG)

OBSOLETE

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	WALLER	0271-04-070	IH 10	C		TXDOT HOUSTON DISTRICT	**$225,000,000**

REV DATE: 07/2020

STREET: IH 10 W
MPO PROJECT ID: 6056
LIMITS FROM: FM 359
FUNDING CATEGORY: 12
LIMITS TO: FORT BEND C/L
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 6 TO 8 MAINLANES AND RECONSTRUCT BOTH 2-LANE FRONTAGE ROADS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$11,025,000
Right Of Way:	---
Construction:	$225,000,000
Construction Engineering:	$9,000,000
Contingencies:	$22,500,000
Indirects:	$11,430,000
Bond Financing:	---
Total Project Cost:	**$278,955,000**

Cost of Approved Phases: **$225,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	**Funding By Category**
12-STRATEGIC:	$180,000,000	$45,000,000	---	---	---	$225,000,000
Funding by Share:	$180,000,000	$45,000,000	---	---	---	$225,000,000

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	3416-01-012	FM	C	PEARLAND	TXDOT HOUSTON DISTRICT	**$41,200,000**

REV DATE: 07/2020

STREET: FM 518
LIMITS FROM: SH 288
LIMITS TO: FM 865
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 AND 6 LANES TO 6 LANES DIVIDED
REMARKS:

MPO PROJECT ID: 10132
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,018,800
Right Of Way:	---
Construction:	$41,200,000
Construction Engineering:	$1,648,000
Contingencies:	$4,120,000
Indirects:	$2,092,960
Bond Financing:	---
Total Project Cost:	**$51,079,760**

Cost of Approved Phases: $41,200,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$32,960,000	$8,240,000	---	---	---	$41,200,000
Funding by Share:	$32,960,000	$8,240,000	---	---	---	$41,200,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0178-02-092	SH 35	C	ALVIN	TXDOT HOUSTON DISTRICT	**$45,000,000**

REV DATE: 07/2020

STREET: SH 35
LIMITS FROM: BS 35 C N (NORTH GORDON ST)
LIMITS TO: STEELE RD
TIP DESCRIPTION: CONSTRUCT 4 MAIN LANES AND OVERPASSES
REMARKS:

MPO PROJECT ID: 18027
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,205,000
Right Of Way:	---
Construction:	$45,000,000
Construction Engineering:	$1,800,000
Contingencies:	$4,500,000
Indirects:	$2,286,000
Bond Financing:	---
Total Project Cost:	**$55,791,000**

Cost of Approved Phases: $45,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$36,000,000	$9,000,000	---	---	---	$45,000,000
Funding by Share:	$36,000,000	$9,000,000	---	---	---	$45,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C	MISSOURI CITY	CITY OF MISSOURI CITY	**$1,200,000**

REV DATE: 07/2020

STREET: WATTS PLANTATION
LIMITS FROM: KNIGHT RD
LIMITS TO: SH 6
TIP DESCRIPTION: EXTEND 2-LANE ROADWAY
REMARKS:

MPO PROJECT ID: 13739
FUNDING CATEGORY: 3
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$58,800
Right Of Way:	---
Construction:	$1,200,000
Construction Engineering:	$72,000
Contingencies:	$120,000
Indirects:	$60,960
Bond Financing:	---
Total Project Cost:	**$1,511,760**

Cost of Approved Phases: $1,200,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$1,200,000	$1,200,000
Funding by Share:	---	---	---	---	$1,200,000	$1,200,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0111-03-059	FM 521	C	ARCOLA	FORT BEND COUNTY	**$75,227,000**

REV DATE: 07/2020

STREET: FM 521
MPO PROJECT ID: 17110
LIMITS FROM: SH 6
FUNDING CATEGORY: 2
LIMITS TO: FM 2234
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES WITH RAISED MEDIANS, INTERSECTION IMPROVEMENTS, SIGNAL IMPROVEMENTS AND PEDESTRIAN ACCESS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,686,123
Right Of Way:	---
Construction:	$75,227,000
Construction Engineering:	$3,009,080
Contingencies:	$7,522,700
Indirects:	$3,821,532
Bond Financing:	---
Total Project Cost:	**$93,266,435**

Cost of Approved Phases: $75,227,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$60,181,600	$15,045,400	---	---	---	$75,227,000
Funding by Share:	$60,181,600	$15,045,400	---	---	---	$75,227,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CR	C	GALVESTON	GALVESTON COUNTY	**$105,872,200**

REV DATE: 07/2020

STREET: PELICAN ISLAND BRIDGE
MPO PROJECT ID: 18085
LIMITS FROM: SH 275
FUNDING CATEGORY: 3,6,7
LIMITS TO: SEAWOLF PKWY
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN BRIDGE FROM 2 TO 4 LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$5,187,738
Right Of Way:	---
Construction:	$105,872,200
Construction Engineering:	$4,234,888
Contingencies:	$10,587,220
Indirects:	$5,378,308
Bond Financing:	---
Total Project Cost:	**$131,260,354**

Cost of Approved Phases: $105,872,200

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$26,906,747	$26,906,747
6-BRIDGE:	---	$52,643,635	---	---	---	$52,643,635
7-STBG:	$21,057,454	---	---	$5,264,364	---	$26,321,818
Funding by Share:	$21,057,454	$52,643,635	---	$32,171,111	---	$105,872,200

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	1002-02-016	FM	C	LEAGUE CITY	TXDOT HOUSTON DISTRICT	**$87,816,050**

REV DATE: 07/2020

STREET: FM 517
MPO PROJECT ID: 38
LIMITS FROM: FM 646
FUNDING CATEGORY: 2
LIMITS TO: BRAZORIA C/L
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES AND ACCESS MANAGEMENT TREATMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$4,302,986
Right Of Way:	---
Construction:	$87,816,050
Construction Engineering:	$3,512,642
Contingencies:	$8,781,605
Indirects:	$4,461,055
Bond Financing:	---
Total Project Cost:	**$108,874,339**

Cost of Approved Phases: $87,816,050

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$70,252,840	$17,563,210	---	---	---	$87,816,050
Funding by Share:	$70,252,840	$17,563,210	---	---	---	$87,816,050

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0389-07-025	SH	C	TEXAS CITY	TXDOT HOUSTON DISTRICT	**$15,000,000**

REV DATE: 07/2020

STREET: SH 146
MPO PROJECT ID: 467
LIMITS FROM: FM 519
FUNDING CATEGORY: 6
LIMITS TO: N OF SL 197
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT RR OVERPASS AND WIDEN FROM 2 TO 4 LANES
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$735,000
Right Of Way:	$280,732
Construction:	$15,000,000
Construction Engineering:	$750,000
Contingencies:	$1,500,000
Indirects:	$762,000
Bond Financing:	---
Total Project Cost:	**$19,027,732**

Cost of Approved Phases: **$15,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
6-BRIDGE:	$12,000,000	$3,000,000	---	---	---	$15,000,000
Funding by Share:	$12,000,000	$3,000,000	---	---	---	$15,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0028-01-067	BU 90-U	C	HOUSTON	TXDOT HOUSTON DISTRICT	**$24,500,000**

REV DATE: 07/2020

STREET: BU 90-U
MPO PROJECT ID: 60
LIMITS FROM: IH 610 NE
FUNDING CATEGORY: 2
LIMITS TO: E OF MESA RD (OLD FM 527)
MTP REFERENCE:
TIP DESCRIPTION: RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,200,500
Right Of Way:	$8,775,198
Construction:	$24,500,000
Construction Engineering:	$1,225,000
Contingencies:	$2,450,000
Indirects:	$1,244,600
Bond Financing:	---
Total Project Cost:	**$39,395,298**

Cost of Approved Phases: **$24,500,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$19,600,000	$4,900,000	---	---	---	$24,500,000
Funding by Share:	$19,600,000	$4,900,000	---	---	---	$24,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0050-06-092	CR	C	HOUSTON	HARRIS COUNTY MUD #500	**$37,959,571**

REV DATE: 07/2020

STREET: GREENHOUSE RD
MPO PROJECT ID: 18052
LIMITS FROM: MOUND RD
FUNDING CATEGORY: 5
LIMITS TO: SKINNER RD AT US 290
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 6-LANE UNDERPASS WITH PEDESTRIAN AND BIKEWAYS WITHIN THE ROW EXTENDING UNDER US 290 AND THE UPRR CONNECTING TO SKINNER RD ON THE NORTH.
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,860,019
Right Of Way:	---
Construction:	$37,959,571
Construction Engineering:	$1,518,383
Contingencies:	$3,795,957
Indirects:	$1,928,346
Bond Financing:	---
Total Project Cost:	**$47,062,276**

Cost of Approved Phases: **$37,959,571**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$28,469,678	---	---	$9,489,893	---	$37,959,571
Funding by Share:	$28,469,678	---	---	$9,489,893	---	$37,959,571

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2024 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C	LA PORTE	PORT OF HOUSTON AUTHORITY	**$13,020,000**

REV DATE: 07/2020
STREET: SPENCER HWY
MPO PROJECT ID: 10532
LIMITS FROM: AT MAINLINE DOUBLE-RAILTRACK
FUNDING CATEGORY: 3
LIMITS TO:
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT GRADE SEPARATION OVER MAINLINE DOUBLE-RAIL TRACK
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$637,980
Right Of Way:	---
Construction:	$13,020,000
Construction Engineering:	$651,000
Contingencies:	$1,302,000
Indirects:	$661,416
Bond Financing:	---
Total Project Cost:	**$16,272,396**

Cost of Approved Phases: **$13,020,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCAL CONT	---	---	---	---	$13,020,000	$13,020,000
Funding by Share:	---	---	---	---	$13,020,000	$13,020,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-382	CS	C	HOUSTON	CITY OF HOUSTON	**$29,010,000**

REV DATE: 07/2020
STREET: GESSNER DR
MPO PROJECT ID: 77
LIMITS FROM: N OF BRIAR FOREST
FUNDING CATEGORY: 7
LIMITS TO: WESTHEIMER ST
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE AND PUBLIC UTILITY IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,421,490
Right Of Way:	---
Construction:	$29,010,000
Construction Engineering:	$1,160,400
Contingencies:	$2,901,000
Indirects:	$1,473,708
Bond Financing:	---
Total Project Cost:	**$35,966,598**

Cost of Approved Phases: **$29,010,000**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-383	CS	C,E (REVIEW)	HOUSTON	CITY OF HOUSTON	**$11,806,000**

REV DATE: 07/2020
STREET: GESSNER DR S
MPO PROJECT ID: 17111
LIMITS FROM: WESTHEIMER RD
FUNDING CATEGORY: 7
LIMITS TO: RICHMOND AVE
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 4 TO 6-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE AND PUBLIC UTILITY IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$653,494
Right Of Way:	---
Construction:	$11,731,000
Construction Engineering:	$590,300
Contingencies:	$1,180,600
Indirects:	$599,745
Bond Financing:	---
Total Project Cost:	**$14,755,139**

Cost of Approved Phases: **$11,806,000**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-108	FM 1960	C	NONE	TXDOT HOUSTON DISTRICT	**$10,904,000**

REV DATE: 07/2020

STREET: FM 1960
MPO PROJECT ID: 17088
LIMITS FROM: SH 249
FUNDING CATEGORY: 5
LIMITS TO: IH 45 N
MTP REFERENCE:
TIP DESCRIPTION: INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$534,296
Right Of Way:	---
Construction:	$10,904,000
Construction Engineering:	$545,200
Contingencies:	$1,090,400
Indirects:	$553,923
Bond Financing:	---
Total Project Cost:	**$13,627,819**

Cost of Approved Phases: **$10,904,000**

Authorized Funding by Category/Share:

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1062-02-011	FM 2100	C	NONE	TXDOT HOUSTON DISTRICT	**$31,000,000**

REV DATE: 07/2020

STREET: FM 2100
MPO PROJECT ID: 290
LIMITS FROM: SH 99
FUNDING CATEGORY: 2
LIMITS TO: HUFFMAN-CLEVELAND RD (NORTH)
MTP REFERENCE:
TIP DESCRIPTION: WIDEN FROM 2 TO 4-LANES AND EXTEND DIVIDED
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,519,000
Right Of Way:	---
Construction:	$31,000,000
Construction Engineering:	$1,240,000
Contingencies:	$3,100,000
Indirects:	$1,574,800
Bond Financing:	---
Total Project Cost:	**$38,433,800**

Cost of Approved Phases: **$31,000,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$24,800,000	$6,200,000	---	---	---	$31,000,000
Funding by Share:	$24,800,000	$6,200,000	---	---	---	$31,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0389-13-039	SH	C,E,R	BAYTOWN	CITY OF BAYTOWN	**$47,090,744**

REV DATE: 07/2020

STREET: SH 146
MPO PROJECT ID: 536
LIMITS FROM: AT BS 146E
FUNDING CATEGORY: 3
LIMITS TO: FERRY RD
MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT 4 MAINLANES AND GRADE SEPARATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,548,830
Right Of Way:	$7,902,192
Construction:	$31,608,769
Construction Engineering:	$1,264,351
Contingencies:	$3,160,877
Indirects:	$1,605,725
Bond Financing:	---
Total Project Cost:	**$47,090,744**

Cost of Approved Phases: **$47,090,744**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
3-LOCALCONT	---	---	---	---	$47,090,744	$47,090,744
Funding by Share:	---	---	---	---	$47,090,744	$47,090,744

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		VA	T	HOUSTON	METRO	**$2,400,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA — MPO PROJECT ID: 18356
LIMITS FROM: VA — FUNDING CATEGORY: 5
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL PROGRAM: CMAQ FY 2024
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$2,400,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$2,400,000**

Cost of Approved Phases: **$2,400,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$2,400,000	---	---	---	---	$2,400,000
Funding by Share:	$2,400,000	---	---	---	---	$2,400,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		VA	T	HOUSTON	METRO	**$3,750,000**

REV DATE: 07/2020
STREET: METRO SERVICE AREA — MPO PROJECT ID: 18358
LIMITS FROM: VA — FUNDING CATEGORY: 7
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: METRO STAR VANPOOL PROGRAM: STBG FY 2024
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$3,750,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,750,000**

Cost of Approved Phases: **$3,750,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,000,000	---	---	$750,000	---	$3,750,000
Funding by Share:	$3,000,000	---	---	$750,000	---	$3,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0912-37-237	VA	C	WILLIS	CITY OF CONROE	**$6,784,000**

REV DATE: 07/2020
STREET: ON SH 75, SH 242, FM 1484, FM 2432, FM 3083 AND FM 830 — MPO PROJECT ID: 17121
LIMITS FROM: VA — FUNDING CATEGORY: 9
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: CONSTRUCT BIKE LANE (MILLING AND ASPHALT OVERLAY OF SHOULDERS, SHOULDER WIDENING, PAVEMENT MARKINGS, STRIPING) WITH SIGNAGE AND ASSOCIATED INTERSECTION IMPROVEMENTS
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$332,416
Right Of Way:	---
Construction:	$6,784,000
Construction Engineering:	$339,200
Contingencies:	$678,400
Indirects:	$344,627
Bond Financing:	---
Total Project Cost:	**$8,478,643**

Cost of Approved Phases: **$6,784,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
9-TASA:	$5,427,200	$1,356,800	---	---	---	$6,784,000
Funding by Share:	$5,427,200	$1,356,800	---	---	---	$6,784,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$1,250,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 18364
LIMITS FROM: VA — FUNDING CATEGORY: 5
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: CMAQ FY 2024
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,250,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,250,000**

Cost of Approved Phases: **$1,250,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,250,000	---	---	---	---	$1,250,000
Funding by Share:	$1,250,000	---	---	---	---	$1,250,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	**$3,750,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 18368
LIMITS FROM: VA — FUNDING CATEGORY: 7
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: REGIONAL VANPOOL PROGRAM: STBG FY 2024
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$3,750,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$3,750,000**

Cost of Approved Phases: **$3,750,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
7-STBG:	$3,000,000	---	---	$750,000	---	$3,750,000
Funding by Share:	$3,000,000	---	---	$750,000	---	$3,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-550	VA	C	NONE	H-GAC	**$1,380,000**

REV DATE: 07/2020
STREET: HOUSTON-GALVESTON TMA — MPO PROJECT ID: 17125
LIMITS FROM: VA — FUNDING CATEGORY: 5
LIMITS TO: VA — MTP REFERENCE:
TIP DESCRIPTION: TRAVEL DEMAND MANAGEMENT, MARKETING, OUTREACH AND PUBLIC EDUCATION
REMARKS:

Project History:

Total Project Cost Information:

Preliminary Engineering:	---
Right Of Way:	---
Construction:	$1,380,000
Construction Engineering:	---
Contingencies:	---
Indirects:	---
Bond Financing:	---
Total Project Cost:	**$1,380,000**

Cost of Approved Phases: **$1,380,000**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAQ:	$1,380,000	---	---	---	---	$1,380,000
Funding by Share:	$1,380,000	---	---	---	---	$1,380,000

OBSOLETE

HOUSTON-GALVESTON MPO
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
5/24/2020
HOUSTON DISTRICT
FY 2024 (SEPT - AUG)

OBSOLETE

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	WALLER		CR	C,E,R	NONE	WALLER COUNTY	**$12,327,247**

REV DATE: 07/2020

STREET: WOODS RD
LIMITS FROM: US 90
LIMITS TO: FORT BEND/WALLER C/L
TIP DESCRIPTION: WIDEN FROM 2 TO 4 LANES
REMARKS:

MPO PROJECT ID: 241
FUNDING CATEGORY: 3
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$402,744
Right Of Way:	$2,054,815
Construction:	$8,219,261
Construction Engineering:	$410,963
Contingencies:	$821,926
Indirects:	$417,538
Bond Financing:	---
Total Project Cost:	**$12,327,247**

Cost of Approved Phases: **$12,327,247**

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	**Funding By Category**
3-LOCAL CONT	---	---	---	---	$12,327,247	$12,327,247
Funding by Share:	---	---	---	---	$12,327,247	$12,327,247

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

Chapter 4
Transit Project Listing

Federal, State and Local Regionally Significant Projects

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Chapter 4 — Transit Project Listing

The 2021-2024 TIP details the program of projects from federal, state and local sources for the public transportation providers within the Houston region. 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 towns 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 2019-2022 TIP.

C. **Connect Transit**

Connect Transit is operated by the Gulf Coast Center and provides demand response service in Galveston and Brazoria Counties. Since 2008, Connect Transit has offered fixed route service in Texas City and La Marque. Connect Transit extended its fixed route service to southern Brazoria County in 2010, known as "Southern Brazoria County Transit." In cooperation with Island Transit, Connect Transit 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 service in the Galveston area. The Galveston trolley has 20 stops that connect the City of Galveston downtown region, Seawall Boulevard, the Historic Strand, and UTMB. Island Traffic 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 region 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 those 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 taxi voucher, shared ride and mobility management program, 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]

Fort Bend County Transit serves as a Rural Transit District for Fort Bend County and operates demand response service within Fort Bend County. The transit service however also provides service to Harris County destinations including the Texas Medical Center and the Houston Downtown Business District. Fort Bend County Transit also supports a commuter service known as TREKEXPRESS which provides commuter trips to Greenway Plaza and the Galleria.

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 VA Hospital

I. **The Woodland 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 2021-2024 TIP.

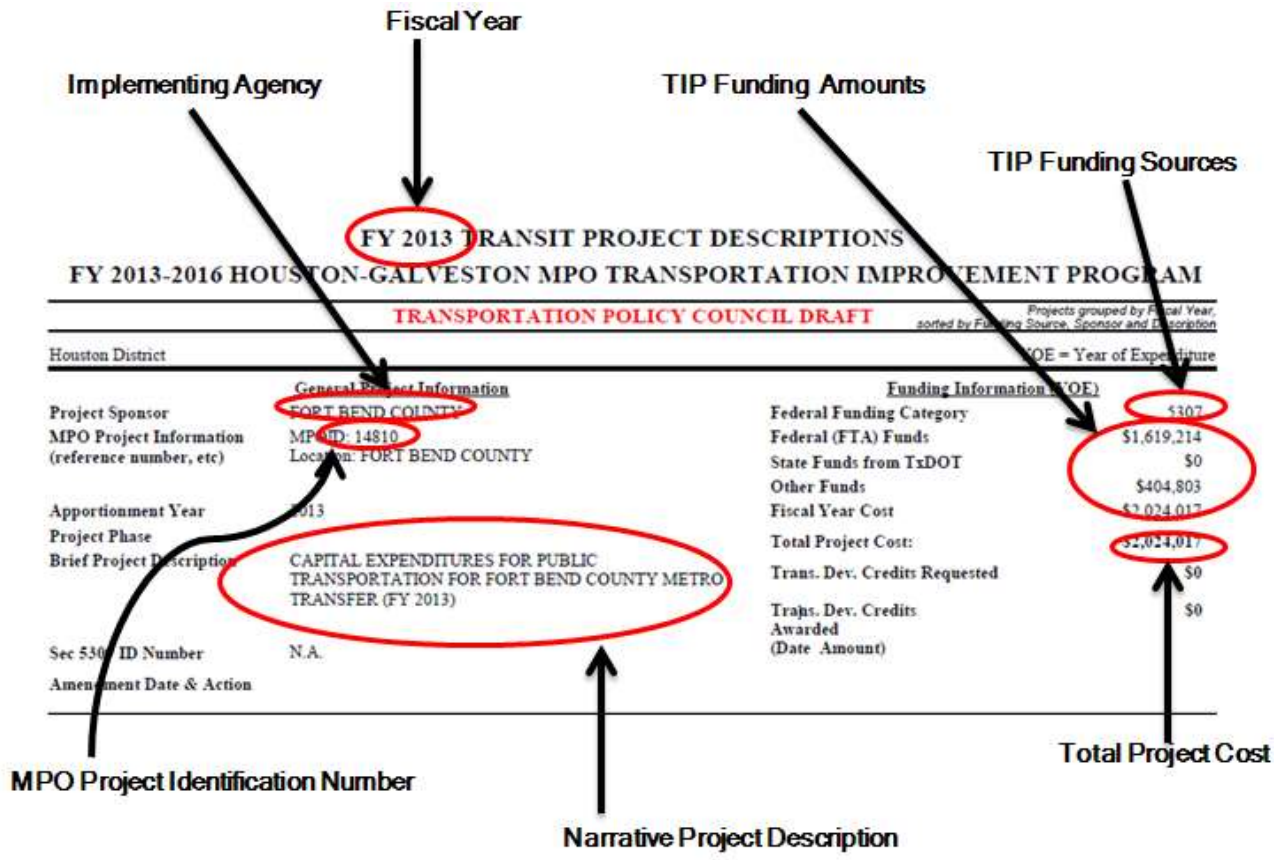
- **Trolley Circulator**: The Woodlands Transit also operates a fare-free urban circulator trolley service which provides transportation to business locations and residences within the Woodlands Town Center. The trolley service connects Hughes Landing, the Woodlands Mall, Market Street, and Hughes Landing 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 county, 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 4-1: Transit Project Listing Legend



FISCAL YEAR

Consistent with the State fiscal year, fiscal years in the 2021-2024 TIP begin on September 1st and continue through August 31st of the following year. Applying this rule to the 2021-2024 TIP, fiscal year 2021 begins September 1, 2020 and ends August 31, 2021.

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 2021-2024 TIP are fiscally constrained and have identified funding commitments.

TOTAL PROJECT COST

In addition to the funding programmed in the 2021-2024 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 “2010 dollars”).

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General Project Information		Funding Information (YOE)	
Project Sponsor	MIDTOWN MANAGEMENT DISTRICT	**Federal Funding Category**	STBG (Transfer)
MPO Project Information (reference number, etc)	MPOID: 17092 Location: BRAZOS ST	**Federal (FTA) Funds** **State Funds from TxDOT**	$4,115,200 $0
		Other Funds	$1,028,800
Apportionment Year	2021	**Fiscal Year Cost**	$5,144,000
Project Phase		**Total Project Cost:**	**$5,144,000**
Brief Project Description	RECONSTRUCT BACK OF CURB INFRASTRUCTURE (SIDEWALKS, CURBS, ADA RAMPS, PEDESTRIAN LIGHTING AND LANDSCAPING)	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	WESTCHASE MANAGEMENT DISTRICT	**Federal Funding Category**	STP-TAP (Transfer)
MPO Project Information (reference number, etc)	MPOID: 18038 Location: DEERWOOD SHARED USE PATH	**Federal (FTA) Funds** **State Funds from TxDOT**	$1,040,036 $0
		Other Funds	$260,047
Apportionment Year	2021	**Fiscal Year Cost**	$1,300,083
Project Phase		**Total Project Cost:**	**$1,300,083**
Brief Project Description	CONSTRUCT 8' SHARED USE PATH REPLACING EXISTING SIDEWALK IN SECTIONS. REPAIR SIDEWALK AND SHARED USE PATH IN SECTIONS. INSTALL SUPPLEMENTAL BIKEWAY/WAY-FINDING SIGNAGE	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5312
MPO Project Information (reference number, etc)	MPOID: 18645 Location: METRO SERVICE AREA	**Federal (FTA) Funds** **State Funds from TxDOT**	$160,000 $0
		Other Funds	$40,000
Apportionment Year	2021	**Fiscal Year Cost**	$200,000
Project Phase		**Total Project Cost:**	**$200,000**
Brief Project Description	Bus Monitoring Equipment to Deter Assaults on Operators	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	CMAQ (Transfer)
MPO Project Information	MPOID: 18012	**Federal (FTA) Funds**	$4,504,864
(reference number, etc)	Location: VA	**State Funds from TxDOT**	$0
		Other Funds	$0
Apportionment Year	2021	**Fiscal Year Cost**	$4,504,864
Project Phase		**Total Project Cost:**	**$4,504,864**
Brief Project Description	PURCHASE 28 NEW COMMUTER BUSES FOR NEW SERVICE FROM FBC TO DOWNTOWN HOUSTON	**Trans. Dev. Credits Requested**	**900,973**
		Trans. Dev. Credits Awarded	**900,973**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information	MPOID: 14370	**Federal (FTA) Funds**	$209,163
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$52,291
Apportionment Year	2021	**Fiscal Year Cost**	$261,454
Project Phase		**Total Project Cost:**	**$261,454**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR ASSOCIATED TRANSPORTATION IMPROVEMENTS	**Trans. Dev. Credits Requested**	**116,056**
		Trans. Dev. Credits Awarded	**116,056**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information	MPOID: 15218	**Federal (FTA) Funds**	$209,163
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$52,291
Apportionment Year	2021	**Fiscal Year Cost**	$261,454
Project Phase		**Total Project Cost:**	**$261,454**
Brief Project Description	Capital expenditures for public transportation and/or associated transportation improvements	**Trans. Dev. Credits Requested**	**89,681**
		Trans. Dev. Credits Awarded	**89,681**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11432 Location: CITY OF CONROE	**Federal (FTA) Funds**	$250,000
		State Funds from TxDOT	$0
		Other Funds	$62,500
Apportionment Year	2020	**Fiscal Year Cost**	$312,500
Project Phase		**Total Project Cost:**	**$312,500**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR TRANSPORTATION IMPROVEMENTS: FY 2020	**Trans. Dev. Credits Requested**	**651,523**
		Trans. Dev. Credits Awarded (Date Amount)	**651,523**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 14371 Location: CITY OF CONROE	**Federal (FTA) Funds**	$131,000
		State Funds from TxDOT	$0
		Other Funds	$131,000
Apportionment Year	2021	**Fiscal Year Cost**	$262,000
Project Phase		**Total Project Cost:**	**$262,000**
Brief Project Description	Operating expenditures for public transit	**Trans. Dev. Credits Requested**	**45,000**
		Trans. Dev. Credits Awarded (Date Amount)	**45,000**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11436 Location: CITY OF CONROE	**Federal (FTA) Funds**	$153,911
		State Funds from TxDOT	$0
		Other Funds	$153,911
Apportionment Year	2020	**Fiscal Year Cost**	$307,822
Project Phase		**Total Project Cost:**	**$307,822**
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information	MPOID: 15400	**Federal (FTA) Funds**	$219,290
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$54,823
Apportionment Year	2021	**Fiscal Year Cost**	$274,113
Project Phase		**Total Project Cost:**	**$274,113**
Brief Project Description	Planning expenditures for public transportation	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information	MPOID: 11437	**Federal (FTA) Funds**	$165,000
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$41,250
Apportionment Year	2020	**Fiscal Year Cost**	$206,250
Project Phase		**Total Project Cost:**	**$206,250**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information	MPOID: 15219	**Federal (FTA) Funds**	$131,000
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$131,000
Apportionment Year	2021	**Fiscal Year Cost**	$262,000
Project Phase		**Total Project Cost:**	**$262,000**
Brief Project Description	Transit Operating Expenditures for public transportation	**Trans. Dev. Credits Requested**	**45,000**
		Trans. Dev. Credits Awarded (Date Amount)	**45,000**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

FY 2021 TRANSIT PROJECT DESCRIPTIONS

FY 2021-2024 HOUSTON-GALVESTON MPO TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT - 5/07/2020

Projects grouped by Fiscal Year, sorted by Funding Source, Sponsor and Description

Houston District

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF GALVESTON	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18602 Location: CITY OF GALVESTON	**Federal (FTA) Funds**	$1,652,442
		State Funds from TxDOT	$0
		Other Funds	$1,038,180
Apportionment Year	2020	**Fiscal Year Cost**	$2,690,622
Project Phase		**Total Project Cost:**	**$2,600,000**
Brief Project Description	TRANSIT CAPITAL, OPERATING, PLANNING AND ADMINISTRATION: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF GALVESTON	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18614 Location: CITY OF GALVESTON	**Federal (FTA) Funds**	$1,600,000
		State Funds from TxDOT	$0
		Other Funds	$1,000,000
Apportionment Year	2021	**Fiscal Year Cost**	$2,600,000
Project Phase		**Total Project Cost:**	**$2,600,000**
Brief Project Description	TRANSIT CAPITAL, OPERATING, PLANNING AND ADMINISTRATION: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18333 Location: WESTPARK PARK & RIDE	**Federal (FTA) Funds**	$1,280,896
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2020	**Fiscal Year Cost**	$1,280,896
Project Phase		**Total Project Cost:**	**$1,280,986**
Brief Project Description	BUS SUPPORT EQUIPMENT AND FACILITIES, CONSTRUCTION FOR WESTPARK PARK&RIDE: FY 2020	**Trans. Dev. Credits Requested**	**256,179**
		Trans. Dev. Credits Awarded (Date Amount)	**256,179**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18609 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$431,515
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$431,515
Project Phase		**Total Project Cost:**	**$431,515**
Brief Project Description	BUS: SUPPORT AND FACILITIES, MISC SOFTWARE AND HARDWARE, BUS WRAPS AND SOFTWARE MAINTENANCE: FY 2019	**Trans. Dev. Credits Requested**	**86,303**
		Trans. Dev. Credits Awarded (Date Amount)	**86,303**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18610 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$712,938
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$712,938
Project Phase		**Total Project Cost:**	**$712,938**
Brief Project Description	BUS: SUPPORT EQUIPMENT AND FACILITIES, CONSTRUCTION FOR WESTPARK PARK&RIDE: FY 2019	**Trans. Dev. Credits Requested**	**142,588**
		Trans. Dev. Credits Awarded (Date Amount)	**142,588**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18613 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$1,037,686
		State Funds from TxDOT	$0
		Other Funds	$4,048,243
Apportionment Year	2019	**Fiscal Year Cost**	$5,085,929
Project Phase		**Total Project Cost:**	**$5,085,243**
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2019	**Trans. Dev. Credits Requested**	**518,843**
		Trans. Dev. Credits Awarded (Date Amount)	**518,843**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18611 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$1,723,062
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$1,723,062
Project Phase		**Total Project Cost:**	**$1,723,062**
Brief Project Description	OTHER CAPITAL ITEMS (BUS), CAPITAL PURCHASE OF SERVICE: FY 2019	**Trans. Dev. Credits Requested**	**344,612**
		Trans. Dev. Credits Awarded (Date Amount)	**344,612**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18612 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$692,987
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$692,987
Project Phase		**Total Project Cost:**	**$692,987**
Brief Project Description	PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2019	**Trans. Dev. Credits Requested**	**138,597**
		Trans. Dev. Credits Awarded (Date Amount)	**138,597**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16361 Location: LAKE JACKSON/ANGLETON UZA	**Federal (FTA) Funds**	$986,283
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2018	**Fiscal Year Cost**	$986,283
Project Phase		**Total Project Cost:**	**$986,283**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION LAKE JACKSON/ANGLETON: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11721 Location: TEXAS CITY/LA MARQUE UZA	**Federal (FTA) Funds**	$385,000
		State Funds from TxDOT	$0
		Other Funds	$96,250
Apportionment Year	2016	**Fiscal Year Cost**	$481,250
Project Phase		**Total Project Cost:**	**$481,250**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION, CAPITAL COST OF CONTRACTING: FY 2016	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16355 Location: TEXAS CITY/LA MARQUE UZA	**Federal (FTA) Funds**	$580,281
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2018	**Fiscal Year Cost**	$580,281
Project Phase		**Total Project Cost:**	**$580,281**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16358 Location: TEXAS CITY/LA MARQUE UZA	**Federal (FTA) Funds**	$448,406
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$448,406
Project Phase		**Total Project Cost:**	**$448,406**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11729 Location: LAKE JACKSON/ANGLETON UZA	**Federal (FTA) Funds**	$752,881
		State Funds from TxDOT	$0
		Other Funds	$752,881
Apportionment Year		**Fiscal Year Cost**	$1,505,762
Project Phase	2015	**Total Project Cost:**	**$1,505,762**
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2015	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11726 Location: TEXAS CITY/LA MARQUE UZA	**Federal (FTA) Funds**	$913,432
		State Funds from TxDOT	$0
		Other Funds	$913,432
Apportionment Year	2016	**Fiscal Year Cost**	$1,826,864
Project Phase		**Total Project Cost:**	**$1,826,864**
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2016	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16357 Location: TEXAS CITY/LA MARQUE UZA	**Federal (FTA) Funds**	$651,523
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2018	**Fiscal Year Cost**	$651,523
Project Phase		**Total Project Cost:**	**$651,523**
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

FY 2021 TRANSIT PROJECT DESCRIPTIONS

FY 2021-2024 HOUSTON-GALVESTON MPO TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT - 5/07/2020

Projects grouped by Fiscal Year, sorted by Funding Source, Sponsor and Description

Houston District

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16360 Location: TEXAS CITY/LA MARQUE UZA	**Federal (FTA) Funds**	$810,656
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$810,656
Project Phase		**Total Project Cost:**	**$810,656**
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16356 Location: TEXAS CITY/LA MARQUE UZA	**Federal (FTA) Funds**	$225,000
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2018	**Fiscal Year Cost**	$225,000
Project Phase		**Total Project Cost:**	**$225,000**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION GULF COAST CENTER: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16362 Location: LAKE JACKSON/ANGLETON UZA	**Federal (FTA) Funds**	$120,000
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2018	**Fiscal Year Cost**	$120,000
Project Phase		**Total Project Cost:**	**$120,000**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION in LAKE JACKSON/ANGLETON: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

FY 2021 TRANSIT PROJECT DESCRIPTIONS

FY 2021-2024 HOUSTON-GALVESTON MPO TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT - 5/07/2020

Projects grouped by Fiscal Year, sorted by Funding Source, Sponsor and Description

Houston District

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11719 Location: TEXAS CITY/LA MARQUE UZA	**Federal (FTA) Funds**	$100,000
		State Funds from TxDOT	$0
		Other Funds	$25,000
Apportionment Year	2015	**Fiscal Year Cost**	$125,000
Project Phase		**Total Project Cost:**	**$125,000**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2015	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11727 Location: TEXAS CITY/LA MARQUE UZA	**Federal (FTA) Funds**	$100,000
		State Funds from TxDOT	$0
		Other Funds	$25,000
Apportionment Year	2016	**Fiscal Year Cost**	$125,000
Project Phase		**Total Project Cost:**	**$125,000**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2016	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16359 Location: TEXAS CITY/LA MARQUE UZA	**Federal (FTA) Funds**	$225,000
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$225,000
Project Phase		**Total Project Cost:**	**$225,000**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11761 Location: TEXAS CITY/LAMARQUE	**Federal (FTA) Funds**	$271,614
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2018	**Fiscal Year Cost**	$271,614
Project Phase		**Total Project Cost:**	**$2,159,884**
Brief Project Description	TEXAS CITY/LA MARQUE TRANSIT FLEET REPLACEMENT: FY 2018	**Trans. Dev. Credits Requested**	**54,325**
		Trans. Dev. Credits Awarded	**54,325**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18619 Location: HARRIS COUNTY	**Federal (FTA) Funds**	$4,382,918
		State Funds from TxDOT	$0
		Other Funds	$191,620
Apportionment Year	2019	**Fiscal Year Cost**	$4,574,538
Project Phase		**Total Project Cost:**	**$4,574,538**
Brief Project Description	TRANSIT CAPITAL EXPENSES: FY 2019	**Trans. Dev. Credits Requested**	**876,584**
		Trans. Dev. Credits Awarded	**876,584**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18621 Location: HARRIS COUNTY	**Federal (FTA) Funds**	$1,143,543
		State Funds from TxDOT	$0
		Other Funds	$479,050
Apportionment Year	2019	**Fiscal Year Cost**	$1,622,593
Project Phase		**Total Project Cost:**	**$1,622,593**
Brief Project Description	TRANSIT OPERATING EXPENSES: FY 2019	**Trans. Dev. Credits Requested**	**572,772,**
		Trans. Dev. Credits Awarded	**571,772**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18620 Location: HARRIS COUNTY	**Federal (FTA) Funds**	$1,067,000
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$1,067,000
Project Phase		**Total Project Cost:**	**$1,067,000**
Brief Project Description	TRANSIT PLANNING EXPENSES: FY 2019	**Trans. Dev. Credits Requested**	**213,400**
		Trans. Dev. Credits Awarded (Date Amount)	**213,400**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11754 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$65,429,304
		State Funds from TxDOT	$0
		Other Funds	$16,357,326
Apportionment Year	2019	**Fiscal Year Cost**	$81,786,630
Project Phase		**Total Project Cost:**	**$81,786,630**
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2019 Apportionment	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18001 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$65,429,304
		State Funds from TxDOT	$0
		Other Funds	$16,357,326
Apportionment Year	2020	**Fiscal Year Cost**	$81,786,630
Project Phase		**Total Project Cost:**	**$81,786,630**
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18000 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$65,429,304
		State Funds from TxDOT	$0
		Other Funds	$16,357,326
Apportionment Year	2021	**Fiscal Year Cost**	$81,786,630
Project Phase		**Total Project Cost:**	**$81,786,630**
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2021 Apportionment	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11810 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$8,229,868
		State Funds from TxDOT	$0
		Other Funds	$2,057,467
Apportionment Year	2019	**Fiscal Year Cost**	$10,287,335
Project Phase		**Total Project Cost:**	**$10,287,335**
Brief Project Description	METROLift ADA Support: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18008 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$8,229,868
		State Funds from TxDOT	$0
		Other Funds	$2,057,467
Apportionment Year	2020	**Fiscal Year Cost**	$10,287,335
Project Phase		**Total Project Cost:**	**$10,287,335**
Brief Project Description	METROLift ADA Support: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18007 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$8,229,868
		State Funds from TxDOT	$0
		Other Funds	$2,057,467
Apportionment Year	2021	**Fiscal Year Cost**	$10,287,335
Project Phase		**Total Project Cost:**	**$10,287,335**
Brief Project Description	METROLift ADA Support: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11597 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$2,043,275
		State Funds from TxDOT	$0
		Other Funds	$4,024,261
Apportionment Year	2017	**Fiscal Year Cost**	$6,067,536
Project Phase		**Total Project Cost:**	**$6,067,536**
Brief Project Description	Capital Expenditures for Public Transportation, Capital Cost of Contracting: FY 2017	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11669 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$1,889,012
		State Funds from TxDOT	$0
		Other Funds	$3,717,273
Apportionment Year	2018	**Fiscal Year Cost**	$5,606,285
Project Phase		**Total Project Cost:**	**$5,606,285**
Brief Project Description	Capital Expenditures for Public Transportation: Capital Cost of Contracting: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11518 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$280,000
		State Funds from TxDOT	$0
		Other Funds	$280,000
Apportionment Year		**Fiscal Year Cost**	$560,000
Project Phase	2016	**Total Project Cost:**	**$560,000**
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2016	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11660 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$927,094
		State Funds from TxDOT	$0
		Other Funds	$927,094
Apportionment Year	2017	**Fiscal Year Cost**	$1,854,188
Project Phase		**Total Project Cost:**	**$1,854,188**
Brief Project Description	Operation Expenditures for Public Transportation: FY 2017	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11676 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$540,000
		State Funds from TxDOT	$0
		Other Funds	$540,000
Apportionment Year	2018	**Fiscal Year Cost**	$1,080,000
Project Phase		**Total Project Cost:**	**$1,080,000**
Brief Project Description	Operation Expenditures for Public Transportation: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11521 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$160,000
		State Funds from TxDOT	$0
		Other Funds	$40,000
Apportionment Year		**Fiscal Year Cost**	$200,000
Project Phase	2016	**Total Project Cost:**	**$200,000**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2016	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number			
Amendment Date & Action	N.A.		

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11668 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$183,330
		State Funds from TxDOT	$0
		Other Funds	$45,833
Apportionment Year	2018	**Fiscal Year Cost**	$229,163
Project Phase		**Total Project Cost:**	**$229,163**
Brief Project Description	Planning Expenditures for Public Transportation: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 11189 Location: CITY OF CONROE	**Federal (FTA) Funds**	$172,626
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2017	**Fiscal Year Cost**	$172,626
Project Phase		**Total Project Cost:**	**$172,626**
Brief Project Description	Capital and program administration expenditures for Enhanced Mobility for Seniors and Individuals with Disabilities: FY 2017	**Trans. Dev. Credits Requested**	**31,073**
		Trans. Dev. Credits Awarded (Date Amount)	**31,073**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 11542 Location: CITY OF CONROE	**Federal (FTA) Funds**	$176,193
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2018	**Fiscal Year Cost**	$176,193
Project Phase		**Total Project Cost:**	**$176,193**
Brief Project Description	Capital and program administration expenditures for Enhanced Mobility for Seniors and Individuals with Disabilities: FY 2018	**Trans. Dev. Credits Requested**	**31,715**
		Trans. Dev. Credits Awarded (Date Amount)	**31,715**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 9349 Location: CITY OF CONROE	**Federal (FTA) Funds**	$158,574
		State Funds from TxDOT	$0
		Other Funds	$39,643
Apportionment Year	2018	**Fiscal Year Cost**	$198,217
Project Phase		**Total Project Cost:**	**$198,217**
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 9410 Location: CITY OF CONROE	**Federal (FTA) Funds**	$164,556
		State Funds from TxDOT	$0
		Other Funds	$41,139
Apportionment Year	2019	**Fiscal Year Cost**	$205,695
Project Phase		**Total Project Cost:**	**$205,695**
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

FY 2021 TRANSIT PROJECT DESCRIPTIONS

FY 2021-2024 HOUSTON-GALVESTON MPO TRANSPORTATION IMPROVEMENT PROGRAM

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Projects grouped by Fiscal Year, sorted by Funding Source, Sponsor and Description

Houston District

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information	MPOID: 9730	**Federal (FTA) Funds**	$164,556
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$41,139
Apportionment Year	2020	**Fiscal Year Cost**	$205,695
Project Phase		**Total Project Cost:**	**$205,695**
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information	MPOID: 10798	**Federal (FTA) Funds**	$164,556
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$41,139
Apportionment Year	2021	**Fiscal Year Cost**	$205,695
Project Phase		**Total Project Cost:**	**$205,695**
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information	MPOID: 9409	**Federal (FTA) Funds**	$17,619
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$0
Apportionment Year	2018	**Fiscal Year Cost**	$17,619
Project Phase		**Total Project Cost:**	**$17,619**
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 9412 Location: CITY OF CONROE	**Federal (FTA) Funds**	$18,284
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$18,284
Project Phase		**Total Project Cost:**	**$18,284**
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 10188 Location: CITY OF CONROE	**Federal (FTA) Funds**	$182,840
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2020	**Fiscal Year Cost**	$182,840
Project Phase		**Total Project Cost:**	**$182,840**
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 11009 Location: CITY OF CONROE	**Federal (FTA) Funds**	$18,284
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2021	**Fiscal Year Cost**	$18,284
Project Phase		**Total Project Cost:**	**$18,284**
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information

Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION
MPO Project Information (reference number, etc)	MPOID: 11791 Location: FORT BEND COUNTY
Apportionment Year	2018
Project Phase	
Brief Project Description	FORT BEND COUNTY PUBLIC TRANSPORTATION PROGRAM: PURCHASE OF SERVICE AND OPERATING: FY 2018
Sec 5309 ID Number	N.A.
Amendment Date & Action	

Funding Information (YOE)

Federal Funding Category	FTA Sec. 5310
Federal (FTA) Funds	$1,223,626
State Funds from TxDOT	$0
Other Funds	$434,344
Fiscal Year Cost	$1,657,970
Total Project Cost:	**$1,657,970**
Trans. Dev. Credits Requested	**296,100**
Trans. Dev. Credits Awarded (Date Amount)	**296,100**

General Project Information

Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION
MPO Project Information (reference number, etc)	MPOID: 11789 Location: FORT BEND COUNTY
Apportionment Year	2016
Project Phase	
Brief Project Description	FORT BEND COUNTY TRANSIT G.A.P.S PROGRAM: PURCHASE OF SERVICE (FY 2016)
Sec 5309 ID Number	N.A.
Amendment Date & Action	

Funding Information (YOE)

Federal Funding Category	FTA Sec. 5310
Federal (FTA) Funds	$1,052,376
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$1,052,376
Total Project Cost:	**$1,052,376**
Trans. Dev. Credits Requested	**210,475**
Trans. Dev. Credits Awarded (Date Amount)	**210,475**

General Project Information

Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION
MPO Project Information (reference number, etc)	MPOID: 11790 Location: FORT BEND COUNTY
Apportionment Year	2017
Project Phase	
Brief Project Description	FORT BEND COUNTY TRANSIT G.A.P.S. PROGRAM: PURCHASE OF SERVICE (FY 2017)
Sec 5309 ID Number	N.A.
Amendment Date & Action	

Funding Information (YOE)

Federal Funding Category	FTA Sec. 5310
Federal (FTA) Funds	$1,052,376
State Funds from TxDOT	$0
Other Funds	$0
Fiscal Year Cost	$1,052,376
Total Project Cost:	**$1,052,376**
Trans. Dev. Credits Requested	
Trans. Dev. Credits Awarded (Date Amount)	**$210,475 (4/24/2015 - M.O. 201509)**

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Houston District

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information	MPOID: 18148	**Federal (FTA) Funds**	$329,751
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$0
Apportionment Year	2018	**Fiscal Year Cost**	$329,751
Project Phase		**Total Project Cost:**	**$329,751**
Brief Project Description	5310 PROGRAM ADMINISTRATION: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information	MPOID: 18643	**Federal (FTA) Funds**	$278,650
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$278,650
Apportionment Year	2021	**Fiscal Year Cost**	$557,300
Project Phase		**Total Project Cost:**	**$557,300**
Brief Project Description	Ride with H.E.A.R.T. Transit Services	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information	MPOID: 18644	**Federal (FTA) Funds**	$52,340
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$13,085
Apportionment Year	2021	**Fiscal Year Cost**	$65,425
Project Phase		**Total Project Cost:**	**$65,425**
Brief Project Description	Ride with H.E.A.R.T. Vehicle Acquisition	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5337
MPO Project Information (reference number, etc)	MPOID: 11812 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$6,822,182
		State Funds from TxDOT	$0
		Other Funds	$1,705,546
Apportionment Year	2019	**Fiscal Year Cost**	$8,527,728
Project Phase		**Total Project Cost:**	**$8,527,728**
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5337
MPO Project Information (reference number, etc)	MPOID: 18149 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$6,822,182
		State Funds from TxDOT	$0
		Other Funds	$1,705,546
Apportionment Year	2019	**Fiscal Year Cost**	$8,527,728
Project Phase		**Total Project Cost:**	**$8,527,728**
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5337
MPO Project Information (reference number, etc)	MPOID: 18153 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$6,822,182
		State Funds from TxDOT	$0
		Other Funds	$1,705,546
Apportionment Year	2020	**Fiscal Year Cost**	$8,527,728
Project Phase		**Total Project Cost:**	**$8,527,728**
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information	MPOID: 14373	**Federal (FTA) Funds**	$65,964
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$16,491
Apportionment Year	2021	**Fiscal Year Cost**	$82,455
Project Phase		**Total Project Cost:**	**$82,455**
Brief Project Description	Bus and Bus Facilities Program.	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information	MPOID: 15557	**Federal (FTA) Funds**	$65,964
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$16,491
Apportionment Year	2021	**Fiscal Year Cost**	$82,455
Project Phase		**Total Project Cost:**	**$82,455**
Brief Project Description	Capital expenditures for public transportation	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information	MPOID: 11440	**Federal (FTA) Funds**	$60,850
(reference number, etc)	Location: CITY OF CONROE	**State Funds from TxDOT**	$0
		Other Funds	$15,213
Apportionment Year	2020	**Fiscal Year Cost**	$76,063
Project Phase		**Total Project Cost:**	**$76,063**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

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Projects grouped by Fiscal Year, sorted by Funding Source, Sponsor and Description

Houston District

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information	MPOID: 11779	**Federal (FTA) Funds**	$166,900
(reference number, etc)	Location: GULF COAST CENTER SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$0
Apportionment Year	2021	**Fiscal Year Cost**	$166,900
Project Phase		**Total Project Cost:**	**$166,900**
Brief Project Description	BUS & BUS FACILITIES PROGRAM (5339): FY 2017	**Trans. Dev. Credits Requested**	**33,380**
		Trans. Dev. Credits Awarded (Date Amount)	**33,380**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information	MPOID: 11745	**Federal (FTA) Funds**	$7,543,669
(reference number, etc)	Location: NORTHWEST TRANSIT CENTER	**State Funds from TxDOT**	$0
		Other Funds	$1,885,918
Apportionment Year	2021	**Fiscal Year Cost**	$9,429,587
Project Phase		**Total Project Cost:**	**$9,429,587**
Brief Project Description	DESIGN, CONSTRUCTION, CONSTRUCTION MANAGEMENT, PROJECT MANAGEMENT	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information	MPOID: 18237	**Federal (FTA) Funds**	$9,543,741
(reference number, etc)	Location: NORTHWEST TRANSIT CENTER	**State Funds from TxDOT**	$0
		Other Funds	$2,385,936
Apportionment Year	2019	**Fiscal Year Cost**	$11,929,677
Project Phase		**Total Project Cost:**	**$11,929,677**
Brief Project Description	Northwest Transit Center Improvements: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information (reference number, etc)	MPOID: 15264 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$9,463,799
		State Funds from TxDOT	$0
		Other Funds	$2,365,950
Apportionment Year		**Fiscal Year Cost**	$11,829,749
Project Phase	2018	**Total Project Cost:**	**$11,829,749**
Brief Project Description	Universal Accessibility: FY 2018	**Trans. Dev. Credits Requested**	**24,000**
		Trans. Dev. Credits Awarded (Date Amount)	**24,000**
Sec 5309 ID Number			
Amendment Date & Action	N.A.		

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information (reference number, etc)	MPOID: 16246 Location: WEST BELLFORT P&R	**Federal (FTA) Funds**	$7,317,848
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2016	**Fiscal Year Cost**	$7,317,848
Project Phase		**Total Project Cost:**	**$7,317,848**
Brief Project Description	WEST BELLFORT PARK&RIDE MODIFICATIONS: FY 2016	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information (reference number, etc)	MPOID: 11675 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$311,570
		State Funds from TxDOT	$0
		Other Funds	$77,892
Apportionment Year		**Fiscal Year Cost**	$389,462
Project Phase	2017	**Total Project Cost:**	**$389,462**
Brief Project Description	BUS AND BUS FACILITIES: FY 2017	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number			
Amendment Date & Action	N.A.		

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information (reference number, etc)	MPOID: 11678 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$360,124
		State Funds from TxDOT	$0
		Other Funds	$90,031
Apportionment Year		**Fiscal Year Cost**	$450,155
Project Phase	2018	**Total Project Cost:**	**$450,155**
Brief Project Description	Bus and Bus Facilities: FY 2018	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number			
Amendment Date & Action	N.A.		

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5,5307
MPO Project Information (reference number, etc)	MPOID: 16363 Location: LAKE JACKSON/ANGLETON UZA	**Federal (FTA) Funds**	$1,411,978
		State Funds from TxDOT	$0
		Other Funds	$120,081
Apportionment Year	2019	**Fiscal Year Cost**	$1,532,059
Project Phase		**Total Project Cost:**	**$1,532,059**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION IN LAKE JACKSON/ANGLETON & CONSTRUCTION OF TRANSIT OPERATIONS AND MAINTENANCE FACILITY: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307,5339
MPO Project Information (reference number, etc)	MPOID: 11735 Location: POST OAK RD N	**Federal (FTA) Funds**	$5,802,295
		State Funds from TxDOT	$0
		Other Funds	$1,450,574
Apportionment Year	2021	**Fiscal Year Cost**	$7,252,869
Project Phase		**Total Project Cost:**	**$7,252,869**
Brief Project Description	DIAMOND BUS LANES CONSTRUCTION WITH BICYCLE AND PEDESTRIAN INFRASTRUCTURE ENHANCEMENTS	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	Local
MPO Project Information	MPOID: 18010	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: City of Conroe Transit Fleet Maintenance Facility	**State Funds from TxDOT**	$0
		Other Funds	$3,546,043
Apportionment Year	2021	**Fiscal Year Cost**	$3,546,043
Project Phase		**Total Project Cost:**	**$3,546,043**
Brief Project Description	Construct Transit Fleet Maintenance Facility	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF GALVESTON	**Federal Funding Category**	Local
MPO Project Information	MPOID: 16217	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: GALVESTON CBD	**State Funds from TxDOT**	$0
		Other Funds	$5,500,000
Apportionment Year	2021	**Fiscal Year Cost**	$5,500,000
Project Phase		**Total Project Cost:**	**$3,000,000**
Brief Project Description	PEDESTRIAN-TRANSIT ACCESS STREETSCAPE IMPROVEMENTS IN DOWNTOWN GALVESTON AND SURROUNDING AREAS ON TRANSIT CORRIDORS SLATED FOR DISASTERRELIEF FUNDED IMPROVEMENTS (CDBG)INCLUDING THE STRAND, MECHANIC, MARKET, POST OFFICE, CHURCH, 53RD AND 43RD.	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF GALVESTON	**Federal Funding Category**	Local
MPO Project Information	MPOID: 16224	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: UTMB MAIN CAMPUS	**State Funds from TxDOT**	$0
		Other Funds	$2,400,000
Apportionment Year	2021	**Fiscal Year Cost**	$2,400,000
Project Phase		**Total Project Cost:**	**$2,400,000**
Brief Project Description	Streetscape enhancements and pedestrian facilities to facilitate access to transit on the UTMB medical campus in Galveston, Texas. Includes extension of campus pedestrian mall and upgrade of adjacent high-utilization Island Transit stop.	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 11533 Location: WESTPARK TOLLWAY P&R	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$549,566
Apportionment Year	2021	**Fiscal Year Cost**	$549,566
Project Phase		**Total Project Cost:**	**$549,566**
Brief Project Description	ACQUIRE 6 ADDITIONAL LARGE TRANSIT VEHICLES (PHASE 1) FOR EXPRESS SERVICES FROM WESTPARK P&R	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 16207 Location: UPTOWN MANAGEMENT DISTRICT	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$13,000,000
Apportionment Year	2019	**Fiscal Year Cost**	$13,000,000
Project Phase		**Total Project Cost:**	**$13,000,000**
Brief Project Description	ACQUIRE LOW-FLOOR ARTICULATED TRANSIT VEHICLES: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 11482 Location: NORTHWEST TRANSIT CENTER	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$333,000
Apportionment Year	2021	**Fiscal Year Cost**	$333,000
Project Phase		**Total Project Cost:**	**$313,000**
Brief Project Description	ADVANCED HIGH CAPACITY TRANSIT IH-610/NORTHWEST TRANSIT CENTER RAMP PROVISIONS	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

FY 2021 TRANSIT PROJECT DESCRIPTIONS

FY 2021-2024 HOUSTON-GALVESTON MPO TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT - 5/07/2020

Projects grouped by Fiscal Year, sorted by Funding Source, Sponsor and Description

Houston District

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 15268 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$1,000,000
Apportionment Year	2020	**Fiscal Year Cost**	$1,000,000
Project Phase		**Total Project Cost:**	**$1,000,000**
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS (FY 2020)	**Trans. Dev. Credits Requested**	
		Trans. Dev. Credits Awarded (Date Amount)	
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 15269 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$1,000,000
Apportionment Year	2021	**Fiscal Year Cost**	$1,000,000
Project Phase		**Total Project Cost:**	**$1,000,000**
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS (FY 2021)	**Trans. Dev. Credits Requested**	
		Trans. Dev. Credits Awarded (Date Amount)	
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 15281 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$2,000,000
Apportionment Year	2020	**Fiscal Year Cost**	$2,000,000
Project Phase		**Total Project Cost:**	**$2,000,000**
Brief Project Description	FUTURE SIGNATURE BUS SERVICE (FY 2020)	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15279	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$2,000,000
Apportionment Year	2021	**Fiscal Year Cost**	$2,000,000
Project Phase		**Total Project Cost:**	**$2,000,000**
Brief Project Description	FUTURE SIGNATURE BUS SERVICE (FY 2021)	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15549	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: NORTHLINE TRANSIT CENTER	**State Funds from TxDOT**	$0
		Other Funds	$15,000,000
Apportionment Year	2021	**Fiscal Year Cost**	$15,000,000
Project Phase		**Total Project Cost:**	**$29,400,000**
Brief Project Description	NORTHLINE TRANSIT CENTER: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15285	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$4,000,000
Apportionment Year	2021	**Fiscal Year Cost**	$4,000,000
Project Phase		**Total Project Cost:**	**$4,000,000**
Brief Project Description	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS): FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 15286 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$4,000,000
Apportionment Year	2023	**Fiscal Year Cost**	$4,000,000
Project Phase		**Total Project Cost:**	**$4,000,000**
Brief Project Description	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS) : FY 2023	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 15244 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$62,031,171
Apportionment Year	2021	**Fiscal Year Cost**	$62,031,171
Project Phase		**Total Project Cost:**	**$62,031,171**
Brief Project Description	REPLACEMENT BUSES (FY 2021)	**Trans. Dev. Credits Requested**	**197,257**
		Trans. Dev. Credits Awarded (Date Amount)	**197,257**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 15296 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$1,420,000
Apportionment Year	2020	**Fiscal Year Cost**	$1,420,000
Project Phase		**Total Project Cost:**	**$1,420,000**
Brief Project Description	TRANSIT CENTER MODIFICATIONS (FY 2020)	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15294	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$1,420,000
Apportionment Year	2021	**Fiscal Year Cost**	$1,420,000
Project Phase		**Total Project Cost:**	**$1,420,000**
Brief Project Description	TRANSIT CENTER MODIFICATIONS (FY 2021)	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15535	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: WHEELER INTERMODAL TERMINAL	**State Funds from TxDOT**	$0
		Other Funds	$5,000,000
Apportionment Year	2021	**Fiscal Year Cost**	$5,000,000
Project Phase		**Total Project Cost:**	**$5,000,000**
Brief Project Description	WHEELER INTERMODAL TERMINAL (FY 2021)	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GREATER EAST END MANAGEMENT DISTRICT	**Federal Funding Category**	CMAQ
MPO Project Information (reference number, etc)	MPOID: 18144 Location: HARRISBURG BLVD	**Federal (FTA) Funds**	$5,839,934
		State Funds from TxDOT	$0
		Other Funds	$3,123,522
Apportionment Year	2022	**Fiscal Year Cost**	$8,963,456
Project Phase		**Total Project Cost:**	**$8,963,456**
Brief Project Description	PURCHASE LONG-TERM CAPITAL LEASE OF 250 PARKING SPACES AND ASSOCIATED INCIDENTAL SPACE FOR THE EASTWOOD INTERMODAL TERMINAL	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11452 Location: CITY OF CONROE	**Federal (FTA) Funds**	$250,000
		State Funds from TxDOT	$0
		Other Funds	$62,500
Apportionment Year	2021	**Fiscal Year Cost**	$312,500
Project Phase		**Total Project Cost:**	**$312,500**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR TRANSPORTATION IMPROVEMENTS: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11485 Location: CITY OF CONROE	**Federal (FTA) Funds**	$153,911
		State Funds from TxDOT	$0
		Other Funds	$153,911
Apportionment Year	2021	**Fiscal Year Cost**	$307,822
Project Phase		**Total Project Cost:**	**$307,822**
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11498 Location: CITY OF CONROE	**Federal (FTA) Funds**	$165,000
		State Funds from TxDOT	$0
		Other Funds	$41,250
Apportionment Year	2021	**Fiscal Year Cost**	$206,250
Project Phase		**Total Project Cost:**	**$206,250**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF GALVESTON	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18615 Location: CITY OF GALVESTON	**Federal (FTA) Funds**	$1,600,000
		State Funds from TxDOT	$0
		Other Funds	$1,000,000
Apportionment Year	2022	**Fiscal Year Cost**	$2,600,000
Project Phase		**Total Project Cost:**	**$2,600,000**
Brief Project Description	TRANSIT CAPITAL, OPERATING, PLANNING AND ADMINISTRATION: FY 2022	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18338 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$580,797
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2021	**Fiscal Year Cost**	$580,797
Project Phase		**Total Project Cost:**	**$580,797**
Brief Project Description	BUS SUPPORT AND FACILITIES, MISC SOFTWARE AND HARDWARE, BUS WRAPS AND SOFTWARE MAINTENANCE: FY 2021	**Trans. Dev. Credits Requested**	**116,159**
		Trans. Dev. Credits Awarded (Date Amount)	**116,159**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18332 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$547,921
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2020	**Fiscal Year Cost**	$547,921
Project Phase		**Total Project Cost:**	**$547,921**
Brief Project Description	BUS SUPPORT EQUIPMENT AND FACILITIES, CONSTRUCTION FOR WESTPARK PARK&RIDE: FY 2020	**Trans. Dev. Credits Requested**	**109,584**
		Trans. Dev. Credits Awarded (Date Amount)	**109,584**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18336 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$1,068,815
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2020	**Fiscal Year Cost**	$1,068,815
Project Phase		**Total Project Cost:**	**$1,068,815**
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2020	**Trans. Dev. Credits Requested**	**534,408**
		Trans. Dev. Credits Awarded (Date Amount)	**534,408**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18341 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$1,100,910
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2021	**Fiscal Year Cost**	$1,100,910
Project Phase		**Total Project Cost:**	**$1,100,910**
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2021	**Trans. Dev. Credits Requested**	**550,455**
		Trans. Dev. Credits Awarded (Date Amount)	**550,455**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18334 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$1,826,448
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2020	**Fiscal Year Cost**	$1,826,448
Project Phase		**Total Project Cost:**	**$1,826,448**
Brief Project Description	OTHER CAPITAL ITEMS (BUS), CAPITAL PURCHASE OF SERVICE: FY 2020	**Trans. Dev. Credits Requested**	**356,290**
		Trans. Dev. Credits Awarded (Date Amount)	**356,290**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18339 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$1,936,036
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2021	**Fiscal Year Cost**	$1,936,036
Project Phase		**Total Project Cost:**	**$1,936,036**
Brief Project Description	OTHER CAPITAL ITEMS (BUS), CAPITAL PURCHASE OF SERVICE: FY 2021	**Trans. Dev. Credits Requested**	**387,207**
		Trans. Dev. Credits Awarded (Date Amount)	**387,207**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18340 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$998,239
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2021	**Fiscal Year Cost**	$998,239
Project Phase		**Total Project Cost:**	**$998,239**
Brief Project Description	PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION (FY 2021)	**Trans. Dev. Credits Requested**	**199,648**
		Trans. Dev. Credits Awarded (Date Amount)	**199,649**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18335 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$969,880
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2020	**Fiscal Year Cost**	$969,880
Project Phase		**Total Project Cost:**	**$969,880**
Brief Project Description	PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION :FY 2020	**Trans. Dev. Credits Requested**	**193,976**
		Trans. Dev. Credits Awarded (Date Amount)	**193,976**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18331 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$462,085
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2020	**Fiscal Year Cost**	$462,085
Project Phase		**Total Project Cost:**	**$462,085**
Brief Project Description	PURCHASE OF ROLLING STOCK: FY 2020	**Trans. Dev. Credits Requested**	**92,417**
		Trans. Dev. Credits Awarded (Date Amount)	**92,417**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18337 Location: FORT BEND COUNTY	**Federal (FTA) Funds**	$489,811
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2021	**Fiscal Year Cost**	$489,811
Project Phase		**Total Project Cost:**	**$489,811**
Brief Project Description	PURCHASE OF ROLLING STOCK: FY 2021	**Trans. Dev. Credits Requested**	**97,962**
		Trans. Dev. Credits Awarded (Date Amount)	**97,962**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11744 Location: LAKE JACKSON/ANGLETON UZA	**Federal (FTA) Funds**	$876,665
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2022	**Fiscal Year Cost**	$876,665
Project Phase		**Total Project Cost:**	**$876,665**
Brief Project Description	LAKE JACKSON/ANGLETON CAPITAL ENGINEERING, DESIGN, AND CONSTRUCTION	**Trans. Dev. Credits Requested**	**175,333**
		Trans. Dev. Credits Awarded (Date Amount)	**175,333**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16365 Location: LAKE JACKSON/ANGLETON UZA	**Federal (FTA) Funds**	$70,767
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$70,767
Project Phase		**Total Project Cost:**	**$70,767**
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION LAKE JACKSON/ ANGLETON: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11732 Location: LAKE JACKSON/ANGLETON UZA	**Federal (FTA) Funds**	$774,930
		State Funds from TxDOT	$0
		Other Funds	$774,930
Apportionment Year		**Fiscal Year Cost**	$1,549,860
Project Phase	2016	**Total Project Cost:**	**$1,549,860**
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2016	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number			
Amendment Date & Action	N.A.		

FY 2022 TRANSIT PROJECT DESCRIPTIONS

FY 2021-2024 HOUSTON-GALVESTON MPO TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT - 5/07/2020

Projects grouped by Fiscal Year, sorted by Funding Source, Sponsor and Description

Houston District

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	GULF COAST CENTER	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16364 Location: LAKE JACKSON/ANGLETON UZA	**Federal (FTA) Funds**	$120,000
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2019	**Fiscal Year Cost**	$120,000
Project Phase		**Total Project Cost:**	**$120,000**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION LAKE JACKSON/ANGLETON: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18622 Location: HARRIS COUNTY	**Federal (FTA) Funds**	$4,480,797
		State Funds from TxDOT	$0
		Other Funds	$197,379
Apportionment Year	2020	**Fiscal Year Cost**	$4,678,176
Project Phase		**Total Project Cost:**	**$4,678,176**
Brief Project Description	TRANSIT CAPITAL EXPENSES: FY 2020	**Trans. Dev. Credits Requested**	**896,159**
		Trans. Dev. Credits Awarded	**896,159**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18624 Location: HARRIS COUNTY	**Federal (FTA) Funds**	$1,178,424
		State Funds from TxDOT	$0
		Other Funds	$493,448
Apportionment Year	2020	**Fiscal Year Cost**	$1,671,872
Project Phase		**Total Project Cost:**	**$1,671,872**
Brief Project Description	TRANSIT OPERATING EXPENSES: FY 2020	**Trans. Dev. Credits Requested**	**589,212**
		Trans. Dev. Credits Awarded	**589,212**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18623 Location: HARRIS COUNTY	**Federal (FTA) Funds**	$1,099,010
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2020	**Fiscal Year Cost**	$1,099,010
Project Phase		**Total Project Cost:**	**$1,099,010**
Brief Project Description	TRANSIT PLANNING EXPENSES: FY 2020	**Trans. Dev. Credits Requested**	**219,802**
		Trans. Dev. Credits Awarded	**219,802**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11759 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$65,429,304
		State Funds from TxDOT	$0
		Other Funds	$16,357,326
Apportionment Year	2022	**Fiscal Year Cost**	$81,786,630
Project Phase		**Total Project Cost:**	**$81,786,630**
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2022 Apportionment	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18002 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$65,429,304
		State Funds from TxDOT	$0
		Other Funds	$16,357,326
Apportionment Year	2023	**Fiscal Year Cost**	$81,786,630
Project Phase		**Total Project Cost:**	**$81,786,630**
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2023	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11811 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$8,229,868
		State Funds from TxDOT	$0
		Other Funds	$2,057,467
Apportionment Year	2022	**Fiscal Year Cost**	$10,287,335
Project Phase		**Total Project Cost:**	**$10,287,335**
Brief Project Description	METROLift ADA Support: FY 2022 Apportionment	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18009 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$8,229,868
		State Funds from TxDOT	$0
		Other Funds	$2,057,467
Apportionment Year	2023	**Fiscal Year Cost**	$10,287,335
Project Phase		**Total Project Cost:**	**$10,287,335**
Brief Project Description	METROLift ADA Support: FY 2023	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18632 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$2,100,000
		State Funds from TxDOT	$0
		Other Funds	$4,088,886
Apportionment Year	2019	**Fiscal Year Cost**	$6,188,886
Project Phase		**Total Project Cost:**	**$6,188,886**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18633 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$625,000
		State Funds from TxDOT	$0
		Other Funds	$625,000
Apportionment Year	2019	**Fiscal Year Cost**	$1,250,000
Project Phase		**Total Project Cost:**	**$1,250,000**
Brief Project Description	OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18631 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$200,000
		State Funds from TxDOT	$0
		Other Funds	$50,000
Apportionment Year		**Fiscal Year Cost**	$250,000
Project Phase	2019	**Total Project Cost:**	**$250,000**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 11010 Location: CITY OF CONROE	**Federal (FTA) Funds**	$164,556
		State Funds from TxDOT	$0
		Other Funds	$41,139
Apportionment Year	2022	**Fiscal Year Cost**	$205,695
Project Phase		**Total Project Cost:**	**$205,695**
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2022	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 11027 Location: CITY OF CONROE	**Federal (FTA) Funds**	$18,284
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2022	**Fiscal Year Cost**	$18,284
Project Phase		**Total Project Cost:**	**$18,284**
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2022	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5337
MPO Project Information (reference number, etc)	MPOID: 11892 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$6,822,182
		State Funds from TxDOT	$0
		Other Funds	$1,705,546
Apportionment Year	2022	**Fiscal Year Cost**	$8,527,728
Project Phase		**Total Project Cost:**	**$4,500,000**
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2022	**Trans. Dev. Credits Requested**	**1,463,571**
		Trans. Dev. Credits Awarded (Date Amount)	**1,463,571**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5337
MPO Project Information (reference number, etc)	MPOID: 18155 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$6,822,182
		State Funds from TxDOT	$0
		Other Funds	$1,705,546
Apportionment Year	2023	**Fiscal Year Cost**	$8,527,728
Project Phase		**Total Project Cost:**	**$8,527,728**
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2023	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information (reference number, etc)	MPOID: 11500 Location: CITY OF CONROE	**Federal (FTA) Funds**	$60,850
		State Funds from TxDOT	$0
		Other Funds	$15,213
Apportionment Year	2021	**Fiscal Year Cost**	$76,063
Project Phase		**Total Project Cost:**	**$76,063**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information (reference number, etc)	MPOID: 18634 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$260,000
		State Funds from TxDOT	$0
		Other Funds	$65,000
Apportionment Year	2019	**Fiscal Year Cost**	$325,000
Project Phase		**Total Project Cost:**	**$325,000**
Brief Project Description	BUS ACQUISITION AND BUS FACILITIES: FY 2019	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 16240 Location: BUFFALO BAYOU DAY LOT	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$4,146,000
Apportionment Year	2022	**Fiscal Year Cost**	$4,146,000
Project Phase		**Total Project Cost:**	**$4,146,000**
Brief Project Description	BUFFALO BAYOU DAY LOT: FY 2022	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15271	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$1,000,000
Apportionment Year	2022	**Fiscal Year Cost**	$1,000,000
Project Phase		**Total Project Cost:**	**$1,000,000**
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS: FY 2022	**Trans. Dev. Credits Requested**	
		Trans. Dev. Credits Awarded (Date Amount)	
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 11805	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$2,000,000
Apportionment Year	2022	**Fiscal Year Cost**	$2,000,000
Project Phase		**Total Project Cost:**	**$2,000,000**
Brief Project Description	FUTURE SIGNATURE BUS SERVICE: FY 2022	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15284	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$4,000,000
Apportionment Year	2022	**Fiscal Year Cost**	$4,000,000
Project Phase		**Total Project Cost:**	**$4,000,000**
Brief Project Description	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS: FY 2022	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15243	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$60,335,736
Apportionment Year	2022	**Fiscal Year Cost**	$60,335,736
Project Phase		**Total Project Cost:**	**$60,335,736**
Brief Project Description	REPLACEMENT BUSES (FY 2022)	**Trans. Dev. Credits Requested**	**810,656**
		Trans. Dev. Credits Awarded	**810,656**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15293	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$1,420,000
Apportionment Year	2022	**Fiscal Year Cost**	$1,420,000
Project Phase		**Total Project Cost:**	**$1,420,000**
Brief Project Description	TRANSIT CENTER MODIFICATIONS (FY 2022)	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	CMAQ
MPO Project Information (reference number, etc)	MPOID: 11473 Location: INNER KATY CORRIDOR	**Federal (FTA) Funds**	$113,791,242
		State Funds from TxDOT	$0
		Other Funds	$75,860,828
Apportionment Year	2023	**Fiscal Year Cost**	$189,652,070
Project Phase		**Total Project Cost:**	**$189,652,070**
Brief Project Description	CONSTRUCT MULTIMODAL DEDICATED BUS RAPID TRANSIT (BRT) BUSWAY, INCLUDING GRADE-SEPARATION AND CONNECTION TO HOV LANES AND TRANSIT CENTER.	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11515 Location: CITY OF CONROE	**Federal (FTA) Funds**	$250,000
		State Funds from TxDOT	$0
		Other Funds	$62,500
Apportionment Year	2022	**Fiscal Year Cost**	$312,500
Project Phase		**Total Project Cost:**	**$312,500**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR TRANSPORTATION IMPROVEMENTS: FY 2022	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11519 Location: CITY OF CONROE	**Federal (FTA) Funds**	$153,911
		State Funds from TxDOT	$0
		Other Funds	$153,911
Apportionment Year	2022	**Fiscal Year Cost**	$307,822
Project Phase		**Total Project Cost:**	**$307,822**
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: 2022	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11523 Location: CITY OF CONROE	**Federal (FTA) Funds**	$165,000
		State Funds from TxDOT	$0
		Other Funds	$41,250
Apportionment Year	2022	**Fiscal Year Cost**	$206,250
Project Phase		**Total Project Cost:**	**$206,250**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2022	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF GALVESTON	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11025 Location: CITY OF GALVESTON	**Federal (FTA) Funds**	$3,531,534
		State Funds from TxDOT	$0
		Other Funds	$942,884
Apportionment Year	2023	**Fiscal Year Cost**	$4,474,418
Project Phase		**Total Project Cost:**	**$4,474,418**
Brief Project Description	PURCHASE 10 NEW TRANSIT VEHICLES	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF GALVESTON	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18616 Location: CITY OF GALVESTON	**Federal (FTA) Funds**	$1,600,000
		State Funds from TxDOT	$0
		Other Funds	$1,000,000
Apportionment Year	2023	**Fiscal Year Cost**	$2,600,000
Project Phase		**Total Project Cost:**	**$2,600,000**
Brief Project Description	TRANSIT CAPITAL, OPERATING, PLANNING AND ADMINISTRATION: FY 2023	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information	MPOID: 18625	**Federal (FTA) Funds**	$4,581,490
(reference number, etc)	Location: HARRIS COUNTY	**State Funds from TxDOT**	$0
		Other Funds	$203,298
Apportionment Year	2021	**Fiscal Year Cost**	$4,784,788
Project Phase		**Total Project Cost:**	**$4,784,788**
Brief Project Description	TRANSIT CAPITAL EXPENSES: FY 2021	**Trans. Dev. Credits Requested**	**916,298**
		Trans. Dev. Credits Awarded	**916,298**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information	MPOID: 18627	**Federal (FTA) Funds**	$1,408,160
(reference number, etc)	Location: HARRIS COUNTY	**State Funds from TxDOT**	$0
		Other Funds	$508,245
Apportionment Year	2021	**Fiscal Year Cost**	$1,916,405
Project Phase		**Total Project Cost:**	**$1,916,405**
Brief Project Description	TRANSIT OPERATING EXPENSES: FY 2021	**Trans. Dev. Credits Requested**	**704,080**
		Trans. Dev. Credits Awarded	**704,080**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information	MPOID: 18626	**Federal (FTA) Funds**	$1,131,982
(reference number, etc)	Location: HARRIS COUNTY	**State Funds from TxDOT**	$0
		Other Funds	$0
Apportionment Year	2023	**Fiscal Year Cost**	$1,131,982
Project Phase		**Total Project Cost:**	**$1,131,982**
Brief Project Description	TRANSIT PLANNING EXPENSES: FY 2021	**Trans. Dev. Credits Requested**	**226,396**
		Trans. Dev. Credits Awarded	**226,396**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18089 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$8,229,868
		State Funds from TxDOT	$0
		Other Funds	$2,057,467
Apportionment Year	2024	**Fiscal Year Cost**	$10,287,335
Project Phase		**Total Project Cost:**	**$10,287,335**
Brief Project Description	METROLift ADA Support: FY 2024	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18636 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$2,300,000
		State Funds from TxDOT	$0
		Other Funds	$4,512,664
Apportionment Year	2020	**Fiscal Year Cost**	$6,812,664
Project Phase		**Total Project Cost:**	**$6,812,664**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18637 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$675,000
		State Funds from TxDOT	$0
		Other Funds	$675,000
Apportionment Year	2020	**Fiscal Year Cost**	$1,350,000
Project Phase		**Total Project Cost:**	**$1,350,000**
Brief Project Description	OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18635 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$388,480
		State Funds from TxDOT	$0
		Other Funds	$97,120
Apportionment Year		**Fiscal Year Cost**	$485,600
Project Phase	2020	**Total Project Cost:**	**$485,600**
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number			
Amendment Date & Action	N.A.		

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information (reference number, etc)	MPOID: 11535 Location: CITY OF CONROE	**Federal (FTA) Funds**	$60,850
		State Funds from TxDOT	$0
		Other Funds	$15,213
Apportionment Year	2022	**Fiscal Year Cost**	$76,063
Project Phase		**Total Project Cost:**	**$76,063**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2022	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information (reference number, etc)	MPOID: 18638 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$260,000
		State Funds from TxDOT	$0
		Other Funds	$65,000
Apportionment Year	2020	**Fiscal Year Cost**	$325,000
Project Phase		**Total Project Cost:**	**$325,000**
Brief Project Description	BUS ACQUISITION AND BUS FACILITIES: FY 2020	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	CITY OF CONROE	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15505	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: CONROE TECH PARK TRANSIT TERMINAL	**State Funds from TxDOT**	$0
		Other Funds	$9,000,000
Apportionment Year	2023	**Fiscal Year Cost**	$9,000,000
Project Phase		**Total Project Cost:**	**$9,000,000**
Brief Project Description	CONSTRUCT CONROE TECH PARK TRANSIT TERMINAL	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 11723	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$1,418,774
Apportionment Year	2023	**Fiscal Year Cost**	$1,418,774
Project Phase		**Total Project Cost:**	**$1,418,774**
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS: FY 2023	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 18352	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$1,000,000
Apportionment Year	2024	**Fiscal Year Cost**	$1,000,000
Project Phase		**Total Project Cost:**	**$1,000,000**
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS: FY 2024	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 18353	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$2,000,000
Apportionment Year	2023	**Fiscal Year Cost**	$2,000,000
Project Phase		**Total Project Cost:**	**$2,000,000**
Brief Project Description	FUTURE SIGNATURE BUS SERVICE: FY 2023	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 18369	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$62,031,171
Apportionment Year	2023	**Fiscal Year Cost**	$62,031,171
Project Phase		**Total Project Cost:**	**$62,031,171**
Brief Project Description	REPLACEMENT BUSES: FY 2023	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 18371	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$1,420,000
Apportionment Year	2023	**Fiscal Year Cost**	$1,420,000
Project Phase		**Total Project Cost:**	**$1,420,000**
Brief Project Description	TRANSIT CENTER MODIFICATIONS: FY 2023	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18628 Location: HARRIS COUNTY	**Federal (FTA) Funds**	$4,685,241
		State Funds from TxDOT	$0
		Other Funds	$209,395
Apportionment Year	2022	**Fiscal Year Cost**	$4,894,636
Project Phase		**Total Project Cost:**	**$4,894,636**
Brief Project Description	TRANSIT CAPITAL EXPENSES: FY 2022	**Trans. Dev. Credits Requested**	**937,048**
		Trans. Dev. Credits Awarded	**937,048**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18630 Location: HARRIS COUNTY	**Federal (FTA) Funds**	$1,408,160
		State Funds from TxDOT	$0
		Other Funds	$523,487
Apportionment Year	2022	**Fiscal Year Cost**	$1,931,647
Project Phase		**Total Project Cost:**	**$1,931,647**
Brief Project Description	TRANSIT OPERATING EXPENSES: FY 2022	**Trans. Dev. Credits Requested**	**704,080**
		Trans. Dev. Credits Awarded	**704,080**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18629 Location: HARRIS COUNTY	**Federal (FTA) Funds**	$1,165,941
		State Funds from TxDOT	$0
		Other Funds	$0
Apportionment Year	2022	**Fiscal Year Cost**	$1,165,941
Project Phase		**Total Project Cost:**	**$1,165,941**
Brief Project Description	TRANSIT PLANNING EXPENSES: FY 2022	**Trans. Dev. Credits Requested**	**233,188**
		Trans. Dev. Credits Awarded	**233,188**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18003 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$65,429,304
		State Funds from TxDOT	$0
		Other Funds	$16,357,326
Apportionment Year	2024	**Fiscal Year Cost**	$81,786,630
Project Phase		**Total Project Cost:**	**$81,786,630**
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2024	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18640 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$2,300,000
		State Funds from TxDOT	$0
		Other Funds	$4,512,664
Apportionment Year	2021	**Fiscal Year Cost**	$6,812,664
Project Phase		**Total Project Cost:**	**$6,812,664**
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18641 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$675,000
		State Funds from TxDOT	$0
		Other Funds	$675,000
Apportionment Year	2021	**Fiscal Year Cost**	$1,350,000
Project Phase		**Total Project Cost:**	**$1,350,000**
Brief Project Description	OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18639 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$388,480
		State Funds from TxDOT	$0
		Other Funds	$97,120
Apportionment Year		**Fiscal Year Cost**	$485,600
Project Phase	2021	**Total Project Cost:**	$388,480
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number			
Amendment Date & Action	N.A.		

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	FTA Sec. 5337
MPO Project Information (reference number, etc)	MPOID: 18234 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$6,822,182
		State Funds from TxDOT	$0
		Other Funds	$1,705,546
Apportionment Year	2024	**Fiscal Year Cost**	$8,527,728
Project Phase		**Total Project Cost:**	**$8,527,728**
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2024	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	THE WOODLANDS TOWNSHIP	**Federal Funding Category**	FTA Sec. 5339
MPO Project Information (reference number, etc)	MPOID: 18642 Location: THE WOODLANDS TOWNSHIP	**Federal (FTA) Funds**	$260,000
		State Funds from TxDOT	$0
		Other Funds	$65,000
Apportionment Year	2021	**Fiscal Year Cost**	$325,000
Project Phase		**Total Project Cost:**	**$325,000**
Brief Project Description	BUS ACQUISITION AND BUS FACILITIES: FY 2021	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 18167 Location: SH 6	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$42,373,003
Apportionment Year	2024	**Fiscal Year Cost**	$42,373,003
Project Phase		**Total Project Cost:**	**$42,373,003**
Brief Project Description	Contruct Park and Ride along SH 6 near Fort Bend Parkway in Sienna Plantation; replaces existing leased spaces in Kroger parking lot	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 18162 Location: Green & Purple METRO Lines	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$31,220,128
Apportionment Year	2024	**Fiscal Year Cost**	$31,220,128
Project Phase		**Total Project Cost:**	**$31,220,128**
Brief Project Description	Extension of Green and Purple LRT lines	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information (reference number, etc)	MPOID: 18354 Location: METRO SERVICE AREA	**Federal (FTA) Funds**	$0
		State Funds from TxDOT	$0
		Other Funds	$2,000,000
Apportionment Year	2024	**Fiscal Year Cost**	$2,000,000
Project Phase		**Total Project Cost:**	**$2,000,000**
Brief Project Description	FUTURE SIGNATURE BUS SERVICE: FY 2024	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded (Date Amount)	**$0**
Sec 5309 ID Number	N.A.		
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15283	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$4,000,000
Apportionment Year	2024	**Fiscal Year Cost**	$4,000,000
Project Phase		**Total Project Cost:**	**$4,000,000**
Brief Project Description	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS): FY 2024	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 11795	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$5,000,000
Apportionment Year	2024	**Fiscal Year Cost**	$5,000,000
Project Phase		**Total Project Cost:**	**$5,000,000**
Brief Project Description	PARK AND RIDE MODIFICATIONS (FIVE FACILITIES): FY 2024	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 18151	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: WESTHEIMER SIGNATURE BUS SERVICE	**State Funds from TxDOT**	$0
		Other Funds	$148,550,788
Apportionment Year	2024	**Fiscal Year Cost**	$148,550,788
Project Phase		**Total Project Cost:**	**$148,550,788**
Brief Project Description	RAPID SERVICE FROM HAYES ROAD TO EDLOE STREET AND EXPRESS SERVICE ON IH 69 BETWEEN EDLOE STREET AND DOWNTOWN HOUSTON.	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 18370	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$60,335,736
Apportionment Year	2024	**Fiscal Year Cost**	$60,335,736
Project Phase		**Total Project Cost:**	**$60,335,736**
Brief Project Description	REPLACEMENT BUSES: FY 2024	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 18372	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: METRO SERVICE AREA	**State Funds from TxDOT**	$0
		Other Funds	$1,420,000
Apportionment Year	2024	**Fiscal Year Cost**	$1,420,000
Project Phase		**Total Project Cost:**	**$1,420,000**
Brief Project Description	TRANSIT CENTER MODIFICATIONS: FY 2024	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	METRO	**Federal Funding Category**	Local
MPO Project Information	MPOID: 15547	**Federal (FTA) Funds**	$0
(reference number, etc)	Location: WHEELER INTERMODAL TERMINAL	**State Funds from TxDOT**	$0
		Other Funds	$5,000,000
Apportionment Year	2024	**Fiscal Year Cost**	$5,000,000
Project Phase		**Total Project Cost:**	**$5,000,000**
Brief Project Description	WHEELER INTERMODAL TERMINAL: FY 2024	**Trans. Dev. Credits Requested**	**$0**
		Trans. Dev. Credits Awarded	**$0**
Sec 5309 ID Number	N.A.	**(Date Amount)**	
Amendment Date & Action			

Appendix A
Public Comments

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Appendix A – Public Comments

PUBLIC INVOLVEMENT PROCESS FOR THE 2021-2024 TIP

The public comment period for the Draft 2021-2024 Transportation Improvement Program (TIP) began on February 28, 2020 and was scheduled to end on March 29, 2020. The deadline to submit a comment on the TIP was extended to April 15, 2020 on account of the public health emergency conditions caused by the 2019 Novel Coronavirus. Two public meetings were held at the Houston-Galveston Area Council on March 5, 2020 – at 1:30 pm and at 6:00 pm. During these meetings, H-GAC staff described the contents of the TIP and answered questions raised by meeting participants. The 2021-2024 TIP public meetings were broadcast on a live video stream to enable online viewing and facilitate virtual participation by members of the public.

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 2021-2024 TIP development process. The H-GAC TIP website reports on the ongoing development and administration of the 2021-2024 TIP program and includes links to various TIP program resources. The TIP website may be viewed at http://h-gac.com/transportation-improvement-program/default.aspx.

Staff received as many as fifty-eight (58) comments from individuals and organizations during the Draft 2021-2024 TIP public comment period. Three (3) of these comments were on "Active Transportation," fifteen (15) comments were about "Roadways," four (4) comments were on "Transit" issues, thirty (30) comments concerned the "NHHIP," while five (6) comments were classified as "General." All the comments received were forwarded to the appropriate state or local agency for consideration.

The adoption of the 2021-2024 TIP was scheduled for the regular monthly meeting of the Transportation Policy Council (TPC) held on June 26, 2020. Staff received sixty-eight (68) additional comments on the TIP at this meeting. Sixty-one (61) of these comments were on the "NHHIP, six (6) were on "Transit," while one (1) comment was on "Roadways.". The sections that follow contain a list of the public comments along with the official response, where available.

LIST OF PUBLIC COMMENTS

Comment 1:	**Topic: Roadways**	*Submitted by Thomas B*

Please upgrade all wire span traffic signal support systems to mast arm traffic signal supports. Some of these signals and wire span apparatuses are quite old and it shows.

Response: ***TXDOT***

Thank you for your comment. Signal equipment is maintained regularly and evaluated for upgrade as needed. As projects such as widening and other major rehabilitation are performed, signal equipment also is updated.

Comment 2:	**Topic: Roadways**	*Submitted by Thomas B*

As 1960 approaches 45 in both directions, there should be overhead signage and even possible pavement marking well in advance of the two inside lanes that become thru lanes for 1960 traffic and the two outside lanes that serve as frontage roads leading to the 45 frontage roads. Too often, unfamiliar commuters at the last second try to negotiate which lane they need to be in, and part of this is due to signage on the far right hand side of the roadway that can easily be missed alongside the visual clutter that makes up most of the 1960 thoroughfare.

Response: ***TXDOT***

Thank you for your comment. We will evaluate the need for these improvements including improved signage and pavement markings/trailblazers as part of the FM 1960 ITS and access management projects.

Comment 3:	**Topic: Roadways**	*Submitted by Thomas B*

As the right lane of the southbound 45 frontage road approaches 1960, this turn lane allows for traffic that is turning right to “keep moving,” as the merging sign states as the lane transitions from 45 southbound to 1960 westbound. What TXDOT did not consider with this configuration is that traffic that is coming westbound on the 1960 frontage road still has access to turn into the Exxon that is on the northwest corner of 1960 and 45, which cuts directly into the “keep moving” lane from the 45 southbound frontage road. I have witnessed many a missed call in regard to accidents because of people turning into Exxon from 1960, while right-turning frontage road traffic is told to “keep moving.” This has also caused road rage incidents because people are now yielding on the 45 southbound frontage road when they are supposed to “keep moving” because of the risk of having someone from 1960 turn right into Exxon and effectively cut off the “keep moving” lane. The easy fix for this is to block turning access from the westbound 1960 frontage road to that Exxon with those removable plastic barriers that will allow both the 1960 westbound frontage road traffic and turning traffic from the 45 southbound frontage road to remain in their designated lanes and proceed through the intersection.

Response: ***TXDOT***

Thank you for your comment. We will evaluate the need for these improvements including improved signage and pavement markings/trailblazers as part of the FM 1960 ITS projects.

Comment 4: **Topic: Roadways** *Submitted by Thomas B*

RE: MPOID 18019 | 18145
This roadway is lacking in right turn lanes throughout the corridor. There should be right turn lanes at Hufsmith-Kohrville (EB and WB), Dowdell (WB), greater lane capacity in all directions at the Grand Parkway, including dedicated right turn lanes to and from the frontage roads of the Grand Parkway and longer or dual left turn lane access from WB and EB 2920 onto the Grand Parkway, Stuebner Airline (EB), Alvin A Klein (EB and WB), TC Jester (EB), Kuykendahl (EB, as there already is a dedicated right turn lane from WB 2920 to NB Kuykendahl), Gosling (EB and WB), Rhodes (EB and WB), Falvel (EB and WB), as well as a re-designed lane configuration with appropriate signage that minimizes the weaving of traffic once Spring Cypress merges into 2920. Many vehicles from Spring Cypress are crossing lanes to get over to go northbound on 45, while vehicles from 2920 are crossing lanes to get over to go southbound on 45. This can be a mess and is a high accident area.

Response: ***TXDOT***

Thank you for your comment. We will consider these recommendations as part of our phase I design for the FM 2920 Access Management project.

Comment 5: **Topic: Roadways** *Submitted by Thomas B*

The Houston region, which historically and present day has some of the worst traffic in the state, also has the least amount of permissive left turns at comparable intersections found throughout the rest of Texas. This is a region that has a very robust, yet ridiculously inefficient arterial thoroughfare network. The intersections along 2920 that should qualify for permissive left turns with the flashing yellow arrow signals include Hufsmith-Kohrville, Mahaffey, Dowdell, Emerald Mist, Alvin A Klein, Northcrest Village Way (which they just installed the signal for this intersection in late 2019 and I do not see why it is not allowed for permissive left turns onto northbound Northcrest Village, but at least mast arm supports were used), Gosling, Falvel, Meadow Hill, Hanover Woods, and Lexington. As a side note, the disconnected road segment of Stuebner Airline from the original Stuebner Airline should have permissive left turns as well, but this segment of Stuebner Airline that currently dead-ends at 2920 near the Hooks Airport is planned to be linked to Spring Stuebner at the Grand Parkway. These tow segments of Stuebner Airline will never connect, and it makes absolutely no sense to have two roads in the same area that have the same name yet are not and will never be connected

Response: ***TXDOT***

Thank you for your comment. We will consider these recommendations as part of our phase I design for the FM 2920 Access Management project. We will also share your concerns with Harris County as many of the roadways mentioned are under their jurisdiction.

Comment 6: **Topic: Roadways** *Submitted by Thomas B*

Do us a favor and do yourselves a favor and simply widen this road from two lanes to six instead of just four. This road not only serves as an alternate road to the airport, it is also a main thoroughfare connecting 45 to 69 through the business district of Greenspoint or North Houston District or whatever it is being called now. This, in my opinion, is a microcosm example of reactive road planning versus proactive road planning throughout the Houston region. Please stop the practice of shortchanging our arterial road network and start building our roads right the first time, so that the same road doesn't constantly have to be revisited year after year, study after study, to update and rebuild a road that should have been built to a higher standard in the beginning.

Response: ***City of Houston***

Dear Sir,
Thank you for your comment. Roadway planning is based on a variety of inputs, including traffic analyses. The planned improvements are based on traffic analyses which indicate an acceptable level of service for the next 20 years. The City of Houston is also accommodating multimodal uses of its right-of-way that will enable other forms of mobility such as transit, cycling and walking

Comment 7: **Topic: Roadways** *Submitted by Thomas B*

Hufsmith-Kohrville, along with Boudreaux Rd both east and west of its intersecting point with Hufsmith-Kohrville, are both in desperate need of widening. Today. The traffic in this area is certainly greater than the two-lane roads that service the area, and if there is any doubt in this assertion, ask the first responders that need to travel these roads during peak hours. In addition to widening Hufsmith-Kohrville from two to four lanes (really should be six lanes but we'll take what we can get at this point) there should be dedicated right turn lanes both NB and SB at 2920, NB right turn lane at Mahaffey with permissive left turn signals at this intersection, and SB right turn lane at Holderrieth while keeping the permissive left turn signal in place for NB left turns. The biggest issue on Hufsmith-Kohrville road between Spring Cypress and 2920 is its intersection with Boudreau. HELP!!! I do not know if there is some sort of bridge planned for Hufsmith-Kohrville or Boudreaux similar to Hufsmith-Kohrville and Hufsmith-Kuykendahl but due to the railroad tracks that intersect both Hufsmith-Kohrville and Boudreaux, the truck traffic from the industrial businesses that are in close proximity to this intersection, the multiple neighborhoods and elementary schools further south on Hufsmith-Kohrville, the new apartment complex just built and the under construction apartment complex currently being built next to it near Boudreaux Rd and the Grand Parkway, and the traffic from both 249 and the Grand Parkway that feed onto Boudreaux, all can make Hufsmith-Kohrville and Boudreaux a traffic nightmare at times. Whether realized by TXDOT or Harris County of not, with no frontage roads on the Grand Parkway between 249 and Gleannloch Forest Dr, Boudreaux Rd is functioning as the east and westbound frontage roads for Grand Parkway, and two lanes simply is not cutting it anymore. If no bridge is built for either

Hufsmith-Kohrville or Boudreaux and this intersection remains at-grade, there need to be right turn lanes in all directions, along with extended or dual left turn lanes for SB Hufsmith-Kohrville to EB Boudreau and for WB Boudreaux to SB Hufsmith-Kohrville. This is also a dangerous area for pedestrians and cyclists that may be travelling from their neighborhood or apartment complex to the corner store, as there is no street lights, no sidewalks, no shoulders and nowhere for these pedestrians and cyclists to be except either in the street or halfway down the roadside ditches.

Response: ***Harris County***

Harris County has initiated or completed projects along Hufsmith-Kohrville between FM 2929 and SH 99 to expand the roadway to four lanes with appropriate drainage. There is also an active project along Boudreaux which is not in the TIP. Your comments are timely and will be considered as these active projects progress.

Comment 8: **Topic: Roadways** *Submitted by Thomas B*

Again, do us a favor and do yourselves a favor and simply widen this road from two lanes to six instead of just four. This road is parallel to Fry Rd east of 99, and you see the traffic mess that Fry Rd is with all of the developments on that road with its four-lane configuration and lack of permissive left turns, short left turn bays, and hardly any right turn lanes. Houston and Harris County are notorious for allowing just about any kind of development anywhere, and yet TXDOT, Houston, and Harris County are always working behind the developments to scramble and get the roads up to a standard that is commensurate with the traffic that THEY ALREADY KNOW will be generated by the developments. Can you all comprehend how frustrating this is for commuters, as this happens over and over and over again? RAPID OVERDEVELOPMENT AND LAGGING INFRASTRUCTURE DO NOT MIX, but it is still done anyway!

Get ahead of the traffic that you and I both know will eventually be on this road. In the DFW suburbs and even in Dallas proper, nearly all of their major arterial roads are built six lanes wide, even when there is no development around (see FM 1171 in Denton County as an example). That is called proactive planning because they have a template of how development patterns mature around the roads that are put in place. They do not worry about building a two-lane road, spending funds on a traffic count a year or two later, then going back out to the same road and perform construction AGAIN to make it a four-lane road (see Cane Island Pkwy south of 10 in Katy for this very example; completed as a two-lane road in 2018 and already needs to be widened to four), only to evaluate it a few years later and see that due to development, a six-lane road is now needed to accommodate the traffic volume.

My understanding is this exact same thing is about to happen with Tuckerton Rd from the Grand Parkway to Fry Rd; it is initially being built as a two-lane road…WHY?!? I don't get it. DO IT RIGHT THE FIRST TIME AND BE DONE WITH IT! Again, I don't get it.

Response: ***Harris County***

Harris County has initiated or completed projects along Hufsmith-Kohrville between FM 2929 and SH 99 to expand the roadway to four lanes with appropriate drainage. There is also an active project along Boudreaux which is not in the TIP. Your comments are timely and will be considered as these active projects progress.

Comment 9:	**Topic: Transit**	*Submitted by Ricky Valdez The Woodlands Township*

Add twelve (12) projects to the FY 2021-2024 TIP and minor revisions to two (2) projects to the 2045 RTP.

- FY 2022-Planning Expenditures for Public Transportation: FY 2019
- FY 2022 Capital Expenditures for Public Transportation: Capital Cost of Contracting: FY 2019
- FY 2022 Operation Expenditures for Public Transportation: FY 2019
- FY 2022-Bus Acquisition and Bus Facilities: FY 2019.
- FY 2023-Planning Expenditures for Public Transportation: FY 2020.
- FY 2023-Capital Expenditures for Public Transportation: Capital Cost of Contracting: FY 2020.
- FY 2023-OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020
- FY 2023-BUS ACQUISITION AND BUS FACILITIES: FY 2020
- FY 2024-PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021.
- FY 2024-CAPTIAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING: FY 2021.
- FY 2024-OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021.
- FY 2024-BUS ACQUISITION AND BUS FACILITIES: FY 2021

Response: ***H-GAC***

All submitted projects have been included in the Draft 2021-2024 TIP.

Comment 10:	**Topic: Transit**	*Submitted by Ricky Valdez The Woodlands Township*

FY 2033 - CONSTRUCT A NEW 12' CONCRETE PATH ON FM 242 (COLLEGE PARK DR) WITH RR CROSSING WITH GATE ARMS AND PANELS, A DRAINAGE CULVERT AND LANDSCAPNG

Response: ***H-GAC***

Comment has been forwarded to the project sponsor.

Comment 11:	**Topic: Active Transportation**	*Submitted by Ricky Valdez The Woodlands Township*

FY 2045-Safe School Access on Kuykehdahl 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.

Response: ***H-GAC***

Comment has been forwarded to the project sponsor and sponsor's response is pending.

Comment 12:	**Topic: General**	*Submitted by Jay Crossley*

Can I please have the information on projects in the proposed 2021 TIP presented in this online map in GIS shapefile form?

https://h-gac.maps.arcgis.com/apps/webappviewer/index.html?id=603c774abba745c69b0de5c68b659dc1

In many previous cases, H-GAC made shapefiles available for all without needing to ask like this for such data (which is clearly based on a shapefile), so I really hope that H-GAC will have a consistent policy of transparency of always publishing important maps like this in a format that people can download the data and do their own analysis

Similarly, I wish that H-GAC would adopt a policy of always providing easy access to spreadsheets like these as actual spreadsheets (basically the excel file), instead of only publishing them in the less accessible pdf format.

http://h-gac.com/transportation-improvement-program/documents/2021-2024/Draft-TIP-New-Projects.pdf
http://h-gac.com/transportation-improvement-program/documents/2021-2024/Draft-TIP-Project-Listing.pdf

These documents were clearly created as spreadsheets, so that actual form of the document should be public, as it is much more useful for independent analysis. In the past, I have reverse engineered a spreadsheet document out of a pdf like this, but its annoying and H-GAC should work hard to make it very easy for anyone to have access to such important data.

Response: ***H-GAC***

Thank you for your comment. H-GAC is happy to send you the files directly and will consider your recommendations for future TIP related web postings

Comment 13: **Topic: NHHIP** *Submitted by Jonathan Brooks Link Houston*

The following are LINK Houston's comments regarding the Houston-Galveston Area Council's (H-GAC) draft 2021-2024 Transportation Improvement Program (TIP). LINK Houston advocates for a robust and equitable transportation network so that all people can reach opportunity. LINK Houston provides these comments as a member of the H-GAC Technical Advisory Committee, as a member of the Make I-45 Better Coalition, and in support of the many people and communities in Houston who rely on walking, biking, and riding transit to access opportunity.

The Transportation Improvement Program is where the rubber meets the road in transportation. It is the actual list of projects from the regional call-for-projects/regional transportation plan that the region is putting forth for actual funding and construction in the next few years.

Local and State Policy Change is Needed – and Resources to Go with It

We understand the TIP process is a routine mechanism to program lists of projects of all types, including for people walking, biking, and transit. If the transportation process were a pipeline the TIP is the water coming out of the spigot. The most significant opportunity to change what comes out of the pipeline is to change where the water is put in. LINK Houston is concerned that the proposed TIP generally continues to invest in roadway expansion, whether highways or major local streets, instead of allocating more resources to projects that improve affordable, urban transportation to support walking, biking, riding transit. Voter support for METRONext (68% percent), civic engagement around the North Houston Highway Improvement Project, the 2045 Active Transportation Plan, and the work of the H-GAC High Capacity Transit Task Force all demonstrate strong and growing support for doing things differently in Houston and the region.

While there is a growing and clear local support for local and high-capacity transit in Harris County and the region, the State of Texas provides no state funds for such projects in metropolitan areas with populations over 200,000 people. There is a clear need for advocacy directed towards state officials to change policy and allocate resources.

We exhort H-GAC and its stakeholders to communicate these changing expectations to state officials to pursue policy changes that unlock State of Texas funds for multi-modal projects in metropolitan areas.

Too Much Money for Roadway Expansion – Out of Line with Public Goals and Interest

As documented in Table 2-1, the proposed TIP allocates about $8.6 billion toward roadway focused projects (admittedly there are some that include transit, sidewalks, and bikeways) and only $1.2 billion to transit focused projects (that also include sidewalks, bikeways). The TIP funds the North Houston Highway Improvement Program (NHHIP or I-45 N expansion) Segment 3 and parts of Segment 2, despite the project having serious, ongoing civic engagement to address fundamental goals and proposed design.

Projects with a federal funding role focus heavily on highways, perhaps underutilizing their general flexibility, which is complicated by the State of Texas recategorizing federal funds to a variety of pools. …

- Projects using federal highway dollars are the vast majority of the total $7.7 billion, $1.4 billion of which is state money.

[The $1.4 billion from state sources. Some of these projects include small transit, walk/bike, and city street elements.]

- Projects using federal transit dollars are $0.8 billion – literally 1/10th that for highways and regional arterial roadways.

[The State of Texas allocates zero ($0) state dollars to support metropolitan transit projects. The amount of federal money for transit projects has grown gradually over the decades but remains far less than for highways. Both conditions require and need policy changes.]

Projects using only local money still focus heavily on highways and major streets, in part as a result of local jurisdictions proposing projects under an old paradigm of roadway expansion…

- Projects using only local highway funds are $1.5 billion.

[Zero ($0) from state sources. Some of these projects also include small transit, walk/bike, and city street elements.]

- Projects using only local transit funds are $0.13 billion – literally 1/12th that for local highways.

[Zero ($0) from state sources. Some of these projects include walk/bike and city street elements.]

We need a better pipeline of projects in the region – one driven by the actual goals of the Regional Transportation Plan and that more heavily centers transit and complete streets.

Texas Department of Transportation Must Do Better at Estimating Cost and Takes Advantage of H-GAC Processes and Traditions

Government stakeholders involved in H-GAC's regionally significant transportation work understand that sometimes the unforeseen arises, policy changes, public priorities change, or etc. and that such occurrences may change the cost of a transportation project. It happens. What should not happen is the largest single stakeholder in a region, in terms of project dollars, comes to decisionmakers to request support for large cost increases – routinely.

In the draft TIP most of the projects with increased costs are from TxDOT. TxDOT's request is 25 percent higher cost than originally planned during the call-for-projects just last year. Why is our state's Department of Transportation the worst at estimating costs? If the increased cost is legitimate, such as to mitigate for climate impacts and flooding, perhaps the planned project should be adapted to reduce its impact. Mitigation need not mean more land for more water detention, necessitating right-of-way takings and displacement. Regardless of the reason, H-GAC and stakeholders should hold each other accountable to stay within budget. The budgeted amount from the call-for-projects was used to rank and select projects in that process. Frequently and routinely accommodating significant increases in cost indicates underlying transparency and accountability issues and inequities in the transportation planning and programming process.

Conclusion

This letter related LINK Houston's comments and concerns on the draft 2021-2024 Transportation Improvement Program.

- There is a growing and clear local support for local and high-capacity transit in Harris County and region but the State of Texas provides no state funds for such projects in metropolitan areas with populations over 200,000 people – there is a clear need for advocacy and education to state officials to change policy and allocate resources.

- The proposed TIP continues the historical trend of spending multiples more on roadway expansion than on facilities for people walking, biking, and riding transit in existing communities. The TIP is the end of a pipeline that needs better, more equitable projects going into the pipe through the next Call-for-Projects and amendment to the 2045 Regional Transportation Plan.

- H-GAC and stakeholders should hold each other more accountable to stay within budget. The budgeted amount from the call-for-projects was used to rank and select projects in that process. Frequently and routinely accommodating significant increases in cost indicates underlying issues and inequities in the transportation planning and programming process.

LINK Houston provides these comments based on our own organization's mission to advocate for a robust and equitable transportation network so that all people can reach opportunity. We believe every major infrastructure project using taxpayer dollars is an opportunity to improve the quality of life in the surrounding neighborhoods. Many of the region's residents are non-drivers or walk, bike, and use transit because they want or need to. Transportation infrastructure will continue to influence access to opportunity and quality of life, including health and wellness in Harris County. We hope that as time progresses H-GAC, its stakeholders, and public will converge on improving transportation for people who need it most in existing communities

Response:

Comment has been forwarded to the project sponsor.

Comment 14: **Topic: Roadways** *Submitted by Roberto Mascardo*

Develop a schematic option: a route that parallels Northpark behind the businesses along north side of Northpark. It will begin at Woodridge Parkway, squeeze between the back side of Saint Martha's church and the baseball/soccer/football fields (accessed from Hidden Pines). The route continues along the Bens branch drainage easement all the way to IH 69. This route would allow, not just an overpass at railroad, but also a DIRECT CONNECTOR tying into freeway. Develop the pros & cons (compared to the current alignment) and PLEASE present it as an option to the public. You can call the option; Northpark Bypass Option.

Response: ***Ralph DeLeon - Lake Houston Redevelopment Authority***

Mr. Mascardo:

We have been forwarded your TIP Comment originally sent to HGAC on 3/4/2020, and related to the Lake Houston Redevelopment Authority's ("Authority") Northpark Drive Reconstruction (T-1014) Project (the "Project").

The HGAC TIP funded Project limits run from Russell Palmer Road on the west to approximately 1,000 feet east of Woodland Hills Drive on the east. Additionally, the HGAC TIP funding is limited to construction cost. That is any public utility costs, right-of-way acquisition costs or another preparatory costs related to the Project must be funded solely by the Authority.

Early schematics for the Project were developed as part of a greater Kingwood Sub-Regional Mobility Study published in 2015. The Study was commissioned in 2013 jointly by the Authority and the City of Houston. These early Northpark Drive schematics were used for as the basis for the TIP Application and originally provided to HGAC in 2018. This Project, also described as the eastern phase is currently scheduled for funding in 2023; as such we are soon to retain a Project engineering team to design the Project. As such, we are some years past the alternative options stage.

With regards to your comments. Several items. First, much of the limits of the Option you describe are outside the limits of the HGAC TIP funded Project. In some instances over a mile west of our projects furthest western limits. Additionally, due to funding, we are limited to the existing right-of-way Northpark Drive. Further, the Authority does not have eminent domain powers, or the ability to unilaterally affect the facilities or operations of other entities (i.e. TxDOT or Union Pacific Rail Road). In addition, much of the property described in your preferred alignment is privately owned and/or in some cases within the limits of the floodway, as such, it would be outside our ability to fund such an Option.

Finally, the Lake Houston Authority projects are funded through tax increments. Due to State Laws governing the use of tax increments https://statutes.capitol.texas.gov/Docs/TX/htm/TX.311.htm, we can only fund projects within the limits of the boundaries of Tax Increment Reinvestment Zone Number Ten, City of Houston. As such we wouldn't be able to participate in a project that followed the limits of the alignment described in your preferred Option as it is outside our jurisdictional boundary.

We appreciate your interest.

Comment 15: **Topic: Transit** *Submitted by David Noffsinger*

Park and Ride. How about after rush hour. Buses come to park & ride every hour. I rode a bus from park & ride for over 10 years. It was great. I think this would help people that want to visit downtown. A smaller bus might work at first. Thank you.

Response: ***METRO***

Mr. Noffsinger:

Thank you for your comment. METRO typically offers service before and after peak hours services serving most Park & Ride facilities currently in the system. Under the METRONext plan, METRO is proposing adding more service to serve Park & Ride facilities during off peak hours and also on the weekends. For more information, visit: **www.metronext.org**.

Comment 16:	**Topic: Active Transportation**	*Submitted by Amin Esmaily*

(1) With the increase in B-Cycle throughout 3rd Ward, Midtown, Downtown, and The Heights, it will be more important than ever to prioritize construction of continuous, inter-connected bike lanes throughout these areas to increase biker safety and minimize use of pedestrian sidewalks by bikers.

(2) Use of electronic signage at METRO bus and rail stops detailing arrival/departure times and delays. Almost every major city in Western Europe (and now New York and San Francisco) have electronic signage at their bus and rail stops that detail arrival/departure times and delays. Houston is far far behind in use of technology to improve commuter transportation and experience,

(3) North and South MacGregor streets coming into UH are in terrible condition and have been for over a decade. We really need to redo those streets as they get a high level of traffic and are continuing to deteriorate.

Response: ***METRO***

Mr. Esmaily:

Thank you for your comments. METRO recognizes the importance of connecting transit to the bicycle network; as part of METRONext projects, METRO evaluates opportunities to include meaningful first and last mile (pedestrian and bicycle) connections to transit. Regarding digital signage METRO is planning on beginning implementation of digital signage along some bus routes and Transit Centers beginning on FY 2020. If you are interested in more information, you may watch the METRO Board Administration Committee Meeting "Digital Signage" presentation on September 18th, 2019 at: **https://www.ridemetro.org/Pages/BoardMeetingsAndNotices.aspx**

Comment 17:	**Topic: General**	*Submitted by Ruth Henshall*

I support the recommendations

Response:

Our sincere thanks for your participation and support of the planning process.

Comment 18:	**Topic: Roadways**	*Submitted by Jeanie Miller*

How about fixing the streets in need of much repair before adding to an already exasperated road problem. We don't need bike lanes. We need more transit buses and routes. The trains that we have already aren't being used.

You want to make Houston like New York or LA. We need to make Houston in its own image! We're unique and not a cookie cutter place to live. Though Mayor Turner wants us to be liberal California!! Wake up Democrats!! Democrats are not the party of the old guard of the bygone years.

Response:

Comment has been forwarded to the project sponsor.

Comment 19: **Topic: General** *Submitted by Ramon & Rosie Vargos*

Good morning. I wish ya'll would think about the people that are afraid of driving on the super high bridges. I have to maneuver myself and go a different route just to avoid driving on these bridges. There's also a lot elderly folks that still drive! Thank you and have a blessed day.

Response:

Comment has been forwarded to the project sponsor.

Comment 20: **Topic: Transit** *Submitted by Michael Moritz*

Hi HGAC.

Overall, the last three years I have driven most of the greater Houston area, and am a regular transit user in town as well. SH 99 in Katy does back up during rush hour, but it doesn't need to have additional lanes!! Time and time again project that increase number of lanes only create more traffic (induced demand). More data is needed on the origins and destinations of those motorists. Perhaps many of them are going from jobs in the energy corridor to homes in Katy and Sugarland. We need buses on Grand Parkway! Energy corridor to Cinco Ranch, Energy Corridor to Seven Lakes HS area, Energy Corridor to New Territory, Pecan Grove, Sugarland, Etc. SH 242 in The Woodlands has a lot of use, but even during rush hour there isn't debilitating traffic on the College Park Dr. stretch. Please don't spend the money to widen that road! When are we going to see these billions of dollars of state funds go towards state high speed rail@ when Texans travel to other Texas cities, they frequently go to one are of the visited city and stay there. They don't need a car once they are there. I frequently travel from Houston to Austin, and from Houston to San Antonio, primarily to visit family. I would use rail every time if I could. I love the Westheimer signature bus service, and the 290 HOV lanes to allow busses to get back into town during rush hour to better serve park and riders. Please appropriate more money to transit and pedestrian safety! Thank you.

Michael.

Response:

Comment has been forwarded to the project sponsor.

Comment 21: **Topic: NHHIP** *Submitted by Jackie Pontello*

I have been asking officials (TXDOT, COH) a question about what a paragraph on Page 5-57 of the Final Community Impacts Draft means for four months now—and no one can explain it! It is the source of much community upset and ill will for the project as well as for H-GAC. There is reference to a design change made due to community input. It is unclear what the design change is from the plain language of the final ECIS Report.

Here is the paragraph, which has internal contradictions.

"I-610 eastbound and westbound access to Fulton Street/Irvington Boulevard: The redesign reversed the proposed Airline Drive entrance ramp and the Fulton Street exit ramp. This would allow eastbound traffic on the I-610 mainlanes and frontage road west of I-45 to access the I-610 mainlanes and/or frontage road on the east side of I-45. The Collector-Distributor system allows for I-610 eastbound mainlane traffic to queue for exiting the eastbound Fulton Street exit ramp without interfering with through-traffic on the I-610 mainlanes."

Any suggestions as to who could decipher? I am trying to do all involved a kindness.

Response: ***HNTB (TXDOT Consultant)***

Today, traffic Eastbound on I-610 from Main Street cannot access Fulton. This traffic can exit Irvington Blvd. Between N. Main Street and Irvington Blvd you must use the local street network and there is no direct routes.

For the proposed layout, the direct connectors from I-45 to and from I-610 are too close to Irvington Blvd to also keep the existing entrance ramp westbound toward I-45 and the existing exit ramp eastbound. However, for the eastbound direction the exit ramp has been moved to just west of Fulton Street allowing an exit movement to access Fulton Street or pass through a signalized intersection on the frontage road to access Irvington Street. Traffic coming from N. Main Street will have three options to exit for Fulton and Irvington Street:

1. Traffic eastbound on the mainlanes of I-610 would exit before I-45 to a separate roadway that is between the mainlanes and the new frontage road. This parallel separate roadway is called a collector-distributor. Traffic would continue on the collector-distributor to pass over the I-45 frontage roads and then exit from the collector-distributor roadway to the I-610 frontage road just before Fulton Street providing an option to turn on Fulton Street or continue straight through that intersection to get to Irvington Blvd.
2. Traffic from N. Main Street would go straight on the I-610 eastbound frontage road and cross Airline Drive and then take an entrance to the Collector-Distributor roadway. Once on the Collector-Distributor roadway, traffic would pass over the I-45 frontage roads and then have an option to enter directly to the I-610 mainlanes to the left or exit to the right to Fulton/Irvington Street. This is the same exit described above for the mainlane traffic from I-610 eastbound.
3. Traffic from N. Main Street also can continue on the I-45 frontage past Airline Drive and stay on a new section of frontage road that provides connection to I-45 frontage roads north and

south or traffic can continue on the new frontage road to go to Fulton Street and Irvington Street.

This separates mainlane movements and local movements with three roadways: the I-610 mainlanes; a parallel and separate Collector-Distributor roadway between Airline Drive and Fulton Street; and a new continuous I-610 frontage road.
[*Map Attached*]

Comment 22: **Topic: Roadways** *Submitted by Ed Thompson*

Thank you for the important work The Houston-Galveston Area Council is doing to promote adequate transportation infrastructure in our continually growing region of the state. I appreciate the opportunity to Provide public comments and voice my support for the projects within House District 29.
While out community has benefitted from significant growth in industrial, commercial, retail, and residential areas, the traffic congestion and safety concerns this growth has created must be addressed in a timely manner. Rapid growth naturally creates a strain on funding, and in such an environment, certain project must be prioritized above others.
Some projects in our region require a more immediate solution than others, and it is my belief that the project planned for County Road 64 should be funded prior to the project planned for County Road 63 for two main reasons.
First, Alvin Independent School District will soon begin building its fourth high school in the Iowa Colony community. This new high school's location will require that students be transported across State Highway 288. In order to do so safely, improvements to CR 64 must be made. Second, several multi-family residential facilities are under construction in this same area. The completion of these facilities will cause both safety and congestion concerns that can be alleviated by the CR64 project.
Safety and mobility are of utmost importance to the businesses and families in District 29, and the successful completion of these projects will insure our infrastructure keeps pace with the tremendous growth in the region.
Thank you for your assistance in bringing state and federal tax dollars to our region. I appreciate your time and consideration. If you have any questions, please do not hesitate to contact me at (512) 463-0707 or by email at Ed.Thompson@house.texas.gov.
Sincerely,
Ed Thompson
District 29

CC:
U.S. Congressman Pete Olson
Texas Senator Larry Taylor
Brazoria County, Commissioner David Linder
Brazoria County, Commissioner Ryan Cade
City of Iowa Colony, Mayor Michael Byrum-Bratsen
City of Alvin, Mayor Paul Horn
Alvin Independent School District, Superintendent Carol Nelson
Alvin-Manvel Chamber of Commerce, President Johanna McWilliams
Brazoria County Hispanic Chamber of Commerce, President Gina Aguirre-Adams
Pearland Chamber of Commerce, President Carol Artz-Bucek

Response:

Comment has been forwarded to the project sponsor.

Comment 23: **Topic: NHHIP** *Submitted by Mary Schulz*

It's reported in the Chronicle article that only 11.8% of the funds being planned in this TIP are designated for TRANSIT. Is HGAC aware that 67% of Houston voters said they want METRO Next, that they favor transit? Also, the huge majority of Houstonians surveyed by HuitI-Zollars for preferences in renovation for I-45 NHHIP voted against continuing the car-centric, climate polluting plans designed for I-45 by TxDOT. The projects listed for I-10E and TX-35 alternate are not what citizens have said they want. All of these plans, as names at this time (I-45, I-10, TX 35) contradict the climate action plan. The informed people of Houston want HGAC to put thought, planning and money into TRANSIT, not highways.

Response:

In order to address the challenges this region faces concerning transportation and continued population growth, it takes multiple modes of transportation alternatives. This will need to include transit, highways, and local street network improvement options. We support increased transit and the pursuit of available dollars to fund these improvements. However, we need to take advantage of all funding types available that address the various modes. These funding types also come with certain restrictions on how they can be spent. Funding from the state and federal highway trust funds are dedicated and restricted by law to highway improvements. Similarly, there are federal transit dollars and other funding mechanisms that we believe should be maximized to leverage the options and choices and enhance connectivity among the modal alternatives. It takes all modes effectively working together to adequately address our region's transportation demands and challenges.

Note that the I-10, SH 35, and I-45 NHHIP are all funded with state and federal highway trust fund dollars. These projects are designed to work together with transit options where practical. For instance, the I-45 NHHIP northern segments specifically add four managed express lanes (MAX lanes) to increase capacity and provide continuous 24-hour two-way managed (MAX) lane operations. These MAX lanes enhance transit opportunities with increased capacity for bus and high occupancy vehicle usage. TxDOT is also coordinating with METRO and the City of Houston on how these facilities might connect to transit hubs and other transit modes which cannot be funded with dedicated highway dollars. This is a way TxDOT is maximizing use of these dollars and leveraging highway improvements that will work together with increased transit funding when it can be secured.

The state highway funding includes a mix of various funding types including traditional gas tax dollars and funds made available from Proposition 1 and 7. Proposition 7 was a constitutional amendment passed by 83% of Texas voters on November 3, 2015, which authorized a constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for non-tolled roads. Proposition 1 was passed by 80% of Texas voters on November 4, 2014, which authorized a constitutional amendment for transportation funding. Under the amendment, a portion of existing oil and natural gas production taxes (also known as severance taxes) would be divided evenly between the Economic Stabilization Fund (ESF) and the State Highway

Fund (SHF). Pursuant to Section 49-g(c), Article III, Texas Constitution, the funds may only be used for constructing, maintaining, and acquiring rights-of-way for public roadways other than toll roads.

We appreciate your comment and agree that additional transit options should be pursued in addition to the enhancement of all modes to maximize transportation alternatives and regional connectivity."

Comment 24: **Topic: General** *Submitted by Beth White Houston Parks Board*

Given the current Novel Coronavirus crisis and restrictions in place ordered by Judge Hidalgo, HPB urges the TPC to extend the TIP comment period beyond March 29, 2020. The TIP list is complex and reflects billions of dollars in spending. It requires careful consideration. However, the minds of the public and public officials are understandably focused elsewhere and have been for most of the public comment period (February 28 – March 29, 2020).

We ask that you please provide all the time needed for the public to properly focus on the Draft 2021-2024 TIP.

Thank you for your consideration, and for all your hard work on the Transportation Improvement Program. If you have any questions or concerns, please feel free to contact me at (713) 942-8500.

Sincerely,
Beth White
Houston Parks Board

Response:

Comment has been forwarded to the appropriate authorities.

Comment 25: **Topic: NHHIP** *Submitted by Erik Erikson Stop TxDOT I-45*

Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 26:	**Topic: NHHIP**	*Submitted by Erik Erikson Stop TxDOT I-45*

Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.

Response:

Comment has been forwarded to the appropriate authorities

Comment 27:	**Topic: NHHIP**	*Submitted by Erik Erikson Stop TxDOT I-45*

POTENTIAL COVID-19 DISRUPTION – LIMITED DELEGATION OF AUTHORITY TO TPC OFFICERS AND MPO DIRECTOR

The proposed authorization seeks very broad authority without clear definitions or time limitations. While we understand that this type of authorization will ease some administrative barriers, our coalition is concerned with the lack of clarity on what types of projects and decisions this authority will be used for. Who would decide what is or is not a disaster is unclear. Does this require a Disaster Declaration from Harris County Commissioner's Court or other Governmental entity? Or just a disaster determined by the TPC?

This is seemingly a major administrative change during a Public Health Emergency when the public's attention is understandably elsewhere. All normalities in daily lives are gone. We are adjusting to new and uncertain times. We are working from home if we are lucky to have a job, taking care of our children while doing so. We are watching our retirement saving bottom, and what was once a routine trip to the grocery store feels like an event. Some are caring for sick family and friends. This is all emotionally and physically exhausting. Due to the unprecedented nature of this situation, our coalition would like clarification and assurances on a few specific points.

Stop TxDot I-45 requests the following amendments to the Delegation and Authorization of Authority:

- Define a disaster as one declared by the Harris County Commissioners Court or other governmental bodies in surrounding counties.
- Define what types of decisions would be made using this expanded authority and why
- Limit to a declared disaster, in this case the current COVID 19 Public Health Emergency.
- Limit authority to a determined time period.
- Decisions regarding major projects such as the NHHIP to be excluded from this authorization.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 28:	**Topic: NHHIP**	*Submitted by Iona Buckner Stop TxDOT I-45*

Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 29:	**Topic: NHHIP**	*Submitted by Iona Buckner Stop TxDOT I-45*

Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 30:	**Topic: NHHIP**	*Submitted by Iona Buckner Stop TxDOT I-45*

POTENTIAL COVID-19 DISRUPTION – LIMITED DELEGATION OF AUTHORITY TO TPC OFFICERS AND MPO DIRECTOR The proposed authorization seeks very broad authority without clear definitions or time limitations. While we understand that this type of authorization will ease some administrative barriers, our coalition is concerned with the lack of clarity on what types of projects and decisions this authority will be used for. Who would decide what is or is not a disaster is unclear. Does this require a Disaster Declaration from Harris County Commissioner's Court or other Governmental entity? Or just a disaster determined by the TPC?

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- Limit authority to a determined time period.
- Decisions regarding major projects such as the NHHIP to be excluded from this authorization.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 31: **Topic: NHHIP** *Submitted by Susan Graham Stop TxDOT I-45*

Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 32: **Topic: NHHIP** *Submitted by Susan Graham Stop TxDOT I-45*

Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.

Comment has been forwarded to the appropriate authorities.

Comment has been forwarded to the appropriate authorities.

Comment 33: **Topic: NHHIP** *Submitted by Susan Graham Stop TxDOT I-45*

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- Decisions regarding major projects such as the NHHIP to be excluded from this authorization.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 34: **Topic: NHHIP** *Submitted by Molly Cook Stop TxDOT I-45*

Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.

Response:

Comment has been forwarded to the appropriate authorities..

Comment 35: **Topic: NHHIP** *Submitted by Molly Cook Stop TxDOT I-45*

Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 36:	**Topic: NHHIP**	*Submitted by Molly Cook Stop TxDOT I-45*

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- Decisions regarding major projects such as the NHHIP to be excluded from this authorization.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 37	**Topic: NHHIP**	*Submitted by Eleanor Hildreth Stop TxDOT I-45*

Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 38	**Topic: NHHIP**	*Submitted by Eleanor Hildreth Stop TxDOT I-45*

Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 39	**Topic: NHHIP**	*Submitted by Eleanor Hildreth Stop TxDOT I-45*

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Response:

Comment has been forwarded to the appropriate authorities.

Comment 40:	**Topic: NHHIP**	*Submitted by Bill Wilson Stop TxDOT I-45*

Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 41:	**Topic: NHHIP**	*Submitted by Bill Wilson Stop TxDOT I-45*

Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 42:	**Topic: NHHIP**	*Submitted by Bill Wilson Stop TxDOT I-45*

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This is seemingly a major administrative change during a Public Health Emergency when the public's attention is understandably elsewhere. All normalities in daily lives are gone. 2%.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 43:	**Topic: NHHIP**	*Submitted by Todd Crocken*

The i45 expansion is not tied to any metrics or facts that make sense. More roads lead to more congestion. 3-5 years of construction of the only major thoroughfare out of Galveston County and Brazoria county is a time bomb. Millennials do not want to live in suburbs. Zoomers don't want to live in suburbs. The current Covid-10 crisis shows that many people could work from home and that highway use is a thing of the past. Do not build this plan, it will destroy neighborhoods and only benefit the richest white developers in Midtown and the west side.

Response: TXDOT

TxDOT uses data from a variety of sources and different traffic models to assist planners and designers in enhancing the roadways that connect residents to homes, businesses, and recreational facilities throughout the Houston region. TxDOT is also concerned with the traffic that passes through our region since Houston is at the center of a vibrant coastal economic region. We are working with urban and regional planners to better understand sociodemographic, socioeconomic, and development needs in the region so we can balance the needs of regional mobility and local quality of life.

Comment 44:	**Topic: NHHIP**	*Submitted by JR Tyson*

H-GAC should not build new roads for developers that flood others... AND block major floodways. Alvin SH 6 and SH 35 RR underpasses flood every time we have storm rain. Why do folks elected today tax the public and not understand loss of life and property by flooding will kill far more than any virus in the next 10 years. For Brazoria Co focus on evacuation routes and stop building in floodways

Response:

Comment has been forwarded to the project sponsor.

Comment 45:	**Topic: NHHIP**	*Submitted by Patrick Hubbell Stop TxDOT I-45*

Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 46:	**Topic: NHHIP**	*Submitted by Patrick Hubbell Stop TxDOT I-45*

Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 47:	**Topic: NHHIP**	*Submitted by Patrick Hubbell Stop TxDOT I-45*

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- Limit authority to a determined time period.
- Decisions regarding major projects such as the NHHIP to be excluded from this authorization.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 48:	**Topic: NHHIP**	*Submitted by Nancy Edwards Stop TxDOT I-45*

Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 49:	**Topic: NHHIP**	*Submitted by Nancy Edwards Stop TxDOT I-45*

Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 50:	**Topic: NHHIP**	*Submitted by Nancy Edwards Stop TxDOT I-45*

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- Decisions regarding major projects such as the NHHIP to be excluded from this authorization.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 51: **Topic: Roadways** *Submitted by Marlisa Briggs North Houston Association*

Thank you for the opportunity to submit public comment for the Draft 2021-2024 TIP. We appreciate the comment extension deadline in light of the current COVID-19 Crisis.

The North Houston Association (NHA), by mission, focuses on regional issues in the north Houston region (north Harris County and all of Montgomery County) that impact the business environment. As such, mobility is one of the primary areas of focus for NHA, and we advocate for transportation projects that will enhance regional mobility in our service area. One advocacy and educational tool we use is our Strategic Mobility Plan (SMP). The purpose of the plan is to identify mobility projects which need financial, political, and public support. Projects were ranked and chosen based on the following issues: mobility, safety, economic development impact, and achievability. Our process is described in detail in the document.

To start, we would like to thank you for including two of our key projects in the Draft 2021-2024 TIP: the Old Conroe Magnolia Rd. Extension and the widening of SH 105. These projects will support the rapid growth of their respective areas, as well as improve safety and mobility.

We also would like to thank you for your support of the North Houston Highway Improvement Project. NHA has been an advocate of this key initiative for years, and we were happy to testify in support of the project in a TPC meeting last year. Although technically out of our service area, the completed project will provide relief northward, especially for the numerous commuters who reside in the north part of the region. Additionally, it will flow into the current I-45 N PEL, of which NHA is participating as a stakeholder.

Related to the I-45 N PEL, one of the top-ranking projects on our SMP is the Robinson Road project (Project P on our SMP). The PEL has its sights on the I-45 N interchange with Robinson Rd., but more is needed that is outside the scope of the PEL. We recommend widening Robinson Rd. to four lanes and realigning the road over the railroad crossing. Currently there are three projected phases of "The Robinson Road" project. Phase 1 is the overpass at IH-45 and Patsy Lane, which has begun construction and is considered a county project. Phase 2 of the project is the realignment of Robinson at Hanna/UPRR tracks and phase 3 is the section connecting phases 1 and 2

The entire segment of Robinson Road between I-45 and the UPRR railroad track is extremely congested, and the City of Oak Ridge's business park is east of the railroad. This has a large negative impact of the

potential success of the business park, due to difficult accessibility. This project scored extremely high for us due to the impact on safety, mobility and economic development.

The other two projects we would like to see included in the TIP are construction of the remaining direct connectors at I-45 & SH 99 as well as those at I-69 & SH 99. The Grand Parkway has resulted in improved mobility and has boosted economic development along the route. We ask that funding be provided to finish the project by completing these connectors, so as not to increase congestion at these interchanges and to improve safety.

We at NHA appreciate H-GAC's partnership and commitment to the good of the region. We have a long history of jointly working on regional issues, and we look forward to our continued work together.

Response:

Comment has been forwarded to the project sponsor.

Comment 52: **Topic: General** *Submitted by Harrison Humphreys Air Alliance*

Air Alliance Houston appreciates the opportunity to comment on the 2021-24 Transportation Improvement Program.

While we appreciate the attention paid to air quality and environmental justice issues both in the TIP and other MPO planning documents, the projects within the TIP represent a continuation of the paradigm that leads to poor air quality and infringement on vulnerable communities. Too much of our federal and state transportation dollars are being used for roadway expansion projects in our region, purportedly to mitigate congestion and improve level of service. As we have commented previously on other planning documents, the region needs to move away from a paradigm of continued expansion that only promotes sprawl and worsens the congestion issues it sets out to fix. We know this model does not work, and is ultimately costlier for the region in the long run.

The MPO must adopt funding priorities that support maintenance of our current infrastructure and expansion of multimodal options, instead of continuing to rely on the notion that we expanding highways will fix our region’s growing pains. We must move away from a funding structure that relies solely on Level of Service metrics, which only measures how we can best move cars, and develop formulas that will fund projects that best move people. Improving on existing infrastructure and expanding alternative modes are more equitable and environmentally sustainable uses of our region's transportation funds.

Response:

Comment has been forwarded to the project sponsor.

Comment 53 **Topic: ACTIVE TRANSPORTATION** *Submitted by Beth White Houston Parks Board*

RE: 2021-2024 TRANSPORTATION IMPROVEMENT PROJECTS (TIP) – DRAFT LISTINGS FOR PUBLIC REVIEW AND COMMENTS

Dear Transportation Policy Council (TPC),
The following are Houston Parks Board's (HPB) comments regarding the 2021-2024 TIP Project List.

Extension of the public comment period
Given the current novel coronavirus crisis and restrictions in place ordered by Judge Hidalgo and Mayor Turner, HPB appreciates that the TPC extended the TIP comment period beyond March 29, 2020.

HGAC should independently consider the appropriateness of excessive highway funding
A significant amount of the proposed projects are those sponsored by TXDOT and are on-system projects. This body should consider as a matter of policy whether local road funding should be used for on-system highway projects, especially in light of the very significant funding received directly by TXDOT for these projects. Local roads, in contrast, have no other significant options for federal funding, which is especially significant in light of the stress on local road budgets.

Active transportation projects generally are underfunded
Active transportation grants fall short of the percentage allowed in prior calls. HPB believes the funding pattern reflected in the proposed grants undervalue active transportation as a matter of regional policy and is inconsistent with HGAC's stated goals for quality of life and regional development. We strongly urge at least matching this list's level and sources of active transportation funding to those in prior calls. The amount of applications in the current call show clear demand for substantially increasing the relative investment in active transportation. If we are learning one lesson from the current crisis, it is the underlying value to society of active transportation in meeting peoples' most basic needs and desires.

Specific projects HPB recommends
HPB supports all projects on the list that provide active transportation and that provide meaningful safe bikeways, sidewalks, and other pedestrian facilities in conjunction with road projects. All road projects should provide such facilities. HPB also generally supports public transit projects. HPB specifically recommends projects on the list that complement Bayou Greenways and Beyond the Bayous including:

- 18030: Sims Bayou Bridge making safer the Sims Bayou Greenway.
- 18146: Memorial Park Connector helping connect White Oak Bayou Greenway to Memorial Park.
- 17103: Memorial Park to San Felipe over Buffalo Bayou which ties into the CenterPoint ROW leading to Sims Bayou Greenway
- 18018: Connecting the MKT Trail to White Oak Bayou Greenway via Rutland Detention Basin
- 7814: Spring Creek Hike and Bike Trail connecting Spring and Cypress Creek trails to San Jacinto Greenway and Kingwood trails.
- 13200: Uptown Connections from the west side of 610 to Memorial Park, then south along the CenterPoint ROW to Richmond and north over I-10. However, once again, in citing these specific recommendations, the list of active transportation projects could include so much more. The Little White Oak Bayou Greenway TIP submission offers particular value in connecting low to moderate income areas to Downtown Houston and the existing Bayou Greenway system. HPB's Port to Port application links the Port of Houston with Hobby Airport as well as Buffalo, Brays, and Sims Bayou Greenways. This application serves a multiplier effect identified in Beyond the Bayous by making north-south connections and linking to established east-west connections.

HPB's Westside/Westpark Connector Greenway application links Brays Bayou Greenway along a CenterPoint easement to the Uptown trail (MPOID# 13200 recommended above) and Memorial Park. The Westside/Westpark project would further connect west to the Bellaire Uptown Transit Center and the Hillcroft Park and Ride.

Thank you for your consideration and your dedication to improving transportation in the H-GAC region.

Yours truly,
Beth White – President & CEO

Response:

Comment has been forwarded to the project sponsor.

Comment 54: **Topic: Roadways** *Submitted by BJ Simon- Baytown W. Chambers Co. Econ. Dev. Found.*

The Baytown West Chambers County Economic Development Foundation (EDF) is in full support of the City of Baytown funding request for the Garth Road Widening Project (MPO Project 17096). Garth Road is the City's most significant retail corridor and the project, as presented, represents a significant opportunity to enhance safety, economic development and quality of life, while increasing transportation capacity and throughput.

The project directly meets the goals of the H-GAC and the GCEDD Comprehensive Economic Development Strategy (CEDS) vis-à-vis mobility and diversified economic vitality in one of the region's fastest growing and integrated economies.

The EDF strongly supports the project and its transformational potential for the region. If questions should arise or you require additional information, please contact me at 281.420.2961 or bjsimon@baytownedf.org. Your consideration is sincerely appreciated. Thank you.

Response:

Comment has been forwarded to the project sponsor.

Comment 55: **Topic: Roadways** *Submitted by Brandon Capetillo Mayor City of Baytown*

Greetings,
I want to reach out and express our extreme gratitude for the past support of H-GAC and the TPC in funding critical transportation needs. In particular we believe there is an opportunity to address a sorely needed project (Garth Road Widening/Reconstruction) that would benefit the Baytown region as this major thoroughfare connects State Highway 146 to Interstate 10. This project will entail full reconstruction and address related drainage needs. If completed, the Garth Road project will help reduce traffic congestion and greatly improve traffic safety. The project will also improve urban mobility to the adjacent commercial and residential areas. All of these aspects make this project a high-priority for the

region, especially considering the critical community infrastructure along the corridor, including Houston Methodist Baytown, Fire Station 1, San Jacinto Marketplace, future development, and a key Harris County Transit route. I respectfully ask for your consideration of funding of this significant and very justified regional transportation project. I look forward to speaking with you in the near future.

Best Regards,
Brandon Capetillo, Mayor City of Baytown

Response:

Comment has been forwarded to the project sponsor.

Comment 56: **Topic: General** *Submitted by Oscar Slotboom*

The TIP should emphasize road and highway improvements, and cost-effective public transit improvements for bus service. (Light rail is not cost effective and I oppose light rail). The proposed TIP is generally consistent with those goals, and I support it.

Response:

Comment has been forwarded to the project sponsor.

Comment 57: **Topic: NHHIP** *Submitted by Oscar Slotboom*

North Houston Highway Improvement Project I support the inclusion of NHHIP projects 155, 7428, 16337, 16329, 16336 and 16330 in the plan.

Response:

Comment has been forwarded to the project sponsor.

Comment 58: **Topic: Roadways** *Submitted by Oscar Slotboom*

I would have liked to see at least some of the projects north of downtown included in the plan.

H-GAC should include additional projects in a future TIP plan as soon as possible. (Projects 16328, 16332, 16327, 16333)

SH 35 Projects 202, 209 and 210
I support inclusion of these projects. This will improve accessibility to the University of Houston.

Hardy Toll Road Downtown Connector, project 15208
I support this project. It will improve access to downtown and provide an alternate route during construction of the NHHIP. This project has been excessively delayed, and it should definitely proceed to construction as scheduled in the TIP (9/15/2020)

Grand Parkway between IH-10 West and Westpark Tollway, project 18021 and 18022
The full section between IH-10 and the Westpark tollway should be widened to 8 main lanes (4 each way). Widening to 6 lanes will not be sufficient for long-term needs.

SH 225/BW 8 Interchange Improvements, Project 16340
I would like to see all 8 direct connectors included in this project.

West Loop
The West Loop is the #1 most congested highway segment in the state of Texas. I would like to see new capacity for the West Loop included in the TIP. This could be express lanes or managed lanes between IH-69 and IH-10. H-GAC should resume planning efforts to add capacity to the West Loop in a future TIP.

Inner Katy BRT, project 11473
This project should be planned in conjunction with adding four managed lanes (two in each direction) to the Inner Katy Corridor. The managed lanes will connect the existing managed lanes outside Loop 610 and the NHHIP planned managed lanes downtown.

Fort Bend Parkway section B-2
According to the official project web site, http://www.fbctra.com/segment-b2/ "Construction of the overpass and roadway is scheduled to begin in 2021 and will take 16 to 20 months to complete."

This project does not appear to be included in the online documents. Why is it missing?

Grand Parkway sections B and C
I would like to see at least some of this project included in the plan. As the planning process proceeds, it should be added to a future TIP as soon as possible.

Metro Project 16345, "**SIGNING AND RESTRIPE GENERAL PURPOSE LANE FOR OF-PEAK HOV LANE**"
This project should not proceed until there is congestion in the off-peak direction. I think it can be delayed to be after 2024.

Response:

Comment has been forwarded to the project sponsor.

PUBLIC COMMENTS FROM TPC MEETING – JUNE 2020

Comment 1:	**Topic: NHHIP**	*Submitted by Nina Culotta*

Transportation Policy Council members:
I **oppose** the approval of funding for the North Houston Highway Improvement Project, Segment 3, in the 2021-2024 TIP. The Texas Department of Transportation has not committed to mitigating adverse impacts of this project, such as displacement, flooding, and air quality, and should not receive the green light to bulldoze, disconnect, and dismantle historic Black and Latinx communities along the project corridor. I urge TPC to withhold funding for this project unless and until TxDOT addresses these issues in an equitable way for the benefit of all of our city's residents, especially those most vulnerable to the adverse impacts of the proposed highway expansion

Response:

Comment has been received for consideration.

Comment 2:	**Topic: Transit**	*Submitted by David Blomstrom*

Could you please make sure the Amtrak station is joined to the new station for Highspeed rail to Dallas and also is directly connected to local rail and transit services. Should be a new station befitting of Houston's stature in the world today.
I am a frequent Amtrak customer and enjoy my trains and wish for more access and more train options soon.

Response:

Comment has been forwarded to the project sponsor.

Comment 3:	**Topic: NHHIP**	*Submitted by Thomas E Marsh*

Comments to Transportation Policy Council (TPC) June 26 meeting - Segment 3 of the North Houston Highway Improvement Project (NHHIP):

The North Houston Highway Improvement Project (NHHIP) must include integration of area transportation modes.

The project as proposed envisions major changes to the Union Pacific Railroad mainline that serves Houston's Amtrak station that probably will require relocating the rail passenger station. This should be done as part of a coordinated effort to integrate surface transportation facilities in the area.

The project should result in integration of Houston's Amtrak station into Metro's transit system (whether BRT or LRT), to include direct connections to downtown and the future Texas Central Railway terminal near Metro's Northwest Transit Center.

Modern, attractive, welcoming station facilities sized for future growth of environmentally friendly passenger rail service should be built, including convenient access to such amenities as dining, shopping and secure overnight parking, as befits a key gateway to our nation's fourth largest city

Response:

Comment has been forwarded to the project sponsor.

Comment 4: **Topic: TRANSIT** *Submitted by Tom Compson*

To the TPC:
I understand that there is a proposal to relocate a portion of Union Pacific's Terminal Subdivision west and north of downtown Houston in conjunction with the North Houston Highway Improvement Project. Such relocation would include the passenger main and would most likely also require relocation of the existing Houston Amtrak station (HOS) located adjacent to the City of Houston permitting center at the east end of Washington Street. Regardless of the ultimate location of HOS, the following goals should guide any changes to the existing station or a new, relocated station:

1. Integration of HOS into Metro's transit system (whether BRT or LRT), to include direct connections to Downtown and the future Texas Central Railway terminal near Metro's Northwest Transit Center.

2. Modern, attractive, welcoming station facilities, including convenient access to such amenities as dining, shopping and secure overnight parking, as befits a key gateway to our nation's fourth largest city.

3. A station sized for future growth of intercity passenger rail service in Houston. Amtrak currently serves Houston with thrice-weekly train service on the Sunset Limited, which runs from New Orleans to Los Angeles, and a daily bus connection to the Texas Eagle in Longview, which runs from San Antonio to Chicago. RPA has an ongoing campaign to increase service on the Sunset Limited to daily, and long-term aspirations to add more passenger rail service in Houston.

A world class city deserves world-class passenger rail service, and a station to match.

Tom Compson
RPA Member

Response:

Comment has been forwarded to the project sponsor.

Comment 5: **Topic: TRANSIT** *Submitted by Lee Reaves*

Please consider these points in relocating the Houston Amtrak station:

1. Integration of HOS into Metro's transit system (whether BRT or LRT), to include direct connections to Downtown and the future Texas Central Railway terminal near Metro's Northwest Transit Center.

2. Modern, attractive, welcoming station facilities, including convenient access to such amenities as dining, shopping and secure overnight parking, as befits a key gateway to our nation's fourth largest city.

3. A station sized for future growth of intercity passenger rail service in Houston. Amtrak currently serves Houston with thrice-weekly train service on the Sunset Limited, which runs from New Orleans to Los Angeles, and a daily bus connection to the Texas Eagle in Longview, which runs from San Antonio to Chicago.

Lee Reaves

Response:

Comment has been forwarded to the project sponsor.

Comment 6: **Topic: TRANSIT** *Submitted by Mike Gonzales*

Gentlemen:
My name is Mike Gonzales. I am a senior citizen and a native Houstonian. Railroading is a part of my life. I live and breathe railroading. My father worked at the T&N Railroad and the Southern Pacific Railroad for 30 years. Nothing would be more devastating to me and hundreds of others if railroad passenger service is sacrificed over highway upgrades.

Rail passenger service has been and continues to be a vital part of my family. Any plan to strike it from our daily life would be devastating, particularly seniors like myself. At the very least, the Project should take advantage what rail travel brings to highway travel.

Air travel and auto transportation is an option, yes, but for many us, traveling by train is the most agreeable mode of travel. In addition, train travel is more economical in view of our financial constraints living under social security. And weather conditions won't constrain our travel. I am confident I speak for many other rail passenger proponents. We need vigorous train service to complement our lives.

Over the last thirty years I, personally, have travelled on the Sunset Limited to Santa Barbara, California and other California cities. Eastbound, I have travelled to and from Jacksonville, Fl. (before Katrina intervened); and other routes into the nation's capital across the middle South.

The Texas Eagle vía Palestine, Texas and into Chicago is another one of my many past routes. From there I travelled to St. Louis and into Philadelphia, Pa. and returned via round trip from New York and the Great Lakes and to Houston, Texas. The point of all this, is to remind those that will control our lives with the I-45 Project that passenger travel is vital to, not just senior citizens, but also those with limited financial capital, and those in rural areas with limited rail service.

The NNHIP project, is probably well intentioned and probably has the city of Houston's welfare in their hearts, but in moving forward with their project, their officials should take care that railroad service is not sacrificed in favor of the I-45 project. Nor should they ignore and cast aside a much-needed upgrade of a new Passenger Terminal. If it is to be moved, move it to a location accessible to ancillary services; taxi service, food courts, parking, Inter transit services, security, etc. An upgrade will most assuredly enhance rail travel.

Mike Gonzales
Houston, Texas

Response:

Comment has been forwarded to the project sponsor.

Comment 7: **Topic: TRANSIT** *Submitted by David N Currey*

Re: The Houston-Galveston Area Council's Transportation Policy Council (TPC) hearing on June 26

Dear Sirs:
I have comments I would like to see inputted into the proceedings. The planning being considered would affect the current Amtrak station, and would involve moving or eliminating the current railroad route through the north side of downtown Houston known historically as the "Passenger Main".

The route's main purpose was to serve the Southern Pacific's large Grand Central Station, though it did serve a large number of local businesses, none of which utilize rail access now as far as I know. The "Freight Main" splits from the Passenger Main west of downtown and runs straight to Union Pacific's Englewood [freight] Yard, an important yard practically adjacent to Settegast Yard, another major UP freight yard. I am a long-time train traveler in and around Houston, Texas, and the country. I rode trains before Amtrak came into existence. I also had a short 5-year career in train service with the Missouri Pacific/Union Pacific Railroad back in the early 1980s and keep abreast of railroad matters in the Houston area and across the country. I am qualified to make the following points:

- Amtrak's current station in Houston is frankly an embarrassment. It is in a seedy location; is too small for even the six trains a week it serves and is difficult to access. It is not much more than a glorified restroom facility.

- If the Amtrak station location is moved, it should be moved to a location that would be adjacent to or close by bus routes, light rail routes or future routes, freeways, and the Texas Central Railroad's proposed terminal near the Northwest Transit Center, though I have also heard that a location for the TC terminal at the old Northwest Mall location is unfortunately being considered.

- The new modern Amtrak facility should have a minimum of two tracks to ease track maintenance, plus a short private car track. This is nothing additional, as this is what the current Amtrak station has.

- The Railroad Passenger Association is pushing for an increase of the Sunset Limited to daily service (from tri-weekly), as well as for additional future service. So, while the above two platform tracks would be sufficient for current passenger service, the location needs to be large enough so as to be expandable to at least one more platform incorporating two additional tracks. The current Amtrak location is also expandable in that regard.

- The location of the new Amtrak station should take into consideration the location of nearby freeways as well, and nearby easy on-and-off access to at least one freeway is mandatory. Not adequately providing for the Amtrak facility's needs as outlined above could have costly repercussions in the future, not to mention hampering passenger service down the line.

David N. Currey

Response:

Comment has been forwarded to the project sponsor.

Comment 8: **Topic: TRANSIT** *Submitted by David Ritter*

The idea of removing the existing Amtrak station and passenger main in Houston is absolutely insane. There is no place to relocate it to! There is no location on the Union Pacific route through Houston with access to interstate routes or bus service. What is your suggestion, boarding at the next station in Beaumont or San Antonio?

The movement of I-45 onto the already overcrowded I69 is already totally illogical. Eliminating passenger rail service to Houston is one more poorly conceived concept. Houston needs improved passenger rail service and a much-improved station.

David Ritter

Response:

Comment has been forwarded to the project sponsor.

Comment 9: **Topic: NHHIP** *Submitted by Allyn West*

Dear Transportation Policy Council members,

The Texas Department of Transportation has not learned from the mistakes it has made in the past. More damning, though, is that the agency seems intent on repeating them. Houston is notorious as the deadliest region in the country for drivers and people on foot, on bikes and in wheelchairs. The agency claims the project will improve safety, reduce congestion and accommodate the region's projected growth. These claims are dubious. TxDOT has not shown how a wider I-45 would be different from a wider Katy Freeway. TranStar data first compiled by Houston Tomorrow and reported in City Observatory now more than 5 years ago show clearly that the very modest gains in average commute time the first few years have been completely nullified. Average commute times are now longer than they were before the freeway was widened. In other words: TxDOT spent $2.8 billion only to get commuters back where they started: stuck behind the wheel.

TxDOT wants to spend $7 billion more. Experts know that adding capacity does not reduce congestion. In 2017, Dr. Susan Handy, professor at the University of California at Davis and the director of the National Center for Sustainable Transportation, told me, "The freeway carries more vehicles, but it's very unlikely that you're doing anything to reduce congestion. Adding capacity is just about accommodating more traffic."

Increasing vehicle miles traveled by more than 100 percent and average speeds by about 24 miles per hour, as TxDOT claims the project will do, does not increase safety. As the urban designer and planner Jeff Speck wrote this year, "The single greatest predictor of a death in a car crash is vehicle speed." What's more concerning to me, even more than the flimsy rationale that the NHHIP is teetering on, is that TxDOT seems fully intent to ignore its own history of plowing through Houston's neighborhoods of color and low wealth. I am quoting directly from the agency's own impact assessments, published this December. They write: "The construction of I-45 through downtown Houston started in the 1950s, with the Pierce Elevated opening in 1967. This section of I-45 displaced nearly 560 residences and businesses through Downtown and parts of the Third Ward, in addition to causing widespread turnover of neighborhood land uses … . Most of the displaced residents in the Third Ward were renters with little legal power to contest the displacements."

Elsewhere, on page 44 of the Cumulative Impacts Technical Report, TxDOT acknowledges, "Multiple negative [impacts] … would result from" the NHHIP. And: "The proposed project would result in numerous displacements, including residences of members of minority and lowincome communities, businesses, and community facilities that primarily serve Environmental Justice individuals/populations." Why did the acknowledgement of "multiple negative" impacts and "numerous displacements" not immediately trigger a redesign? Why did TxDOT decide that these lives don't matter enough to do better?

TxDOT, and supporters of this project, has claimed that it's necessary to accommodate the region's projected growth. That means that TxDOT is willing to sacrifice the jobs and the homes of people who already live here for people who may or may not someday move here in the future. It's a tough message to sell, isn't it? In Houston, you're replaceable. We displaced you in the '50s, and we're all set to do it again.

It should be alarming to all of you that the city had to assemble a task force that depended on the volunteer labor of hundreds of the very residents TxDOT sees as replaceable to improve the project that intends to displace them. These residents gave away hundreds of hours of their time over months in community workshops, meetings and online surveys to improve a design that was already nearly two decades in the making. How much money has already been wasted on a design the agency fully acknowledges, in hundreds of pages of its own assessments, will displace thousands of Houstonians, mostly residents of color and low wealth, require the relocation of thousands of jobs and cause the city to forfeit potentially $313 million in combined property and sales tax revenue each and every year? I am quoting, again, directly from the assessments.

This is where we are at. TxDOT wants to spend $7 billion to build a project experts know will not accomplish what the agency claims it will and will cause the negative impacts the agency fully acknowledges. Make them do better. It's a lot of money. For that same amount of money, together, you could fund:

- The entirety of the city's backlog of requests for new sidewalks ($83 million)
- The city's Bike Plan ($150 million), which has languished without funding since City Council approved it in 2015
- Two more brand-new Discovery Greens ($250 million)
- 150 more miles of bayou greenways ($220 million)
- All of Metro's MetroNext transit plan ($3.5 billion)

And the region would still have left more than $2.5 billion, which would allow us to build double the 237 flood-control projects that voters overwhelmingly approved in the bond referendum after Hurricane Harvey. It's a lot of money. If TxDOT can't commit in writing to starting over, right now, with the city's much-improved "Vision C," which was literally handed to them by hundreds of concerned residents who will be asked to live with the consequences of this project for a generation, then they should be considered an agency that has failed Texans.

Allyn West, Ph.D. (he/his)
Senior Communications Specialist

Response:

Comment has been forwarded to the project sponsor.

Comment 10: **Topic: NHHIP** *Submitted by Bess Wilhelms*

1-45 should not be expanded. At best it is a temporary stop gap measure until highway use surges. At a realistic level it furthers climate change, destroys mainly black neighborhoods and costs too much money. Highways are not the answer

Bess Wilhelms

Response:

Comment has been forwarded to the project sponsor.

Comment 11: **Topic: NHHIP** *Submitted by Youseph Daniel Maguire*

It is without dispute that freeway construction in the city of Houston is a historically racist endeavor. To borrow some words from the activists in 1970s Washington D.C., they have been white folks roads through Black folks bedrooms. This present endeavor to widen I-45 follows this trend of racist road building. This is also indisputable. I wish to make a secondary claim, and that is that the presently proposed plan, without revision, is positively stupid. It is stupid for multiple reasons.

Principally, it is stupid because it is a massive investment of capital resources into a mistake. Folks will be stuck in traffic while it is under construction, worse traffic than existed before the pandemic, and then following the completion in God knows how many years because these projects are never on time or on budget, people will think the traffic has improved significantly, because they are comparing it to the traffic when the construction made everything much worse. And this significant bump will slowly be lost until traffic is actually worse than before and we've wasted tax dollars.

Another reason it is stupid is that young people and creatives do not want to live in their car. In fact no one wants to live in their car except some strange hippies. And yet with the TxDOT view of the world everyone lives in their car and only briefly touches earth just long enough to spend money, then gets back in their car and continues driving. Driving is the end-all-be-all of life. Houses should not exist and that is why they will be destroyed to make way for people to live in their cars, perpetually driving in the modern purgatory of I-45, now with a new lane or two.

Finally, it is a known fact the environment is deteriorating, and climate change is a real issue. Houston, a disproportionate contributor to greenhouse gas emissions, is also facing a disproportionate impact by the adverse effects of climate change. In order to build future-proof infrastructure that infrastructure must be built for more environmentally sustainable transportation methods. I hope these provide a small snippet about how the I-45 expansion in its present form is stupid and racist.

Yoseph Daniel Maguire

Response:

Comment has been forwarded to the project sponsor.

Comment 12: **Topic: NHHIP** *Submitted by Michael Duckworth*

The NHHIP represents one of the region's largest investments and infrastructure projects in a generation. Since the release of the Draft Environmental Impact Statement, the City of Houston has worked to drive a thorough public engagement process. Through this process, the City developed a number of

recommendations as expressed in Mayor Turner's, June 9, 2020, letter to the Texas Transportation Commission. However, the rationale for how these recommendations were derived has not been made available, and public discourse has grinded to a halt.

Prior to moving forward on a vote for funding or further authorization on the future of this project, it is recommended that the City of Houston provide the disposition of all responses received in the NHHIP Alternates Survey provided earlier this year, as it seems much of the rationale provided for the current opinion was derived from these results, and there appear to be large inconsistencies between how public responses were incorporated between Segments 1, 2, and 3. Further, as has been echoed in every public meeting since the spread of the Novel Coronavirus, the impacts to both residents and businesses by this potential project will certainly put unbearable pressures on their livelihood and success.

Again, I strongly recommend that these decisions be put on hold, if not for reasons of factual discovery, then for the livelihoods of the many who will be impacted by these decisions at a time when they are in the literal worst position to absorb them.

Michael Duckworth.

Response:

Comment has been received for consideration.

Comment 13: **Topic: NHHIP** *Submitted by Brandt Mannchen*

I do not support providing any funding or support for the I-45 expansion (North Freeway Project) at this time. The City of Houston and many community groups and individuals have provided the Texas Department of Transportation with copious and significant comments about air quality, neighborhood and community fragmentation, environmental justice, park, flooding, and many other issues. TxDOT has not decided about or negotiated on these suggestions. TxDOT does not deserve support right now because it has not done its job and has not been responsible in getting public consensus. Just say no to funding or support for the I-45 expansion project!
Do the right thing.

Brandt Mannchen

Response:

Comment has been received for consideration.

Comment 14:	**Topic: NHHIP**	*Submitted by Amir Befroui*

The current proposal for the expansion of I-45 is unacceptable. I demand that TXDOT do better for all of the people of Houston and our region. I ask that HGAC withhold support from that project until it is revised, resubmitted, and benefits all members of our community. We have the engineering talent to put men on the moon and women on the space station. We can and should do better.

Amir Befroui

Response:

Comment has been received for consideration.

Comment 15:	**Topic: NHHIP**	*Submitted by Shaun Sharma*

I'm a Long-time resident of the heights, and I currently live in Lindale Park. I own a business in the heights, and I own two businesses downtown. I am excited for the i-45 expansion to take place. I'm certain I will be frustrated during the process, but I think it is necessary for the city of Houston. I was especially impressed by the drawings that put a green space across the freeway and connected parts of the more traditional heights with some of the parts on the east side of i45.

Shaun Sharma

Response:

Comment has been received for consideration.

Comment 16:	**Topic: NHHIP**	*Submitted by William Wilson*

There is a proposal to relocate portions of Union Pacific Railroad's Terminal Subdivision west and north of downtown in conjunction with the NHHIP. This proposed relocation would include the Passenger Main and would most likely require relocating the Amtrak station also. The NHHIP would also impact Metro's HOV lanes that currently enter downtown just east of the Amtrak station on Franklin Street. The following should be considered:

- Integration of the Amtrak station into Metro's transit system (whether BRT or LRT), to include direct connections to Downtown and the future Texas Central Railway terminal near Metro's Northwest Transit Center.

- Modern, attractive, welcoming station facilities, including convenient access to such amenities as dining, shopping and secure overnight parking, as befits a key gateway to our nation's fourth largest city.

- A station sized for future growth of intercity passenger rail service in Houston. Amtrak currently serves Houston with thrice-weekly train service on the Sunset Limited, which runs from New Orleans to Los Angeles, and a daily bus connection to the Texas Eagle in Longview, which runs from San Antonio to Chicago.

Re: Segment 3 of the NHHIP

Segment 3 funding should not be included in the Transportation Improvement Program funding and should be voted on separately. The MOU holds TxDOT accountable to the demands of the City and should work to ensure equity, environmental and social justice, and livability for Houstonians as the project develops. Thousands of downtown jobs may be permanently eliminated. Do we really want to be expanding highway capacity that may never be needed for commuters?

William Wilson

Response:

Comment has been received for consideration.

Comment 17: **Topic: NHHIP** *Submitted by Kyle Shelton*

I write today about your consideration of an MOU between TxDOT and local jurisdictions around the next steps in the NNHIP project. I ask that as a body you act to ensure that any MOU requires that TxDOT directly respond in writing about how it will incorporate the requests of Mayor Turner, Judge Hidalgo, and the thousands of residents who have voiced concerns about the project both through the city's official engagement and outside of it. The agency must ensure that concerns are not just heard, but that they are directly incorporated into the plan. An MOU should also make clear that future funding considerations should be tied to whether or not the agency meaningfully incorporates mitigation strategies and works to dramatically lessen impacts. Public input and statements from Mayor Turner, Judge Hidalgo, and other local officials have called for the project to minimize displacement and reduce or remove negative impacts on the communities along the route.

Most of the communities likely hit by the current project have already experienced previous negative impacts from highway projects in the past. They should not continue to bear the brunt of infrastructure impacts. There are many excellent ideas about how to improve the proposal going forward in ways that can benefit regional mobility and quality of life. These same solutions can mitigate disruptions of thousands of residents' lives and prevent more folks from being exposed to environmental pollution. Greater investments in public transit, steps to reduce displacements and ensure all those displaced have a home to relocate too, and steps to reduce flooding and air quality issues must all be incorporated into the project formally. TxDOT should commit to concrete steps to address publicly raised concerns and improve the project before any other funding is considered. The MOU should reflect this need.

Kyle Shelton

Response:

Comment has been received for consideration.

Comment 18: **Topic: NHHIP** *Submitted by Kathryn Earle*

On June 26 you will make a decision about Section 3 of the North Houston Improvement Project that will have long term implications on many communities of color that in the past have not had a voice to stand up for their rights. These communities along I45 have long provided a rich cultural component for Houston. At a time where the nation is rising up to defend the rights of all people to be treated equally this move to eliminate not only housing for low income families but historic buildings. As a real estate agent, I have seen many low income and racially diverse neighborhoods destroyed in the name of progress.

This freeway expansion as proposed would not benefit Houston as one of the most diverse cities in the United States. There have been many proposals made to modify this project to make t less destructive both to displacement of people, flooding issues and air quality issues. I do not believe this recommendation have been fully reviewed and considered and I do not believe that the project should move forward until full discussions have been had on these concerns and that TxDOT demonstrates progress in addressing these concerns.

I AM ASKING THAT THE DECISION ON MOVING FORWARD ON THIS PROJECT BE POSTPONED NTIL ALL OF THESE ISSUES CAN BE MEDIATED BETWEEN THE AFFECTED COMMUNITIES, THE CITY OF HOUSTON AND THEIR RECOMMENDATIONS AND THE COMMUNITY AT LARGE.

Thank you for your consideration
Kathryn Earle

Response:

Comment has been received for consideration.

Comment 19: **Topic: NHHIP** *Submitted by Betsy Taylor*

The benefits claimed by TXDOT with this I-45 expansion are very much in doubt and we should not allow bureaucratic momentum to push this plan through This is an opportunity for Houston to get out from under its reputation as a driver-focused city. Let's take the wider view and build in different ways to reduce congestion, not just more highways and wider highways, but transit lanes and incentives to ride-share or leave the car outside the downtown area. One thing seems clear in this debate and is proven through experience. If you build bigger highways you attract more drivers and the congestion builds back up again in a few years. I don't want you to destroy important parts of our city and waste billions of dollars in this pursuit.

Betsy Taylor

Response:

Comment has been received for consideration.

Comment 20: **Topic: NHHIP** *Submitted by Allison Yelvington*

I am writing to express my concerns about the NHHIP. I am writing to ask that a memorandum of understanding is developed that will hold TxDOT accountable for the numerous impacts of the highway expansion project. My concern about this project began over two years ago, when I, as a student at Rice University, interned at Air Alliance Houston and saw first-hand the process of performing a Health Impact Assessment on NHHIP. It quickly became clear to me the negative impact on air quality the project would have, in addition to impacts on mobility, resilience, climate, and equity. In this current moment where racial justice is rightly at the forefront,

I am deeply concerned about a project that will disproportionately displace communities of color and increase air pollution, which also disproportionately impacts communities of color. Any MOU must continue to engage the public and work to decrease of eliminate the negative impacts of this project. I ask that you withhold or halt funding unless significant progress in addressing these concerns is made by TXDOT.

I appreciate comments, such as those by the Mayor, that wish to decrease the negative impacts of this project, but we need to see accountability to ensure racial and environmental justice. I love Houston, I live in Houston, and I plan for it to be my home for years to come. This project will impact our city for years to come. I want to live in a Houston that is just, that is resilient, and that has clean air to breathe. Please hold TxDOT accountable for the impacts of this project so that I can live in that kind of city.

Allison Yelvington

Response:

Comment has been received for consideration.

Comment 21: **Topic: NHHIP** *Submitted by Susan Graham*

I'd like to begin by thanking the Houston Endowment Fund for donating the money necessary to conduct the City of Houston's thorough and very effective community engagement process conducted by Huitt-Zollars and the UH Design Center. This process was in sharp contrast to TxDot's woefully inadequate process. Hundreds of people all along the I-45 corridor showed up. They were asked what they wanted and were listened to. 72 % said they wanted the freeway to stay within the current right away, and most said they wanted public transit that also served their neighborhoods. They said they wanted high comfort bike lanes, sidewalks, noise reduction, and not to be cut off from other neighborhoods and downtown.

The data collected was used to create 2 alternative design plans, which were presented to the Mayor and the Mayor's Steering Committee. They selected the design that supported what most Houstonian's were asking for. Mayor Turner wrote a very detailed letter to Comm Ryan outlining his requests. County Judge, Lina Hidalgo wrote a letter in support of the Mayor along with six City of Houston Council Members, Commissioner Garcia, State Representatives, Eastman and Morales, State Senator Alvarado and U.S. House of Representatives Lee. The City of Houston has spoken and it doesn't support the NHHIP in its current design. So why are we here today voting again on funding for Segment 3?

Let's not pretend that it's because this project t will reduce congestion, I know you're smarter than that. Let's not pretend that this is progress, this way of thinking is older than I am. Let's not pretend that this is in anyway innovative, Jeff Speck is innovative and this doesn't even come close. Let's not pretend that you care about the displacement of primarily low income black and brown people and the systemic racism embedded in this project. If you did wouldn't support a project that burdens minority communities for the benefit of their white counterparts.

Let's not pretend that you are concerned about climate change, vehicle miles traveled, reserving a car centric paradigm or liveable/walkable cities. So, let's not pretend that voting for funding for Segment 3 will benefit the Houston-Galveston area, the state of Texas or the world.

So, if we quit pretending that these things are true what are we left with? I can't answer that. There is no reason that I can't think of as to why you would vote for this project that clearly has no benefit when measured against the harm done to our communities, our city and the world as a whole. So, I ask that you the minimum today. I ask that you vote to remove Segment 3 funding from the TIP until TxDot commits in writing that it will honor the requests of the City of Houston. I also request that the proposed Memorandum of Understanding, include monetary incentives for TxDot to comply with Mayor Turner's requests.

The draft MOU included in our materials isn't worth the paper it's written on. It will be quickly be disregarded by TxDot once they have the 3 million dollars, and a certified FEIS and a Record of Decision and you will be powerless to intervene. And I know you know this. If you vote to give TxDot the 3 million and approve an ineffective MOU you will be sending a clear message to the residents of Houston that you don't care what they want, even though they will bear all the negative impacts of this expansion. You will send a clear message to low - income communities of color that they don't matter either, that they are dispensable and disposable. You will also be sending a clear message that money and a faster trip from the burbs, in your single occupancy vehicle, is more important than the resident's of Houston quality of life. I find this despicable.

Susan Graham, Co-Founder, Stop TxDot I-45

Response:

Comment has been received for consideration.

Comment 22:	**Topic: NHHIP**	*Submitted by Ann Kennedy*

Please halt this process until the important issues have been resolved. Future-oriented cities are taking the opposite approach than TXDOT. No more expanded highways – data shows repeatedly that bigger highways breed more drivers, not fewer as the public wants. Destroying thousands of minorities' homes and businesses – and neighborhoods, as has been done repeatedly in the past, is unconscionable. TX-DOT has enjoyed free range, and first dibs at the Legislature's $$ for far too long. We need to put Houston and its future first.

Ann Kennedy

Response:

Comment has been received for consideration.

Comment 23:	**Topic: NHHIP**	*Submitted by Katherine Webber*

I am a resident of Houston, Texas and have been one for the past 5 years. I am very excited about the chance we have to create a better transportation system for Houston. Months ago before COVID I attended a community event where the public was able to give comments on some proposals and there was a large turnout, with overwhelming support for increased public transit, green and bike/pedestrian spaces, and bus lanes.

However, I am very concerned about how the current plans for the project will displace many homes of Houstonians, especially in Black and Latino communities. I think that we should pause for some time until TXDOT can more fully address the environmental and displacement concerns of the communities being impacted.

Katherine Webber

Response:

Comment has been received for consideration.

Comment 24:	**Topic: NHHIP**	*Submitted by Anna Willits*

I am a resident of District E in Houston, and I strongly oppose the proposed expansion plan of I-45. It is unconscionable to continue expanding highways by displacing largely black and brown communities. This proposal as it currently stands in **UNACCEPTABLE**.

Additionally, it is irresponsible to continue to spend so much money on highway construction and expansion projects which are not a sustainable way to handle population growth. Instead of spending

money on highway expansion, the funds need to be invested in creating more public transportation to the residents of Houston.

Anna Willits

Response:

Comment has been received for consideration.

Comment 25: **Topic: NHHIP** *Submitted by Geoffrey K. Walker*

Our family strongly endorses “Vision C”. The current TxDOT plan needs to be revised. A few rich people would get richer, but at an unconscionably grim price to be paid by the everyone else in our region - and grotesquely to be paid especially by obliterating predominantly Black and Latinx communities. Please listen to the people

Geoffrey K. Walker

Response:

Comment has been received for consideration.

Comment 26: **Topic: NHHIP** *Submitted by Helen Bonnyman*

My name is Helen Bonnyman and I live in Houston. I am writing to express my concern that HGAC's TPC will vote to approve the 2021-2024 TIP without stipulating that TxDOT be held accountable to community concerns about the harms of the I-45 expansion project.

According to the agenda for tomorrow's TPC meeting, a memorandum of understanding between the City of Houston and TxDOT will be discussed. This memorandum of understanding must hold TxDOT accountable for addressing the many negative impacts of the NHHIP, which includes the displacement of 1,079 housing units in predominantly Black and Latinx areas. H-GAC must demand TxDOT make real commitments to tangibly the thousands of Houstonians, predominantly people of color, who will be negatively impacted by this project in areas related to flooding, air quality, cultural and historic preservation, and the displacement I previously mentioned.

Helen Bonnyman

Response:

Comment has been received for consideration.

Comment 27: **Topic: NHHIP** *Submitted by Anthony Mak*

I am a resident of District E in Houston, and I strongly oppose the proposed expansion plan of I45. It is unconscionable to continue expanding highways by displacing large communities of predominantly Black and Brown people. This proposal, as it currently stands, is **UNACCEPTABLE**. Additionally, it is irresponsible to continue to spend so much money on highway construction and expansion projects when are are not a sustainable way to maintain transportation needs resulting from population growth. Instead of spending money on highway expansion, the funds need to be invested in creating more public transportation options for the residents of Houston.

Anthony Mak

Response:

Comment has been received for consideration.

Comment 28: **Topic: NHHIP** *Submitted by Kaartkhika Thakker*

As a Rice student, I chose to attend my university because of the diverse and beautiful city of Houston. During my weekends, I often travel between the Third Ward, Midtown, and Museum District (where I live) (both by car and bike). I believe that the TxDOT proposals for segment 3 will inhibit my ability to engage with these areas of the city without increased traffic and danger. I also worry more broadly that this project will negatively affect the vibrant communities that drew me to Houston in the first place. The construction of segment 3, as it stands, will primarily affect those in the Second and Third ward and displace hundreds of people. I ask that TPC keep TxDOT accountable for the community concerns before voting to secure the funding to build this section of the project.

Kaarthika Thakker

Response:

Comment has been received for consideration.

Comment 29: **Topic: NHHIP** *Submitted by Renae DeLucia*

My name is Renae and I am writing from Houston, TX. I am writing because I'm concerned about the proposed expansion of I-45. This project cannot move ahead without serious reckoning with displacement, increased flooding, among other things. As a city, as a state, as a country we need to be

investing in public transportation. Expanding highways and freeways has not shown to decrease traffic or contribute to residents' quality of life. How is this going to help our society? What can we do instead?

Renae DeLucia

Response:

Comment has been received for consideration.

Comment 30: **Topic: NHHIP** *Submitted by Dominic Mazoch*

My comments for the HGAC TPC Meeting 06.26.2020. Agenda Item 5.

I agree with Mayor Sylvester Turner's concerns in his letter to TXDOT. I agree with the proposed MOU draft, with the following suggestions: Last Paragraph, page 3: Freight, both truck and rail. Intercity Amtrak service. Update the TAC, the TPC, and BOD of METRO, and appropriate committees thereof.

Disruption and other issues with all houses of belief/worship. Agenda Item 6. The Shepherd/Durham Corridor is becoming highly used from the Shepherd Curve at IH45N to just north of Astrodome/NRG Park. The following METRO buses use this corridor, all or in part:

03 W Liitle York
27 Shepherd Frequent Network
30 Clinton/Ella
32 Renwick/San Felipe
36 Kempwood
40 Telephone/Heights
41 Kirby Polk
44 Acres Homes
45 Tidewell
59 Aldine Mail Route
64 Lincoln City Circulator
96 Veterans Memorial Local
99 Ella/FM 1960 108 Veterans Memorial Express
212 Seton Lake vis N Shepherd Park and Ride
344 Acres Homes Community Connector

All these buses have some sort of operational issues during rush hour. The 27 has it the worse because it is routed the longest on the corridor. Also, with METRONext, there is planned a Shepherd/Durham connection with the Inner Katy Bus lanes. That would help with connections and a speedup of service. Lastly, thete needs to be grade separation at Shepherd/Durham and the UP Houston Terminal Division just north of Washington Ave. Trains upset the traffic flow of all cars, trucks, and buses, including METRO.

Dominic Mazoch

Response:

Comment has been received for consideration.

Comment 31: **Topic: NHHIP** *Submitted by Mark R. Steuer*

Comment in opposition to funding Segment 3 of the NHHIP:

TxDOT seems to have gone to great lengths to solicit public comment on their proposed design for the NHHIP, and yet appears unwilling to commit to mitigating any of the adverse impacts brought to light by those comments. This speaks to the true intent of TxDOT: attempt to placate opponents by cynically signaling that their concerns are being heard, and then do nothing to address them.

Firstly, the project will have numerous adverse impacts on our community, including air quality degradation and exposure of underserved communities to increased noise, light, and flood risk. The project also assumes that communities have already been degraded by the original highway build-out, with TxDOT concluding that this project essentially just perpetuates already existing problems. Clearly, Segment 3 should either be built within the currently existing highway footprint (Vision "C") or it should not be built at all. Anything more fractures neighborhoods, damages our environment, and clearly exploits underserved communities. I urge members to vote no on funding Segment 3.

Mark R. Steuer Ph.D.

Response:

Comment has been forwarded to the Project Sponsor.

Comment 32: **Topic: NHHIP** *Submitted by Eliza Pillsbury*

My name is Eliza Pillsbury, and I am a proud, life-long Texan.
I fear that the Texas Department of Transportation is moving forward with the proposed IH-45 expansion project without a meaningful commitment to address the harmful effects, including displacement, flooding, and air pollution. These impacts will be concentrated in mostly Black and Latinx neighborhoods, continuing to perpetuate historic racial and environmental injustices. This is horrific and unacceptable.

I demand a plan for cultural and historic preservation and to address the numerous environmental concerns raised by residents over the past year. Any memorandum of understanding between parties must include ongoing engagement with the public; elimination or significant efforts to address displacement and other negative impacts; and the meaningful consequence of halting funding until the TxDOT demonstrates progress in addressing these concerns. Please do your job to hold the TxDOT accountable.
Eliza Pillsbury

Response:
Comment has been received for consideration.

Comment 33:	**Topic: NHHIP**	*Submitted by Emily Fulk*
I am a resident of Houston and wanted to express my strong opposition for funding the NHHIP as part of the 2021-2024 Transportation Improvement Program. TxDOT has not committed to mitigating concerns about flooding and the displacement of over 1,000 families from their homes. I urge the TPC to halt support and funding for this project until TxDOT adequately addresses these concerns. Emily Fulk		

Response:
Comment has been received for consideration.

Comment 34:	**Topic: NHHIP**	*Submitted by Madyson Wells*
My name is Madyson Wells and I am a resident of Houston, Texas. I believe that the IH-45 project should not be allowed to continue until displacement, flooding, air quality, cultural and historical preservation is addressed. A city cannot exist without its people and we cannot continue to be ignored on these issues. We are a living breathing community and we deserve to be heard and served. I demand that TX DOT Houston holds the IH-45 expansion. Madyson Wells		

Response:
Comment has been received for consideration.

Comment 35:	**Topic: NHHIP**	*Submitted by Sarah Berton*
I am writing about the proposed I-45 expansion. As a resident of Houston near the near Northside, I am highly concerned about the negative impacts of this expansion on neighborhood isolation, access, and safety. First, this construction will isolate the Near Town neighborhoods in particular, increasing their travel times, traffic, noise and air pollution, and stunting economic development in the area, in addition to decreasing their access to quick first responder times and emergency evacuation by eliminating the		

entrances to I-45 and 610 in the area. Furthermore, this expansion blocks the Near Northside's view of downtown, cuts off bike trails (endangering bikers and pedestrians), creates undesirable retention ponds, and cuts off access to the Heights, downtown, and nearby shopping through the loss of the North Avenue bridge.

More broadly, the expansion threatens to displace thousands of residents across Houston, most of whom are already low-income or otherwise vulnerable, and it further segments Black and Brown communities. It also increases flood risk, which Houston quite simply cannot afford. This project does not prioritize the safety and vitality of Houston communities and should not be approved. I hope you will seriously consider this comment and meaningfully address displacement and other negative impacts of the I-45 expansion before moving forward with the project. Thank you.

Sarah Berton
Rice University Class of 2020

Response:

Comment has been received for consideration.

Comment 36: **Topic: NHHIP** *Submitted by Linda Shead*

In these times, we can no longer continue doing "business as usual," whether that's in how we interact with people of different persuasions, races, beliefs, or economic status; how we respond to a global pandemic; or how we plan and conduct major public works projects, such as the North Houston Highway Improvement Project (NHHIP) – IH-45 Expansion.

While I recognize that TxDOT has incorporated more meetings with the public than usual with the NHHIP, and some extra opportunities for comment, I have yet to see any significant changes in the project design that reflect addressing community concerns in any meaningful way. As Mayor Turner has noted, "The NHHIP is a potentially transformative project." As currently planned, that transformation will have the disastrous impacts of similar projects in the past: neighborhood, community, and small business destruction; seriously impacted air quality for families and for students in nearby schools; significantly increased danger to those using forms of transportation other than individual automobiles; continuing flooding and water quality impacts to area streams; and generally impaired quality of life to surrounding residences, businesses, and recreationists; with the only major benefits accruing to those users passing through the project area on I-45.

Alternatively, the NHHIP could be transformative in all the positive ways that the times demand: respect and support for communities of color, as well as communities with a long history in the region; improved safety for people traveling through the project area by any means; incorporation of flood reduction and water quality improvement features to mitigate both new and long-standing impacts of this stretch of highway; reducing or mitigating air quality impacts from transportation in the project area; preserving business and community resources that support the neighborhoods adjacent to the project; increased collaboration with other transportation planning to enhance multi-modal transportation; and many other potential opportunities to enhance the quality of life for Houstonians with this project. Adopting

and implementing Vision C is one way to achieve a transformative project of which we can all be proud – current residents and those of the future.

Linda Shead

Response:

Comment has been received for consideration.

Comment 37: **Topic: NHHIP** *Submitted by Syed Muhammad Ishtiaq*

I strongly urge you to reconsider your expansion plans for I-45. The solution to Houston's traffic problems is not wider roads. It is PUBLIC TRANSPORT.

Syed Muhammad Ishtiaq

Response:

Comment has been received for consideration.

Comment 38: **Topic: NHHIP** *Submitted by Silas J. Ralston*

I can't measure the annoyance I've built up over the years, traveling on IH-45 through Houston. It gets congested, it floods, it smells like a gas station. I also know that no annoyance is worth depriving my neighbors of housing, clean air, safety, or their culture and history. Our city's infrastructure exists to serve the people who live here. If improving infrastructure significantly reduces the quality of life for real human people, that's bad infrastructure.

To that end, the memorandum of understanding between the Texas Department of Transportation and the City of Houston must hold TxDOT accountable for the displacement of Houston residents that will be caused by the proposed Segment 3 expansion of IH-45. Numerous comments to TxDOT, the Houston-Galveston Area Council, and Mayor Turner demonstrate that significant concerns about the IH-45 expansion have not been addressed. They must be addressed before this project proceeds. Any memorandum of understanding must include input from and communication with the public who will be affected by the project. Displacement and other significant impacts (flooding, air quality, cultural and historic preservation) must be addressed by TxDOT before they proceed. Until TxDOT demonstrates that they are addressing these concerns, funding should be halted.

Mr. Silas J. Ralston

Response:

Comment has been received for consideration.

Comment 39: **Topic: NHHIP** *Submitted by Christina Tan*

As a long-time resident of Houston (since 2003), I am seriously concerned about this proposal. I think it requires more investigation into the neighborhoods that it would affect, specifically by the highway itself. In addition, I would ask the City of Houston to consider funding alternative projects that would more sustainably reduce the use of highways overall. These include protected bike lanes (of which there are very, very few), bike lanes in general, expansion of the MetroRAIL project and increased reliability of the METRO system. More highway is not the way to go -- Houston will have traffic regardless of how wide our highways are. We need to begin reducing the actual use of the roads.

Christina Tan

Response:

Comment has been received for consideration.

Comment 40: **Topic: NHHIP** *Submitted by Kunal Shinde*

I am writing this email to submit formal opposition to the proposed expansion plan since the Texas Department of Transportation (TxDOT) has not committed to mitigating adverse impacts such as displacement, flooding, and air quality in the proposed NHHIP and so this project should not receive the green light to bulldoze, disconnect, and dismantle historic Black and Latinx communities along the project corridor.

At the Transportation Advisory Committee's (TAC) June 17 meeting, the precursor review of the TPC agenda, LINK's Executive Director Oni K. Blair opposed funding for the NHHIP by reminding fellow voting members, "America is grappling with racial tensions and the real impacts of systemic racism. Every person on the TAC must understand that a vote on this project continues those very systems of oppression, disparity, and racial inequities." Considering TxDOT's projections that the project will displace over 1,000 homes in predominantly Black and Latinx communities, she called on the committee members to push for "real commitments to improve the NHHIP or to halt the project until it can satisfactorily address" community concerns. I stand by her request and formally submit by dissension against the proposed expansion of IH-45.

Kunal Shinde

Response:

Comment has been received for consideration.

Comment 41:	**Topic: NHHIP**	*Submitted by Rebecca Francis*

I am a resident of Houston and I am writing to express my opposition to funding for the NHHIP. I am disappointed in the Texas Department of Transportation's lack of commitment to mitigating adverse impacts in the proposed NHHIP such as displacement, flooding, and air quality. The funding should not move forward until these problems are adequately addressed. As it stands, the proposed NHHIP threatens to displace and disconnect predominantly Black and Latinx communities that have historically lived in the project corridor. This is unacceptable, especially given the moment we find ourselves. I urge the council to consider ways to mitigate the harm done to these communities before moving this project forward.

Rebecca Francis

Response:

Comment has been received for consideration.

Comment 42:	**Topic: NHHIP**	*Submitted by Carolina English*

My name is Carolina English, a Houston resident. I am concerned about the 2021-2024 Transportation Improvement Program (TIP). Numerous comments to TxDOT, H-GAC, and Mayor Turner show significant concerns haven't been addressed. I am calling for the future MOU to hold TxDOT accountable for addressing the negative impacts of the project or, if TxDOT further fails the community, that H-GAC halt funding until TxDOT addresses these concerns.

I am concerned that TxDOT is getting the green light to move forward with the IH-45 project without a meaningful commitment to address displacement, flooding, air quality, cultural and historic preservation, and a number of other concerns residents raised over the years. In TxDOT's December 2019 updated Draft Community Impacts Assessment, the agency expects to displace 1,079 housing units (Table 5-2, page 54) in Segment 3. This is an increase from previous impact assessments. Instead of working to minimize impacts, TxDOT seems to work to increase them. These impacts will be concentrated in mostly Black and Latinx neighborhoods, continuing to perpetuate historic racial and environmental injustices. This is unacceptable!

Any MOU between the parties must include ongoing engagement with the public; elimination or significant efforts to address displacement and other negative impacts; and a consequence of halting the funding until TxDOT demonstrates progress in addressing these concerns.

Carolina English

Response:

Comment has been received for consideration.

Comment 43: **Topic: NHHIP** *Submitted by Emma Hanan*

I am writing to express concern over the current plans for the NHHIP. In its current form, the expansion would displace many Houstonians and significantly increase their exposure to pollutants and air contamination, directly harming members of our community and leaving them without housing while destroying historic parts of Houston.

Mayor Turner and the City of Houston have seen these concerns and worked to create guidelines and workable alternatives to address them, namely Vision C. Given the unique circumstances of Covid-19, I believe the project should be halted until further exploration and attempts at other alternatives can be made. Covid-19 has made it difficult and dangerous for people to work towards and argue for meaningful alternatives and has made significant parts of the project inaccessible to community input. Pausing work on the project until the community can be properly and safely engaged is imperative. There are effective alternatives that would benefit all of Houston for years to come, it is necessary we give our citizens and representatives the time and resources to find and execute them. Thank you for your time.

Emma Hanan

Response:

Comment has been received for consideration.

Comment 44: **Topic: NHHIP** *Submitted by Michael Moritz*

My name is Michael Moritz and I am Houston resident. It cannot be stressed enough how critical it is that the City of Houston and HGAC oppose the as designed expansion of I-45. Expanding I-45 will exacerbate already poor air quality in the region and prolong racially biased city planning in Houston.

The role of the HGAC Transportation Policy Council, TXDOT, and other regional leaders is to address the issues our region faces (air quality, mobility for low income neighborhoods, and transportation safety) and create policy that improves the way Texans move about our state. You have a responsibility to solve these problems, and the TXDOT design of I-45 only increases these problems. I urge this council to set aside highway construction precedent, political interests, or any other motives affecting the decision making process and think of the people who will lose their businesses, places of worship, and homes as a result of an expansion of the I-45 right of way. Think of asthmatic children and those killed in automobile crashes. This is an opportunity to lead the way in transforming pedestrian and transit mobility around interstates, connect previously disconnected neighborhoods, and catalyze increased use of park and ride transit from outlying suburbs.

Do any of the 25 council members think interstates are pleasing to the eye? Does Houston need more eye sore cuts through our dynamic city? It is time to stop TXDOT from hitting copy and paste on another highway expansion project. The I-10 expansion proved induced demand will lead to further congestion just a few years after completion. This is a once in a generation opportunity to put our money where our mouth is on improving air quality and prioritizing Vision Zero initiatives. Please, for the sake of Texas, for the sake of Houston, do what is right. Stop the I-45 expansion. Propose the Mayor's Vision C design or stop the expansion altogether.

Michael Moritz

Response:

Comment has been received for consideration.

Comment 45: **Topic: NHHIP** *Submitted by Alberto Careaga*

I write to you today as a concerned Houston resident and urging you to have TxDOT revise and resubmit North Houston Highway Improvement Project because as it stands now, the expansion would result in mass displacement, especially for residents in affordable housing, increased air pollution and more flooding. Furthermore, I'm requesting Segment 3 funding to not be included in the Transportation Improvement Program funding and be voted on separately. I'm also asking that the Memorandum of Understanding (MOU) holds TxDOT accountable to the demands of the City and work to ensure equity, environmental and social justice, and livability for Houstonians as the project develops.

Alberto Careaga

Response:

Comment has been received for consideration.

Comment 46 **Topic: NHHIP** *Submitted by Nancy Edwards*

My views on I-45 Expansion are very similar to those of Mayor Turner and the Houston Chronicle Editorial Board. The I-45 expansion design needs considerable revision, especially Segment 3 which traverses a densely populated area, in order to relocate the current residents and businesses in a manner acceptable to them. To amplify my other concerns, see the quotations below:

Mayor Sylvester Turner, City of Houston
Transportation Advocacy Group (TAG) State of Mobility 2020

> "The Interstate 45, the North Houston Highway Project [sic] is the project of a generation. Not just of a decade, but of a generation. I created an engagement process unlike any Houston has seen before. And as a result of that year-long process, I sent a letter to TxDOT identifying

my goals, the City's goals for this project, goals that will transform - and I underscore the word transform - the project into a benefit to the city and to the region. TxDOT, I'm pleased to say, is listening and I look forward to working with them as we move forward to join forces and the goals that we have put forth. And these goals for all of the Segments - 1, 2, and 3 - for all the segments, include: strengthening Houston's economy; reduce flooding on and off the freeway; make travel safer for all road users; provide long term capacity for all users of the road, including automobile, freight, and transit; serve and preserve the neighborhoods along the corridor while enhancing connectivity between the neighborhoods; mitigate impacts to existing parks and green space while creating additional opportunities for green space; and limit the right-of-way to the extent necessary to meet the project goals, including reducing the footprint of the original proposed plan; and ensure accessible evacuation routes. And if we can mutually agree, based on these goals I've outlined, transportation will truly shape the City of Houston for decades to come and this will be a transformational project that all of us- all of us will be extremely proud of."

Mayor Sylvester Turner, City of Houston
Letter to the H-GAC Transportation Policy Council on July 25, 2019, RE: NHHIP

"Numerous concerns raised by the City and by affected communities remain unresolved, including flooding, air quality, multi-modal connectivity, and the amount of land acquired for right-of-way. It is imperative that TxDOT continue to listen and address these concerns as early in the design process as possible. There are future decision points at which the Transportation Policy Council will again evaluate the project for funding, including a major definitive funding decision next spring. It is my expectation that TxDOT will resolve many of the pressing outstanding issues before then. It is TxDOT's responsibility to design a project with positive impacts for the community, the City of Houston, and the greater region. We will, without hesitation, not support the funding decision in the spring if these items are not accomplished." There will be no opportunity for a do-over, so please get it right the first time.

Nancy Edwards
Climate Change Campaigner

Response:

Comment has been received for consideration.

Comment 47 **Topic: NHHIP** *Submitted by Rose Kantorczyk*

My name is Rose Kantorczyk and I live in Houston. I am writing to express my concern that the Transportation Policy Council will vote to approve the 2021-2024 TIP without stipulating that TxDOT be held accountable to community concerns about the harms of the I-45 expansion project

. According to the agenda for tomorrow's TPC meeting, a memorandum of 27 understanding between the City of Houston and TxDOT will be discussed. The many negative impacts of the North Houston Highway Improvement Project cannot be left out of this memorandum. This project has the potential to

further segment the city in a way that cuts off historically Black and Latinx communities in the 2nd and 3rd wards, and has the potential to displace over 1,000 people from their homes.

Rose Kantorczyk

Response:

Comment has been received for consideration.

Comment 48 **Topic: NHHIP** *Submitted by Zoabe Hafeez*

My name is Zoabe Hafeez, I live in the 77002 zip code, and I'm a pediatrician in the Texas Medical Center. I appreciate the communication and the thought that has occurred between HGAC, The City of Houston, and TxDOT regarding the North Highway Improvement Project and hope for a resolution that truly serves the health and well-being of Harris County residents.

I was born in Houston and hope to raise my children here. Given that, I have three concerns about continuing to subsidize exurban expansion at the expense of the health, land, and prosperity of urban communities. First, if we expand the highway footprint to accommodate more commuting vehicles, we will worsen the health of children in the urban core. It doesn't take a physician to know that increasing the number of vehicles that can drive at a high speed through our city will increase the noise, carbon monoxide, particulate matter, and automobile crashes that the next generation of Houston children will be exposed to. Automobiles are the most common cause of injury and death of children and something I've seen in both my personal and professional life. The children who get hurt or die by motor vehicles not only see their own lives ruined but they negatively affect a family, neighborhood, and community for generations. I've had the misfortune of seeing it play out repeatedly in our city. Increased motor vehicles are also associated with decreased pediatric IQ, increased preterm birth in pregnant women, increased pediatric asthma, and limits to pediatric final height. We're at risk of contributing to all of these metrics if we continue to allow for increased motor vehicle lanes as a tool to accommodate projected population growth.

Second, the children of the new exurbs that this expanded highway will subsidize will also be poorly served. They are at risk of being victims of the increasing loneliness epidemic, which I believe will be the great pediatric public health fight of our generation. The way we design our communities significantly contributes to loneliness. Simply put, these exurbs will create a generation of kids who will experience their communities from the backseat of their car as they will exist only because of the highway expansion and need the motor vehicle to survive. This will subsidize childhoods who will suffer from physical inactivity, lack of easily accessible gathering places, increased risk of automobile injury, and a decreased number of human interactions compared to most childhoods throughout human history. I've seen the effects loneliness has on kids through pediatric psychiatric emergencies in my practice. We should take this increasing phenomenon and think long and hard about communities built around the highway.

Finally, we're doing all of this by degrading the integrity of multiple strong communities that children can thrive in. Older communities such as Independence Heights will be worsened, most notably through the destruction of multiple businesses and a church that has been a community pillar for over 100 years. Newer urban communities will also be worsened. EaDo has organically developed into a walkable place

centered around St. Emanuel St. in a city where such places are rare. The opportunity cost of destroying half the street will have negative consequences in terms of potential property tax revenue, community public health, and will decrease faith that if our communities build great, walkable streets, they won't be destroyed by the next highway expansion.

I believe that if HGAC advocates for keeping the same number of motor vehicle lanes, keeping the same highway footprint, and prioritizing safe inter-neighborhood, non-automobile travel across the highways, it will maximize the potential public health for the majority of Harris County residents going into the next generation.

Zoabe Hafeez

Response:

Comment has been received for consideration.

Comment 49 **Topic: NHHIP** *Submitted by Mary Schultz*

TXDOT should not rebuild I-45 without major changes to improve Transit, Flooding, and both preservation of and connections among neighborhood communities. Since TXDOT has made no commitment to include in its planning, the officially submitted expectations of Houston's Mayor, more than a dozen elected officials and hundreds of public comments, Funding for Segment 3 of NHHIP must be separated from the 2021-2024 TIP until a later date and after TXDOT makes official, written commitment to alter its original designs.

Stephen Klineberg, renowned professor, researcher from Rice University and the Kinder Institute for Urban Studies, provided a 2-page essay about his research conclusions in last Sunday's Houston Chronicle that I think relate to our hugely important discussion about the future of freeways in the Houston area. He says, "…respondents" (to his systematic surveys) "have been expressing significantly more support …for policies to reduce the inequalities and address the needs of the poor; they have been calling for more… stringent controls on development to reduce the region's flooding and enhance its quality- of- life attributes."

Mary Schultz

Response:

Comment has been received for consideration.

Comment 50	**Topic: NHHIP**	*Submitted by Kashmere Gardens Council - Superneighborhood #52*

Displacing residents and businesses along the I-45 corridor will be a financial disruption to local businesses. Many minority residents have few options when one is speaking of relocation. These residents will be at a disadvantage. This project will affect the historical significance and value of their communities.

Kashmere Gardens Super Neighborhood Council #52

Response:

Comment has been received for consideration.

Comment 51	**Topic: NHHIP**	*Submitted by Peggy Robinson*

I am writing to you on behalf of the Montie Beach Civic Club. Our neighborhood, Brooke Smith, is bounded by I-45 to our east, N. Main, Airline, and Link Road. We have been actively involved for years advocating for a solution to the NHHIP that incorporates not only our concerns, but those of our neighboring Downtown and North Houston communities. We are quite concerned that with today's vote you may be funding TxDOT without requiring that there is a mechanism to insure that community concerns are mitigated. **Hence, we are asking you to create a Memorandum of Understanding (or similar document) that will require TxDOT to mitigate our concerns for Segments 1 and 2**. As stated ably in Mayor Turner's Letter to Commissioner Ryan, "*we need specific exceptions linked to TAC/TPC decisions to halt or withdraw funding should the project fail to address our concerns*."

Given that we are at an inflection point following the murder of George Floyd, it is imperative that NHHIP not perpetuate centuries of structural racism, such as continuing and/or exacerbating the 20th century construction of interstates and highways through neighborhoods of color. This project ***must*** stay as much as possible within the current I-45 footprint rather than displacing homes and businesses belonging to people of color throughout Segment 3.

> *The NHHIP is a potentially transformative project...I believe we can all agree that this is a once in-a-generation investment that will shape the City of Houston for decades to come. This is our chance to rise to the challenge and chart a new course for transportation in the region. It is crucial that every opportunity is taken to design and construct the best possible project*."
> Mayor Sylvester Turner, City of Houston
> Letter to Texas Transportation Commissioner Laura Ryan, May 12, 2020
> https://www.houstontx.gov/planning/nhhip/docs_pdfs/Commissioner%20Ryan%20-%20NHHIP%20-%20Letter%20&%20Technical%20Appendix.pdf

We in Brooke Smith/Montie Beach concur with Mayor Turner's goals to:

- Strengthen Houston's economy.
- Reduce flooding on and off the freeway.

- Make travel safer for all road users.
- Provide long term capacity for all users of the roadway, including automobile, freight and transit.
- Serve and preserve the neighborhoods along the corridor while enhancing connectivity between neighborhoods.
- Mitigate impacts to existing parks and greenspace while creating additional opportunity for green space.
- Limit right-of-way to the extent necessary to meet project goals, i.e., reduce the current footprint of the proposed plan.

In fact, Mayor Turner said in his July 2019 letter to TPC:

> "*There are future decision points at which the Transportation Policy Council will again evaluate the project for funding, including a major definitive funding decision next spring. It is my expectation that TxDOT will resolve many of the pressing outstanding issues before then. It is TxDOT's responsibility to design a project with positive impacts for the community, the City of Houston, and the greater region. We will, without hesitation, not support the funding decision in the spring if these items are not accomplished*."
>
> Mayor Sylvester Turner, City of Houston Letter to the H-GAC Transportation Policy Council on July 25, 2019, RE: NHHIP https://www.houstontx.gov/govtrelations/turner-letter-tpc-nhhip-20190725.pdf

Thank you
Peggy Robinson,
President Montie Beach Civic Club

Response:

Comment has been received for consideration.

Comment 52 **Topic: NHHIP** *Submitted by Alec Tobin*

I call on you to **reject** funding for segment 3 of the I-45 Expansion. This proposal, which has already received broad criticism, threatens violence on our communities and financial folly for our city.

Multiple studies have shown that this segment of the expansion will displace Black and Latinx people in Houston. George Floyd's death brought Americans together to demand an end to violence against Black Americans. The displacement of Black communities that Segment 3 will cause is another kind of violence our cities must think about. Floyd's death marked the beginning of a new era in race relations (see the latest Time cover from July 6, 2020). Houston holds an opportunity here, in this vote, to begin working toward racial equity in step with this change. A vote against this funding is a vote to preserve and value our residents in a way that we have not historically.

Secondly, we know from top transportation experts (including Christoff Spieler, former member of the Houston METRO board of directors and my former professor at Rice) that induced demand is real. When we build more lanes and expand the capacity of highways, more cars come, increasing congestion.

Winning, superstar cities, as urbanist Richard Florida would call them, have tended to decrease their highway capacity over the past 50 years. San Francisco removed its Embarcadero highway and unlocked millions of dollars in real estate potential. Houston has had opportunities to do the same, but it has historically done the opposite. This is a chance for Houston to turn this trajectory around and divert this money to transit infrastructure that will benefit a broader range of Houstonians, such as public transit.

I sincerely hope that the Houston-Galveston Area Council will consider these points and reject funding for Segment 3 of the I-45 expansion.

Alec Tobin

Response:

Comment has been received for consideration.

Comment 53 **Topic: NHHIP** *Submitted by John Metz*

I know there's an upcoming vote on the 2021-2024 Transportation Improvement Program (TIP) that plans to expand I-45 in hopes of reducing traffic. Yet some of the consequences of that expansion would be: displacing over 1000 homes and many businesses predominately in Black and Latinx communities, destroying green space, and not improving public transit and bike infrastructure. After the murder of George Floyd and the important discussions about systemic racism, Houston should not displace minority communities, especially with a project that has so many flaws and does nothing to help those communities.

If the goal is the reduce traffic, why build more highways? That's putting a band-aid on the problem instead of addressing the underlying cause—people are driving too much in single occupancy vehicles and there isn't proper infrastructure or incentives to do otherwise. There aren't enough safe bike routes and infrastructure or public transportation. Look at cities around the country and the world that have successfully reduced their traffic and beautified their city. We should spend money on infrastructure in alignment with the Houston Climate Action Plan and community goals. Let's put those words, and those dollars, into actions that benefit the communities, the environment, and the people of Houston.

Jordin Metz

Response:

Comment has been received for consideration.

Comment 54 **Topic: NHHIP** *Submitted by Kay Warhol*

My comments are with regard to your agenda item 5: Developing a Memorandum of Understanding for the future coordination on the North Houston Highway Improvement Project (NHHIP).

I am writing in support of Mayor Sylvester Turner's vision for the NHHIP and to urge this Council to 1) approve development of the proposed Memorandum of Understanding and 2) ensure that the Memorandum includes specific requirements for TxDOT to demonstrate progress in addressing the concerns spelled out in the Mayor's May 12, 2020 letter on the NHHIP as a condition of continued funding for the project.

As a native Houstonian and lifelong resident of the city, I am deeply concerned about Houston's future – how we make the most of opportunities as well as tackle challenges to the benefit of all Houstonians. To that end, I have devoted significant time over the last decade active on the boards of my civic association and my Super Neighborhood as well as advocating for improved neighborhood-oriented transit. As Mayor Turner has said, "The NHHIP is a potentially transformative project..." It will have a huge impact on the city for decades to come. I hope that the project will be one that contributes to the vitality and livability of the city and helps the city tackle some of its major challenges. For that to be the case, TxDOT must seriously respond to the City's vision and address concerns of displacement, flooding, air quality, cultural and historic preservation, and other concerns that have been raised by residents during the City's extensive project review process. While TxDOT has indicated an intention to continue working with the City on the design and development of the project, it has clearly not addressed specific concerns as yet. The Memorandum of Understanding must hold TxDOT accountable for doing so and must include a provision to stop further funding if the agency fails to do so.

Kay Warhol

Response:

Comment has been received for consideration.

Comment 55 **Topic: NHHIP** *Submitted by Daniela Castillo*

My name is Daniela Castillo, I am a student immersed in the world of cities, the built environment, design, and planning. I was raised outside of Houston, and made my home in City Council District C. There's a lot to unearth and unpack with the inherent racism embedded in the history of American cities, and with a global reckoning and righteous uprisings calling for the dismantling and abolition of a racist carceral system taking place today, it's an important history at that.

We can learn so much by just driving around and observing our cities, there are decades of disinvestment and purposeful planning and policy that bred much of the inequities we witness today. Which is why I'm submitting a public comment speaking against the proposed I-45 expansion, which I wholeheartedly believe is simply following in the footsteps of, and further reinforcing, systemic racism in transportation planning that has historically allowed entire communities to be torn down and divided by highways, all in the name of "infrastructural improvements".

As has been investigated, the plan to expand and merge I-45 (Segment 3 specifically), would result in the displacement of 919 homes, while also producing a larger effect on the health, stability, culture, economics, and general well-being of many of Houston's historic African American and Latinx neighborhoods. Mindy Thompson Fullilove, M.D., social psychiatrist and professor of Urban Policy and

Health, has extensively studied and written about the detrimental effects of displacement and destruction on communities through a phenomenon she has named "root shock". There's proof that tearing up neighborhoods and communities produces not just physical harm, but also mental and emotional damage on families. The proposed expansion also, of course, has the potential of being an environmental catastrophe, as it would exacerbate air pollution for communities impacted, and produce more flooding.

If Mayor Turner claims that ... "This is our chance to rise to the challenge and chart a new course for transportation in the region. It is crucial that every opportunity is taken to design and construct the best possible project..." then I sincerely urge against funding Segment 3 of the NHHIP. There are various concerns that have yet to be addressed in regards to the "disproportionately high and adverse effects to minority or low-income populations", and the TPC can play an incredibly important role in urging TxDOT to address the negative consequences of the expansion.

In this incredibly significant and historic time, with this very grave environmental justice issue at hand with this proposed expansion, I urge you all to move against funding Segment 3, and consider what it means to practice justice in planning today.

Response:

Comment has been received for consideration.

Comment 56 **Topic: NHHIP** *Submitted by Amanda Mireles*

As a voting constituent on the 77009 zip code I urge to postpone the vote for the 2021-2024 Transportation Improvement Program (TIP). The Texas Department of Transportation (TxDOT) has not committed to mitigating adverse impacts such as displacement, flooding, and air quality in the proposed NHHIP and should not receive the green light to bulldoze, disconnect, and dismantle historic Black and Latinx communities along the project corridor. 34 The Segment 3 funding for I-45 project will displace over 1,000 homes in predominantly Black and Latinx communities, committee members need to push for "real commitments to improve the NHHIP or to halt the project until it can satisfactorily address community concerns. I oppose this project to move forward.

Amada Mireles

Response:

Comment has been received for consideration.

Comment 57	**Topic: NHHIP**	*Submitted by Zoe Middleton*

My Name is Zoe Middleton and I am the Houston and SE Texas Co-Director of Texas Housers. Texas Housers is a policy advocacy organization that believes in the right of every Texan to have a healthy, affordable home in a quality neighborhood of their choice.

I request that the following be read into the record and that every member of the TPC be provided a copy of the letter attached to this email. In almost every American city, highway projects are racist monuments disguised as public infrastructure. Their legacy is as pernicious, if less obvious, than Confederate generals or redlining.

Segment 3 of the NHHIP has 916 residential displacements total, including the entirety of Clayton Homes, part of Kelly Village, Midtown Terrace suites and a huge amount of so-called “naturally occurring affordable housing stock”. The draft Community Impacts assessment clearly states that disproportionately will cause high and adverse effects on minority or low-income populations.

We believe that there must be an MOU between the County, the City, and TxDOT and other regional governing bodies so that our demands, recommendations, expectations in the letter can be guaranteed. The recommendations enumerated in our letter fall under the following categories and will be published on our blog in detail shortly.

1.
2. Long-term, plentiful,
3. and deeply affordable housing
4.
5.
6. Community oversight and
7. transparency
8.
9.
10. Accessibility and flexibility
11.
12.
13. Historic preservation
14. and economic development 35
15.
16.
17. Equitable treatment
18.

Zoe Middleton
(she/her) | Houston and Southeast Texas Co-Director

Response:

Comment has been received for consideration.

Comment 58	**Topic: NHHIP**	*Submitted by Nicholas Cody*

The Houston area does not need I-45 widened. A global climate emergency is happening now and this project would just inflict more damage to the planet. Also the communities living by the existing interstate don't need their neighborhoods torn up and worsened by more lanes of freeway.

Nicholas Cody,
lifelong Houstonian

Response:

Comment has been received for consideration.

Comment 59	**Topic: NHHIP**	*Submitted by Cooke Kelsey*

Dear TPC Members, I support Harris County's and local officials' and residents' requests for funding of Segment 3 but not Segments 1-2 of NHHIP for the time being.

I respectfully ask that you state your positions on the record. The "livestreamed" hearings do not provide video. While I appreciate the many staff comments, they won't have any effect without a clear and explicit statement by this body.

The TIP will reshape the center of the city of Houston for generations, and whether it will have a center comparable to other major cities. This is not a decision that should be made in secrecy or in silence.

Cooke Kelsey

Response:

Comment has been received for consideration.

Comment 60	**Topic: NHHIP**	*Submitted by Yasmeen Davila*

I am writing to express my concerns on the expansion of IH-45 when the problem Houston has on transportation is less on the availability and number of highways than on the lack of a reliable and expanded public transportation system. An expansion on IH-45 would negatively affect the communities living right under and next to its passage. Communities that are predominantly Black and of spanish speaking descent. All and every move to make this expansion a possibility is a threat to the livelihood, health, and environment of in-the-loop inhabitants along the greater 3rd ward and east end. Again, Black and Brown communities will be negatively affected by the expansion of a highway. To move forward with the expansion is to declare the disposability of Black and Brown Houstonians for the convenience of a few.

Instead of wasting money, on the expansion of a highway we don't need, I propose an in depth plan of the construction of a public transportation system that expands past the loop and into the cities to its proximity.

Yasmeen Davila

Response:

Comment has been received for consideration.

Comment 61 **Topic: NHHIP** *Submitted by Aaron Balderas Mary Beth Balderas*

My name is Aaron Balderas. My wife Mary Beth and I reside in 77012. We both frequent the neighborhoods that surround the I-45 segment 3 of the NHHIP. We would both like to see a separate vote be taken on the NHHIP and the rest of the TIP projects. While we are in favor of progress for the city and southeast Texas, we believe that the NHHIP and in this specific instance, Segment 3, as it stands does not meet the standard necessary for not only improving transportation but actively working against the structural racism that exists because of choices transportation, municipal, and state officials have made in the past. The NHHIP (as it stands) continues that legacy of design and construction that benefits those that are well off and casts aside those with less means, in many cases Black and Latinx communities and their neighborhood "micro-environments".

The NHHIP does have the potential to position Houston as a leader in equitable, socially conscious, and environmentally responsible design. The right design, influenced by the right and numerous stakeholders, can be something that we can hang our hats on as a city and region for the next half century or more. It is possible to improve air quality, reduce flooding, not displace people, and yes, provide smoother transportation for the affluent suburbs, but all these things should not be at the expense of the communities along the way. As a native Houstonian and southeast Texan who loves the damn city, I urge the Transportation Policy Council to make the right choice. Contamos con ustedes.

Aaron & Mary Beth Balderas

Response:

Comment has been received for consideration.

Comment 62 **Topic: NHHIP** *Submitted by Jay Crossley*

Thank you to all Policy Board members and to TXDOT Houston staff and leadership for all the listening that is required to develop a project of this scale.

I hope that you will continue to ground your work in this area around these principles:

1. **Crashes are a much bigger problem than congestion in the Houston region, and reducing travel time for long distance trips is not actually an important regionally significant goal.**
   The first priority for fixing transportation in this corridor must be safety of all users and people along the corridor. The outdated design standards proposed in the DEIS need to be updated to modern safe design using context sensitive design speed appropriate for an urban project like this. Following current national standards, including the AASHTO Green Book, would mean designing any limited access lanes to 50 or 55 mph design speed and any surface elements to 25 to 35 mph design speed. All surface elements should be designed as city streets integrated into a grid network of multimodal access.

2. **There is no need to destroy so many existing homes, businesses, churches, or other fabric of existing communities for expansion of Right Of Way to achieve the needs of the public in this project.**
   Using safe design speed will allow the safer options of narrower lanes, and prioritizing multimodal access will allow optimizing all facilities for transit and other modes rather than all of us being forced to drive alone in a car, eliminating the perceived need for car priority lane expansions. All vehicle counters within the study area for segments 1, 2, and 3 – except the furthest north counters at BW8 – have shown steady decline in vehicle counts over the last 15 years. Houstonians are changing the way they access jobs, schools, shopping, and civic life, and are driving less than they did in the past. The perceived need for car priority lane expansions is based upon the seriously flawed regional growth forecasts, the seriously flawed travel demand models, and inequitable goals, metrics, and scoping for this project.

3. **The transportation systems in this corridor are desperately failing and need to be fixed**.
   Transportation systems in this area continue to kill and seriously injure large amounts of people, and this needs to be fixed. Transportation systems in this area have divided communities and left many people with less access east and west than they had had before the introduction of the freeway concept. Transportation systems in this area also needlessly encourage increased vehicle miles traveled, sprawl development, and long distance local travel. These things can be fixed if you use modern safe design standards optimized for safe design speeds and multimodal transportation for all elements of the project, and end the reliance upon clearly flawed travel demand models.

   Jay Crossley

Response:

Comment has been received for consideration.

Comment 63 **Topic: NHHIP** *Submitted by Randall Baxley*

This is not a time to be moving forward with Phase 3 as the water both downstream and upstream as well as the damage to our park and so much more have not been addressed.

Randall Baxley

Response:

Comment has been received for consideration.

Comment 64 **Topic: NHHIP** *Submitted by Bakeyah Nelson*

June 26, 2020
Dear Transportation Policy Council members,

My name is Bakeyah Nelson. I am the Executive Director of Air Alliance Houston - a local nonprofit working to reduce the public health impacts of air pollution and advance environmental justice in the Houston Region. Air Alliance Houston believes that everyone has a right to breathe clean air and where you live, work, learn, and play should not determine your health.

Thank you for the opportunity to voice my concerns about the vote that will likely take place today. First, I would like to recognize the efforts by the City of Houston and Harris County to more closely examine the issues that have been raised about this project and taking steps toward mitigating some of those issues.

While we at Air Alliance Houston acknowledge that improvements to I-45 are needed, we strongly believe and ask you today to keep NHHIP in the broader Regional Transportation Plan (RTP) but remove it from the TIP funding window (2021-2024) until a fair and equitable path forward can be defined in partnership with residents and delineated in writing. To be clear, the vote to support funding for Segment 3 at this juncture will cement systemic racism into transportation planning for another generation. Furthermore, without written commitments to address the adverse and disparate impacts that are well documented in the Texas Department of Transportation's (TxDOT) draft environmental impact statement and community impact report, TxDOT is making known its discriminatory intent.

For some of you this request may seem extreme however, TxDOT has given us no reason to believe or trust that it will act on the express desires of residents or the City of Houston more broadly. For example, after a number of meetings with TxDOT where staff have made verbal commitments, Air Alliance Houston has yet to receive any document, in writing, outlining TxDOT's plans to mitigate the increased exposure to air pollution for children who attend schools within 500 feet of the highway.

The same is true for the City of Houston. TxDOT has offered nothing in writing to assure anyone on this committee that it will comply with the desires of local elected officials and the communities they are supposed to represent. It is my understanding that the Transportation Policy Council has the legal authority to make a motion to remove or defer the vote for funding the NHHIP at this time. With your vote, you can let your constituents know that TxDOT's "shoot now, ask questions later" approach to transportation planning is unacceptable.

This is a historic moment in time, a time when many across the country and throughout the world have shown leadership by taking immediate actions that demonstrate they can no longer be silent on racial injustice. It speaks volumes that the metropolitan planning organization serving one of the most diverse region's in the country has remained silent about the current state of reckoning with systemic racism.

Even more troubling is that the representatives on this committee are choosing not to pause and reflect on this massive project that will perpetuate the disregard of communities of color for decades to come.

In the absence of taking a stand for communities by making a motion to remove NHHIP from the TIP 2021-2024 window, it is critical the TPC move forward to establish a MOU that includes an explicit mechanism that prevents future funding from TxDOT unless TxDOT complies with the terms outlined in the MOU. Moreover, the MOU should include a requirement that TxDOT conduct a social impact assessment to determine how the project will disrupt social cohesion and to identify steps that can be taken to minimize the impact to residents.

I implore each of you to vote with courage and conscience rather than tradition. Thank you.

Respectfully,
Bakeyah Nelson
Executive Director – Air Alliance

Response:

Comment has been received for consideration.

Comment 65 **Topic: NHHIP** *Submitted by Iris Gonzales*

June 25, 2020
Houston-Galveston Area Council
Transportation Policy Council (TPC)
publiccomments@h-gac.com

Re: Vote on 2021-2024 Transportation Improvement Program & proposed segment 3 for NNHIP

Thank you for the opportunity to provide written comments. CEER is a unique advocacy collaborative of 25 different organizations that come from three main sectors: environmental justice, social justice, and conservation. CEER's mission is to raise awareness of the connection between pollution, place and the public's health. We are providing written and spoken comments on the North Houston Highway Improvement Project (NHHIP), specifically the funding for Segment 3 of the highway expansion and the proposed memorandum of understanding up for discussion at the June 26th, 2020 TPC meeting.

CEER and our members work with neighborhoods all along the proposed segment 3 of the NNHIP, many of which are environmental justice neighborhoods. We stand in solidarity with these impacted communities who have clearly indicated that what they want is to not see the expansion move forward as planned. We also stand with our CEER members LINK Houston and Air Alliance Houston, who advocate for equitable policies and practices that break away from "business as usual" thinking. Now is the time to listen to community and act differently to produce a different outcome.

We urge you to **vote against including funding for Segment 3 of the NHHIP** in the 2021-2024 TIP because numerous comments to TxDOT, H-GAC, and Mayor Turner show significant concerns haven't yet been addressed. The conversation needs to continue and communities deserve more time. An MOU to

put agreements in writing with multiple stakeholders is important. We urge you to remember the most important stakeholder in that agreement: the people who have to live with this decision and will be impacted by it. Any MOU between the parties must include ongoing engagement with the public, elimination or significant efforts to address displacement and other negative impacts, and a consequence of halting the funding until TxDOT demonstrates progress in addressing these concerns.

CEER members are concerned that TxDOT is getting the green light to move forward with the IH-45 project without a meaningful commitment to address displacement, flooding, air quality, cultural and historic preservation, and a number of other concerns residents raised over the last several years. CEER urges you to take on a climate justice lens when making this decision, which will have impacts for future generations. Climate Justice refers to the movement whose ultimate goal is to achieve Climate Equity. The fight for Climate Justice raises ethical and political concerns about who exacerbates climate change and who suffers the immediate, short-term, and long-term impacts. Climate Justice calls on those who have benefited from climate change to share resources with frontline communities in order to rectify damages and create conditions where negative impacts are not concentrated on marginalized communities.

You have an important choice to make. Do not repeat history and the racist policies and practices that have brought us to this moment. Vote to delay this project so we can do right by the communities that have spoken against it and are demanding better.
Thank you,

Iris Gonzalez (she/her/hers)
Coalition Director
Coalition for Environment, Equity & Resilience (CEER)

Response:

Comment has been received for consideration.

Comment 66 **Topic: NHHIP** *Submitted by Laura Ryan*

Commissioner Laura Ryan
Texas Transportation Commissioner
125 E. 11th Street
Austin, TX 78701

Sent via email: laura.ryan@txdot.gov
Mayor Sylvester Turner
City of Houston
PO Box 1562
Houston, TX 77251-1562

Re: North Houston Highway Improvement Project (NHHIP) relocation

Dear Commissioner Ryan and Mayor Turner:

Texas Department of Transportation's (TxDOT) North Houston Highway Improvement Project (NHHIP) cannot go forward as planned without significant improvements in the way the agency plans to treat the over 1,200 families who are displaced and the neighborhoods they live in. (1). The project, which will expand I-45 and reorient the highways that travel around downtown will have an outsized effect on the health, stability, culture, economics, and general well being of many of Houston's historic African-American and Hispanic neighborhoods. The disparate racial impact of the pending action compounds the widely acknowledged injustice that TxDOT inflicted upon Houston African-American neighborhoods when TxDOT first constructed the interstate highway system 50 years ago. As TxDOT demonstrates at length in its technical documents, this project will once again have a disproportionately devastating impact on African-American, Hispanic, and low-income communities.

In one instance, the Draft Cumulative Impacts Technical Report (CITR) indicates, "the project area largely comprises minority and/or low-income communities." The need for affordable housing is also (2) well documented, "there are only 18 affordable rental homes for every 100 extremely low-income renter households in Houston." While the Draft CITR cites the historic harms to the Third, Fourth, and (3) Fifth Wards as a result of disinvestment and highway construction, it does not in any meaningful way suggest that TxDOT intends to remedy the historic destruction and division of homes, economic centers, and community resources, even though TxDOT is supposed to "mitigate cumulative effects." (4)

We support Mayor Turner's suggestions for TxDOT to limit the right-of-way in Segments 1 and 2, as well as guarantee greater benefits for people who will be displaced. However, the Mayor has suggested that TxDOT go forward with Segment 3 as planned. Segment 3 alone will displace at least 916 families and tear through several of the Mayor's Complete Communities, including Second Ward, Third Ward, Near Northside and Acres Home. (5)

So far, TxDOT and the City of Houston have failed to make adequate information available to the residents of the impacted communities for them to meaningfully participate in public discussion. Their reports, presentations, and surveys are hard to understand and rarely available in any languages other than English. TxDOT has not made clear the specifics of how it will treat the people the project will displace.

We represent over tens of thousands of people from numerous neighborhoods in Houston and Texas and we believe that the Uniform Relocation Act, which TxDOT is required to follow, does not go far enough to protect the people who will be displaced by the NHHIP. Furthermore, TxDOT does not plan to adequately mitigate the profound cumulative effects of highways to the region. As Mayor Turner has said, "This project must leave residents and communities whole." This is why we expect firm and (6) binding commitments from both TxDOT and Mayor Turner to ensure the following:

1. **Long-term, plentiful, and deeply affordable housing**
   "We need affordable housing. We need single family homes. We also need rental housing. Housing for all... We need to have options."
   - *Jessica Hulsey, Historic Second Ward resident and community leader*.

   - TxDOT should do everything possible to keep people in their homes. It should not increase the right-of-way.

- As Mayor Turner writes, TxDOT should ensure that the availability of housing in all neighborhoods affected remains the same by funding the construction of replacement housing before the highway construction begins. (7)
- TxDOT should compensate for the historic loss of affordable housing from the original highway constructions in the mid-1900s.
- Replacement housing should be affordable to populations making below 60% and 30% AMI.
- TxDOT should ensure the one-to-one replacement of pre-Hurricane Harvey public housing units. Displaced public housing residents should have the option to stay in the same neighborhood or move to a different one if they choose.
- The architecture and design of the replacement housing should match the historic architecture of the neighborhood.

2. Community oversight and transparency

TxDOT and HHA should "Talk to people at least once a month to update us on what's going on because right now, I'm living out of boxes. A lot of us have been living out of boxes since the summer of last year."

- *anonymous Clayton Homes tenant*

- TxDOT should consult the undersigned groups and individuals to create a community advisory board made up of displaced residents to oversee the relocation process. They should meet publicly with TxDOT on a regular basis.
- A separate community advisory board should be established for Houston Housing Authority (HHA) properties.
- TxDOT and HHA should produce quarterly public reports on the relocation process beginning now.
- TxDOT should contract for an independent report on the relocation process after the project is complete.

3. Accessibility and flexibility

- As suggested by Mayor Turner, "Affected residents should be clearly notified of their rights, options and responsibilities, at least 180 days in advance" and additionally, (8) residents should not be required to move during the school year.
- As Mayor Turner has suggested, security deposits, first/last month's rent, rental applications, and other out-of -pocket expenses should be covered by TxDOT. This (9) amount should total to a lump sum of at least $3,000 per displaced family in addition to the comparable value and moving costs guaranteed under the Uniform Relocation Act.
- Displaced residents should be able to receive some financial compensation up front so that they can pay for expenses like security deposit and rental applications.
- TxDOT should provide case managers, social workers, or peoples' advocates to represent and counsel displaced people as they navigate the acquisition and relocation processes.
- People should be provided, free of charge, the service of a real estate agent and apartment relocation service to permit them to choose the neighborhood and home that best meets their families' needs.
- Homeowners and renters should be eligible to receive a just value for their homes whether or not they buy or rent a new home.
- TxDOT should ensure that the advisory services listed in the Draft Community Impact Assessment are made free and widely available and are well advertised.

4. **Historic preservation and economic development**
   "To keep the historic look of the community would be to build a home that's not straight up, like those high rises. To keep the schools open. To keep the culture of the community. The culture of the community is the village mindset... When people come back, it shouldn't feel like a totally new neighborhood."
   – *Kendra London, Our Afrikan Family*

- TxDOT should consult at length with a wide array of residents from communities such as Greater Fifth Ward, Greater Third Ward, Second Ward, Greater Greenspoint, Hidden Valley, Acres Home, Northside/Northline, Independence Heights, and Near Northside to ask how they want to preserve their communities' histories. TxDOT should fund these initiatives.
- TxDOT should finance repairs, soundproofing and air quality protection for all homes within 1,000 feet of the new right-of-way.
- TxDOT should fund economic development initiatives designed by residents in environmental justice communities that will be impacted by this project.

5. **Equitable treatment**
   I want to "have the freedom of choosing the property that I want to live in… security is number one, the cleanness, the neighbors… the facility for the handicap..."
   – *Mike Ahamandi, Clayton Homes tenant*

- All relocation benefits available to displaced U.S. citizens should be made available to undocumented people.
- Property appraisals must account for rising home prices and gentrification.
- Displaced people should be compensated to an extent that they have the option to move to a different neighborhood if they choose.
- A "comparable" replacement home should be defined in the eyes of the person who is displaced.
- All written materials provided by TxDOT should be translated into all the languages spoken by community members along the route of the project or in determined areas of impact.
- All relocation staff should be culturally competent, demographically reflective of the communities they are working with, and speak the languages most comfortable for the displaced people.
- HHA must provide mobility counseling for HUD tenants administered by a qualified and experienced third party.
- Section 8 vouchers should be guaranteed up to 140% of fair market rate (FMR) to afford choice of housing and neighborhoods.
- The investment initiatives and mitigation being discussed for Independence Heights should be provided for all environmental justice neighborhoods in Houston.

All of these services and benefits are necessary to ensure that families who are displaced are given the financial resources and the right to emerge from their involuntary displacement in a sound financial position and in a home and neighborhood of their choice in which their family can flourish. The overwhelming number of affected persons are people of color. As those who suffered injustice in previous highway expansion projects, we demand that the City of Houston and TxDOT intervene so that these same racial injustices are not perpetuated or further entrenched. These requests we make in this letter are essential to ensure racial justice.

"How much longer will housing discrimination exist? This is just a small demand or request of what has existed for the past 70, 80 years."
- Reverend James Caldwell, Coalition of Community Organizations

The recent experience of the relocation of the Hillcrest community in Corpus Christi, while not perfect, represents a TxDOT freeway relocation plan that achieves many of these goals. The Mayor should insist that TxDOT at least model its treatment of Houstonians similarly. We will have a virtual roundtable in the next few weeks to discuss this letter and invite the Mayor and Commissioner to join us.

Sincerely,
Our Afrikan Family
Coalition of Community Organizations
Houston Freedmen's Town Conservancy
Dr. Robert D. Bullard, National Black Environmental Justice Network
Joetta Stevenson, Greater Fifth Ward Super Neighborhood #55
Jessica Hulsey, Historic Second Ward resident and community leader
Mike Ahamandi, Clayton Homes resident
Mardie Paige, Independence Heights Super Neighborhood
Texas Housers
LINK Houston
Texas Campaign for the Environment
Air Alliance Houston
Raven Douglas, MOVE Texas Action Fund
Stop TxDOT I-45
Indivisible Houston
Sunrise Houston
West Street Recovery
Turtle Island Restoration Network
Carmen Cavezza
Jim Cavezza
Cassandra Cavezza
Dominicq Cavezza
Stefano Cavezza

CC:
mthiele@housingforhouston.com
president@housingforhouston.com
HOU-PIOWebMail@txdot.gov
ken.clark@co.galveston.tx.us
mark.henry@co.galveston.tx.us
David.Robinson@houstontx.gov
Abbie.Kamin@houstontx.gov
j.beckendorff@wallercounty.us
w.smith@wallercounty.us
Treid@pearlandtx.gov
Jbranson@pearlandtx.gov
matts@brazoria-county.com
larrys@brazoria-county.com
eliza.paul@txdot.gov
cbass@pasadenatx.gov
jrodriguez@pasadenatx.gov

craigbrown@galvestontx.gov
davidcollins@galvestontx.gov
brcombs@chamberstx.gov
cwtaylor@chamberstx.gov
david.douglas@co.liberty.tx.us
jay.knight@co.liberty.tx.us
Carolyn.Evans-Shabazz@houstontx.gov
Sallie.Alcorn@houstontx.gov
donald.smith1@TxDOT.gov
adam.jack@TxDOT.gov
Judge.Hidalgo@cjo.hctx.net
John.Blount@eng.hctx.net
district5@baytown.org
district4@baytown.org
carol.lewis@tsu.edu
jeross.rice75@gmail.com
Shashi.kumar@missouricitytx.gov
Clifford.brouhard@missouricitytx.gov
Larry.millican@leaguecitytx.gov
Greg.gripon@leaguecitytx.gov
carrin@carrinfpatman.com
Tom.lambert@ridemetro.org
Narnold@fortusis.com
npicha@seabrooktx.gov
james.prestage@fortbendcountytx.gov
stacy.slawinski@fortbendcountytx.gov
Adrian.garcia@pct2.hctx.net
milton.rahman@pct2.hctx.net
Mark.keough@mctx.org
james.metts@mctx.org
proberts@texas-city-tx.org
dkneupper@texas-city-tx.org
rguenther@poha.com
saathoff@portfreeport.com
jeffrey.weatherford@houstontx.gov
maureen.crocker@houstontx.gov
Charles.wemple@h-gac.com
Jeff.Taebel@h-gac.com
twoolley@cityofconroe.org
cbogert@cityofconroe.org
jzimmerman@sugarlandtx.gov
jlane@sugarlandtx.gov

Comment has been received for consideration.

Comment 67	**Topic: Roadways**	*Submitted by Brian Babin*

Mr. Alan Clark
Director
Houston-Galveston Area Council
PO Box 22777
Houston TX 77227-2777

Dear Mr. Clark and Members of the Transportation Policy Council

As the member of Congress that represents the City of Baytown, I am writing in support of the City's request for additional federal funding as part of its Transportation Improvement Program (TIP) project to improve Garth Road. It is my understanding that the City is requesting additional federal funding to complete Phases A and B of its Garth Road project.

Garth Road is a congested critical arterial roadway within Baytown. The Garth Road corridor is home to the San Jacinto Mall, a project undergoing a $100 million revitalization. Houston Methodist Hospital – Baytown on Garth Road serves as a regional medical hub. Garth Road is also home to many retail and small businesses. As it sits today, Garth Road needs additional improvements to meet current traffic demands. As the east side of Harris County and Baytown grow, the demand will increase.

According to the City, *the project will completely reconstruct Garth Road from I-10 to Baker Road, add an extra travel lane in each direction, add a 10-foot trail on the east side of the road, improve drainage, add access management techniques to improve safety, improve water and wastewater utilities, and clean up the electrical and telecommunications utilities along the corridor.*

The City of Baytown's has my enthusiastic support and I strongly urge (H-GAC) the Transportation Policy Council to give it all due consideration.

Sincerely,
Brian Babin, DDS
Member of Congress

cc. The Honorable Brandon Capetillo, Mayor of Baytown
'

Comment has been received for consideration.

Comment 68	**Topic: NHHIP**	*Submitted by Trevor Reichman*

June 25, 2020
Trevor Reichman
401 Quitman St
Houston, TX 77009

Dear Members of the Transportation Policy Council,

It was Houston's bold move towards multi-modality and away from the car-centric suburbia that I grew up in, that wooed me back to Houston a couple of years ago. After living in the bicycle, pedestrian, and transit friendly city of Portland, Oregon and also getting spoiled spending time in America's most human centric cities such as New York and Washington D.C., Houston was never a city I thought I would return to, even though most of my family still resides here.
However, in 2018, I was surprised to re-discover a very different Houston than the one I grew up in. Houston's triumphant and ongoing efforts to re-centralize and re-densify the urban core, along with the extensive bicycle highway network and rail expansion, are the urban attributes that cinched the deal for my partner and I to relocate and buy a house in the Near Northside neighborhood in Central Houston. In the past 2 years, I have left my car almost permanently parked at home, and use the train and the bicycle highway daily as my primary sources for commuting. In those 2 short years, I have seen the user ship increase exponentially. On a sunny weekend, or during rush hours, I literally pass hundreds of other cyclists and pedestrians on the White Oak Bayou and MKT trails. On the Red Line train, which comes every 6 minutes during the day, the Texas stigma against mass transit is quickly fading, and the ethnic and income diversity of its growing ridership base is inspiring. Houston Metro is the most convenient, affordable, and reliable mass transit system I have personally have ever had access to. In other cities, I had been priced out of the urban core. These multi modal infrastructure investments represents the future of Houston, a stark contrast from its past.

I was extremely disheartened to learn about the plans to excessively expand the I-45 to the detriment of the urban core, and the historic and ethnic communities that will be displaced and further marginalized. We live a couple of blocks from the existing I-45, and although we won't be displaced, the expansion will turn my pocket neighborhood into a giant access road. After attending multiple meetings to find out those details, and with an open mind, I only have more skepticism and more questions that have not been answered. Mostly, why is this even needed, when demand for personal car use is trending down. We are in a prime window of opportunity to re-imagine transit in our city and the effects and footprint of that transit in an increasingly toxic and crowded world. At one meeting, as a primary selling point, the TXDot officiates promised to increase the speed of traffic on I-45 by 5 mph…yes billions of dollars and decade of central city residents living in the midst of a construction zone, to increase the speed of suburban commuters by 5 mph, when in fact, it is in the central city where we want traffic to SLOW DOWN. Being that an increase in speed and the adding of lanes is proportional to the increase of deaths, this is counter to Houston's Vision Zero goal.

As we plan for the future of Houston, let's not perpetuate the car culture that has literally choked our city for decades. Let's rather continue to densify the Urban Core, thus keeping it affordable and incentivizing those who work in Central Houston to live in Central Houston too. Let's rather invest in Boulevards, pedestrian and cycling infrastructure, mixed use initiatives, mass transit, and yes, let's also fix the streets and highways in a way that preserves and enhances our inner city, and bridges our neighborhoods and communities rather than divide them. Build it and they will come. It is up to us to all of us decide what to build and what will come. Let's not allow what we don't want to come, to be forced onto us by entities that don't live in our community, but only stand to profit from it.

Major concerns that are in my own backyard, which is only small segment of this massive project:

- *The implications for the watershed, bayou flood zone, and White Oak Bayou bicycle trail and park.*

- *The viewshed of Downtown Houston from the Near Northside neighborhood and bayou green space and trail network. The view of the city is one of the most celebrated and valuable assets of the Near Northside neighborhood.*
- *What happens to North Street, the local bridge between the neighborhood communities of The Woodland Heights and Near Northside? We need to add more local connectors, not take them away.*
- *What happens to the highway exit and entrance for Main Street (North of the I-10)? If this is removed, all that traffic will be dumped onto Quitman Street (my street). Quitman is slated for a road diet with pedestrian improvements and bicycle lanes in the next year or two. The traffic on Quitman is also often interrupted by the Red Line Train, which stops at Quitman and Main every 6 minutes in each direction. Quitman is not where we want the traffic from Main and I-45 to be rerouted to!*
- *Will the bicycle paths be interrupted during construction? These are not just recreational. These are the bicycle highways for thousands of bicycle commuters and there is no temporary redirect that is viable a–nd safe.*
- *Who will be displaced? Who will live closer to more noise and more pollution? Who will see their neighborhoods cut off and overrun by cars?*

Thanks for accepting public input, being that this is all funded by that public. With sincere regard for my community and this planet, Thanks for the opportunity to comment,

Trevor Reichman

Comment has been received for consideration.

2021 – 2024
Transportation Improvement Program

Appendix B

FAST Act Compliance
and
Performance Measures - System Evaluation Report

Updated January 2021

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.

The FAST Act requirements include new 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: FAST Act Planning Factors

FAST Act Requirement	FAST Act Provision	Issues Addressed in 2021-2024 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.	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)	2021-2024 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)	2021-2024 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

FAST Act Requirement	FAST Act Provision	Issues Addressed in 2021-2024 TIP	Where Addressed
Stormwater Impacts	23 CFR 450.206(a)(9)	2021-2024 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)	2021-2024 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 450.206(a)(10)	2021-2024 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 450.216(b) & 23 CFR 324(f)(2)	2021-2024 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 450.324(f)(3)	2021-2024 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. **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 transportation assets in the MPO region.

The vulnerability assessment used FHWA's Vulnerability Assessment Scoring Tool (VAST) and methodology, considering the factors of exposure, sensitivity, adaptive capacity, economic impact, and risk. Resiliency recommendations will be developed based on the results of the vulnerability and criticality assessments. Results will also be used to help prioritize funding decisions for future transportation projects.

Work on the Resiliency and Durability Pilot Project commenced in Winter 2018 and should be completed by late Summer 2020. More information about the Transportation Vulnerability Assessment can be found at http://www.h-gac.com/resiliency-planning.

b. **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.

c. **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.

d. **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: http://www.h-gac.com/cedar-bayou-initiative/default.aspx 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.

e. **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.

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/index.shtml.

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.

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.

[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/documents/CurrentCEDS.pdf

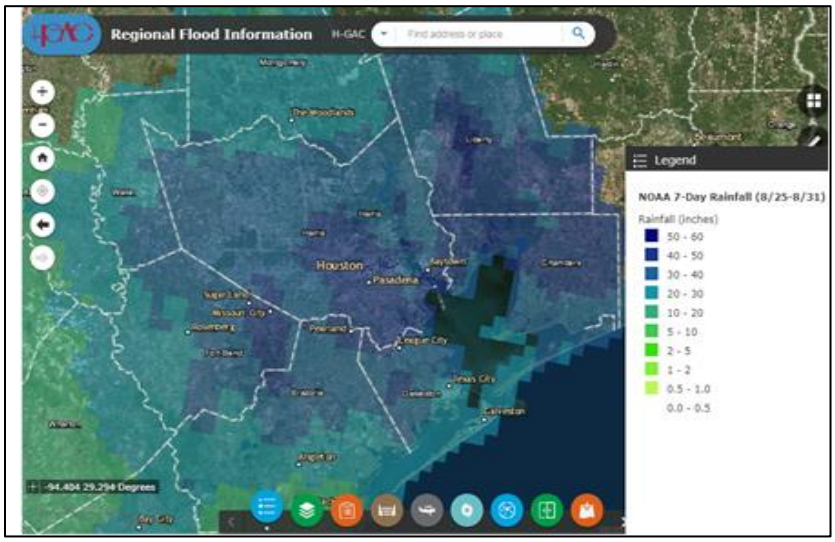


Figure B-2: 7-Day Rainfall Totals from Hurricane Harvey

H-GAC also administers the Homeland Security Planning program which promotes regional planning and response to man-made and natural disasters. The Regional Homeland Security Coordinating Council (RGSCC) assists and advises elected officials in their decision-making responsibilities on matters related to regional homeland security. H-GAC is working closely with individual counties in the development of Hazard Mitigation Plans and will continue to aid and assist the process of updating these plans.

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 24 signed state roadways designated as evacuation routes (Figure B-3). These evacuation routes are described in a 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.

H-GAC coordinates with counties, municipalities, and the state to manage the database of regional evacuation routes and is responsible for periodic updates to the Emergency Evacuation Traffic Management Plan. H-GAC also administers the Regional Evacuation Viewer − a secure web application which provides near real-time updates of evacuation resource deployment and other related information. Users of the viewer can access current Evacuation Traffic Management Plans by county, city or corridor.

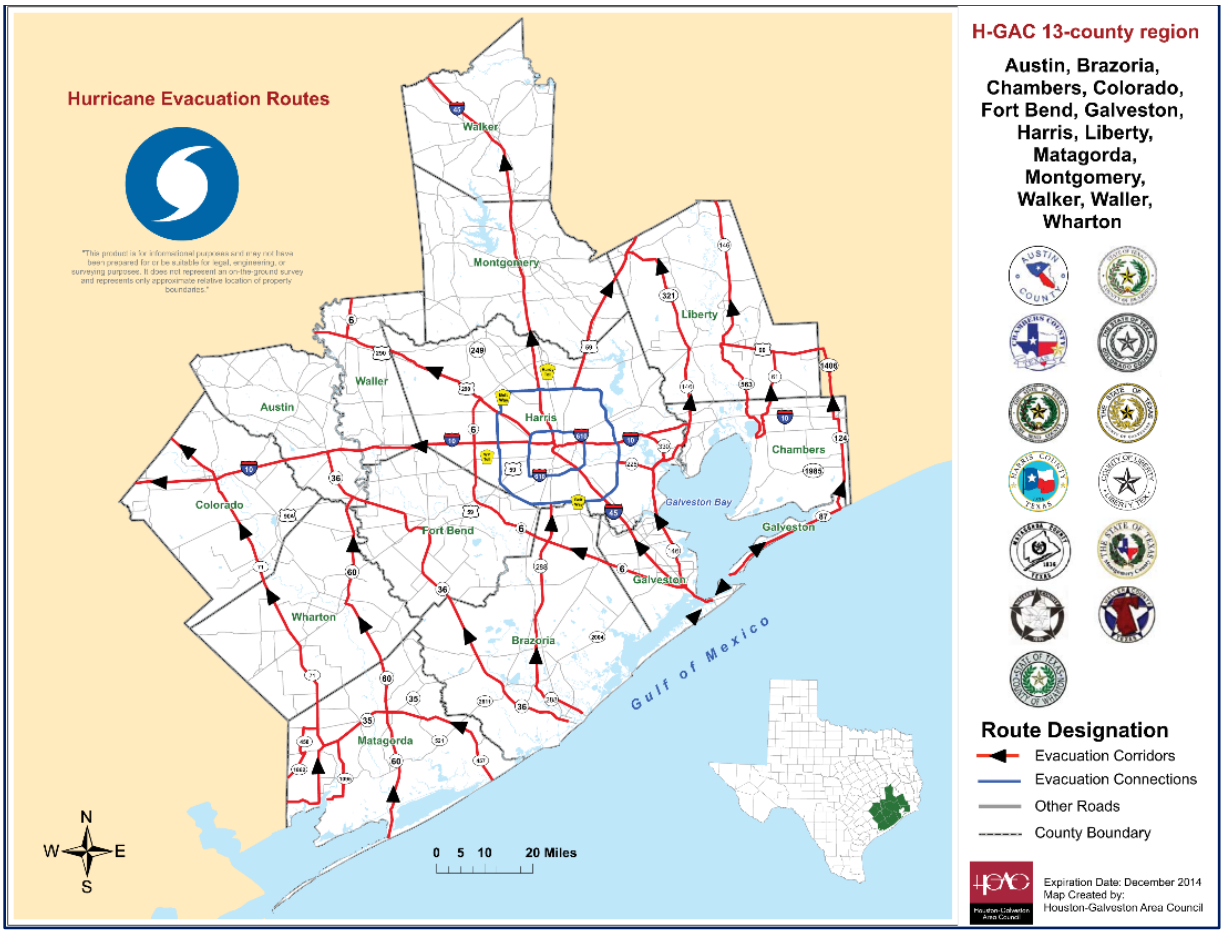


Figure B-3: H-GAC Hurricane Evacuation Routes

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.

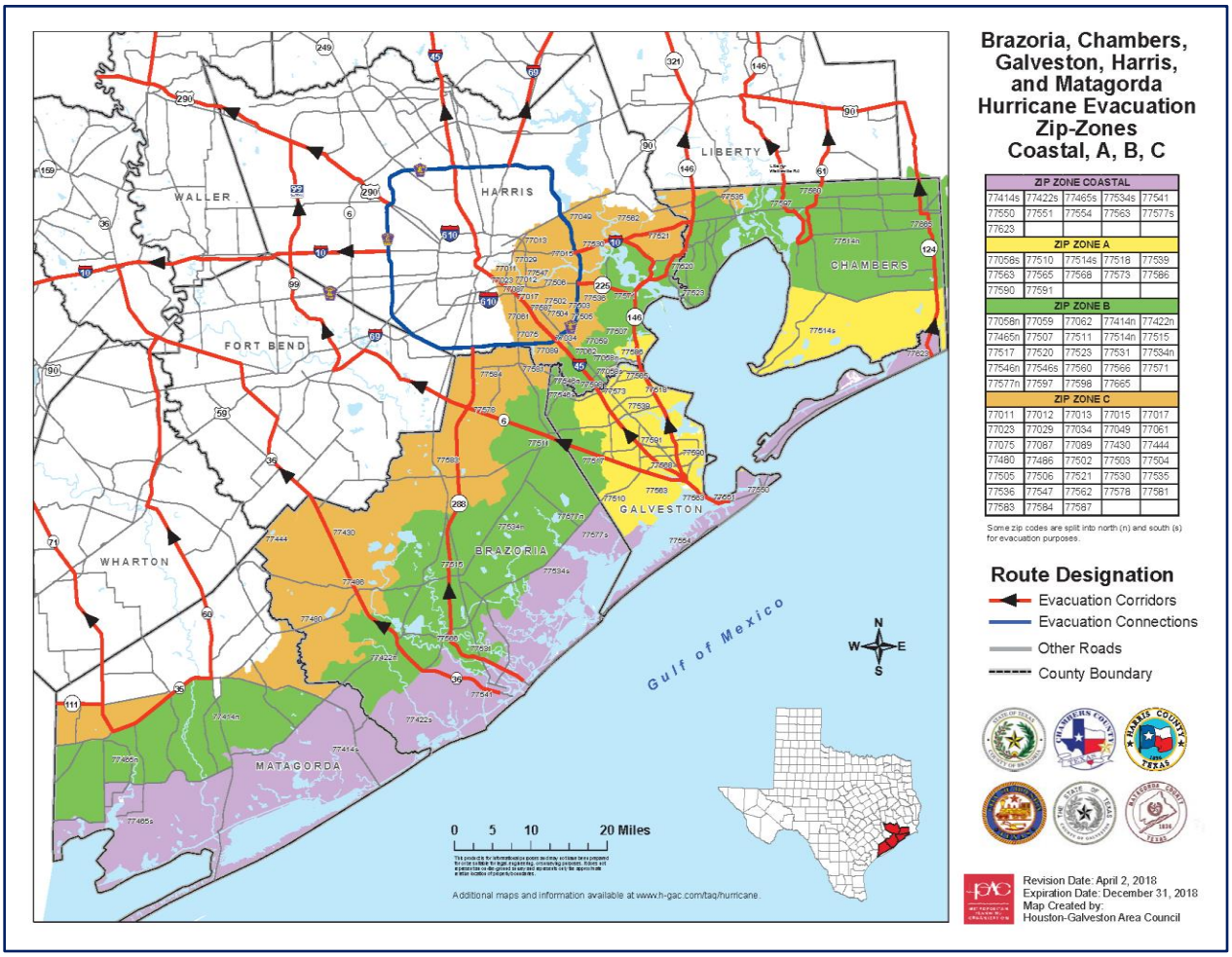


Figure B-4: H-GAC Hurricane Evacuation Zip Zone Map

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 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.

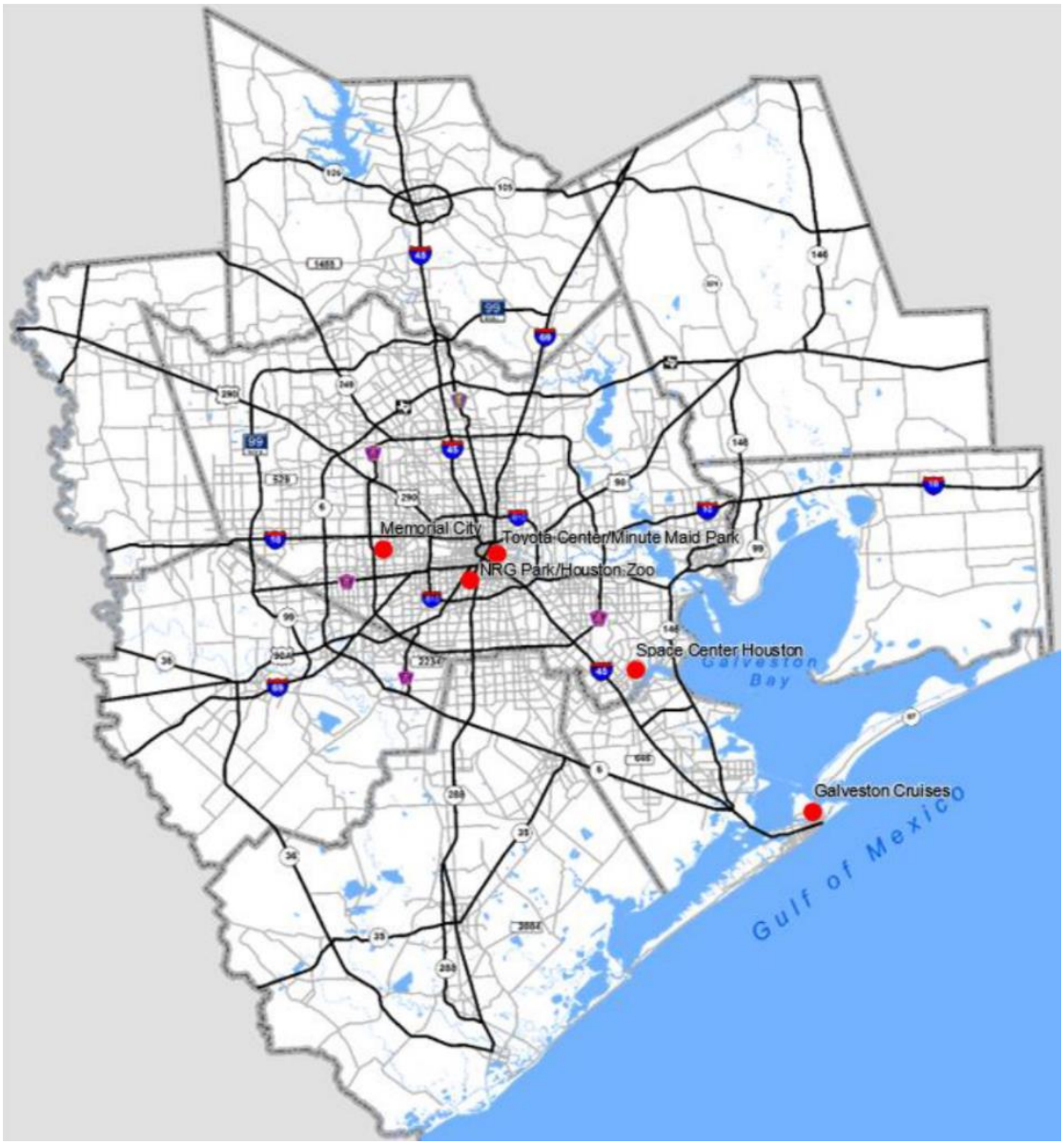


Figure B-5: Local Travel and Tourism Destinations

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 has been the location of an innovative intercity bus project between the Brazos Transit District and a private organization for several years. The Charles Wilson Veterans Administration (VA) Shuttle bus provided 12,389 passenger trips in 2017 for disabled veterans traveling from Lufkin, Texas to medical appointments at the VA hospital 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.



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 new working and planning relationships with representatives of private inter-city carriers such as Greyhound and Trailways bus lines, to incorporate intermediate stops along their established routes.

Several locations within the H-GAC planning region have been identified as potential sites for intermodal terminals that could serve as those intermediate stops. One potential location is along the Interstate Highway 10 East Corridor, near State Highway 146, between the Cities of Houston and Beaumont. 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]

Passengers through that proposed facility would be provided with options to transfer to-and-from local and express buses in addition to access to carpools, vanpools, taxis and other multimodal options.
Another potential location for an intermodal terminal was identified in the Interstate Highway 45 North Freeway corridor at 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 historic downtown Huntsville, to a larger multimodal facility closer to the I-45 Freeway corridor.[11]

[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.

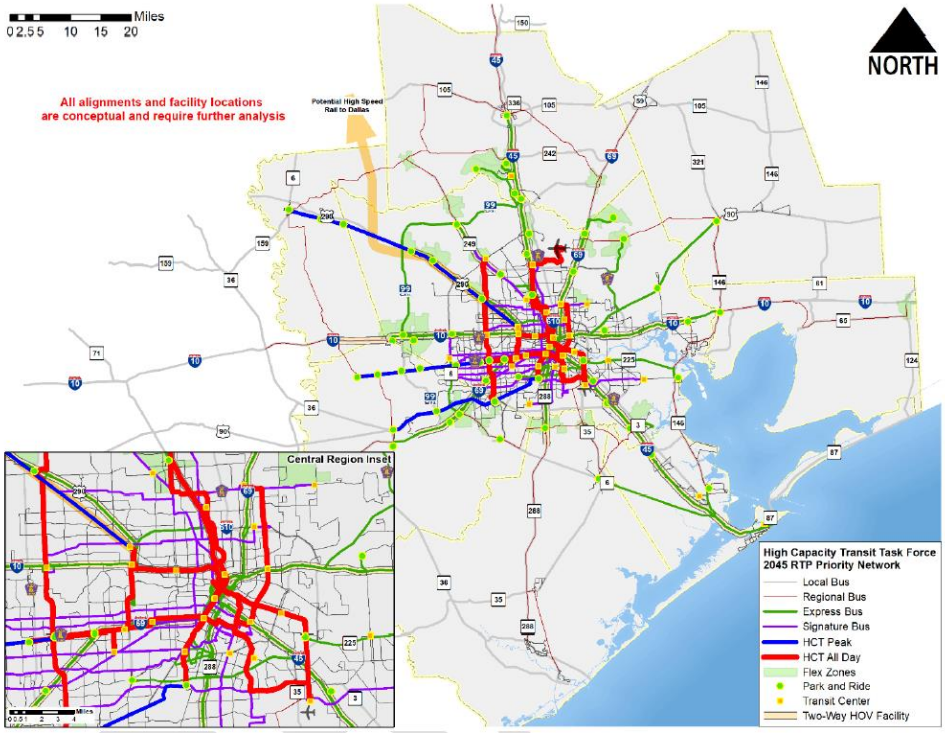
High Capacity Transit

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.

In addition to the proposed multimodal facilities and feeder bus routes, another option for future planning considerations would develop a regionally coordinated fare system. Under the coordinated fare system, potential customers for the intercity bus services could pre-purchase their fares for each segment of their trip from origin to destination. The concept of a coordinated or seamless fare system could include travel options for more than one service provider or more than one mode of transportation.

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) and the Fixing America's Surface Transportation (FAST) Act legislations introduced 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 and Transit Asset Management.

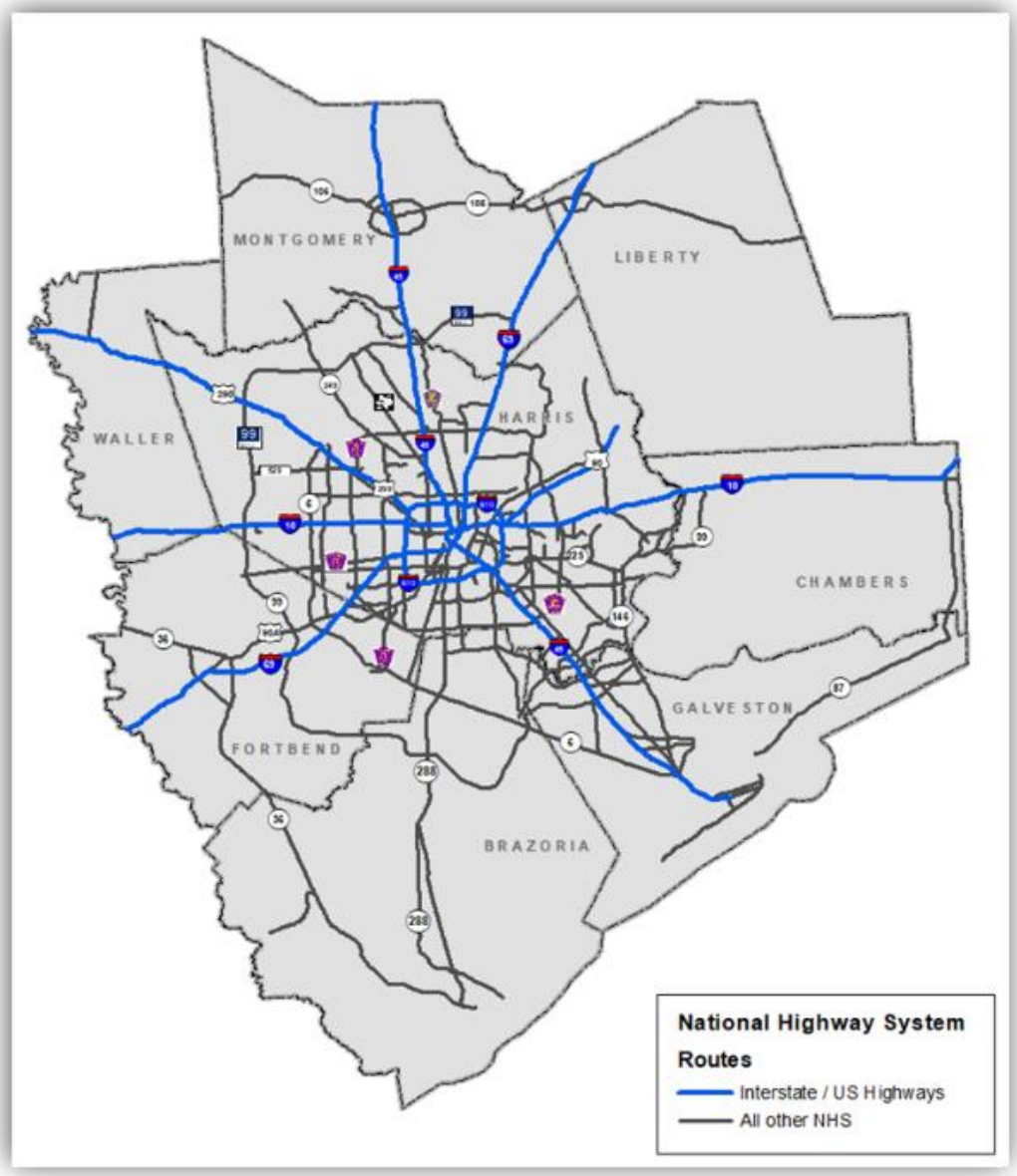
The final planning rules for the metropolitan planning process and the Regional Transportation Plan implementing the Fixing America's Surface Transportation (FAST) Act became effective on May 27, 2018. The FAST Act builds on changes made by MAP-21 to address challenges facing the U.S. transportation 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 two 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, 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 MAP-21 changes, MPOs across the country adopted and implemented programs and performance targets, and set priorities based on performance measures. The FAST Act reaffirms this requirement.

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 and 2022.

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 Vision, Goals, and Performance Measures

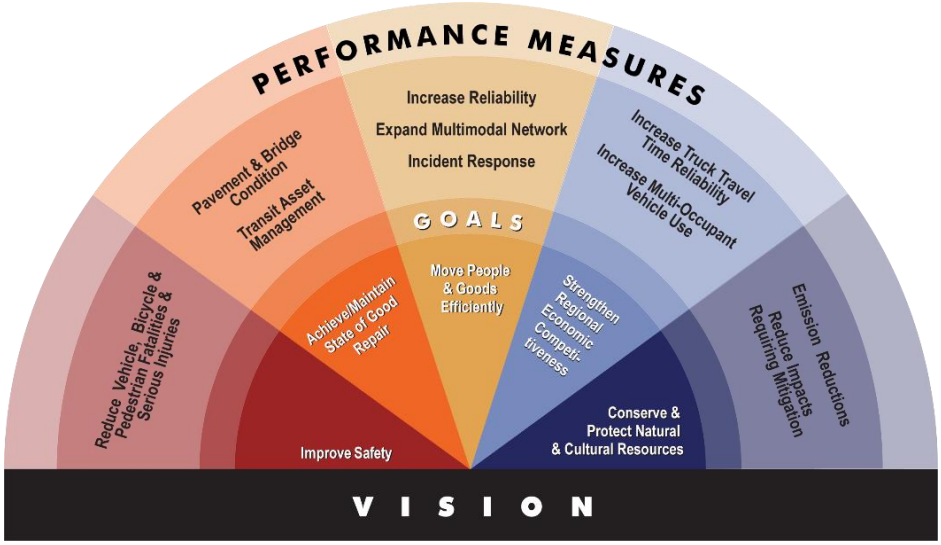


Table B-3: Highway and Transit Performance Measures

Category	Performance Measure	Applicability	Reporting Frequency
Highway 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		
Highway 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 Occupant 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	Annually
	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	
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	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 investments identified in the 2040 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. Table B-4, 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-4: Relationship Between Investment Type, RTP Strategy, Investment Category and Performance

Investment Type	RTP Strategy	Investment Category	Performance Measures					
			Safety	Pavement & Bridge	Reliability	Freight (Truck Travel Time)	Congestion/ Air Quality	Transit Asset Management
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, nine categories were recommended to be programmed and funded annually for the 10-year period from FY 2019 through FY 2028, identified in Table B-5. 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-5: 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-6, through the competitive Call for Projects process.

Table B-6: 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
	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 2021-2024 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, 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 amount 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 assess progress on Safety Performance Measures. 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 (See Table B-7). The decline is expected to begin gradually in 2018 and progress to the two percent (2%) reduction by the target year 2022.

Table B-7: H-GAC Safety Target Performance Measures

Performance Measures	2017	2018	2019	2020	2021	2022
Number of Fatalities	0.0%	0.4%	0.8%	1.2%	1.6%	2.0%
Rate of Fatalities (per 100 million Vehicle Miles Traveled)						
Number of Serious Injuries						
Rate of Serious Injuries (per 100 million VMT)						
Number of Non-Motorized Fatalities & Serious Injuries						

Fatalities

Figure B-10: Fatalities Performance Measure Statistics

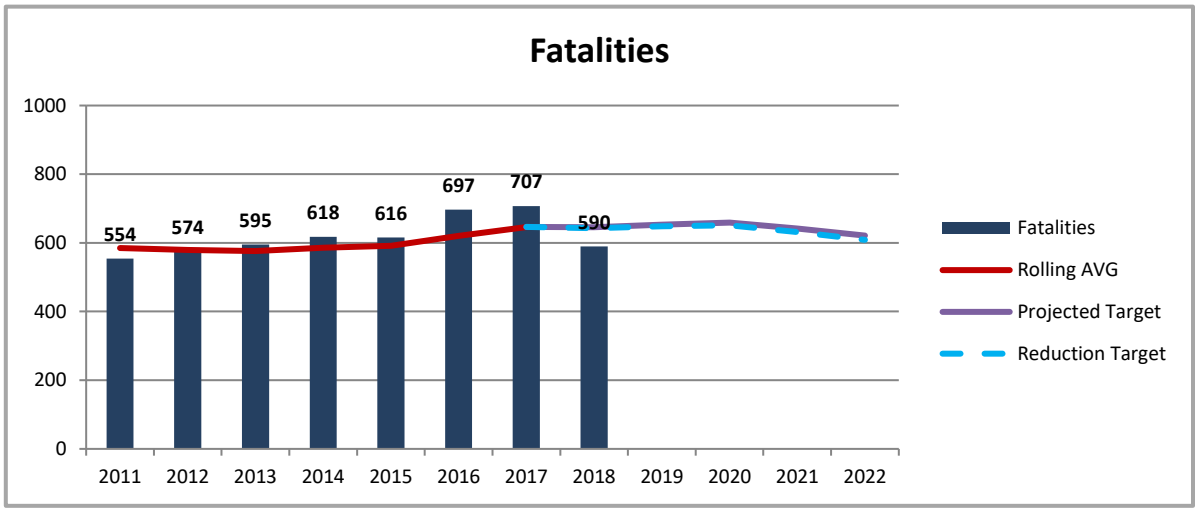
Measure – Five-year rolling averages of the number and rate of vehicular fatalities in the H-GAC region.

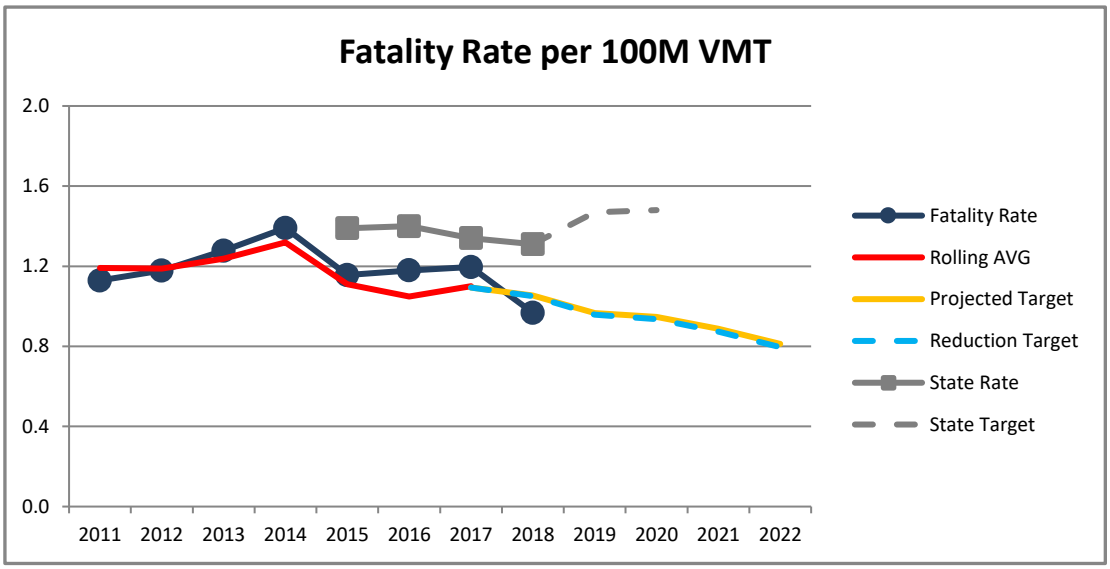
Methodology – Fatality numbers and rates are obtained from the national Fatality Analysis Reporting System (FARS). Fatality rates are calculated per 100 Million Vehicle Miles Traveled in the region.

Applicability – All public roads and highways

Reporting Frequency - Annually

Condition and Targets – H-GAC adopted the State's safety targets for the number and rate of fatalities. The target is a 2% reduction from the trend line projection over a 5-year period. The values in the chart are statistics for the 8-county H-GAC region.





Serious Injuries

Figure B-11: Serious Injuries Performance Measure Statistics

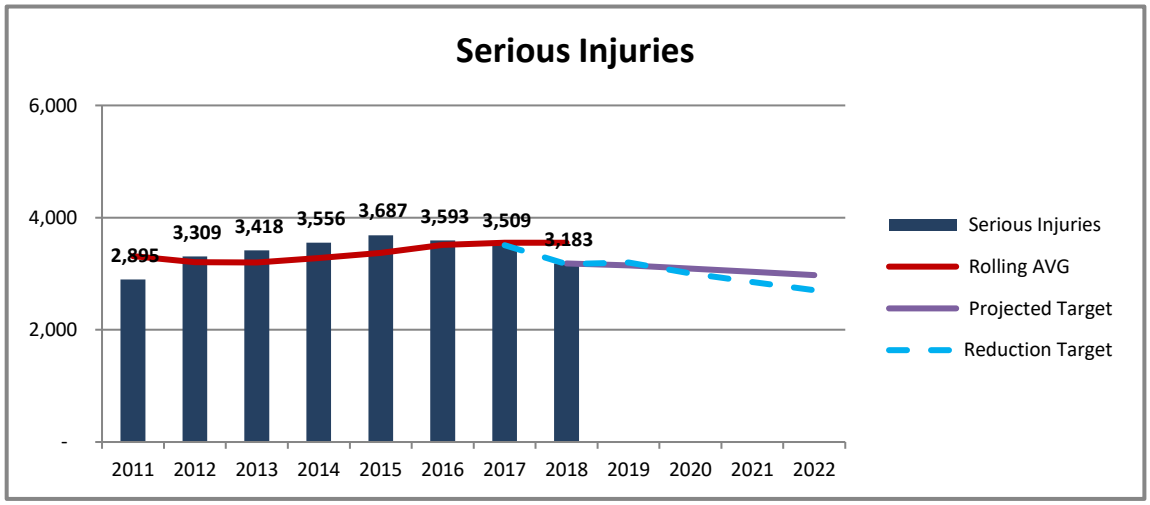
Measure – Five-year rolling averages of the number and rate of vehicular serious injuries in the H-GAC region.

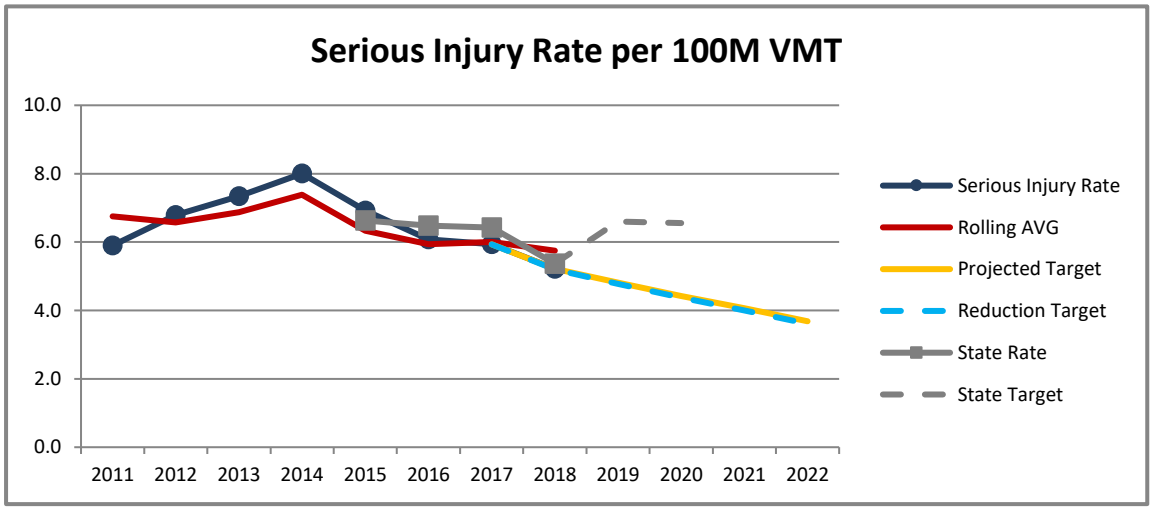
Methodology – Serious injury numbers and rates are obtained from the Texas Crash Records Information System (CRIS) databases. Serious injury rates are calculated per 100 Million Vehicle Miles Traveled (VMT) in the region.

Applicability – All public roads and highways

Reporting Frequency – Annually

Conditions and Targets - H-GAC adopted the state's safety targets for the number and rate of serious injuries. The target is a 2% reduction from the trend line projection over a 5-year period. The values in the chart are statistics for the 8-county H-GAC region.





Non-Motorized Fatalities and Serious Injuries

Figure B-12: Non-Motorized Fatalities and Serious Injuries Performance Measure Statistics

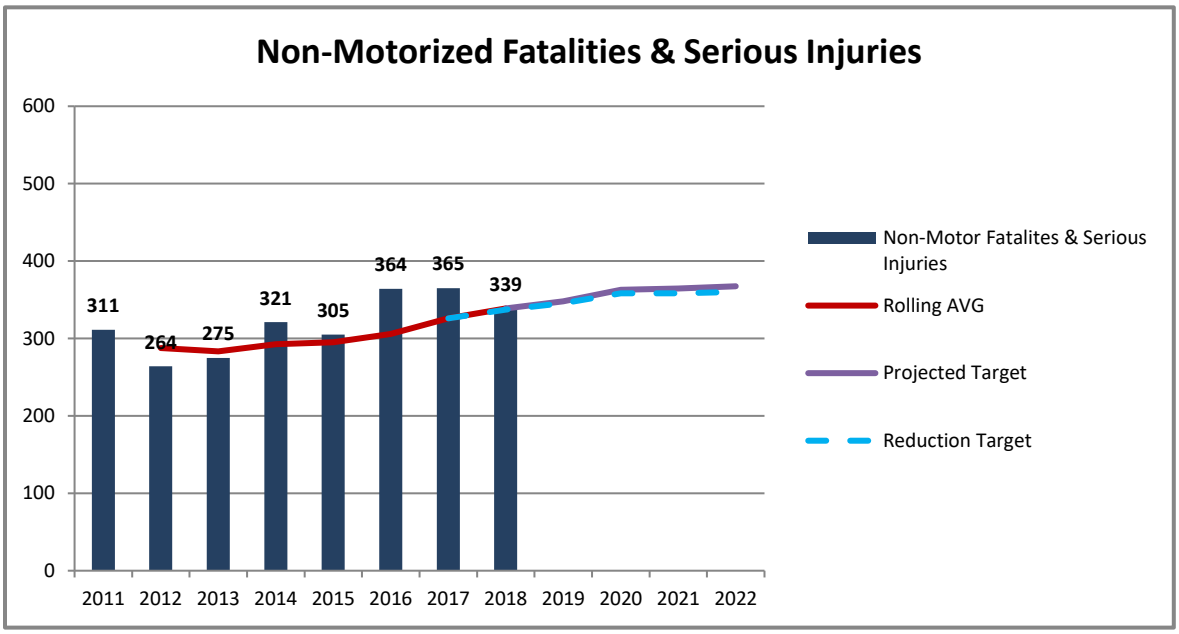
Measure – Five-year rolling average of the number non-motorized fatalities and non-motorized serious injuries for bicyclists and pedestrians in the H-GAC region.

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

Conditions and Targets - H-GAC adopted the State's safety targets for the number of non-motorized serious injuries. The target is a 2% reduction from the trend line projection over a 5-year period. The values in the chart are statistics for the 8-county H-GAC region.



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 PO 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.

2021 – 2024 TIP and 2045 RTP transportation investments targeting safety improvements

H-GAC, along with state and local government partners, has made significant investments in transportation infrastructure improvements through the 2021-2024 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan. H-GAC adopted the Regional Safety Plan in 2018 to recommend crash reduction strategies. Additionally, a total of 72 projects are programmed with Category 8 Safety funding at a cost of $58,590,574 from FY 2021 to 2024 by the Texas Department of Transportation Houston and Beaumont Districts.

In 2018, H-GAC developed a Regional Safety Plan that identifies traffic safety focus areas, recommends crash reduction strategies and countermeasures. 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-8: 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 http://www.h-gac.com/taq/transportation-committees/RSC/default.aspx

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, 12% are located 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 Interstate System roadways are shown in the table below.

Table B-9: Pavement Condition Ratings

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 System roadways are explained in the table below.

Table B-10: Rating the Interstate National Highway System

Rating the Interstate National Highway System			
	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 calculations of pavement condition for the Non-Interstate National Highway System roadways are defined in the table below. Unlike the Interstate System, when rating the condition of Non-Interstate NHS roadways, only the International Roughness Index (IRI) is measured.

Table B-11: Rating the Non-Interstate National Highway System

Rating the Non-Interstate National Highway System			
	Good	Fair	Poor
IRI (in/mile)	< 95	95 - 170	> 170
Measure	Percent Lane Miles in "Good" Condition	Percent Lane Miles in "Fair" Condition	Percent Lane Miles in "Poor" Condition

The historical pavement condition data from TxDOT's Pavement Management Information System (PMIS) was used to develop the historical trends for pavement measures. A five-year moving average was used to develop the performance targets. Despite the fact that historical trends indicate pavement conditions are declining over time, H-GAC chose to adopt flat targets with the goal of maintaining current conditions and a desire for aspirational goals that indicate improvement of pavement conditions in the long-term.

For the pavement measures, States and MPOs must establish two and four-year targets and may adjust targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period began January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021.

Pavement Conditions – Interstate and Non-Interstate National Highway System

Figure B-13: Pavement Conditions Performance Measure Statistics

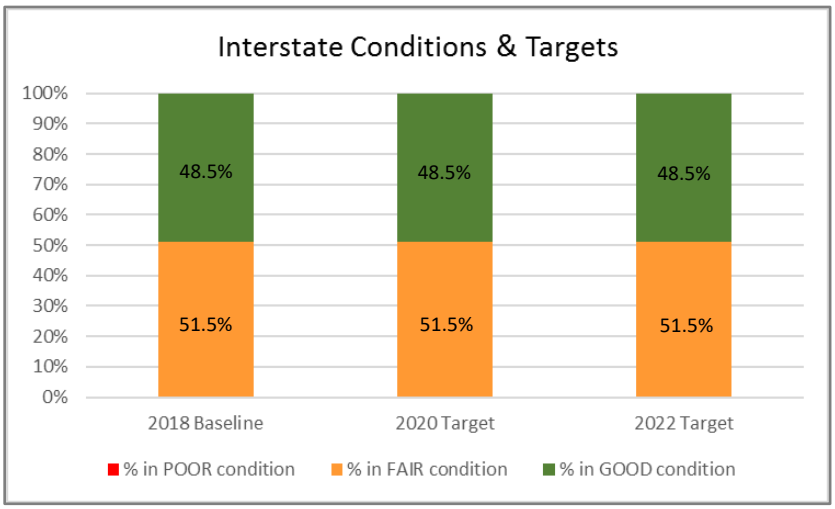
Measure – Percentage of pavements of the interstate and non-interstate National Highway System with a condition rating of "good" and "poor" relative to the ride quality.

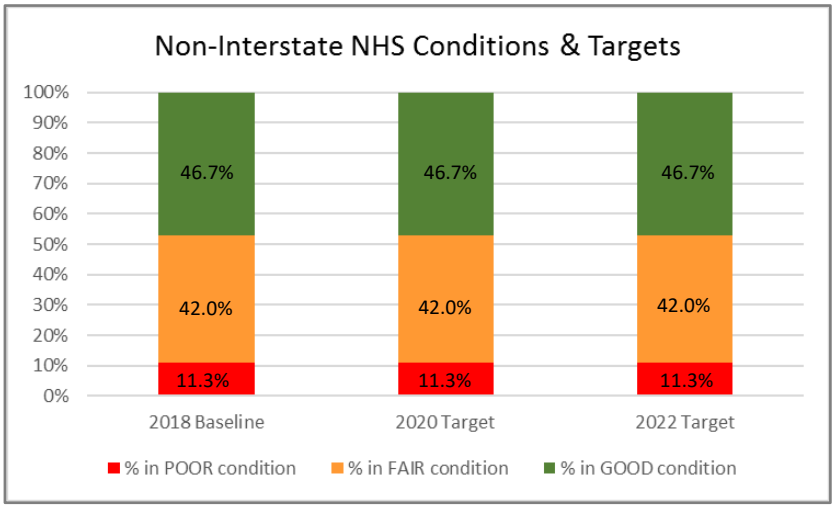
Methodology – Pavement conditions are based on the evaluation scores of the International Roughness Index (IRI), rutting, faulting and cracking. The condition scores are obtained from the Highway Performance Monitoring System (HPMS) and TxDOT's Pavement Management Information System (PMIS) databases.

Applicability – Interstate highways and Non-interstate highways of the National Highway System

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions – While the historical trends indicate pavement conditions are expected to decline by the year 2022, H-GAC chose to adopt flat targets. For Interstate highways, H-GAC adopted targets of 48.5% in good condition and 0.0% in poor condition for the years 2020 and 2022. For the Non-Interstate National Highway System (NHS), H-GAC adopted 46.7% in good condition and 11.3% in poor condition for the years 2020 and 2022. The values in the chart below reflect the statistics for the 8-county H-GAC region.





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-12: 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. While the historical trends indicate bridge conditions are slowly declining, H-GAC chose to adopt flat targets for the years 2020 and 2022. 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. Despite the fact that historical trends indicate bridge conditions are declining in the future, H-GAC chose to adopt flat targets with the goal of maintaining current conditions and a desire for aspirational goals that indicate improvement of bridge conditions in the long-term.

For the bridge measures, States and MPOs must establish two and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021.

Figure B-14: Bridge Conditions Performance Measure Statistics

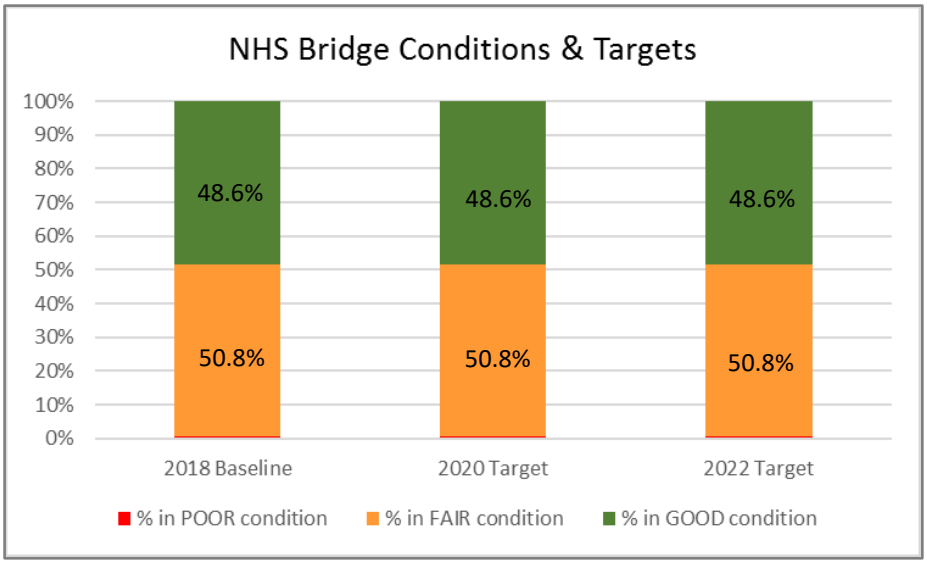
Measure – Percentage of bridge deck area of the National Highway System with a condition rating of "good" and "poor".

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 – While the straight-line trend historical data indicates bridge conditions are expected to decline by the year 2022, H-GAC chose to adopt flat targets of 48.6% of bridges in good condition and 0.6% in poor condition for the years 2020 and 2022. The values in the chart below reflect the statistics for the 8-county H-GAC region.



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 is 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 will impact the targets for pavements and bridges.

2021 – 2024 TIP and 2045 RTP 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 and the 2021-2024 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan. 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 2021-2024 TIP, a total of $604,369,876 is programmed for Category 1, Preventive Maintenance and Rehabilitation and a total of $329,376,549 is programmed for Category 6, Structures Replacement and Rehabilitation by the Texas Department of Transportation Houston and Beaumont Districts.

H-GAC has made strategic investments in transportation infrastructure improvements through the 2045 RTP. The fiscally constrained 2045 RTP recommends a significant level of investments in pavement and bridges. The fiscally constrained 2045 RTP recommended 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-13: 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 Results: Pavement Condition - https://www.txdot.gov/inside-txdot/division/federal-affairs/preliminary-performance/pavement-conditions.html

Texas Transportation System Performance Results: Bridge Condition - https://www.txdot.gov/inside-txdot/division/federal-affairs/preliminary-performance/bridge-conditions.html

Texas Transportation Plan 2040 - https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan/2040/plan.html

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-occupant vehicle 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-occupant commuting vehicles, resulting in less vehicle emissions.

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-15: 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:

- Weekdays 6 a.m. to 10 a.m.
- Weekdays 10 a.m. to 4 p.m.
- Weekdays 4 p.m. to 7 p.m.
- Weekends 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 travel, States and MPOs must establish two and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021.

FREIGHT

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-16: 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:

- Mondays through Fridays:
  - Morning peak 6 a.m. to 10 a.m.
  - Mid-Day 10 a.m. to 4 p.m.
  - Afternoon 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

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 Vehicle Travel

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-17: 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 Non-Single Vehicle Occupancy Travel. 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 are not required to establish a two-year target, yet are required to establish a four-year target, and may adjust the four-year target at the Mid-Performance Period Progress Report due in October 2020. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021.

Percent of Trips that are 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-18: Percent of Trips that are Non-SOV Performance Measure Statistics

Measure (Non-SOV) – Percent of Trips that are Non-SOV, 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 Non-Single Vehicle Occupancy Travel. For the Percent of Non-Single Occupancy Vehicle 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-occupant vehicle use in the long-term.

Congestion Performance Measure	Baseline	2020 Target	2022 Target
Percent of Trips that are Non-Single Vehicle Occupancy Travel	20.1%	21.1%	22.1%

For Percent of Trips that are Non-Single Vehicle Occupancy Travel, States and MPOs are required to establish a two-year and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021.

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. Metropolitan Planning Organizations (MPO) with a population over 1,000,000 that receive Congestion Mitigation Air Quality (CMAQ) funding are 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 new requirements springing 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 projects and their actual emissions from projects in the 2021-2024 Transportation Improvement Program. The baseline and targets are documented in the CMAQ Performance Plan, located at http://www.h-gac.com/transportation-improvement-program/project-resources.aspx. The four-year emission reduction target from CMAQ funded projects is a conservative estimate, as once the 2018 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-19: 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 Total Emission Reductions

Performance Measure	2018 Baseline	2020 2-Year Target	2022 4-Year Target
Emission Reductions NO_x (kg/day)	453.741	1,419.426	1,883.294
Emission Reductions VOC (kg/day)	66.850	169.301	200.809

For the Total Emissions Measure, States and MPOs are required to establish two-year and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report due in September 2020. The first performance period began October 1, 2017 and ends on September 31, 2021 and is for the Federal Fiscal Years of 2018 - 2021.

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.

2021 – 2024 TIP and 2045 RTP 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. The fiscally constrained 2045 RTP 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-14: 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 $ 6.7 billion is programmed in the 2021 – 2024 Transportation Improvement Program which is expected to contribute towards achieving the Reliability and Congestion targets.

Table B-15: 2021-2024 TIP Funds Programmed Towards Achieving Reliability and Congestion Targets

2021 – 2024 Transportation Improvement Program	
Category 2 – Metropolitan and Urban Area Corridor Projects	$1,553,068,000
Category 4 – Statewide Connectivity Corridors Projects	$677,543,000
Category 5 – Congestion Mitigation and Air Quality Improvement	$468,954,019
Category 7 – Surface Transportation Block Group	$588,232,535
Category 12 – Strategic Priority	$1,663,600,000
Total	**$4,951,397,554**

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-16: 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 $ 553.2 million is programmed in the 2021 – 2024 Transportation Improvement Program which is expected to contribute towards achieving the air quality targets.

Table B-17: 2021-2024 TIP Investments Towards Achieving Air Quality Targets

2021 – 2024 Transportation Improvement Program	
Category 5 – Congestion Mitigation Air Quality (CMAQ)	$468,954,019
Category 9 – TAP/TASA (Grouped Projects)	$65,991,209
Total	**$534,945,228**

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. Sub-recipients and Tier II providers (that operate one hundred or fewer vehicles) have the option to develop a group TAM Plan with the Texas Department of Transportation (TxDOT) or develop their own plan.
Transit Asset Management Plans contain the capital asset inventories for rolling stock, equipment, non-revenue vehicles, facilities and rail infrastructure. Rail infrastructure applies to METRO only. 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)

Tier II transit providers:

- Brazos Transit District
- Colorado Valley Transit
- Connect Transit
- Conroe Connection Transit
- Fort Bend County Transit
- Galveston Island 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 target setting and TAM Plan development with the Regional Transit Coordination Subcommittee (RTCS) 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.

Based on the weighted average method, the regional targets were presented and approved by the Regional Transit Coordination Subcommittee. The Technical Advisory Committee and the Transportation Policy Council approved H-GAC's regional transit targets, as described in the following table.

Table B-18: Transit Asset Management Performance Measures and Targets by Asset Category

Asset Category & Performance Measures	FY 2018	FY 2020	FY 2022
Rolling Stock – Revenue Vehicles - Age % of revenue vehicles that have met or exceeded their ULB			
Tier I Target	10%	10%	10%
Tier II Target	19%	16%	17%
TxDOT Target	15%	15%	15%
Regionwide Target	11%	11%	11%
Equipment – Non – Revenue Vehicles – Age % of non-revenue vehicles that have met or exceeded their ULB			
Tier I Target	46%	46%	46%
Tier II Target	0%	0%	0%
TxDOT Target	15%	15%	15%
Regionwide Target	46%	46%	46%
Facilities – All buildings/Structures – Condition- % of facilities have a condition rating below 3.0 TERM			
Tier I Target	54%	54%	54%
Tier II Target	75%	67%	60%
TxDOT Target	15%	15%	15%
Regionwide Target	55%	55%	54%
Infrastructure – Fixed Rail Guideway, tracks, signals & systems - % of rail infrastructure with performance (speed) restrictions, by mode			
Tier I Target	0%	0%	0%
Regionwide Target	0%	0%	0%

Note: 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 NTD have one overall TERM rating per facility. TERM Rating –Excellent – (4.8-5.0); Good – (4.0-4.7); Adequate – (3.0-3.9); Marginal – (2.0-2.9); Poor (1.0-1.9)

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 control risk, identify risk and allocate resources to mitigate risk.

The requirements of a PTASP/Safety Plan include:

- Processes and procedures to implement Safety Management Systems
- Safety performance targets
- Employee Reporting Program
- Emergency Preparedness Plan (applies to rail agencies)

Table B-19: Transit Safety Plan Performance Targets

Measure	Metric	Applicability	Reporting Frequency
Fatalities	Total amount and rate of fatalities per total vehicle revenue miles	Transit providers who receive Federal Transit Administration Urbanized Area Formula Grants (5307)	Annually
Injuries	Total amount and rate of injuries per total vehicle revenue miles		Annually
Safety Event	Total amount and rate of safety events per total vehicle revenue miles		Annually
System Reliability	Mean distance between major mechanical failures		Annually

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. The plan must be updated and certified by the transit agency annually. As the Metropolitan Planning Organization (MPO), H-GAC is required to set an initial transit safety target by June 20, 2021. FTA suggests that MPOs identify one region-wide target for each of the four asset types for all transit providers. The goal is to enable the MPO to assess progress towards region-wide attainment of transit 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.

Integrating Transit Asset Management 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. 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, 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 Table B-20.

Table B-20: 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. As a result, the projects programmed in the RTP 2045 are expected to support and contribute towards achieving the TAM performance targets.

2021 – 2024 TIP and 2045 RTP transportation investments targeting improvements to Transit Asset Management

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 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, each of the region's transit providers are carefully evaluating their funding for projects that will contribute to achieving their individual transit asset management performance targets. As a result, TAM Plans are expected to have a significant impact toward achieving the Transit Asset Management targets.

H-GAC, along with state and local government partners, have made strategic investments in transit projects and programs through the 2045 RTP. The fiscally constrained 2045 RTP 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. The fiscally constrained 2045 RTP 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.

Table B-21: 2045 Regional Transportation Plan Transit Capital Investments to Achieve a State of Good Repair

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 $108.8 million is programmed in the 2021 – 2024 Transportation Improvement Program which is expected to contribute towards achieving the Transit State of Good Repair performance targets.

Table B-22: 2021-2024 Transportation Improvement Program Investments to AchieveTransit State of Good Repair Performance Targets.

2021 – 2024 Transportation Improvement Program	
FTA Section 5337 – State of Good Repair	$61,453,703
FTA Section 5339 – Bus & Bus Facilities	$47,381,476
Total	**$108,835,179**

2020 PERFORMANCE MEASURES REPORT

Federal legislation introduced Transportation Performance Management to address challenges facing the transportation system. As a Metropolitan Planning Organization for the greater Houston area, H-GAC sets targets and reports on the progress toward targets. The Transportation Performance Measures webpage can be viewed at: http://www.h-gac.com/transportation-performance-measures/default.aspx. H-GAC has the responsibility for these federal performance measures in a variety of key performance areas:

- **Safety -** with goals to reduce fatalities and serious injuries for vehicles, pedestrians and bicyclists.
- **Pavement & Bridges** – maintaining good condition of transportation infrastructure assets is critical to safety, the movement of goods and people and economic development.
- **Reliability** – making travel more reliable for personal travel and trucks moving freight.
- **Congestion** – assess and measure hours of peak hour excessive delay and plan for an increase in multi-occupant vehicle use or ridesharing to reduce congestion.
- **Air Quality** – the goal is to reduce tailpipe emissions by funding CMAQ-eligible projects, resulting in better air quality for the region.
- **Transit Asset Management** – preserving the conditions of public transportation vehicles and facilities for moving to a State of Good Repair is a priority. Ultimately, these assets support a multi-modal network that the region can depend on.

THE PROCESS FOR MEASURING PERFORMANCE

H-GAC gathers data of current conditions, formulates a quantitative forecast, sets targets for improving the performance of the transportation system, then, over time, monitors the conditions and reports if the goals were reached. Performance management is a powerful analytical tool for tracking regional performance over time and can illustrate how we are meeting the regional goals for improved performance of the transportation system. Performance measurement is not a new concept to H-GAC. Many of the federal performance measures align and compliment H-GAC's existing performance measures found in the Regional Mobility Report.



BENEFITS OF PERFORMANCE MANAGEMENT

Implementing performance targets setting, along with asset management, provides:

- an opportunity for moving the transportation system to a State of Good Repair
- improvement of the transportation network's performance means there will be more reliable and less congested roadways, resulting in better air quality for the region.
- protects our investments in the transportation roadway system and stretches taxpayer dollars, as far as possible
- 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

PERFORMANCE REPORTING AND SCORECARDS

In 2018, at the beginning of the first four-year performance period (2018-2022), the Transportation Policy Council approved federal performance targets in the areas of safety, pavement and bridge, congestion, air quality and transit asset management. Biennial reporting is required at the mid-point (2020), and at the end (2022) of the four-year performance period.

For each of the performance areas, the 2020 progress of meeting the targets are detailed in the scorecard tables below. For all measures, the 2020 actual conditions are based on the latest available data, as of July 1, 2020, which is the mid-point of the performance period, therefore, the actual conditions reported in the scorecards may contain 2019 or 2018 data sets.

The performance measure targets and progress reporting have been developed in coordination and with input from various subcommittees (Traffic Safety Committee, Transportation Improvement Program Subcommittee, Technical Air Quality Committee and Regional Transit Coordination Subcommittee), local governments, the Texas Department of Transportation, the Transportation Advisory Committee, and the Transportation Policy Council (TPC). The TIP Subcommittee and the RTP Subcommittee recommend the draft targets and 2020 Performance Report contingent upon a supplemental letter stating that the safety forecasts reported to FHWA in February 2020 do not reflect the intent and commitment of the TPC to improve traffic safety in the Houston–Galveston region. H-GAC has aspirational goals for safety to further reduce traffic fatalities and injuries beyond the safety targets. On September 25, 2020, the Transportation Policy Council formally approved the targets, this 2020 Performance Measures Report, the 2020 Congestion Mitigation Air Quality Performance Plan Mid Performance Period Progress Report, and a supplemental safety letter.

PUBLIC COMMENT PERIOD

A public comment period for the Performance Measures targets and performance reporting was held from July 8 to August 8, 2020. Five comments were received during the public comment period. The comments can be viewed at the Transportation Performance Measures webpage, along with H-GAC staff's responses to the public comments.

PERFORMANCE REPORTING

The performance of the five safety performance measures is illustrated in the table below:

SAFETY PEFORMANCE						
Measure	2013-2017 Baseline (5-yr. rolling average)	2018 Targets *	2018 Actuals *	2018 Target achieved?	2019 Targets *	2020 Targets *
Number of Fatalities	646	671	655	**Yes**	699	728
Rate of Fatalities	1.2	1.0	1.0	**Yes**	1.0	1.1
Number of Serious Injuries	3,553	3,578	3,183	**Yes**	3,568	3,293
Rate of Serious Injuries	6.9	5.6	4.8	**Yes**	5.1	5.0
Number of Non-motorized Fatalities & Serious Injuries	326	348	339	**Yes**	306	269

* The target values in the table above were reported to FHWA in February 2020 and do not reflect the intent and commitment of the Transportation Policy Council to improve traffic safety in the Houston–Galveston region. H-GAC has aspirational goals for safety to reduce traffic fatalities and injuries in our Region.

Assessment of Progress

Five out of the five safety performance measure targets were met. The number of fatalities has been declining recently after rising for three straight years. This decrease coincides with H-GAC's launch of the regional incident management program Tow and Go. Crash reduction strategies of the Regional Safety Plan may have contributed to this decline. The increase in the non-motorized category are concerning as this measure has increased over the past five years and is forecast to continue increasing in the near future. These increases are due, in part, to several factors. First, more people are seeking alternative modes of travel, people are exercising in greater numbers, and bicycle and pedestrian infrastructure is absent or inadequate.

H-GAC and other regional partners are responding with a variety of initiatives meant to reduce the number of non-motorized fatalities and serious injuries. These efforts include public outreach campaigns, intersection safety audits, and funding of various active transportation infrastructure. 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 and significantly reduce fatalities and serious injuries. In 2019, the Texas Transportation Commission adopted The Road to Zero with a goal of reducing traffic deaths on Texas roadways to zero by 2050. The Transportation Policy Council has previously agreed to support the State in achieving its safety measures. In September 2020, the Traffic Safety Subcommittee approved a Vision Zero policy. The new policy will be considered for approval by the Transportation Advisory Committee and the Transportation Policy Council in October 2020. H-GAC plans to utilize the Texas Department of Transportation's (TxDOT) The Road to Zero methodology to tabulate its safety targets starting with the safety reporting due in February 2021.

Adjustments to 2021 Targets for Safety

The safety performance measures are reported annually in February. In the fall of 2020, H-GAC plans to utilize the state's Road to Zero methodology to tabulate its safety targets starting with the 2021 reporting.

PERFORMANCE REPORTING

The performance of the pavement and bridge conditions is illustrated in the table below:

PAVEMENT & BRIDGE CONDITIONS						
Measure	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Interstate pavements in good condition	48.5%	48.5%	42.1%	**No**	48.5%	42.1%
Interstate pavements in fair condition	51.5%	51.5%	57.8%	**No**	51.5%	57.8%
Interstate pavements in poor condition	0.0%	0.0%	0.1%	**No**	0.0%	0.1%
Non-Interstate pavements in good condition	46.7%	46.7%	34.4%	**No**	46.7%	34.4%
Non-Interstate pavements in fair condition	42.0%	42.0%	40.8%	**No**	42.0%	40.8%
Non-Interstate pavements in poor condition	11.3%	11.3%	24.8%	**No**	11.3%	24.8%
National Highway System bridge deck area in good condition	48.6%	48.6%	49.1%	**Yes**	48.6%	49.1%
National Highway System bridge deck area in fair condition	50.8%	50.8%	49.7%	**No**	50.8%	49.7%
National Highway System bridge deck area in poor condition	0.6%	0.6%	1.2%	**No**	0.6%	1.2%

Assessment of Progress

Target achievement is based upon the actual conditions derived from the latest available data collected through the mid-point of the performance period, July 2020.

Interstate Pavement Conditions

The interstate pavement condition targets for 2020 were not met. The target for pavements in good condition was missed by 6.4 percentage points, the targets for fair condition was missed by 6.3 percentage points and the target for pavements in poor condition was narrowly missed by 0.1 percentage points. Since 2018, interstate pavement conditions are worsening, very slightly, however, pavements in the poor condition category are holding steady.

Non-Interstate Pavement Conditions

The non-interstate pavement condition targets for 2020 were not met. The target for pavements in good condition was missed by 12.3 percentage points, the target for fair condition was missed by 1.2 percentage points, and the target for poor condition was missed by 13.5 percentage points. This is due to 1,900 off-system lane miles that were mistakenly omitted when the original targets were set in 2018. Future targets have been adjusted to include the correct on-system and off-system lane miles of the non-interstate pavements. It is important to note that calculating the two-year target progress from 2018 to 2020 for on-system lane miles exclusively would have resulted in missing the targets for good, fair and poor condition by 3.3, 2.7 and 0.7 percentage points respectively.

Bridge Conditions

Overall, for the three bridge performance measures, there was very little change in NHS bridge conditions from 2018 to 2020. The 2020 target for bridge deck area in good condition was met. Due to some of the bridges moving down from the fair into the poor category, the target for bridge deck area in fair condition was missed by 1.1 percentage points, and the poor condition target was narrowly missed by 0.6 percentage points.

Adjustments to 2022 Targets for Pavement and Bridge

H-GAC staff recommended the adjustment of the 2022 targets to reflect the 2020 actual pavement and bridge conditions as show in the table above. H-GAC staff will continue to monitor how the August 2020 submittal of amendments to the National Highway System (the addition of 113 miles and the removal of 116 miles) may impact the 2022 pavement targets.

PERFORMANCE REPORTING

Understanding the Target Values for Reliability and Congestion

Percent of Person-miles traveled (Interstate and Non-Interstate NHS) that are Reliable –

The range for reliable is zero to 50% and unreliable is 51% or greater (times than average). For example, a trip that normally takes 60 minutes, on a bad day of traffic, when it takes 90 minutes or more, the trip is considered to be unreliable. In the H-GAC region, for the baseline and target, in the region, 63% of person-miles traveled on the interstate are reliable, and 74% of person-miles traveled on the non-interstate National Highway System (NHS) are reliable. The higher the percentage, the more reliable they are.

Truck Travel Time Reliability Index (Interstate only) –

There is no official standard for reliable and unreliable in this measure. Unlike the previous reliability measure, the truck reliability measure is an index. 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 be needed to be scheduled for the truck to arrive, on-time, 95% of the time.

Annual Hours of Peak Hour Excessive Delay –

This is the number of extra travel time spent in peak traffic, annually. The federal threshold for excessive delay on a roadway is 20 mph or 60% of the speed limit, whichever is greater. On a segment with a speed limit of 60 mph, the excessive delay (60% of 60 mph) would be 36 mph. For the region, annually, per person, the baseline and targets are 14 hours of excessive delay.

Percent of Trips that are Non-Single Vehicle Occupancy Travel –

The goal of this measure is focused on reducing congestion by increasing the number of work trips where commuters sharing a ride with others. In the 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, telecommuting, walking, bicycling and by other means.

The performance of reliability and congestion measures is illustrated in the table below:

RELIABILITY & CONGESTION						
Measure	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Interstate Reliability of Person Miles Traveled	63%	63%	69%	**Yes**	63%	69%
Non-Interstate Reliability of Person Miles Traveled	73%	73%	80%	**Yes**	73%	80%
(An increased value indicates improvement.)						
Interstate Truck Travel Time Reliability Index	2.1	2.1	2.2	**No**	2.1	2.2
Peak Hour Excessive Delay	14	14	14	**Yes**	14	14
(A decreased value indicates improvement.)						
Non-Single Occupant Vehicle Trips	20.1%	21.1%	21.1%	**Yes**	22.1%	20.0%
(An increased value indicates improvement.)						

Assessment of Progress

Four out of the five reliability and congestion 2020 targets were achieved. While the reliability of person miles traveled is gradually improving over time, truck reliability is getting worse. Although the HGAC region failed to meet the Truck Travel Time Index 2020 target, it narrowly missed the target by only 0.1. H-GAC has been working and with the Texas Transportation Institute to better understand why this inverse trend is occurring and is continuing its research of underlying causes. This trend is not unique to the H-GAC region, other large metropolitan areas in Texas are reporting a similar trend. Roadway construction and congestion affect travel reliability. After years of construction, the opening of US 290 and other major corridors in the 8-county region contributed to better reliability. Peak Hour Excessive Delay is holding steady at 14 hours for 2018 and 2020. The conditions for the Non-Single Occupant Vehicle measure increased 1 percentage point from 2018 to 2020.

Peak Hour Excessive Delay

While H-GAC achieved the 2020 performance target for Peak Hour Excessive Delay (PHED), it is important to identify issues with the underlying data used to calculate the performance and achievement. Methods for calculating this measure are prescribed in federal guidance. The paragraphs that follow detail some of the data issues with measuring peak hour excessive delay.

The Texas Department of Transportation contracts with the Texas A&M Transportation Institute (TTI) to calculate the conditions of Peak Hour Excessive Delay (PHED). TTI used the National Performance Management Research Data Set (NPMRDS) roadway segments defined as Traffic Message Channel (TMC) segments for their estimation of the PHED. These TMC roadway lengths are updated periodically by the NPMRDS vendor INRIX; these changes can have significant impacts on the PHED. The TMC length changes were the results of INRIX changing its base map when switching from TomTom to HERE Technologies.

The TMC roadway segments for the years of 2017-2018 and 2018-2019 were compared to determine if there were any changes. This comparison showed that between 2017 and 2018, approximately 1% of the TMC segments changed by +/- 10%, however, during that time, the Annual Average Daily Traffic (AADT) assigned to TMCs changed by over 20%. The important point is that between 2018 and 2019, over 80% of the TMC segment lengths changed by +/- at least 10%, and a minimum of 20% of the AADT assigned to TMCs changed by at least +/- 10%.

Generally, one of the two inputs to personal-miles of travel (the variable combined with speed data to calculate delay) changed between 2017 and 2018. However, both variables (length and AADT) changed significantly between 2018 and 2019, consequently amplifying the effects. When the lengths of the TMC roadway segments or AADT change, this alters the person-miles of travel assigned to the TMC. As a result, these changes can modify the speeds that are captured inside the shorter or longer TMC segments causing the TMCs to have completely different characteristics across the years. Currently, the data is not consistent enough to be able to monitor Peak Hour Excessive Delay (PHED) of the transportation system. The analysis of data changes shows that PHED estimates are highly variable and meeting PHED targets may be problematic in the future. H-GAC will continue working with Texas Transportation Institute staff to review future changes to the input data and monitor the performance of excessive delay.

Non-Single Occupant Vehicle

The conditions and targets for the percent of the Non-Single Occupant Vehicles are based on the Houston-Galveston Area Council travel demand model mode choice model output and the American Community Survey. Mode choice predicts the choices that individuals or groups make in selecting their transportation modes: single occupant vehicles, carpool, transit, and non-motorized. An important objective of the model is to predict the share of trips attracted to public transportation. Other factors considered for mode choice include socio-economic or household characteristics, travel time, travel cost and access to mass transit options. H-GAC staff will continue to monitor the performance of mode choice.

<u>Adjustments to 2022 Targets for Congestion and Reliability</u>

The COVID-19 pandemic of 2020 has drastically impacted reliability and congestion performance. The full impacts of the pandemic on traffic have yet to be realized. As a result, it's unclear what the outcomes are going to be in future years and may cause achieving future targets problematic. In conclusion, H-GAC staff will continue to work with the Texas Transportation Institute, the Texas Department of Transportation, and other partners to monitor and understand the performance of the background data used to calculate reliability and congestion measures. This is expected to result in the best possible target projections and achievements.

For this set of measures, H-GAC staff recommended the adjustment of the 2022 targets for Personal Travel Reliability to reflect the 2020 actual conditions, no adjustment to the 2022 target for Peak Hour Excessive Delay measure, and adjusting the 2022 target for the Non-Single-Occupant measure to 20% due expected impacts from the pandemic.

PERFORMANCE REPORTING

The performance of the on-road mobile source emission reductions is illustrated in the table below:

CONGESTION MITIGATION AIR QUALITY						
On-Road Mobile Source Emission Reductions						
	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Reporting Years		2019 - 2020	2019 - 2020		2019 - 2022	2018-2021
Emission Reductions of NOx (kg/day)	453.741	1,419.426	158.319	**No**	1,883.294	1,429.077
Emission Reductions of VOC (kg/day)	66.850	169.301	52.010	**No**	200.809	234.604

Nitrogen Oxides (NOx)
Volatile Organic Compounds (VOC)

Assessment of Progress

Emission Reductions Conditions

There has been significantly less progress on the initial 2020 two-year target than was anticipated when the targets were initially set in 2018. As a result, the Houston region was unable to meet the two-year emission reductions targets for Nitrogen Oxide (NOx) and Volatile Organic Compounds (VOC). This can be attributed to several factors:

- Early Letting Date: Due to the formulation of the performance measures, all emission reductions are counted in the year the project is initially obligated. As a result of this, approximately 825 kg/day of targeted NOx and 22.9 kg/day of targeted VOC were lost due to projects being unexpectedly let in 2018. The largest of these rescheduled projects is H-GAC's Clean Vehicles Program, which accounts for 822.66 kg/day of NOx and 22.46 kg/day of VOC emission reductions and was obligated in 2018 rather than the anticipated 2019.
- Project Delays: Similarly, one of H-GAC's Transportation Improvement Plan projects was delayed until a later year which removed it from this analysis. This accounted for 0.07 kg/day of NOx emissions reductions and 0.02 kg/day of VOC emissions reductions.
- Funding Category Changes and Project Cancellations: Finally, a small portion of the emissions reduction decreases are the result of four projects that were either moved to a separate, non-CMAQ funding category or were canceled altogether by the project's sponsor. This set of projects resulted in 0.04 kg/day of NOx reductions and 0.01 kg/day of VOC reductions.

Following the completion, TPC approval, and submission of the initial two- and four-year targets by H-GAC in September 2018 to meet the federal deadline, FHWA released guidance in January 2019 to assist with the development of CMAQ targets. This guidance recommended that MPOs and state DOTs should use the time

frame of 2018 through 2021 rather than 2019 through 2022 as H-GAC utilized in the initial target estimates. Using the revised time frame recommended in the guidance would result in a significant increase in emissions attributable to progress toward meeting the two-year performance target. Calculating the two-year target progress from 2018 through 2021 would have resulted in two-year progress of 919.445 kg/day of NOx and 68.570 kg/day of VOC.

Adjustments to 2022 Targets for CMAQ Air Quality

Due to lower than expected progress toward meeting the two- and four- year targets, it is recommended to revise our initial four-year targets downwards to reflect possible outcomes. First, this revision will revise the time frame for the remainder of the performance period to include the years 2018 through 2021 to match the range recommended by the FHWA guidance that was not available during the initial 2018 development of the targets. Rather than base this revised four-year target on a direct accounting of planned projects as was done initially in 2018, H-GAC is using 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 project outcomes derived from 2018 and 2019, as reported to the FHWA's CMAQ Public Access System over the last four full fiscal years (2016 through 2019). This annual average was then doubled to determine an estimate of CMAQ emissions reductions for fiscal years 2020 and 2021. Finally, this two-year average is scaled down by approximately 65% to account for anticipated annual improvement due to fleet turnover in the H-GAC region, based on EPA's Motor Vehicle Emission Simulator (MOVES) methodology. MOVES is the emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gasses, air toxics.

H-GAC staff recommended the adjustments of the 2022 CMAQ cumulative targets of 1,429.077 kg/day of NOx and 234.604 kg/day of VOC, as shown in the table above.

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. Transit Asset Management Plans contain the capital asset inventories for rolling stock, equipment, non-revenue vehicles, facilities and rail infrastructure. Rail infrastructure applies to METRO and Island Transit. Investment prioritizations, decision support tools, as well as, risk mitigation, maintenance, acquisition and renewal strategies are the core activities of the TAM Plans. The overarching goal of TAM is to improve the conditions of the region's transit vehicles and facilities and move the assets to a State of Good Repair.

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 regional provider that opted to be included with TxDOT's Group Plan.

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
- Conroe Connection Transit
- Fort Bend County Transit
- Harris County Transit
- The Woodlands Township Transit

In 2018, to promote State of Good Repair of capital assets, the Transportation Policy Council approved the methodology and targets for 2020 and 2022 based on a weighted average of the asset condition scores for the region's transit providers for the categories of rolling stock, equipment, facilities and rail infrastructure.

<u>Understanding the Target Values for Transit Asset Management</u>

There are four transit asset categories: rolling stock, equipment, facilities, and infrastructure. The age and condition of these assets are measured with a focus on the capital assets that have passed their Useful Life or are in the poorest of conditions. Target values with lower percentages are more desirable because this represents that a smaller percentage of the transit assets are in poor condition. A lower percentage indicates better conditions of the transit assets. Inversely, target values with higher percentages indicate a larger percentage of the transit assets are in poor condition.

PERFORMANCE REPORTING

The performance of the transit assets is illustrated in the table below:

TRANSIT ASSET MANAGEMENT – H-GAC REGIONAL TARGETS						
Measure	2018 Baseline	2020 Targets	2020 Actuals	2020 Target achieved?	2022 Targets	2022 Target Adjustments
Rolling Stock (revenue vehicles)	11%	11%	10%	**Yes**	11%	10%
Equipment (non-revenue vehicles)	46%	46%	46%	**Yes**	46%	46%
Facilities (buildings and structures)	55%	55%	55%	**Yes**	54%	54%
Infrastructure (rail tracks, signals & systems)	0%	0%	0%	**Yes**	0%	0%
Note: A lower percentage indicates better conditions of the transit assets.						

Assessment of Progress

Target achievement is based upon the actual conditions derived from the region's public transit providers, as reported in Transit Asset Management Plans, as of July 2020. Targets were achieved for all four transit asset performance targets.

To evaluate the performance of transit assets and evaluate target achievement, updated TAM Plans were used. Since 2018, four transit providers, Connect Transit, Conroe Connection, Harris County Transit, and Brazos Transit updated their Transit Asset Management Plans. Harris County Transit increased their vehicle count based on increased service on the Eastern Harris County "Harvey- funded" routes. Lowered percentages of vehicles that had passed their useful life were another result. Brazos Transit shows an increase of three in cutaway vans passed their useful life in the Montgomery -Liberty- Walker County Service Area. Connect Transit had an obvious modernization of their cutaway fleet in their report since vehicles passed their useful life plummeted from 14 to 5. Other vehicle types remained unchanged. Conroe Connection Transit submitted a 2019 report that did not change their information from their 2018 TAM Plan.

Future Vehicle and Facility Improvements

The upcoming improvements are expected to improve the conditions of the region's transit vehicles and facilities and move the region toward a State of Good Repair. In the short term, Fort Bend County Transit and Island Transit will be adding new vehicles to their fleets. There are new transit facilities slated for Fort Bend Transit, Conroe Connections and Connect Transit. These investments are expected to move the region to a better State of Good Repair.

Adjustments to 2022 Targets for Transit Asset Management

H-GAC staff recommended the adjustment of the 2022 targets to reflect the 2020 actual transit asset conditions and adjusting Rolling Stock from 11% to 10% that indicates a slightly improved State of Good Repair, as shown in the table above. No adjustments to the 2022 targets are recommended for the other transit measures.

Appendix C
Status of Major Projects from the 2021 – 2024 TIP

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Appendix C — Status of Major Projects from the 2019 – 2022 TIP

Appendix C of the 2021-2024 Transportation Improvement Program lists projects with a total project cost in excess of $10 million that were programmed in the previous TIP – the 2019-2022 TIP, as adopted by the Transportation Policy Council on May 25, 2018. This project listing is sorted by county, street name, CSJ Number and MPOID.

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HOUSTON - GALVESTON AREA COUNCIL
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PLAN
APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2019-2022 TIP*

MPOID	Original CSJ	Revised CSJ	County	Sponsor	Street	From Limit	To Limit	Category	Original Fiscal Year	Revised Fiscal Year	Status (as of April 3, 2019) LET	COMPLETED	DELAYED	CANCELLED
7127		0912-00-560	Brazoria	CITY OF PEARLAND	CLEAR CREEK TRAIL	UH CLEAR LAKE PEARLAND CAMPUS	N OF HUGHES RD	PEDESTRIAN/BICYCLE (FACILITIES)	2022	2021	☐	☐	☐	☐
7641		0912-00-560	Brazoria	CITY OF PEARLAND	CLEAR CREEK TRAIL	UH CLEAR LAKE PEARLAND CAMPUS	N OF HUGHES RD	PEDESTRIAN/BICYCLE (FACILITIES)	2022	2022	☐	☐	☐	☐
17033	0912-31-303	0912-31-303	Brazoria	BRAZORIA COUNTY	CR 101	CR 90	FM 1128	ROADWAY (ADDED CAPACITY)	2019	2019	☑	☐	☐	☐
17106		0912-31-305	Brazoria	BRAZORIA COUNTY	CR 59	CR 48	KIRBY DR	ROADWAY (ADDED CAPACITY)	2020	2020	☐	☐	☐	☐
671		0912-31-311	Brazoria	CITY OF PEARLAND	HUGHES RANCH RD	SMITH RANCH RD	CULLEN BLVD	ROADWAY (ADDED CAPACITY)	2019	2019	☑	☐	☐	☐
17082		0912-31-319	Brazoria	CITY OF PEARLAND	MYKAWA RD	HARRIS C/L	FM 518	ROADWAY (ADDED CAPACITY)	2019	2021	☐	☐	☑	☐
253	0188-03-019	0188-03-019	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	FORT BEND C/L	N OF SH 35	ROADWAY (ADDED CAPACITY)	2021	2019	☑	☐	☐	☐
252	0188-04-025	0188-04-025	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	SH 35	N OF SH 332	ROADWAY (ADDED CAPACITY)	2022	2022	☐	☐	☐	☐
256	0188-04-035	0188-04-035	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF SH 35	FM 522	ROADWAY (ADDED CAPACITY)	2022	2022	☐	☐	☐	☐
255	0188-05-027	0188-05-027	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF BRAZORIA RIVER	S OF JONES CREEK BRIDGE	ROADWAY (ADDED CAPACITY)	2022	2021	☐	☐	☐	☐

*Projects with a total cost greater than $10 million originally included in the 2019-2022 TIP adopted by the TPC on May 25, 2018.

HOUSTON - GALVESTON AREA COUNCIL
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PLAN
APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2019-2022 TIP*

MPOID	Original CSJ	Revised CSJ	County	Sponsor	Street	From Limit	To Limit	Category	Original Fiscal Year	Revised Fiscal Year	Status (as of April 3, 2019) LET	COMPLETED	DELAYED	CANCELLED
254	0188-06-046	0188-06-046	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF JONES CREEK BRIDGE	N OF BRAZOS RIVER DIVERSION CHANNEL	ROADWAY (ADDED CAPACITY)	2019	2023	☐	☐	☑	☐
8014	0543-02-064	0543-02-064	Fort Bend	FORT BEND COUNTY	FM 359	W OF CROSS CREEK RANCH BLVD	FM 1463/FM 359	ROADWAY (ADDED CAPACITY)	2020	2023	☐	☐	☑	☐
981	0188-09-040	0188-09-040	Fort Bend	TXDOT HOUSTON DISTRICT	FM 723	FM 1093	S OF BEADLE LN	ROADWAY (ADDED CAPACITY)	2020	2021	☐	☐	☑	☐
17068	0188-09-042	0188-09-042	Fort Bend	TXDOT HOUSTON DISTRICT	FM 723	N OF BRAZOS RIVER	AVENUE D	ROADWAY (ADDED CAPACITY)	2019	2020	☑	☐	☑	☐
11715		0912-34-195	Fort Bend	FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND COUNTY TRANSIT ADMINISTRATION AND OPERATIONS FACILITY	AT COTTONWOOD SCHOOL RD		TRANSIT (CAPITAL)	2020	2018	☐	☐	☐	☑
17098		0027-12-152	Fort Bend	TXDOT HOUSTON DISTRICT	IH 69 S	READING RD	SH 99	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2022	2023	☐	☐	☑	☐
263	0188-01-016	0188-01-016	Fort Bend	TXDOT HOUSTON DISTRICT	SH 36	IH 69 S	FM 2218	ROADWAY (ADDED CAPACITY)	2021	2023	☐	☐	☑	☐
262	0188-02-029	0188-02-029	Fort Bend	TXDOT HOUSTON DISTRICT	SH 36	FM 2218	S OF NEEDVILLE FAIRCHILDS RD	ROADWAY (ADDED CAPACITY)	2019	2020	☑	☐	☑	☐
11562	0188-02-036	0188-02-036	Fort Bend	TXDOT HOUSTON DISTRICT	SH 36	S OF NEEDVILLE FAIRCHILDS RD	BRAZORIA	ROADWAY (ADDED CAPACITY)	2019	2020	☑	☐	☑	☐

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17100		0187-05-061	Fort Bend	TXDOT HOUSTON DISTRICT	SH 36/SS 10	AUSTIN C/L	IH 69	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2022	2023	☐	☐	☑	☐
280	0500-01-107	0500-01-107	Galveston	TXDOT HOUSTON DISTRICT	IH 45	S OF TEXAS CITY WYE	N OF CAUSEWAY	ROADWAY (ADDED CAPACITY)	2020	2021	☐	☐	☑	☐
6045	0500-04-105	0500-04-105	Galveston	TXDOT HOUSTON DISTRICT	IH 45	S OF FM 1764	N OF FM 519	ROADWAY (ADDED CAPACITY)	2019	2019	☑	☐	☐	☐
282	0500-01-119	0500-01-119	Galveston	TXDOT HOUSTON DISTRICT	IH 45 S	S OF CAUSEWAY	61ST ST	ROADWAY (ADDED CAPACITY)	2020	2022	☐	☐	☑	☐
6047	0500-04-103	0500-04-103	Galveston	TXDOT HOUSTON DISTRICT	IH 45 S	N OF TEXAS CITY WYE C/L	S OF TEXAS CITY WYE C/L	TRAFFIC FLOW IMPROVEMENTS (TRAFFIC ENGINEERING)	2019	2021	☐	☐	☑	☐
6046	0500-04-104	0500-04-104	Galveston	TXDOT HOUSTON DISTRICT	IH 45 S	N OF FM 519	N OF TEXAS CITY WYE C/L	ROADWAY (ADDED CAPACITY)	2019	2021	☐	☐	☑	☐
468	0389-06-088	0389-06-088	Galveston	TXDOT HOUSTON DISTRICT	SH 146	FM 518	FM 517	ROADWAY (ADDED CAPACITY)	2021	2022	☐	☐	☑	☐
13842	0389-06-095	0389-06-095	Galveston	TXDOT HOUSTON DISTRICT	SH 146	HARRIS/GALVESTON C/L	FM 518	ROADWAY (ADDED CAPACITY)	2019	2018	☑	☐	☐	☐
7615			Galveston	CITY OF TEXAS CITY	SHOAL POINT ACCESS RD	LP 197	SOUTHERN END TERMINAL SITE	ROADWAY (ADDED CAPACITY)	2020	2020	☐	☐	☐	☐
17070		0912-72-360	Harris	CITY OF WEST UNIVERSITY PLACE	BUFFALO SPEEDWAY	BISSONNET ST	HOLCOMBE ST	ROADWAY (SYSTEM PRESERVATION)	2019	2021	☐	☐	☑	☐

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17088		1685-01-108	Harris	TXDOT HOUSTON DISTRICT	FM 1960	SH 249	IH 45 N	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2021	2024	☐	☐	☑	☐
204	1685-03-058	1685-03-058	Harris	TXDOT HOUSTON DISTRICT	FM 1960	BF 1960A	E OF TWIGSWORTH LN	ROADWAY (ADDED CAPACITY)	2020	2021	☐	☐	☑	☐
537	1062-02-009	1062-02-009	Harris	TXDOT HOUSTON DISTRICT	FM 2100	HUFFMAN-CLEVELAND RD	FM 1960	ROADWAY (ADDED CAPACITY)	2021	2021	☐	☐	☐	☐
290	1062-02-011	1062-02-011	Harris	TXDOT HOUSTON DISTRICT	FM 2100	SH 99	HUFFMAN-CLEVELAND RD (NORTH)	ROADWAY (ADDED CAPACITY)	2021	2024	☐	☐	☑	☐
17085		2941-02-056	Harris	CITY OF TOMBALL	FM 2920	BS 249	WILLOW ST	ROADWAY (SYSTEM PRESERVATION)	2020	2023	☐	☐	☑	☐
17093		0912-72-381	Harris	CITY OF HOUSTON	FONDREN RD	BRAESWOOD BLVD S	AIRPORT BLVD W	ROADWAY (ADDED CAPACITY)	2021	2022	☐	☐	☑	☐
17096	0912-72-359	0912-72-359	Harris	CITY OF BAYTOWN	GARTH RD	IH 10	SH 146	ROADWAY (ADDED CAPACITY)	2021	2021	☐	☐	☐	☐
17080		0912-00-519	Harris	CITY OF LEAGUE CITY	LANDING BLVD/NASA RD 1 BYPASS	NASA 1 BYPASS AT IH 45 S	FM 518	ROADWAY (ADDED CAPACITY)	2020	2021	☐	☐	☑	☐
17073		0912-72-391	Harris	MEMORIAL CITY REDEVELOPMENT AUTHORITY	MEMORIAL DR	SL 8	TALLOWOOD RD	ROADWAY (SYSTEM PRESERVATION)	2019	2021	☐	☐	☑	☐
17103		0912-00-542	Harris	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	MEMORIAL TO SAN FELIPE HIKE & BIKE TRAIL	MEMORIAL DR	SAN FELIPE ST	PEDESTRIAN/BICYCLE (FACILITIES)	2022	2021	☐	☐	☐	☐

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7602	0912-00-543	0912-72-564	Harris	CITY OF PEARLAND	MYKAWA RD	SL 8	BRAZORIA	ROADWAY (ADDED CAPACITY)	2020	2021	☐	☐	☑	☐
17066		0912-72-340	Harris	HARRIS COUNTY	RED BLUFF RD	KIRBY BLVD	SH 146	ROADWAY (ADDED CAPACITY)	2019	2019	☑	☐	☐	☐
14954			Harris	METRO	UNIVERSITY LINE LRT CORRIDOR	HILLCROFT TRANSIT CENTER	EASTWOOD TRANSIT CENTER	TRANSIT (CAPITAL)	2019	2024	☐	☐	☑	☐
17099		0050-06-089	Harris	TXDOT HOUSTON DISTRICT	US 290	MUESCHKE RD TO WASHINGTON C/L	AND SH 6 FROM US 290 TO GRIMES C/L	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2022	2023	☐	☐	☑	☐
17076		0027-09-104	Harris	TXDOT HOUSTON DISTRICT	US 90A	FORT BEND C/L	IH 610 S	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2020	2022	☐	☐	☑	☐
17067		0912-72-388	Harris	CITY OF HOUSTON	WEST BELT RR	AT NAVIGATION BLVD/COMMERCE ST		PORT/AIRPORT (PORT)	2019	2021	☐	☐	☑	☐
17094		0912-72-385	Harris	CITY OF HOUSTON	WESTPARK DR	DAIRY ASHFORD RD	WILCREST ST	ROADWAY (ADDED CAPACITY)	2021	2022	☐	☐	☑	☐
223	0177-03-096	0177-03-096	Liberty	TXDOT BEAUMONT DISTRICT	US 59	S END OF CLEVELAND BY-PASS	MONTGOMERY C/L	ROADWAY (ADDED CAPACITY)	2020	2019	☑	☐	☐	☐
17091	1259-01-032	1259-01-042	Montgomery	TXDOT HOUSTON DISTRICT	FM 1097	ANDERSON RD	IH 45 N	ROADWAY (ADDED CAPACITY)	2021	2018	☑	☐	☐	☐
17114	1259-01-	1259-01-043	Montgomery	TXDOT HOUSTON DISTRICT	FM 1097	LAKE CONROE HILLS DR	ANDERSON RD	ROADWAY (ADDED CAPACITY)	2022	2021	☐	☐	☐	☐

*Projects with a total cost greater than $10 million originally included in the 2019-2022 TIP adopted by the TPC on May 25, 2018.

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FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PLAN
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17115		1259-01-044	Montgomery	TXDOT HOUSTON DISTRICT	FM 1097	BLUEBERRY HILLS DR	LAKE CONROE HILLS DR	ROADWAY (ADDED CAPACITY)	2022	2022	☐	☐	☐	☐
15454		0110-04-198	Montgomery	MONTGOMERY COUNTY	IH 45	AT WOODLANDS PKWY		TRAFFIC FLOW IMPROVEMENTS (TRAFFIC ENGINEERING)	2019	2025	☐	☐	☑	☐
17089		0177-05-112	Montgomery	TXDOT HOUSTON DISTRICT	IH 69 N	LIBERTY C/L	HARRIS C/L	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2021	2023	☐	☐	☑	☐
17101		0912-37-231	Montgomery	CITY OF CONROE	OLD CONROE RD	SL 336 S	FM 1488	ROADWAY (ADDED CAPACITY)	2022	2022	☐	☐	☐	☐
967	3538-01-034	3538-01-034	Montgomery	TXDOT HOUSTON DISTRICT	SH 242	FM 1488	IH 45 N	ROADWAY (ADDED CAPACITY)	2022	2023	☐	☐	☑	☐

*Projects with a total cost greater than $10 million originally included in the 2019-2022 TIP adopted by the TPC on May 25, 2018.

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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 2021-2024 TIP timeframe. 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) for which the next logical phase of work is not programmed in the 2021-2024 TIP. This appendix in no way implies that these projects are programmed in the 2021-2024 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 “2010”).

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
7860		BRAZORIA	PORT OF FREEPORT	5TH ST E	TERMINAL ST	PORT RD	ENTRANCE ROAD WITH 2 16 FOOT LANES WITH 8 FOOT PAVED SHOULDERS; RECONSTRUCT INTERSECTION OF 5TH ST E AND TERMINAL ST; RECONSTRUCTION A PORTION OF PORT RD AT INTERSECTION	0.20	2025
10582		BRAZORIA	CITY OF ALVIN	CR 181	SH 6	CR 179	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	3.00	2025
12402		BRAZORIA	BRAZORIA COUNTY	CR 58	SH 288	FM 1128	WIDEN FROM 2 TO 4 LANES	3.38	2025
16320	1002-01-006	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 517	GALVESTON C/L	SH 35	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	1.04	2025
10133	0976-02-086	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 518	FM 865	SH 35	WIDEN FROM 4 LANE TO 6 LANE	3.96	2025
10132	3416-01-012	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 518	SH 288	FM 865	RECONSTRUCT AND WIDEN FROM 4 AND 6 LANES TO 6 LANES DIVIDED	2.20	2025
12423		BRAZORIA	BRAZORIA COUNTY	FM 523	FM 2004	SH 332	WIDEN FROM 2 TO 4 LANES	10.60	2025
12421		BRAZORIA	BRAZORIA COUNTY	FM 523	SH 35	FM 2004	WIDEN FROM 2 TO 4 LANES	17.00	2025
512	1003-01-061	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 523	SH 332	S OF FM 1495	WIDEN FROM 2 TO 4 LANE DIVIDED URBAN	1.24	2025
17209	1414-02-008	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 528	BS 35	SH 35 BYPASS	WIDEN FROM 2 TO 4 LANES	0.50	2025
7564	1414-02-016	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 528	BS 35/GORDON ST	SH 6	CONSTRUCT 2 LANE NEW LOCATION ROADWAY WITH RAILROAD GRADE SEPARATION	1.12	2025
7857		BRAZORIA	PORT OF FREEPORT	PORT RD W	5TH ST E	TERMINAL ST	CONSTRUCT TWO 16 FT LANES W/ 8 FT SHOULDERS; RECONSTRUCTION OF INTERSECTION @ 5TH ST E AND TERMINAL ST; AND PORTION OF PORT RD W AT INTERSECTION OF NEW ENTRANCE RD	0.35	2025
18252		BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	CR 59	SH 6	WIDEN FROM 4 TO 6 MAIN LANES	4.27	2025
18046	0598-02-116	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	CR 60	NULL	CONSTRUCT GRADE SEPARATION	0.07	2025
525	1524-01-047	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 332	E OF FM 521	SH 288	WIDEN FROM 2 TO 4 LANES (FM 521 TO FM 2004) AND FROM 4 TO 6 LANES (FM 2004 TO SH 288)	5.23	2025

**Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.*

2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18505	0587-01-067	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 1495	FM 523	N OF BRAZOS RIVER BRIDGE	WIDEN FROM 2 TO 4 LANES	1.10	2026
11639		BRAZORIA	CITY OF PEARLAND	HARKEY RD	BROADWAY	BAILEY	WIDEN FROM 2 TO 4 LANES DIVIDED	2.00	2026
18133		BRAZORIA	CITY OF PEARLAND	MAX RD	HUGHES RANCH RD	FUTURE MCHARD RD	WIDEN FROM 2 TO 4 LANE DIVIDED ROADWAY WITH RAISED MEDIANS, STORM SEWERS, OUTFALLS AND DETENTION, SANITARY SEWER, WATER LINES, AND SHARED USE PATH	0.87	2026
13565		BRAZORIA	CITY OF PEARLAND	MAX RD	SL 8	MCHARD RD	WIDEN FROM 2 TO 4 LANES UNDIVIDED	0.50	2026
11655		BRAZORIA	CITY OF PEARLAND	O'DAY RD	MCHARD RD	BROADWAY	WIDEN FROM 2 TO 4 LANES DIVIDED	1.93	2026
7630		BRAZORIA	CITY OF PEARLAND	PEARLAND PKWY	DIXIE FARM RD	FM 2351	CONSTRUCT 4 LANE DIVIDED ON NEW LOCATION	1.75	2026
18716	0598-02-125	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	AT CR 56	NULL	WIDEN CR 56 BRIDGE FROM 2 TO 4 LANES	0.50	2026
18015	0598-02-115	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	CR 63	NULL	CONSTRUCT GRADE SEPARATION	0.09	2026
8088	3510-02-003	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 99	SH 35		CONSTRUCT 2 DIRECT CONNECTORS (TOLL)	0.50	2026
258	3510-02-002	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 99	SH 288	FORT BEND C/L	SEG C: CONSTRUCT 4 LANE TOLLWAY WITH LIMITED TWO 2 LANE FRONTAGE ROADS AND INTERCHANGES	8.80	2026
257	3510-02-001	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 99	SH 288	GALVESTON C/L	SEG B: CONSTRUCT 4 LANE TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2 LANE FRONTAGE ROADS	20.22	2026
11640		BRAZORIA	CITY OF PEARLAND	VETERANS DR	WALNUT ST W	BAILEY RD	WIDEN FROM 2 TO 4 LANES DIVIDED	2.02	2026
10583		BRAZORIA	CITY OF ALVIN	7TH ST	FM 528	ADOUE ST	RECONSTRUCT AND EXTEND 2 LANE ROADWAY WITH 2 THROUGH LANES AND A CONTINUOUS CLTL	1.20	2027
669		BRAZORIA	BRAZORIA COUNTY	CR 129	SH 35	GALVESTON C/L	RECONSTRUCT AND WIDEN TO 4-LANE DIVIDED RURAL SECTION	2.30	2027
10581		BRAZORIA	CITY OF ALVIN	CR 185	SH 6	SH 35	RECONSTRUCT AND WIDEN 2 LANE RURAL WITH SHOULDERS; AND NEW SECTION 2 LANE RURAL	7.50	2027
674		BRAZORIA	BRAZORIA COUNTY	CR 220	FM 521	SH 288	CONSTRUCT 4 LANE ROADWAY	4.50	2027
11633		BRAZORIA	CITY OF PEARLAND	CULLEN BLVD	SOUTHFORK DR	BAILEY RD	WIDEN FROM 2 TO 4 LANES DIVIDED	0.83	2027
10555		BRAZORIA	CITY OF ALVIN	FM 528	DAVIS BEND RD	FM 1462	EXTEND 2 LANE ROADWAY ON NEW LOCATION	3.69	2027

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
7858		BRAZORIA	PORT OF FREEPORT	NAVIGATION BLVD	FM 1495	PETE SCHAFF BLVD	WIDEN TRUCK QUEUING AREA WITH 10 REINFORCED CONCRETE PAVEMENT TO PROVIDE A LEFT TURN LANE AT THE ENTRANCE TO THE PORT OF FREEPORT AND CONSTRUCT ADDITIONAL QUEUING SPACE	0.50	2027
247	0586-01-048	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 332	AT FM 523		CONSTRUCT GRADE SEPARATION	1.00	2027
18230		BRAZORIA	HOUSTON TRANSTAR	SH 6	SH 288	GALVESTON C/L	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SH 6 FROM SH 288 TO GALVESTON COUNTY LINE, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN BRAZORIA COUNTY.	13.00	2027
14246	3510-02-004	BRAZORIA	BRAZORIA COUNTY	SH 99	SH 288	NULL	SEG B: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.50	2027
11651		BRAZORIA	CITY OF PEARLAND	WOODFIN RD	500' N OF BROADWAY	SOUTHFORK PKWY	CONSTRUCT 4 LANES DIVIDED ON NEW ALIGNMENT	1.13	2027
18502	0111-04-037	BRAZORIA	TXDOT HOUSTON DISTRICT	FM 521	FM 1462	FORT BEND C/L	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	6.16	2028
7625		BRAZORIA	CITY OF PEARLAND	HUGHES RANCH RD	MAX RD	GARDEN RD	CONSTRUCT 4 LANE ROADWAY	0.75	2030
7624		BRAZORIA	CITY OF PEARLAND	MYKAWA RD	FM 518	WALNUT ST W	CONSTRUCT NEW 4 LANE DIVIDED TO CONNECT MYKAWA TO VETERANS	0.25	2030
7631		BRAZORIA	CITY OF PEARLAND	ORANGE ST W	O'DAY RD	HATFIELD ST	CONSTRUCT 4 LANES UNDIVIDED	0.47	2030
12831	0178-02-082	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	BS 35C NORTH	SH 99	CONSTRUCT 4 LANE FREEWAY ON NEW LOCATION	1.20	2030
7867	0178-03-137	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	SH99	BS 35C SOUTH	CONSTRUCT 4 LANE FREEWAY ON NEW LOCATION	3.60	2030
520	0178-03-100	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	BS 35C S	FM 2403	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	0.80	2030
15589	3510-02-007	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 99	SH 288	NULL	SEG C: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.75	2030
18715	0598-04-029	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	SH 35	SH 332	WIDEN FROM 4 TO 6 LANES	8.10	2032
18714	0598-04-061	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	FM 1462	SH 35	WIDEN FROM 4 TO 6 LANES	13.40	2032

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18713	0598-02-127	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 288	SH 99 (CR 60)	FM 1462	UPGRADE ROADWAY TO FREEWAY FACILITY BY ADDING OVERPASSES AND UNDERPASSES	2.00	2032
18728	0178-02-081	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	FM 518	S OF SH 6	WIDEN FROM 4 TO 6 LANE DIVIDED	10.80	2032
17226	0178-03-136	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	FM 2403	FM 523	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	15.60	2032
18054		BRAZORIA	GULF COAST CENTER	SOUTHERN BRAZORIA COUNTY TRANSIT O/A FACILITY	AT 101 CANNA LN	NULL	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	0.10	2032
13767	0598-02-093	BRAZORIA	BRAZORIA COUNTY	SH 288	CR 58	SH 99	CONSTRUCT 4 TOLL LANES WITH GRADE SEPARATIONS	8.23	2035
17225	0179-01-034	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	SH 288	TJ WRIGHT	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANE DIVIDED	0.90	2035
522	0178-03-110	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	FM 523	ROCK ISLAND ST	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANE DIVIDED	3.21	2035
18197		BRAZORIA	HIGH CAPACITY TASK FORCE	SH 288	FM 518	NULL	NEW PARK AND RIDE IN VICINITY OF SH 288 AND FM 518	0.00	2040
18718	0178-10-003	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 35	HARRIS C/L	BS 35C NORTH	CONSTRUCT 4 LANE FREEWAY ON NEW LOCATION	10.00	2040
18196		BRAZORIA	HIGH CAPACITY TASK FORCE	SH 6	SH 35	NULL	NEW PARK AND RIDE IN VICINITY OF SH 6 AND SH 35	NULL	2040
11385	3510-02-005	BRAZORIA	TXDOT HOUSTON DISTRICT	SH 99	SH 288	GALVESTON C/L	SEG B: WIDEN EXISTING PAVEMENT FROM 4 TO 6 LANES (TOLL) (PHASE 2)	20.10	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	1.50	2041
18104		BRAZORIA	GULF COAST CENTER	GULF COAST CENTER SERVICE AREA	VA	VA	REPLACE LOW DUTY, 5 YEAR, 100,000 MILE VEHICLE WITH 4 TYPE 11 MEDIUM DUTY, 7 YEAR, 200,000 MILE, 30 PASSENGER VEHICLES	0.00	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	1.00	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	1.80	2042

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
15594	3510-10-022	CHAMBERS	TXDOT HOUSTON DISTRICT	SH 99	AT FUTURE THOROUGHFARE A		SEG I-2: RECONSTRUCT 4 MAINLANES (TOLL) AS OVERPASS AT FUTURE THOROUGHFARE A (EW4) AND ASSCOCIATED APPROACHES	1.00	2025
14248	3187-02-010	CHAMBERS	TXDOT BEAUMONT DISTRICT	SH 99	AT IH 10 E	NULL	SEG I-1/I-2: CONSTRUCT 4 DCS (TOLL)	0.50	2025
18105		CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 OVERPASS	FM 1409	NULL	CONSTRUCT OVERPASS ON IH 10 FOR FUTURE FM 1409; GRADE SEPARATION ONLY AT IH 10	0.70	2028
18111		CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT SH 73	NULL	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	1.00	2029
18110		CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT FM 1406	NULL	OVERPASS REVERSAL	1.00	2029
18109		CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT FM 1410	NULL	OVERPASS REVERSAL	1.00	2029
18108		CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT JENKINS RD	NULL	OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE.	1.00	2029
18106		CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT FM 1724	NULL	OVERPASS REVERSAL	1.00	2029
15593	3187-02-013	CHAMBERS	TXDOT BEAUMONT DISTRICT	SH 99	IH 10 E	NULL	SEG I-1/I-2: CONSTRUCT 4 DCS (TOLL)	0.75	2030
18061		CHAMBERS	CITY OF MONT BELVIEU	EAGLE DR	AT 11607 EAGLE DR	NULL	CONSTRUCTION OF A TRAFFIC MANAGEMENT CENTER IN MONT BELLVIEU, TX	0.00	2032
18058	1024-01-082	CHAMBERS	TXDOT BEAUMONT DISTRICT	FM 565	FM 1409	PLANTATION DR	RECONSTRUCT TO ADD LEFT TURN BAYS, AND RECONFIGURE INTERSECTION AT IH 10 E	6.75	2032
18073		CHAMBERS	CITY OF MONT BELVIEU	LAKE OF CHAMPIONS BLVD	COTTON BAYOU BRIDGE	PERRY AV	WIDEN FROM 2 TO 4 LANES, DIVIDED WITH MULTIUSE PATH	0.95	2033
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.	5.80	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	2.08	2037
18193		CHAMBERS	HIGH CAPACITY TASK FORCE	IH 10 E	SH 146	VA	NEW PARK AND RIDE NEAR IH-10 EAST AND SH 146	NULL	2040

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18122		CHAMBERS	CITY OF MONT BELVIEU	LANGSTON BLVD	FRANKLIN DR	FUTURE TIE-IN WITH THE SH 99	CONSTRUCT 2 LANE ROADWAY AS HALF BOULEVARD WITH SEPARATE BIKE TRAIL	0.81	2040
18126		CHAMBERS	TXDOT BEAUMONT DISTRICT	FM 1405	SH 146	SH 99	WIDEN FROM 2 TO 4 LANES DIVIDED WITH MEDIAN OPENINGS FOR TURNAROUNDS	4.60	2041
18124		CHAMBERS	TXDOT BEAUMONT DISTRICT	FM 565	FUTURE SH 99	EASTERN CITY LIMITS (CWA CANAL)	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH A RAISED MEDIAN AND WITH CURB AND GUTTER	1.70	2041
18107		CHAMBERS	TXDOT BEAUMONT DISTRICT	IH 10 E	AT OAK ISLAND RD	NULL	OVERPASS REVERSAL	1.00	2041
18127		CHAMBERS	CITY OF MONT BELVIEU	PERRY AV	0.5 MILE E OF LAKES OF CHAMPIONS	FM 565	CONSTRUCT 2 LANES ROADWAY AS HALF BOULEVARD	1.27	2041
18016	1257-02-007	FORT BEND	TXDOT HOUSTON DISTRICT	FM 1092	SH 6	IH 69	IMPLEMENT ACCESS MANAGEMENT TREATMENTS INCLUDING RAISED MEDIAN, SIGNAL EQUIPMENT AND TIMING, WITH APPROPRIATE CHANNELIZATION AS IDENTIFIED IN THE FM 1092 ACCESS MANAGEMENT STUDIES.	0.00	2021
13586		FORT BEND	CITY OF STAFFORD	CASH RD	TRINITY RD	KIRKWOOD RD AT WRIGHT RD	CONSTRUCT NEW 4-LANE CONCRETE BLVD FROM EXISTING TERMINI AT TRINITY RD TO KIRKWOOD. INCLUDES INTERSECTION MODIFICATIONS ON KIRKWOOD.	0.33	2025
16080	1258-03-046	FORT BEND	FBCTRA	FM 1093	AT SH 99	NULL	WESTPARK TOLL ROAD EB-NB DIRECT CONNECTOR CONSTRUCTION	0.60	2025
18508	3048-01-018	FORT BEND	TXDOT HOUSTON DISTRICT	FM 2977	FM 762	FM 361	WIDEN FROM 2 TO 4 LANES DIVIDED	7.87	2025
11532		FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	FM 521 P&R	AT SH 6	NULL	ACQUIRE 6 LARGE TRANSIT VEHICLES (PHASE 2) FOR EXPRESS SERVICES FROM FM 521 P&R FROM ARCOLA-SIENNA P&R	0.00	2025
18351		FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND COUNTY	VA	VA	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2023	0.00	2025
18350		FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND COUNTY	VA	VA	PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2023	0.00	2025
18349		FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND COUNTY	VA	VA	OTHER CAPITAL ITEMS (BUS), CAPITAL PURCHASE OF SERVICE: FY 2023	0.00	2025

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18348		FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND COUNTY	VA	VA	BUS SUPPORT AND FACILITIES, MISC SOFTWARE AND HARDWARE, BUS WRAPS AND SOFTWARE MAINTENANCE: FY 2023	0.00	2025
18347		FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND COUNTY	VA	VA	PURCHASE OF ROLLING STOCK: FY 2023	0.00	2025
11541		FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND O&M FACILITY	SUGAR LAND AREA SITE TBD	NULL	CONSTRUCT A SECOND FORT BEND COUNTY TRANSIT OPERATIONS AND MAINTENANCE FACILITY TO SUPPORT EXPANDED TRANSIT SERVICES	0.00	2025
919		FORT BEND	FBCTRA	FORT BEND PKWY TOLL ROAD	SIENNA PKWY	SH 99	CONSTRUCT 4-LANE TOLL ROAD AND BRAZOS BRIDGE	9.25	2025
14239	3510-04-039	FORT BEND	FBCTRA	SH 99	AT FM 1093/WPT	NULL	SEG D: CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (WB-NB, NB-EB)	0.50	2025
10128	3510-03-002	FORT BEND	TXDOT HOUSTON DISTRICT	SH 99	IH 69	FM 762	CONSTRUCT 4-LANE TOLLWAY WITH LIMITED 2 2-LANE FRONTAGE ROADS AND INTERCHANGES	7.39	2025
266	3510-03-001	FORT BEND	TXDOT HOUSTON DISTRICT	SH 99	FM 762	BRAZORIA C/L	CONSTRUCT 4-LANE TOLLWAY WITH LIMITED 2 2-LANE FRONTAGE ROADS AND INTERCHANGES	10.37	2025
261	0187-05-036	FORT BEND	TXDOT HOUSTON DISTRICT	SS 10	IH 69/US 59	SH 36	WIDEN FROM 2- LANES TO 4-LANES DIVIDED	4.80	2025
18403	0271-10-011	FORT BEND	TXDOT HOUSTON DISTRICT	US 90	WALLER C/L	FM 1463	WIDEN FROM A 2 LANES TO 4 LANES	0.15	2025
16348	0027-08-180	FORT BEND	TXDOT HOUSTON DISTRICT	US 90A	AT SH 99	NULL	CONSTRUCT GRADE SEPARATION AND INTERSECTION IMPROVEMENTS	0.61	2025
10114	0027-08-146	FORT BEND	TXDOT HOUSTON DISTRICT	US 90A	LP 762	FM 359	WIDEN FROM 4 TO 6-LANES DIVIDED (PHASE 3 OF 3)	1.30	2025
11538		FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	WESTPARK TOLLWAY P&R	MASON RD	GRAND MISSION BLVD	CONSTRUCT 2ND 500 SPACES OF P&R TO SERVE EXPRESS BUS AND VANPOOL SERVICES TO THE ENERGY CORRIDOR, GREENWAY-GALLERIA, DOWNTOWN AND OTHER EMPLOYMENT CENTERS. ULTIMATE LOT SIZE TO INCLUDE 1,000 SPACES	0.00	2025
978		FORT BEND	CITY OF SUGAR LAND	WILLIAMS TRACE BLVD	US 59	OYSTER CREEK	WIDEN FROM 4 TO 6-LANE DIVIDED	0.32	2025
13643		FORT BEND	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	CARTWRIGHT RD	SH 6	RECONSTRUCT FROM 4-LANE DIVIDED ROADWAY TO 6-LANE DIVIDED	1.20	2026

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18404	0187-05-062	FORT BEND	HOUSTON TRANSTAR	SH 36	AUSTIN C/L	SS 10	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	8.62	2026
17100	0187-05-061	FORT BEND	TXDOT HOUSTON DISTRICT	SS 10	SH 36 N	IH 69	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE	4.07	2026
7053		FORT BEND	CITY OF SUGAR LAND	UNIVERSITY BLVD	COMMONWEALTH BLVD	SH 6	WIDEN FROM 4 TO 6 LANES, INTERSECTION IMPROVEMENTS AND SIGNAL MODIFICATIONS	4.10	2026
7051		FORT BEND	CITY OF SUGAR LAND	UNIVERSITY BLVD	US 59	COMMONWEALTH BLVD	WIDEN FROM 4 TO 6 LANES, INTERSECTION IMPROVEMENTS AND SIGNAL MODIFICATIONS	1.50	2026
13754		FORT BEND	FORT BEND COUNTY	BEECHNUT ST	SH 99	FM 1464	WIDEN FROM 2-LANE TO 4-LANE RURAL ROADWAY	4.34	2027
7		FORT BEND	FORT BEND COUNTY	BELLAIRE BLVD	SH 99	FM 1464	CONSTRUCT 4-LANE BLVD (IN SECTIONS)	4.69	2027
7732		FORT BEND	CITY OF MISSOURI CITY	MCKEEVER RD	SH 6	SIENNA PKWY	WIDEN FROM 2 TO 4-LANES AND REALIGNMENT	1.00	2027
18229		FORT BEND	HOUSTON TRANSTAR	SS 10	IH 69	SH 36 S	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SPUR 10 FROM US 59 (IH-69) TO SH 36, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN FORT BEND COUNTY.	4.05	2027
13590		FORT BEND	CITY OF SUGAR LAND	ELDRIDGE RD	AT US 90A	NULL	UNDERPASS AT US 90A AND ELDRIDGE RD	0.00	2028
9419	2105-01-034	FORT BEND	TXDOT HOUSTON DISTRICT	FM 2234	N OF US 90A	S OF US 90A	CONSTRUCT INTERSECTION IMPROVEMENTS	1.00	2028
18501	0111-03-064	FORT BEND	TXDOT HOUSTON DISTRICT	FM 521	BRAZORIA C/L	SH 6	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	4.82	2028
18400	0188-09-050	FORT BEND	TXDOT HOUSTON DISTRICT	FM 723	AVENUE D	US 90A/AVENUE H	WIDEN FROM 2 LANES TO 4 LANES	0.30	2028
11197		FORT BEND	CITY OF SUGAR LAND	NEW TERRITORY BLVD	LID 17	UNIVERSITY BLVD	WIDEN TO 6-LANE BLVD (PHASE II)	0.71	2028
7750	0187-05-049	FORT BEND	TXDOT HOUSTON DISTRICT	SH 36	AUSTIN C/L	SP 529 IN ROSENBERG	RECONSTRUCT AND WIDEN FROM 2 TO 4LANE DIVIDED	13.00	2028
15418		FORT BEND	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	CITY LIMIT	HAMPTON DR	CONSTRUCTION OF ACCESS MANAGEMENT (MEDIANS) CONSISTING OF GRADING, DRAINAGE, SIGNING, AND PAVEMENT MARKINGS	3.00	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.	1.25	2029

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
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	1.23	2029
980		FORT BEND	CITY OF MISSOURI CITY	FM 2234	US 90A	LEXINGTON BLVD	WIDEN FROM 4 TO 6-LANES UNDIVIDED	1.40	2029
17208	0543-02-075	FORT BEND	TXDOT HOUSTON DISTRICT	FM 359	FM 1093	MASON RD	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES DIVIDED	9.50	2029
13724		FORT BEND	CITY OF MISSOURI CITY	MURPHY RD/FM 1092	AT EL DORADO BLVD	NULL	INTERSECTION IMPROVEMENTS	0.00	2029
13721		FORT BEND	CITY OF MISSOURI CITY	MURPHY RD/FM 1092	AT 5TH ST	NULL	INTERSECTION IMPROVEMENTS	0.00	2029
13637		FORT BEND	CITY OF MISSOURI CITY	TEXAS PKWY/FM 2234	LEXINGTON BLVD	CARTWRIGHT RD	WIDEN FROM 4 TO 6-LANES DIVIDED	1.30	2029
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	3.79	2030
11644		FORT BEND	CITY OF PEARLAND	PALMETTO RD/CR 59	FM 521	FORT BEND C/L	WIDEN FROM 2 TO 4 LANES DIVIDED	0.80	2030
14247	3510-03-004	FORT BEND	FBCTRA	SH 99	AT IH 69 S	NULL	SEG C: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.75	2030
18051		FORT BEND	FORT BEND COUNTY PUBLIC TRANSPORTATION	UNIVERSITY BOULEVARD	AT 14000 UNIVERSITY BOULEVARD SUGAR LAND, TX 77479	NULL	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.	0.50	2030
17200	1258-02-039	FORT BEND	TXDOT HOUSTON DISTRICT	FM 1093	FM 1489	FM 359 IN FULSHEAR	RECONSTRUCT AND WIDEN EXISTING PAVEMENT FROM 2-LANE TO 4-LANE DIVIDED	4.7	2032
17236	0027-08-137	FORT BEND	TXDOT HOUSTON DISTRICT	US 90A	SH 99	W OF SH 6	WIDEN FROM 6 LANES TO 8 LANES DIVIDED	1.30	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.	1.32	2033
18076		FORT BEND	FORT BEND COUNTY	SH 99	AIRPORT BLVD W	FM 1464	WIDEN SH 99 FROM 2 TO 4 LANES	3.00	2033
803		FORT BEND	TXDOT HOUSTON DISTRICT	FM 762	US 59	CRABB RIVER RD	WIDEN 2-LANE TO 4-LANE DIVIDED SUBURBAN ARTERIAL	2.80	2034

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
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	1.46	2037
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.	10.13	2037
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	0.70	2038
18221		FORT BEND	HIGH CAPACITY TASK FORCE	IH 69	AT SUGAR LAND TOWN CENTER HOV T-RAMP	NULL	T-RAMP FOR IH-69 SOUTHWEST DIAMOND LANES; PROVIDES DIRECT ACCESS TO PROPOSED SUGARLAND TOWN CENTER PARK AND RIDE	2.00	2040
18199		FORT BEND	METRO	KATY FORT BEND RD	NEAR KINGSLAND BLVD	NULL	NEW PARK AND RIDE IN VICINITY OF KATY FORT BEND RD AND KINGSLAND BLVD	0.00	2040
18192		FORT BEND	METRO	MISSOURI CITY PARK AND RIDE	US 90 A	BW 8	REPLACES EXISTING MISSOURI CITY PARK AND RIDE WITH NEW FACILITY CLOSER TO INTERSECTION OF US 90A AND BELTWAY 8	0.01	2040
13761		FORT BEND	FORT BEND COUNTY	ROESNER LN	GREENBUSCH RD	GASTON RD	NEW LOCATION 4-LANE CURB & GUTTER WITH STORM SEWER	1.30	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	0.00	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	2.44	2042
2223		GALVESTON	CITY OF LEAGUE CITY	BAY AREA BLVD	BRITTANY BAY BLVD	CLEAR CREEK	CONSTRUCT HIKE & BIKE TRAIL	1.68	2025
36		GALVESTON	CITY OF LEAGUE CITY	FM 270	FM 518	FM 646	WIDEN FROM 2 TO 4 LANES DIVIDED	2.55	2025
38	1002-02-016	GALVESTON	TXDOT HOUSTON DISTRICT	FM 517	FM 646	BRAZORIA C/L	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES AND ACCESS MANAGEMENT TREATMENTS	7.20	2025
7573		GALVESTON	PORT OF GALVESTON	PELICAN ISLE BULK OIL EXPORT TERMINAL	VA	VA	IMPROVEMENTS TO RAIL, RAIL ROAD PIER, MOORING DOLPHINS (AND ASSOCIATED IMPROVEMENTS), HIGHWAY ACCESS, AND DEVELOPMENT OF SITE UPLAND	0.00	2025
467	0389-07-025	GALVESTON	TXDOT HOUSTON DISTRICT	SH 146	FM 519	SL 197	RECONSTRUCT SH 146 RR OVERPASS AND WIDEN FROM 2 TO 4 LANES	0.77	2025
14249	3510-01-003	GALVESTON	GALVESTON COUNTY	SH 99	AT IH 45 S	NULL	SEG B: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (EB-NB, SB-WB, NB-WB, EB-SB)	0.50	2025
18330	0976-03-111	GALVESTON	CITY OF FRIENDSWOOD	FM 518	FM 2351	COWARDS CREEK	FRIENDSWOOD DOWNTOWN DISTRICT PEDESTRIAN ACCESS AND SAFETY ENHANCEMENTS	1.50	2026

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
283	3510-01-001	GALVESTON	TXDOT HOUSTON DISTRICT	SH 99	IH 45 S	BRAZORIA C/L	SEG B-1: CONSTRUCT 4 LANE TOLLWAY WITH INTERCHANGES AND 2 NONCONTINUOUS 2 LANE FRONTAGE ROADS	8.38	2026
2222		GALVESTON	CITY OF LEAGUE CITY	LEAGUE CITY PKWY	FM 528	BAY AREA BLVD	CONSTRUCT HIKE & BIKE TRAIL	4.73	2027
398		GALVESTON	CITY OF LEAGUE CITY	LEAGUE CITY PKWY	FM 528	MAPLE LEAF DR	CONSTRUCT 4 LANES DIVIDED	2.50	2027
18231		GALVESTON	HOUSTON TRANSTAR	SH 146	IH 45	SH 96	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SH 146 FROM IH-45 TO SH 96, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN GALVESTON COUNTY.	14.60	2027
18232		GALVESTON	HOUSTON TRANSTAR	SH 6	GALVESTON C/L	IH 45	INSTALL TRAFFIC MANAGEMENT SYSTEM INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS	17.00	2027
7612		GALVESTON	CITY OF TEXAS CITY	CENTURY BLVD	SH 3	SOUTH POINT BLVD	WIDEN FROM 2-LANE TO 4-LANE	1.70	2028
18507	3312-02-018	GALVESTON	TXDOT HOUSTON DISTRICT	FM 270	FM 518	FM 646	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	2.58	2028
10610		GALVESTON	CITY OF TEXAS CITY	HOLLAND RD	IH 45	ATTWATER AV	CONSTRUCT 4 LANE ROADWAY ON NEW LOCATION	3.70	2028
10612	0500-04-112	GALVESTON	TXDOT HOUSTON DISTRICT	IH 45 S	TEXAS CITY WYE C/L	NULL	CONSTRUCT 2 DCS (SB-EB AND WB-NB)	0.40	2029
4052	0978-02-034	GALVESTON	TXDOT HOUSTON DISTRICT	FM 646	E OF SH 146 N	SH 146 N	WIDEN FROM 2 TO 4 LANES DIVIDED	1.00	2030
17223	0389-07-029	GALVESTON	TXDOT HOUSTON DISTRICT	SH 146	FM 1765	GALVESTON WYE	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	4.00	2033
17222	0389-06-110	GALVESTON	TXDOT HOUSTON DISTRICT	SH 146	FM 1764	FM 1765	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	1.00	2033
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	0.00	2035
18112		GALVESTON	CITY OF FRIENDSWOOD	FRIENDSWOOD LAKES BLVD	FM 528	FM 2351	CONSTRUCT A 4 LANE BOULEVARD SECTION ON NEW LOCATION	1.87	2038
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	0.11	2040

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18118		GALVESTON	CITY OF FRIENDSWOOD	FRIENDSWOOD LAKES BLVD	FM 528	FM 2351	CONSTRUCT A 4 LANES ROADWAY ON NEW LOCATION	1.87	2040
18223		GALVESTON	HIGH CAPACITY TASK FORCE	IH 45 HOV	AT LEAGUE CITY T RAMP	NULL	IH 45 HOV T RAMP TO LAGUE CITY PARK AND RIDE (FORMERLY VICTORY LAKES)	2.00	2040
18219		GALVESTON	HIGH CAPACITY TASK FORCE	LA MARQUE TRANSIT CENTER	FM 1765	SH3	REPLACE EXISTING TRANSIT TRANSFER POINT WITH NEW TRANSIT CENTER	NULL	2040
18130		GALVESTON	CITY OF TEXAS CITY	5TH/4TH AV	SH 146	LP 197	RECONSTRUCT TWO WAY ROADWAY TO A ONE WAY EASTBOUND FACILITY	2.92	2041
16328	0500-03-599	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	AT IH 10	NULL	RECONSTRUCT IH45/IH10 INTERCHANGE. IH10 REALIGN/WIDEN FROM 6 TO 8 MAINLANES (ML) FROM WEST OF HOUSTON STREET TO WEST OF MAIN STREET; CONSTRUCT 4 IH10 EXPRESS LANES FROM WEST OF HOUSTON STREET TO WEST OF MAIN STREET; IH45 REALIGN FROM 6 TO 6 ML INCLUDING 3 LANES NB AND 3 LANES SB (3 ML AND 1 AUX LANE) FROM QUITMAN STREET TO WEST OF MAIN STREET; IH-45 WIDENING FROM 1 TO 4 MANAGED LANES FROM QUITMAN STREET TO MILAM/TRAVIS STREETS	0.80	2022
60	0028-01-067	HARRIS	TXDOT HOUSTON DISTRICT	BU 90-U	IH 610 NE	E OF MESA RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED	1.16	2023
17154		Harris	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	44.00	2023
18034	0912-72-615	HARRIS	CITY OF HOUSTON	ANTOINE DR	W. MOUNT HOUSTON RD	US 290	RECONSTRUCT AND WIDEN 4 TO 6 LANES IN SEGMENTS WITH PEDESTRIAN AND BICYCLE ACCOMODATIONS, TURN LANES, INTERSECTION IMPROVEMENTS AND A RAILROAD GRADE SEPARATION	4.90	2025
18156	2941-01-028	HARRIS	TXDOT HOUSTON DISTRICT	FM 2920	BS 249	CYPRESS-ROSEHILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	13.0	2025
18657		HARRIS	CITY OF BAYTOWN	GARTH RD	N OF CEDAR LYNCHBURG RD	N OF RICELAND RD	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	0.32	2025
17112	0912-72-384	HARRIS	CITY OF HOUSTON	GESSNER DR S	AT WESTHEIMER RD	NULL	CONSTRUCT GRADE SEPARATION OVER WESTHEIMER RD	0.00	2025
16329	0500-03-601	HARRIS	TXDOT HOUSTON DISTRICT	IH 45	AT IH 69 S	NULL	RECONSTRUCT IH45/IH69 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.	0.74	2025
18756		HARRIS	H-GAC	IH 45 N	IH 10	IH 610	IMPLEMETATION OF RECOMMENDATIONS FROM NHHIP SEG-2 PLANNING STUDY (MPOID 13652)ELIGIBLE FOR FRDERAL FUNDS	0.00	2025

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
16336	0500-03-598	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 S	IH 69	IH 10	CONSTRUCT PARKWAY CONNECTORS INTO DOWNTOWN HOUSTON AND REMOVE EXISTING PIERCE ELEVATED (NHHIP SEG-3)	2.40	2025
18405		HARRIS	METRO	INNER KATY CORRIDOR	IH 610 W	KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP	CONSTRUCT MULTIMODAL DEDICATED BUS RAPID TRANSIT (BRT) BUSWAY, INCLUDING GRADE-SEPARATION AND CONNECTION TO HOV LANES AND TRANSIT CENTER	5.00	2025
18235		HARRIS	METRO	METRO SERVICE AREA	VA	VA	RAIL CAPITALIZED MAINTENANCE: FY 2025-2030	0.00	2025
18136		HARRIS	METRO	METRO SERVICE AREA	VA	VA	METROLIFT ADA SUPPORT: FY 2025-2030	0.00	2025
18005		HARRIS	METRO	METRO SERVICE AREA	VA	VA	RAIL CAPITALIZED MAINTENANCE: FY 2025-2030	0.00	2025
15533		HARRIS	METRO	METRO SERVICE AREA	VA	VA	FUTURE SIGNATURE BUS SERVICE: FY 2025-FY 2030	0.00	2025
11806		HARRIS	METRO	METRO SERVICE AREA	VA	VA	FUTURE SIGNATURE BUS SERVICE: FY 2025-2030	0.00	2025
11797		HARRIS	METRO	METRO SERVICE AREA	VA	VA	PARK AND RIDE MODIFICATIONS (FIVE FACILITIES): FY 2025-2030	0.00	2025
11756		HARRIS	METRO	METRO SERVICE AREA	VA	VA	TRANSIT CENTER MODIFICATIONS (5 FACILITIES): FY 2025-FY 2030	0.00	2025
11738		HARRIS	METRO	METRO SERVICE AREA	VA	VA	CURB/INTERSECTION IMPROVEMENTS: FY 2025-FY 2030	0.00	2025
11525		HARRIS	METRO	METRO SERVICE AREA	VA	VA	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS): FY 2025-FY 2045	0.00	2025
11497		HARRIS	METRO	METRO SERVICE AREA	VA	VA	MAINTENANCE/RENEWAL FOR EXISTING TRANSIT FACILITIES: FY 2025-FY 2030	0.00	2025
134		HARRIS	CITY OF HOUSTON	RICHMOND AVE	W OF ROGERDALE	WILCREST	WIDEN FROM 4 TO 6-LANES	0.70	2025
17224	0720-03-131	HARRIS	TXDOT HOUSTON DISTRICT	SH 249	SL 8	IH 45 N	RECONSTRUCT AND WIDEN FROM 6 TO 8 LANES DIVIDED	7.20	2025
18509	1685-05-107	HARRIS	TXDOT HOUSTON DISTRICT	SH 6	AT CLAY RD	NULL	GRADE SEPARATION AND INTERSECTION IMPROVEMENTS	0.70	2025
14243	3510-06-008	HARRIS	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N	NULL	CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (EB - SB, NB - WB)	0.75	2025
16344	3256-03-096	HARRIS	TXDOT HOUSTON DISTRICT	SL 8	US 90	S OF IH 10 E	WIDEN FROM 6 TO 8 LANES (RE-STRIPE EXISTING PAVEMENT)	5.80	2025
18035	0912-72-575	HARRIS	TXDOT HOUSTON DISTRICT	SL 8 FRONTAGE ROAD	IH10 W	IH 69 S	VARIOUS ACCESS MANAGEMENT TREATMENTS ALONG THE FRONTAGE ROAD ALONG BELTWAY 8 BETWEEN IH 10 AND US 59 (IH 69).	8.63	2025

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
17067	0912-72-388	HARRIS	CITY OF HOUSTON	WEST BELT RR	AT NAVIGATION BLVD/COMMERCE ST		CONSTRUCT RAILROAD UNDERPASS AT NAVIGATION/COMMERCE AND CLOSE AT-GRADE CROSSINGS AT HUTCHINS AND COMMERCE STREETS	0.50	2025
11380	0912-72-401	HARRIS	CITY OF HOUSTON	WEST BELT RR	AT YORK ST		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.	0.00	2025
53		HARRIS	TXDOT HOUSTON DISTRICT	BF 1960A	FM 1960 W OF LEE RD	FM 1960 E OF HUMBLE CITY LIMITS	WIDEN FROM 2 TO 4 LANES DIVIDED	3.92	2026
15495		HARRIS	UNIVERSITY OF HOUSTON	EAST UNIVERSITY TRANSIT CENTER	WHEELER AVE AT CALHOUN RD	NULL	UNIVERSITY OF HOUSTON 'EAST UNIVERSITY' MULTI-MODAL TRANSPORTATION CENTER	0.00	2026
5036		HARRIS	CITY OF HOUSTON	EL DORADO BLVD	FM 2351	HORSEPEN BAYOU	WIDEN FROM 2 TO 4-LANES DIVIDED ROADWAY	1.78	2026
18102	2941-01-026	HARRIS	TXDOT HOUSTON DISTRICT	FM 2920	BS 290	CYPRESS-ROSEHILL RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	13.70	2026
18514	1006-01-079	HARRIS	TXDOT HOUSTON DISTRICT	FM 529	WALLER C/L	KATY-HOCKLEY CUTOFF RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2.98	2026
17210	1006-01-074	HARRIS	TXDOT HOUSTON DISTRICT	FM 529	WALLER C/L	KATY-HOCKLEY CUTOFF RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	3.02	2026
18658		HARRIS	CITY OF BAYTOWN	GARTH RD	N OF RICELAND RD	S OF BAKER RD	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	0.47	2026
78		HARRIS	HARRIS COUNTY	GREENS RD W	HOLLISTER DR	BAMMEL N HOUSTON	CONSTRUCT 4-LANE CONCRETE DIVIDED SECTION W/ CURB & GUTTER & STORM SEWERS	0.63	2026
16335	0110-06-139	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.	2.71	2026
18125		HARRIS	CITY OF PEARLAND	KINGSLEY DR	CLEAR CREEK NORTH	SL 8 EAST BOUND FRONTAGE RD	WIDEN FROM 2 LANE TO 4 LANE DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, STORM SEWERS AND BICYCLE AND PEDESTRIAN FACILITIES INCLUDING A 10' SHARED USE PATH	0.90	2026
11752		HARRIS	METRO	METRO SERVICE AREA	VA	VA	PASSENGER SHELTERS AMENITIES AND LIGHTING (FY 2026-FY 2030)	0.00	2026
11708		HARRIS	METRO	METRO SERVICE AREA	VA	VA	REPLACEMENT BUSES: FY 2025-FY 2030	0.00	2026
10268	0028-02-074	HARRIS	TXDOT HOUSTON DISTRICT	US 90	W OF PURPLE SAGE	E OF PURPLE SAGE	CONSTRUCT 6 MAIN LANES ON NEW LOCATION	0.70	2026

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
11038		HARRIS	CITY OF PASADENA	ALLEN GENOA RD	FAIRMONT PKWY	GENOA-RED BLUFF	DESIGN, ACQUIRE ROW & WIDEN TO 4-LANE DIVIDED ROADWAY INCLUDING DRAINAGE AND SIGNALS AT FAIRMONT PARKWAY	1.93	2027
8027		HARRIS	HARRIS COUNTY	BAUER RD	US 290	FM 2920	WIDEN FROM 2 TO 4-LANE DIVIDED CONCRETE BLVD	4.50	2027
8026		HARRIS	HARRIS COUNTY	BECKER RD	FM 2920	PALO DURA	WIDEN FROM 2 TO 4-LANES DIVIDED CONCRETE BLVD	4.00	2027
7771		HARRIS	HARRIS COUNTY	BIG GULCH TRAIL	NORMANDY DR	SAN JACINTO COLLEGE NORTH	CONNECTS WOODFOREST & PINE TRAILS SUBDIVISIONS W/ COUNTY COURT, ADMIN FACILITIES & COLLEGE	1.50	2027
11029		HARRIS	CITY OF PASADENA	BURKE RD	SOUTHMORE	PASADENA BLVD	RECONSTRUCT ROADWAY INCLUDING DRAINAGE, WATER, SEWER & SIDEWALKS	0.61	2027
11001		HARRIS	UPTOWN HOUSTON DISTRICT	CHIMNEY ROCK RD	WESTHEIMER	US 59	WIDEN FROM 4 TO 6-LANES INCLUDING ROW ACQUISITION, NEW MEDIANS, SIDEWALKS AND CURBS AND GUTTERS	0.92	2027
7633		HARRIS	CITY OF LA PORTE	CITY OF LA PORTE BIKE TRAIL SYSTEM	VA	VA	COMPREHENSIVE BIKE/PED TRAIL SYSTEM FOR CITY OF LA PORTE	21.00	2027
8021		HARRIS	HARRIS COUNTY	CLAY RD	PORTER RD	PEEK RD	WIDEN FROM 2 TO 4-LANES ASPHALT BLVD	1.00	2027
7634		HARRIS	HARRIS COUNTY	CLEAR CREEK BICYCLE TRAIL	TOM BASS REGIONAL PARK	EL FRANCO LEE PARK	CONSTRUCT CLEAR CREEK BICYCLE TRAIL	6.00	2027
7779		HARRIS	HARRIS COUNTY	CYPRESS CREEK HIKE & BIKE TRAIL	GRANT RD	CYPRESS CREEK	HIKE & BIKE TRAIL	0.00	2027
7777		HARRIS	HARRIS COUNTY	CYPRESS CREEK HIKE & BIKE TRAIL	GRANT RD	JARVIS RD	HIKE & BIKE TRAIL	0.00	2027
942		HARRIS	HARRIS COUNTY	CYPRESS N HOUSTON RD	JONES RD	PERRY RD	CONSTRUCT 4-LANE ROAD	1.25	2027
7768		HARRIS	HARRIS COUNTY	ELDRIDGE PKWY N	PATTERSON	CULLEN PARK TRAIL	HIKE & BIKE TRAIL	0.00	2027
7898		HARRIS	HARRIS COUNTY	FAIRBANKS-N HOUSTON ST	BW 8	US 290	WIDEN 4-LANE TO 6 LANE CONCRETE BLVD	5.78	2027
17206	0523-03-011	HARRIS	TXDOT HOUSTON DISTRICT	FM 1488	WALLER CL W	WALLER CL E	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	0.60	2027
18510	2941-02-061	HARRIS	TXDOT HOUSTON DISTRICT	FM 2920	BS 249	IH 45 N	WIDEN FROM 4 TO 6 LANES DIVIDED	12.5	2027
7667		HARRIS	HARRIS COUNTY	GOSLING RD	MONTGOMERY C/L	MOSSY OAKS RD W	WIDEN FROM 2 TO 4-LANES UNDIVIDED	3.20	2027
7465		HARRIS	HARRIS COUNTY	JARVIS RD	BARKER CYPRESS RD	TELGE RD	WIDEN TO 4-LANE UNDIVIDED ON EMBANKMENT	1.25	2027
8052		HARRIS	HARRIS COUNTY	KUYKENDAHL RD	FM 1960	RANKIN RD	WIDEN FROM 4 TO 6 LANE BLVD	2.50	2027
7792		HARRIS	HARRIS COUNTY	LITTLE YORK RD W	ELDRIDGE PKWY N	BRITTMORE RD	WIDEN FROM 2 TO 3-LANES IN EACH DIRECTION	2.50	2027
111		HARRIS	HARRIS COUNTY	LITTLE YORK RD W	US 290	HOUSTON CITY LIMITS	WIDEN TO 6-LANE DIVIDED	2.99	2027
8061		HARRIS	HARRIS COUNTY	LOUETTA RD	SH 249	MEMORIAL CHASE	WIDEN 4-LANE BLVD TO 6-LANE BLVD	1.00	2027
8051		HARRIS	HARRIS COUNTY	LOUETTA RD	E OF KUYKENDAHL RD	IH 45	WIDEN 5 LANE ASPHALT W/ DITCHES, TO 7-LANE ASPHALT	3.00	2027

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
8049		HARRIS	HARRIS COUNTY	LOUETTA RD	T. C. JESTER	KUYKENDAHL	WIDEN 5 LANE ASPHALT W/ DITCHES, TO 7-LANE ASPHALT	1.00	2027
8004		HARRIS	HARRIS COUNTY	LOUETTA RD	CHAMPION FOREST	STUEBNER AIRLINE	WIDEN TO 6 LANE ASPHALT, DITCHES, W/ CENTER TURN LANE	1.00	2027
8003		HARRIS	HARRIS COUNTY	LOUETTA RD	OLD LOUETTA RD	CHAMPION FOREST	WIDEN TO 6-LANE ASPHALT, DITCHES, W/ CENTER TURN LANE	1.00	2027
7607		HARRIS	CITY OF LA PORTE	N 16TH ST	W. MAIN ST	SH 146	CONSTRUCT 4-LANE DIVIDED ARTERIAL AND CROSSOVER/UNDERPASS AT INTERSECTION	1.25	2027
7647		HARRIS	NORTH HOUSTON DISTRICT	NORTH HOUSTON HIKE & BIKE TRAILS	THRU NORTH HOUSTON DISTRICT	NULL	HIKE & BIKE TRAIL SYSTEM PACKAGE OF PROJECTS ON AND OFF STREET TRAILS	0.00	2027
7509		HARRIS	PORT OF HOUSTON AUTHORITY	PORT TERMINAL RAILROAD ASSN (PTRA) TRACK	STRANG YARD	RED BLUFF RD	CONSTRUCT 2ND RAIL TRACK	7.75	2027
10531		HARRIS	PORT OF HOUSTON AUTHORITY	RAILROAD TRACK	AT BAYPORT	NULL	CONSTRUCT INTERMODAL RAIL YARD INCL 6 STORAGE TRACKS, 3 WORKING TRACKS, 2 CONTAINER TRACKS AND 1 RUNAROUND TRACK	0.00	2027
11000		HARRIS	UPTOWN HOUSTON DISTRICT	RICHMOND AVE	SAGE	CHIMNEY ROCK	WIDEN FROM 6 TO 8 LANES	0.59	2027
10999		HARRIS	UPTOWN HOUSTON DISTRICT	RICHMOND AVE	IH 610	SAGE	RECONSTRUCT 8-LANE DIVIDED ROADWAY WITH UTILITY IMPROVEMENTS	0.45	2027
11035		HARRIS	CITY OF PASADENA	STRAWBERRY RD	VISTA RD	GENOA-RED BLUFF	DESIGN & RECONSTRUCT 4-LANE DIVIDED ROADWAY & DRAINAGE, INCLUDING SIGNALS AT FAIRMONT	1.60	2027
8073		HARRIS	HARRIS COUNTY	STUEBNER AIRLINE RD	CYPRESSWOOD DR	FM 1960	WIDEN FROM 4 LANE TO 6 LANE ROADWAY	1.50	2027
8038		HARRIS	HARRIS COUNTY	STUEBNER AIRLINE RD	CYPRESSWOOD DR	LOUETTA RD	WIDEN TO 6 LANE CONCRETE PAVEMENT W/ STORM SEWERS	0.90	2027
8002		HARRIS	HARRIS COUNTY	STUEBNER AIRLINE RD	SPRING CYPRESS RD	LOUETTA RD	WIDEN FROM 4 LANE TO 6 LANE ROADWAY	1.90	2027
5007		HARRIS	CITY OF HOUSTON	TANNER RD	TRIWAY LN	HEMPSTEAD	WIDEN FROM 2 LANES TO 4-LANE DIVIDED	1.25	2027
18504	0028-02-097	HARRIS	TXDOT HOUSTON DISTRICT	US 90	W OF GREENS BAYOU	E OF GREENS BAYOU	CONSTRUCT 6 MAIN LANES ON NEW LOCATION	0.70	2027
18233		HARRIS	HOUSTON TRANSTAR	US 90	SL 8 E	RUNNEBURG	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON US 90 FROM BELTWAY 8 TO RUNNEBURG ROAD, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN HARRIS COUNTY.	9.80	2027
8078		HARRIS	HARRIS COUNTY	VETERANS MEMORIAL DR	FM 1960	W GREENS RD	WIDEN FROM 4 LANE TO 6 LANE ROADWAY	3.25	2027
8077		HARRIS	HARRIS COUNTY	VETERANS MEMORIAL DR	SL 8	SH 249	WIDEN FROM 4 LANE TO 6 LANE ROADWAY	3.00	2027

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8006		HARRIS	HARRIS COUNTY	WEST RD	SH 249	VETERANS MEMORIAL	CONSTRUCT NEW 4-LANE DIVIDED	2.50	2027
2978		HARRIS	CITY OF HOUSTON	DAIRY ASHFORD RD	MEMORIAL DR	BRIAR FOREST	WIDEN FROM 4 TO 6-LANES	1.00	2028
18659		HARRIS	CITY OF BAYTOWN	GARTH RD	S OF BAKER RD	SH 146	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	1.17	2028
10062		HARRIS	CITY OF HOUSTON	GREENBRIAR ST	RICE BLVD	MAIN ST S	ENGR & RECONSTRUCT OF EXISTING CONCRETE RDWY W/ CURBS, SIDEWALKS, STREET LIGHTING & UNDERGROUND UTILITIES	1.00	2028
6016		HARRIS	HARRIS COUNTY	GREENHOUSE RD	HANSTON CT	GREENWIND CHASE DR	CONSTRUCT 4-LANE CONCRETE W/ STORM SEWERS	0.50	2028
17215		HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	IH 610	MANGUM	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	2.00	2028
17214	0912-72-567	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM	43RD ST/CLAY RD	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	3.50	2028
17213	0912-72-568	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	43RD ST/CLAY RD	W OF SL 8	RECONSTRUCT AS DIVIDED 4 LANE ROADWAYÂ (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	4.50	2028
18187		HARRIS	METRO	IH 69 N	DOWNTOWN	TOWSEN PARK AND RIDE	CONVERSION OF EXISTING ONE-WAY REVERSIBLE HOV LANE IN IH-69 EASTEX FROM DOWNTOWN TO TOWNSEN P&R TO TWO-WAY, ALL-DAY FACILITY	19.60	2028
11051		HARRIS	CITY OF PASADENA	PINE ST	BW 8	RANDOLPH ST	DESIGN & WIDEN TO 4-LANE UNDIVIDED W/ DRAINAGE & SIGNALS AT RED BLUFF & LEFT TURN LANES AT JANA	0.74	2028
17227	1685-05-100	HARRIS	TXDOT HOUSTON DISTRICT	SH 6	PIPING ROCK LN	RICHMOND AVE	WIDEN FROM 6 LANES TO 8 LANESÂ	1.01	2028
6065	1685-05-081	HARRIS	TXDOT HOUSTON DISTRICT	SH 6	MEMORIAL DR	PIPING ROCK LN	RECONSTRUCT AND WIDEN FROM 6 LANES TO 8-LANE DIVIDED	2.44	2028
2931		HARRIS	CITY OF HOUSTON	SIMS BAYOU TRAIL	POST OAK RD S	IH 45 S	CONSTRUCT SIMS BAYOU TRAIL	14.00	2028
7773		HARRIS	HARRIS COUNTY	HALLS BAYOU TRAIL	EASTWARD FROM TIDWELL PARK	THE MESA TRANSIT CENTER AND BROCK PARK	HIKE & BIKE TRAIL	0.00	2029
7511		HARRIS	PORT OF HOUSTON AUTHORITY	RAILROAD TRACK	AT BAYPORT	NULL	CONSTRUCT INTERMODAL RAIL YARD INCL 6 STORAGE TRACKS, 3 WORKING TRACKS, AND 1 CONTAINER TRACK	0.00	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.	0.00	2029
18040		HARRIS	CITY OF HOUSTON	ALDINE WESTFIELD RD	SL 8	LITTLE YORK RD	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES.	4.75	2030

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18169		HARRIS	HIGH CAPACITY TASK FORCE	BAYTOWN P&R	AT SAN JACINTO MALL	NULL	REPLACEMENT OF EXISTING LEASED SPACES AT SAN JACINTO MALL WITH PERMANENT FACILITY	0.01	2030
18045		HARRIS	CITY OF BELLAIRE	BELLAIRE BLVD, BISSONNET STREET, SOUTH RICE AVENUE, NEWCASTLE STREET	VA	VA	TRAFFIC SIGNAL TIMING OPTIMIZATION PROGRAM FOR THE CITY OF BELLAIRE	8.40	2030
18164		HARRIS	METRO	BELLAIRE TRANSIT CENTER	AT 5100 BELLAIRE BLVD	NULL	CONSTRUCT NEW TRANSIT CENTER AT BELLAIRE BLVD AND CHIMNEY ROCK	0.01	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	3.30	2030
18170		HARRIS	HIGH CAPACITY TASK FORCE	CROSBY PARK AND RIDE	NEAR US 90 AND FM 2100	NULL	NEW PARK AND RIDE NEAR US 90 AND FM 2100 IN CROSBY	0.01	2030
18171		HARRIS	HIGH CAPACITY TASK FORCE	DAYTON PARK AND RIDE	NEAR US 90 AND SH 146	NULL	NEW PARK AND RIDE NEAR US 90 AMD SH 146 IN DAYTON	0.01	2030
18168		HARRIS	METRO	FAIRFIELD PARK AND RIDE	AT US 290 AND SH 99	NULL	NEW PARK AND RIDE NEAR INTERSECTION OF US 290 AND SH 99	0.01	2030
17201	1259-01-900	HARRIS	TXDOT HOUSTON DISTRICT	FM 1097	BENTWATER DR	BLUEBERRY HILLS	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2.10	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	1.70	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.	16.00	2030
18166		HARRIS	METRO	HEMPSTEAD ROAD TRANSIT CENTER	AT HEMPSTEAD RD AND N POST OAK	NULL	NEW TRANSIT CENTER AT HEMPSTEAD RD AND N POST OAK	0.01	2030
16334	0110-06-132	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 SL8, AND RECONSTRUCT AND WIDEN FROM TWO 2 AND 3-LANES FRONTAGE ROADS TO TWO 2- AND 3- LANES FRONTAGE ROADS	1.99	2030
16333	0500-03-596	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	IH 610	TIDWELL RD	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	2.43	2030

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
16332	0500-03-560	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	IH 610	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	3.13	2030
16331	0500-03-446	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	TIDWELL RD	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	2.52	2030
16327	0500-03-597	HARRIS	TXDOT HOUSTON DISTRICT	IH 45 N	AT IH 610	NULL	RECONSTRUCT INTERCHANGE	0.34	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.	12.00	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	1.43	2030
18165		HARRIS	METRO	SHEPHERD/DURHAM TRANSIT CENTER	AT IH 10	NULL	NEW TRANSIT CENTER AT SHEPHERD/DURHAM AND IH-10; WOULD SERVE INNER KATY BUSWAY	0.01	2030
16297		HARRIS	HCTRA	SL 8	IH 69	US 90	WIDEN FROM 6 TO 8-LANES	12.00	2030
18161		HARRIS	METRO	UPTOWN BRT	NORTHWEST TRANSIT CENTER	NORTHWEST MALL	EXTENSION OF UPTOWN BRT FROM NORTHWEST TRANSIT CENTER TO NORTHWEST MALL/PROPOSED TEXAS CENTRAL HSR TERMINAL; INCLUDES TWO STATIONS	1.30	2030
18160		HARRIS	METRO	UPTOWN BRT	BELLAIRE/UPTOWN TRANSIT CENTER	GULFTON TRANSIT VENTER	EXTENSION OF UPTOWN BRT FROM BELLAIRE/UPTOWN TRANSIT CENTER TO GULFTON TRANSIT CENTER; INCLUDES 3 STATIONS	5.20	2030
18041		HARRIS	TXDOT HOUSTON DISTRICT	WHEELER TRANSIT CENTER PEDESTRIAN BICYCLE CONNECTION	GRAUSTARK ST	MAIN ST	CONSTRUCT A GRADE-SEPARATED 10' WIDE SHARED USE PATH WITH STRIPING, BRIDGE RAILING, PAVEMENT MARKINGS, SIGNAGE AND INTERSECTION IMPROVEMENTS.	0.64	2030
18006		HARRIS	METRO	METRO SERVICE AREA	VA	VA	BUS/RAIL CAPITALIZED MAINTENANCE: FY 2031-2045	0.00	2031
11798		HARRIS	METRO	METRO SERVICE AREA	VA	VA	PARK AND RIDE MODIFICATIONS (FIVE FACILITIES): FY 2031-FY 2045	0.00	2031
11757		HARRIS	METRO	METRO SERVICE AREA	VA	VA	TRANSIT CENTER MODIFICATIONS (5 FACILITIES): FY 2031-FY 2045	0.00	2031
11753		HARRIS	METRO	METRO SERVICE AREA	VA	VA	PASSENGER SHELTERS AMENITIES AND LIGHTING: FY 2031-FY 2045	0.00	2031
11739		HARRIS	METRO	METRO SERVICE AREA	VA	VA	CURB/INTERSECTION IMPROVEMENTS (FY 2031-FY 2045)	0.00	2031
11725		HARRIS	METRO	METRO SERVICE AREA	VA	VA	BUS PADS/BUS LANE IMPROVEMENTS: FY 2031-FY 2045	0.00	2031

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11709		HARRIS	METRO	METRO SERVICE AREA	VA	VA	REPLACEMENT BUSES: FY 2031-FY 2045	0.00	2031
11499		HARRIS	METRO	METRO SERVICE AREA	VA	VA	MAINTENANCE/RENEWAL FOR EXISTING TRANSIT FACILITIES (FY 2031-FY 2045)	0.00	2031
11489		HARRIS	METRO	METRO SERVICE AREA	VA	VA	FUTURE SIGNATURE BUS SERVICE (FY 2031- FY 2045)	0.00	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.	12.50	2032
18059		HARRIS	SPRING BRANCH MANAGEMENT DISTRICT	CENTERPOINT EASEMENT IN BETWEEN AND PARALLEL TO HAMMERLY BLVD & KEMPWOOD DR	SL 8	WIRT ROAD	CONSTRUCT 10' SHARED USE CONCRETE TRAIL INCLUDING CROSSWALK STRIPING, SIGNALIZATION, ACCESSIBLE RAMPS, SIGNAGE, AND WAYFINDING FEATURES.	5.40	2032
18062		HARRIS	HARRIS COUNTY	FRY RD/CYPRESS ROSE HILL RD	CLAY RD	LOUETTA RD/HUFFMEISTER RD	INSTALLATION OF ITS INFRASTRUCTURE ALONG THE FRY ROAD/CYPRESS ROSE HILL ROAD CORRIDOR, FROM CLAY ROAD TO LOUETTA ROAD/HUFFMEISTER ROAD IN HARRIS COUNTY.	12.70	2032
18057		HARRIS	GREATER NORTHSIDE MANAGEMENT DISTRICT	FULTON, NORTH MAIN, BOUNDARY, BROOKS, AND FREEMAN.	VA	VA	INSTALL PEDESTRIAN LIGHTING, TRASH RECEPTACLES AND BIKE RACKS.	1.50	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.	0.00	2032
13829	0912-72-571	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	SH 99	W OF HUFFMEISTER RD	CONSTRUCT 4 MANAGED LANES	10.00	2032
11373	0912-72-570	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	W OF HUFFMEISTER	JONES RD	CONSTRUCT 4 MANAGED LANES	3.21	2032
11372	0912-72-568	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	GESSNER RD	43RD ST/CLAY RD	CONSTRUCT 4 MANAGED LANES (TOLL)	3.84	2032
11375	0271-14-218	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, WB - NB)	0.95	2032
18601		HARRIS	UNSPONSORED (TBD)	METRO SERVICE AREA	VA	VA	BUS OPERATING FACILITY #7	0.00	2032

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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	0.10	2032
18060		HARRIS	TXDOT HOUSTON DISTRICT	SH 249	SL 8	IH 45 N	ACCESS MANAGEMENT TREATMENTS	7.20	2032
7748	0598-01-906	HARRIS	TXDOT HOUSTON DISTRICT	SH 288	IH 610	SL 8	RECONSTRUCT AND WIDEN FROM 6 MAIN LANES TO 8 MAIN LANES	5.58	2032
16024		HARRIS	TXDOT HOUSTON DISTRICT	US 290	SH 99	E OF MUESCHKE RD	RESTRIPE FROM 8 TO 8 MAIN LANES WITH AUXILIARY LANES	4.50	2032
16023		HARRIS	TXDOT HOUSTON DISTRICT	US 290	E OF MUESCHKE RD	E OF TELGE RD	RESTRIPE TO 8 MAIN LANES WITH AUXILIARY LANES	5.20	2032
16022		HARRIS	TXDOT HOUSTON DISTRICT	US 290	E OF TELGE RD	W OF ELDRIDGE PKWY N	RESTRIPE TO 10 MAIN LANES WITH AUXILIARY LANES	3.75	2032
16021		HARRIS	TXDOT HOUSTON DISTRICT	US 290	W OF ELDRIDGE PKWY N	W OF FM 529	RESTRIPE TO 12 MAIN LANES WITH AUXILIARY LANES	2.50	2032
16020	0050-09-903	HARRIS	TXDOT HOUSTON DISTRICT	US 290	W OF FM 529	W OF LITTLE YORK RD W	RESTRIPE TO 10 MAIN LANES WITH AUXILIARY LANES	1.75	2032
16019	0050-09-902	HARRIS	TXDOT HOUSTON DISTRICT	US 290	E OF LITTLE YORK RD W	W OF PINEMONT DR	RESTRIPE TO 10 MAIN LANES WITH AUXILIARY LANES	4.00	2032
16018	0050-09-901	HARRIS	TXDOT HOUSTON DISTRICT	US 290	W OF PINEMONT DR	W OF 34TH ST	RESTRIPE TO 12 MAIN LANES WITH AUXILIARY LANES	2.00	2032
16017	0050-09-900	HARRIS	TXDOT HOUSTON DISTRICT	US 290	W OF W 34TH ST	IH 610	RESTRIPE TO 10 MAIN LANES WITH AUXILIARY LANES	1.75	2032
18070		HARRIS	CITY OF FRIENDSWOOD	BAY AREA BLVD	AT PARK BEND DR	BROOKSIDE SCHOOL	CONSTRUCT NEW 6' CONCRETE SIDEWALKS WITH TRAFFIC SIGNAL & CROSSWALKS AT W. BAY AREA BLVD & PREFABRICATED PEDESTRIAN/BICYCLIST BRIDGE OVER DRAINAGE CHANNEL.	0.00	2033
628		HARRIS	HARRIS COUNTY	ELLA BLVD	SH 249	WEST RD	CONSTRUCT 4-LANE CONCRETE BLVD SECTION W/ BRIDGES & DRAINAGE	1.16	2033
18084		HARRIS	HARRIS COUNTY	GULF BANK ROAD	IH-45	HARDY TOLL ROAD	WIDEN FROM 2 LANE TO 4 LANE DIVIDED	2.30	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	0.00	2033

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18074		HARRIS	METRO	METRO SERVICE AREA	VA	VA	REPLACE COMMUNICATION MODEMS ON METRO BUSES, VEHICLES, AND DEDICATED TAXI CABS	0.00	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.	1.90	2033
11374	0050-08-095	HARRIS	TXDOT HOUSTON DISTRICT	US 290	S OF TELGE	S OF SH 6	CONSTRUCT TWO 2-LANES DIRECT CONNECTORS (EB US 290 TO EB HEMPSTEAD MANAGED LANES AND WB HEMPSTEAD MANAGED LANES) TO WB US 290) (THESE ARE TWO PARALLEL FACILITIES)	2.25	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.	3.60	2033
532	0912-71-385	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)	2.30	2034
18081		HARRIS	UPPER KIRBY DISTRICT	ALABAMA ST W	BUFFALO SPEEDWAY	SHEPHERD DR	RECONSTRUCTION OF ALL PAVEMENT, SIDEWALKS, AND ADDITION OF A BIKE FACILITY	1.17	2035
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	10.50	2035
18079		HARRIS	CITY OF BAYTOWN	GARTH RD	IH 10	SANTAVY ST	ACCESS MANAGEMENT TREATMENTS	0.83	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.	0.00	2035
18317		HARRIS	HARRIS COUNTY	HAMBLEN RD	LP 494	LAUREL SPRINGS LN	WIDEN AND REALIGNMENT OF HAMBLEN ROAD TO FOUR-LANE DIVIDED ROADWAY WITH RAILROAD GRADE SEPARATION AND A SHARED USE TRAIL.	0.64	2035
11565	0912-72-567	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM	43RD ST/CLAY RD	CONSTRUCT 4 MANAGED LANES WITH DC (NB - EB) TO SL 8 (TOLL)	3.30	2035

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
11547	0912-72-569	HARRIS	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	JONES RD	GESSNER RD	CONSTRUCT 4 MANAGED LANES WITH DC (NB - EB) TO SL 8 (TOLL)	3.50	2035
17220	0500-03-618	HARRIS	TXDOT HOUSTON DISTRICT	IH 45	AT NASA 1 BYPASS INTERCHANGE	NULL	CONSTRUCT 2 DIRECT CONNECTORS (WB - SB, NB - EB)	0.70	2035
17219	0110-05-123	HARRIS	TXDOT HOUSTON DISTRICT	IH 45	FM 2920	MONTGOMERY C/L	RAMP MODIFICATION, ADDITION OF AUXILIARY LANES AND STRIPING	2.60	2035
14544	0271-16-152	HARRIS	TXDOT HOUSTON DISTRICT	IH 610	AT SH 35		CONSTRUCT 4 DIRECT CONNECTORS (EB-SB, WB-SB, NB-WB, NB-EB)	1.30	2035
17232	3510-07-006	HARRIS	TXDOT HOUSTON DISTRICT	SH 99	AT IH 69 N	NULL	SEG G: CONSTRUCT 2 DCS (TOLL)(EB - SB, SB-WB)	0.25	2035
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	0.00	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	1.41	2037
18100		HARRIS	GREATER SOUTHEAST MANAGEMENT DISTRICT	CAROLINE ST	IH 69	HERMANN DR	SIDEWALKS WILL BE WIDENED TO 6Â€™ 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.	0.00	2039
18092		HARRIS	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	CENTERPOINT, METRO & HCTRA EASEMENTS	VA	VA	CONSTRUCT A NEW NORTH-SOUTH GREENWAY INCLUDING A 10Â€™ 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.	0.97	2039
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 AND PORK CHOPS 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.	0.00	2039

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18094		HARRIS	CITY OF HOUSTON	CITY OF HOUSTON OFF-ROAD SHARED USE PATH	SAN FELIPE	RICHMOND	CONSTRUCT 10Â€™ WIDE SHARED-USE CONCRETE PATH.	1.00	2039
18098		HARRIS	WESTCHASE MANAGEMENT DISTRICT	CS	WOODLAND PARK DR	ROGERDALE RD	CONSTRUCT BIKE LANES (ON AND OFF STREET), IMPROVEMENTS TO THE CURB, LANDSCAPING/LIGHTING, PEDESTRIAN ACCOMMODATIONS, ADA RAMPS AND LIMITED STORMWATER IMPROVEMENTS.	1.29	2039
18099		HARRIS	CITY OF HOUSTON	HEIGHTS HIKE AND BIKE TRAIL	NORTHWEST TRANSIT CENTER	MEMORIAL DR	CONSTRUCT 8Â€™, 10', 12Â€™ OR 14' SHARED USE PATH IN SECTIONS WITH PROTECTIVE BOLLARDS AND RAILINGS AND NEW BIKE ROUTE SIGNAGE.	4.30	2039
18097		HARRIS	HARRIS COUNTY	LITTLE WHITE OAK BAYOU	VA	HALLS BAYOU	CONSTRUCT 10Â€™ WIDE SHARED-USE CONCRETE TRAIL WITH WAYFINDING.	0.00	2039
18096		HARRIS	MIDTOWN MANAGEMENT DISTRICT	MIDTOWN MANAGEMENT DISTRICT	ISABELLA ST	GRAY STREET	(RE)CONSTRUCTION OF 6Â€™ 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.	0.00	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.	0.75	2039
18178		HARRIS	METRO	CS	DOWNTOWN HOUSTON	BUSH IAH	NEW BRT SERVICE FROM DOWNTOWN TO BUSH INTERCONTINENTAL AIRPORT; INCLUDES 4 STATIONS	22.00	2040
18226		HARRIS	HIGH CAPACITY TASK FORCE	FIFTH WARD/DENVER HARBOR ONLINE STATION	NULL	NULL	IN-FREEWAY BUS STATION FOR IH-10 EAST HOV FACILITY; CONNECTION TO FIFTH WARD/DENVER HARBOR TRANSIT CENTER	0.00	2040
18207		HARRIS	HIGH CAPACITY TASK FORCE	FM 1093	NEAR FM 359	NULL	NEW PARK AND RIDE IN VICINITY OF INTERSECTION OF FMS 1093, 359 AND 1463 NEAR CINCO RANCH	0.00	2040
18206		HARRIS	HIGH CAPACITY TASK FORCE	FM 1093	FM 359	NULL	NEW PARK AND RIDE IN VICINITY OF INTERSECTION OF FMS 1093 AND 359 IN FULSHEAR	0.00	2040
18194		HARRIS	HIGH CAPACITY TASK FORCE	FM 1960	W. LAKE HOUSTON PKWY.	NULL	NEW PARK AND RIDE IN VICINITY OF FM 1960 AND W LAKE HOUSTON PKWY	0.00	2040
18177		HARRIS	METRO	GESSNER CORRIDOR	MISSOURI CITY PARK AND RIDE	WILLOWBROOK MALL	NEW BRT BUSWAY FROM BW 8/US 90A/MISSOURI CITY PARK AND RIDE TO WILLOWBROOK MALL VIA GESSNER; INCLUDES 40 STATIONS	26.00	2040
18183		HARRIS	HIGH CAPACITY TASK FORCE	IH 10 E	DOWNTOWN HOUSTON	GARTH RD	NEW 2-LANE HOV FACILITY ALONG IH 10 E	22.20	2040

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18224		HARRIS	HIGH CAPACITY TASK FORCE	IH 10 W	AT WESTGREEN T-RAMP	NULL	CONSTRUCT T-RAMP FOR IH-10 WEST DIAMOND LANES	2.00	2040
18184		HARRIS	METRO	IH 10 W	WESTGREEN	FM 359	EXTENSION OF 2-LANE HOV FACILITY	12.40	2040
18186		HARRIS	METRO	IH 45	DOWNTOWN	NASA 1 BYPASS	CONVERSION OF EXISTING 1-LANE REVERSIBLE HOV LANE TO 2-LANES (ONE LANE IN EACH DIRECTION) HOV FACILITY	20.70	2040
18222		HARRIS	HIGH CAPACITY TASK FORCE	IH-45 HOV T-RAMP	AT EL DORADO BLVD.	NULL	T-RAMP FOR IH-45 GULF HOV FACILITY; PROVIDES DIRECT ACCESS TO EL DORADO PARK AND RIDE	2.00	2040
18200		HARRIS	METRO	LOUETTA PARK AND RIDE	AT LOUETTA RD	NULL	CONSTRUCT PARK AND RIDE FACILITY	0.00	2040
18175		HARRIS	METRO	MAGNOLIA PARK TRANSIT CENTER EAST LRT - (GREEN LINE)	MAGNOLIA PARK TRANSIT CENTER	HARRISBURG AND BROADWAY	EXTENSION OF GREEN/EAST LRT LINE FROM MAGNOLIA PARK TRANSIT CENTER TO HOBBY AIRPORT VIA HARRISBURG AND BROADWAY; INCLUDES 9 STATIONS	6.40	2040
18225		HARRIS	HIGH CAPACITY TASK FORCE	MEMORIAL CITY BUS STATION	NULL	NULL	IN-FREEWAY BUS STATION FOR IH-10 WEST MANAGED LANES; CONNECTION TO MEMORIAL CITY TRANSIT CENTER	0.00	2040
18213		HARRIS	METRO	MEMORIAL CITY TRANSIT CENTER	GESSNER	NULL	NEW TRANSIT CENTER IN VICINITY OF GESSNER AND IH-10 WEST	0.00	2040
18228		HARRIS	HIGH CAPACITY TASK FORCE	METRO SERVICE AREA	VA	VA	ESTIMATED TO BE NEEDED TO SUPPORT SERVICE EXPANSIONS; LOCATIONS TBD	0.00	2040
18227		HARRIS	METRO	METRO SERVICE AREA	VA	VA	ENHANCEMENTS INLCUDE ADA-COMPLIANT SIDEWALK ADJUSTMENTS, CROSSWALK TREATMENTS, BENCH, SHELTER, ELCTRONIC NEXT BUS" SIGNAGE BIKE RACK, LIGHTING AND LANDSCAPING. LOCATED WHERE SIGNIFICANT AMOUNT OF TRANSFER ACTIVITY IS LIKELY TO OCCUR BUT WHERE A FULL-SIZED TRANSIT CENTER IS NOT WARRANTED, E.G. INTERSECTIONS OF HIGH-VOLUME BUS ROUTES, ANCHORS FOR FLEX ZONES, ETC.	0.00	2040
18190		HARRIS	METRO	METRO SERVICE AREA	VA	VA	BUS PRIORITY TREATMENTS, BUS STOP OPTIMIZATION, AND FREQUENT SERVICE ALONG MULTIPLE ARTERIALS	241.00	2040
18172		HARRIS	HIGH CAPACITY TASK FORCE	METRO SERVICE AREA	VA	VA	ENHANCEMENTS INLCUDE ADA-COMPLIANT SIDEWALK ADJUSTMENTS, CROSSWALK TREATMENTS, BENCH, SHELTER, SIGNAGE, BIKE RACK, LIGHTING AND LANDSCAPING. LOCATED WHERE SIGNIFICANT AMOUNT OF TRANSFER ACTIVITY IS LIKELY TO OCCUR BUT WHERE A FULL-SIZED TRANSIT CENTER IS NOT WARRANTED, E.G. INTERSECTIONS OF HIGH-VOLUME BUS ROUTES, ANCHORS FOR FLEX ZONES, ETC.	0.00	2040
18174		HARRIS	METRO	MLK/GRIGGS RD SOUTHEAST LRT - (PURPLE LINE)	MLK/GRIGG RD	HOBBY AIRPORT	EXTENSION OF PURPLE/SOUTHEAST LRT LINE FROM MLK/GRIGGS TO HOBBY AIRPORT VIA MLK AND EAST BELLFORT; INCLUDES 9 STATIONS	7.40	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; INCLUDES 5 STATIONS	5.90	2040

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	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	0.00	2040
18209		HARRIS	METRO	ROSENBERG PARK AND RIDE	NULL	NULL	NEW PARK AND RIDE IN DOWNTOWN ROSENBERG	0.00	2040
18218		HARRIS	HIGH CAPACITY TASK FORCE	SAN JACINTO COLLEGE TRANSIT CENTER	SPENCER HWY	NULL	NEW TRANSIT CENTER AT SAN JACINTO COLLEGE CENTRAL CAMPUS ON SPENCER HWY.	0.00	2040
18202		HARRIS	HIGH CAPACITY TASK FORCE	SH 225	AT BROADWAY	NULL	NEW PARK AND RIDE AT STUB END OF SH 225 AT BROADWAY AND LAWNDALE	0.00	2040
18201		HARRIS	METRO	SH 249	AT BOUDREAUX RD		CONSTRUCT PARK AND RIDE FACILITY	0.00	2040
18182		HARRIS	METRO	SH 249	BOUDREAUX DR	HOLLISTER DR	CONSTRUCT NEW TWO-WAY, ALL-DAY HOV FACILITY	10.20	2040
18414	3510-06-009	HARRIS	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N	NULL	SEG F-2: CONSTRUCT 2 DCS (TOLL)Â (EB - SB, NB - WB)	0.25	2040
18210		HARRIS	HIGH CAPACITY TASK FORCE	SH 99	AT US 90A	NULL	NEW PARK AND RIDE IN VICINITY OF THE INTERSECTION OF US 90A, SH 99 AND FM 1464.	0.00	2040
18208		HARRIS	HIGH CAPACITY TASK FORCE	SH 99	AT WESTPARK TOLLWAY	NULL	NEW PARK AND RIDE IN VICINITY OF SH 99 AND WESTPARK TOLLWAY	0.00	2040
15591	3510-06-022	HARRIS	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N	NULL	SEG G: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (WB-NB, WB-SB, SB-EB, NB-EB)	0.75	2040
15590	3510-06-021	HARRIS	TXDOT HOUSTON DISTRICT	SH 99	AT SH 249	NULL	SEG F-1/F-2: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (SB-WB, SB-EB, WB-NB, EB-NB)	0.75	2040
18116		HARRIS	HARRIS COUNTY	SHELDON RD	MARKET ST	JACINTO PORT BLVD	CONSTRUCT 5 LANE DIVIDED ROADWAY AND WIDEN TO 5 LANE ROADWAY IN SECTIONS.	1.55	2040
18191		HARRIS	METRO	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	0.00	2040
18198		HARRIS	METRO	SPRINGWOODS PARK AND RIDE	NEAR SPRINGWOODS VILLAGE PKWY	NULL	NEW PARK AND RIDE IN VICINTY OF IH-45 N AND SPRINGWOODS VILLAGE PKWY	0.00	2040
18211		HARRIS	HIGH CAPACITY TASK FORCE	SUGAR LAND TOWN CENTER PARK AND RIDE	AT SH 6 AND IH-69	NULL	CONSTRUCT NEW PARK AND RIDE IN VICINITY OF IH-69 AND SH 6; REPLACED LEASE SPACES AT FIRST COLONY AMC; STRUCTURED FACILITY	0.00	2040
18115		HARRIS	BRIDGELAND MANAGEMENT DISTRICT	TUCKERTON RD	TERMINUS OF TUCKERTON ROAD AT SH 99	KATY HOCKLEY RD	CONSTRUCT 4 LANE DIVIDED ROADWAY	3.38	2040
18176		HARRIS	METRO	UNIVERSITY LINE CORRIDOR	WESTCHASE PARK AND RIDE	TIDWELL TRANSIT CENTER	NEW BRT BUSWAY FROM WESTCHASE PARK AND RIDE TO TIDWELL TRANSIT CENTER VIA WESTPARK, RICHMOND, ALABA, ELGIN AND LOCKWOOD; INCLUDES 41 STATIONS	25.30	2040

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
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	43.70	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.	27.40	2040
18195		HARRIS	HIGH CAPACITY TASK FORCE	W. MAIN ST.	N. BROADWAY	NULL	NEW PARK AND RIDE IN VICINTY OF W MAIN AND N BROADWAY IN LAPORTE	0.00	2040
18215		HARRIS	HIGH CAPACITY TASK FORCE	WEST OAKS MALL TRANSIT CENTER	SH 6 NEAR WESTHEIMER	NULL	NEW TRANSIT CENTER IN THE VICINITY OF SH 6, WESTHEIMER AND RICHMOND	0.00	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	22.00	2040
18214		HARRIS	METRO	WILLOWBROOK TRANSIT CENTER	AT FM 1960	NULL	CONSTRUCT TRANSIT CENTER	0.00	2040
18128		HARRIS	CITY OF BAYTOWN	HUNT RD	NORTH MAIN ST	SH 146	CONSTRUCT 4 LANE DIVIDED ROADWAY WITH ELEVATED RAILROAD CROSSING AND BRIDGE	3.72	2041
18143		HARRIS	HOUSTON PARKS BOARD	CS	VA	VA	CONSTRUCT GREENWAYS WITH 10Â€™ WIDE SHARED-USE CONCRETE TRAIL WITH LIGHTING, WAYFINDING, SIGNED AND SIGNALIZED ROADWAY CROSSINGS AND GRADE SEPARATIONS OVER BAYOUS, HIGHWAYS, BUSY STREETS OR RAILROADS.	0.00	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	3.15	2042
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.	0.00	2042
18141		HARRIS	EAST END DISTRICT	GREATER EAST END MANAGEMENT DISTRICT	VA	VA	RECONSTRUCTION OF SAMPSON/YORK INTERSECTION TO ACCOMODATE WALKING AND BIKING CONNECTIVITY.	0.00	2045
17203	0523-10-045	~~HARRIS~~ MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1488	FM 2978	IH 45	WIDEN AND RESTRIPE FROM 4 TOÂ 6 LANES	8.20	2026
16347	0028-04-069	LIBERTY	TXDOT BEAUMONT DISTRICT	US 90	FM 160	SH 61	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY	8.80	2025
172	0028-04-077	LIBERTY	TXDOT BEAUMONT DISTRICT	US 90	FM 563	FM 160	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED ROADWAY	2.39	2025
16338	0338-05-028	LIBERTY	TXDOT BEAUMONT DISTRICT	SH 105	MONTGOMERY C/L	BS 105	WIDEN FROM 2 TO 4 LANE DIVIDED	1.57	2028

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MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18039		LIBERTY	TXDOT BEAUMONT DISTRICT	FM 1960	SH 321	SH 99	WIDEN ROADWAY FROM 2 LANES TO 4 LANES	6.06	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	1.30	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	5.50	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	0.39	2035
18319		LIBERTY	TXDOT BEAUMONT DISTRICT	FM 787	AT TRINITY RIVER	NULL	FM 787 TRINITY RIVER BRIDGE RELOCATION IN LIBERTY COUNTY	0.19	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	3.38	2035
18121		LIBERTY	TXDOT BEAUMONT DISTRICT	FM 1008	CR 632	N WINFREE ST	INCREASE PAVEMENT WIDTH AND ADD LEFT TURN BAYS	3.53	2040
15506		MONTGOMERY	CITY OF CONROE	CONROE COLLEGE TERMINAL	COMMUNITY COLLEGE AT FM 3083	NULL	CONSTRUCT CONROE COLLEGE TERMINAL/MIXED USE DEVELOPMENT	0.00	2025
15507		MONTGOMERY	CITY OF CONROE	CONROE DOWNTOWN TERMINAL	SH 105 AT SH 75	NULL	CONSTRUCT DOWNTOWN TERMINAL	0.00	2025
16314	0523-09-018	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1488	FM 1774	PROPOSED SH 249	CONSTRUCT 4-LANE ROADWAY ON NEW LOCATION (MAGNOLIA BYPASS)	8.00	2025
16313	0523-07-002	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1488	EXISTING FM 1488, W OF MAGNOLIA	SH 249	CONSTRUCT 4 LANE DIVIDED ROADWAY ON NEW LOCATION (MAGNOLIA BYPASS)	4.50	2025
10160	3158-01-040	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 3083	SH 105	IH 45	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2.10	2025
18053	2897-01-016	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 830	OLD MONTGOMERY RD	SH 75	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	2.40	2025
7595		MONTGOMERY	MONTGOMERY COUNTY	GROGANS MILL RD	RESEARCH FOREST DR	WOODLANDS PKWY	WIDEN FROM 4-LANE DIVIDED TO 6-LANE DIVIDED	1.30	2025
15454	0110-04-198	MONTGOMERY	MONTGOMERY COUNTY	IH 45	AT WOODLANDS PKWY		CONSTRUCT SINGLE POINT URBAN INTERCHANGE	0.33	2025
379		MONTGOMERY	CITY OF CONROE	LONGMIRE RD	SGT. ED HOLCOMBE RD	FM 1488	CONSTRUCT NEW 4-LANE ROAD (IN SECTIONS)	3.00	2025

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
187	0338-11-028	MONTGOMERY	TXDOT HOUSTON DISTRICT	LP 336	E OF IH 45	FM 3083	WIDEN FROM 4 TO 6 LANES	3.20	2025
7606		MONTGOMERY	MONTGOMERY COUNTY	MONTGOMERY COUNTY	VA	VA	MONTGOMERY COUNTY COMMUNITY ASSISTANCE TRANSPORTATION COALITION	0.00	2025
15480		MONTGOMERY	CITY OF CONROE	SH 105	LP 336 W	IH 45 N	ACCESS MANAGEMENT TREATMENTS	2.30	2025
14244	3510-07-005	MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 99	AT IH 69 N	NULL	CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (EB - SB, NB - WB)	0.75	2025
17202	1062-03-052	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1485	SH 242	KIDD CEMETARY RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	5.10	2026
18028	0110-04-205	MONTGOMERY	TXDOT HOUSTON DISTRICT	IH 45	AT SH 242	NULL	CONSTRUCT NEW DIRECT CONNECTOR (NB - EB)	0.00	2026
17230	0110-03-078	MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 75	LEAGUE LINE ROAD	FM 3083/TEAS NURSERY ROAD	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	1.00	2026
17229	0110-03-080	MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 75	FM 2432	FM 830	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	2.00	2026
17228	0110-03-079	MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 75	FM 830	LEAGUE LINE RD	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	1.80	2026
16343	0338-11-056	MONTGOMERY	TXDOT HOUSTON DISTRICT	SL 336	FM 1314	IH 45	WIDEN FROM 2-LANES TO 4-LANES DIVIDED ROADWAY	2.11	2026
191		MONTGOMERY	MONTGOMERY COUNTY	SORTERS RD	FM 1314	US 59	WIDEN TO 4-LANE UNDIVIDED	5.82	2026
12589		MONTGOMERY	MONTGOMERY COUNTY	RESEARCH FOREST DR	SHADOWBEND DR	KUYKENDAHL RD	WIDEN FROM 4 TO 6-LANES	3.50	2027
193		MONTGOMERY	MONTGOMERY COUNTY	WOODLAND HILLS DR	FORD RD	NORTH PARK	CONSTRUCT NEW 2-LANE UNDIVIDED	1.94	2027
7562	1986-01-045	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1314	SH 105	SH 242	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	8.80	2028
18044	1986-01-064	MONTGOMERY	TXDOT HOUSTON DISTRICT	FM 1314	S OF SH 242	SH 242	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	1.02	2030
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.	24.00	2032
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.	43.00	2032

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
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.	3.00	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	1.06	2033
18068		MONTGOMERY	HOUSTON TRANSTAR	SH 242	IH 45 N	FM 1485	INSTALLATION OF FIBER OPTIC CABLE ON SH 242	11.00	2033
17218	0110-04-191	MONTGOMERY	TXDOT HOUSTON DISTRICT	IH 45	HARRIS C/L	RAYFORD-SAWDUST RD	RAMP MODIFICATION, ADDITION OF AUXILIARY LANES AND STRIPING	2.60	2035
16349		MONTGOMERY	MONTGOMERY COUNTY	SH 249	FM 1774/FM 149 IN PINEHURST	HARRIS CL	WIDEN FROM 4-LANE TO 6-LANE TOLLWAY	3.60	2035
18158		MONTGOMERY	MONTGOMERY COUNTY	BIRNHAM WOODS DR	ELAN BOULEVARD	FULLER BLUFF DR	CONSTRUCT 5,900' OF SIDEWALK AND PEDESTRIAN BRIDGE.	1.32	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 CATÂ€™S CRADLE DRIVE TO BEAR SPRINGS PLACE.	1.00	2039
18117		MONTGOMERY	CITY OF CONROE	FM 1314/AIRPORT RD	SH 105 N TO AIRPORT RD	FM 1314 TO LP 336	CONSTRUCT 4 LANE UNDIVIDED ROADWAY WITH SIDEWALKS, STORM SEWER, WASTEWATER AND WATER LINE IMPROVEMENTS	1.78	2040
18120		MONTGOMERY	MONTGOMERY COUNTY	FORD RD	LP 494	HARRIS CL	WIDEN FROM 2-LANE 4 LANE UNDIVIDED ROADWAY	2.80	2040
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	1.63	2040
18220		MONTGOMERY	HIGH CAPACITY TASK FORCE	IH-45 HOV T-RAMP	AT WOODLAND TOWN CENTER	NULL	T-RAMP FOR IH-45 NORTH DIAMOND LANES; PROVIDES DIRECT ACCESS TO THE WOODLANDS TOWN CENTER	2.00	2040
15592	3510-07-013	MONTGOMERY	TXDOT HOUSTON DISTRICT	SH 99	AT US 59 N	NULL	SEG H: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (WB-NB, WB-SB, SB-EB, NB-EB)	0.75	2040
18216		MONTGOMERY	HIGH CAPACITY TASK FORCE	SIX PINES DR	NEAR LAKE ROBBINS DR	NULL	NEW TRANSIT CENTER IN VICINITY OF SIX PINES DR AND LAKE ROBBINS DR	0.00	2040
18364		MULTIPLE	METRO	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL VANPOOL PROGRAM: CMAQ FY 2024	0.00	2024
17125		MULTIPLE	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	TRAVEL DEMAND MANAGEMENT, MARKETING, OUTREACH AND PUBLIC EDUCATION	0.00	2024
18618		MULTIPLE	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	HIGH CAPACITY TRANSIT FEASIBILITY STUDY	0.00	2025

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18607		MULTIPLE	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	TRAVEL DEMAND MANAGEMENT, MARKETING, OUTREACH AND PUBLIC EDUCATION: FY 2024	0.00	2025
18359		MULTIPLE	METRO	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL VANPOOL PROGRAM: STBG FY 2025-2030	0.00	2025
18260	0912-00-622	MULTIPLE	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL TRANSIT FARE COLLECTION SYSTEM (FY 2023-2026)	0.00	2025
15310		MULTIPLE	METRO	METRO SERVICE AREA	VA	VA	REGIONAL VANPOOL PROGRAM: FY 2025-2030	0.00	2025
18185		MULTIPLE	METRO	IH 45 S	NASA 1 BYPASS	S OF SH 146	CONSTRUCT TWO-WAY DIAMOND LANES	24.50	2028
18188		MULTIPLE	METRO	IH 69 S	SP 527	BW 8	CONVERSION OF EXISTING 1-LANE REVERSIBLE HOV LANE TO 2-LANES (ONE LANE IN EACH DIRECTION) HOV FACILITY	14.00	2028
10950	0543-01-054	WALLER	TXDOT HOUSTON DISTRICT	FM 359	IH 10	US 90	WIDEN FROM 2 TO 4 LANES DIVIDED	0.80	2025
17207	0523-04-019	WALLER	TXDOT HOUSTON DISTRICT	FM 1488	HARRIS C/L	W OF JOSEPH RD	RECONSTRUCT WIDEN FROM 2 TO 4 LANES DIVIDED	9.80	2027
17205	0523-01-031	WALLER	TXDOT HOUSTON DISTRICT	FM 1488	FM 1098	HARRIS C/L	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	3.10	2027
17204	0409-03-012	WALLER	TXDOT HOUSTON DISTRICT	FM 1488	BS 290	FM 1098	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	5.50	2027
17211	1006-02-009	WALLER	TXDOT HOUSTON DISTRICT	FM 529	FM 362	HARRIS C/L	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	6.10	2029
18328	0271-09-025	WALLER	TXDOT HOUSTON DISTRICT	US 90	IH 10	FM 2855	WIDEN FROM A 2 LANES TO 4 LANES	6.30	2029
18114	0271-09-026	WALLER	TXDOT HOUSTON DISTRICT	US 90	FM 2855	FORT BEND C/L	WIDEN FROM A 2 LANES TO 4 LANES	3.40	2029
17235	0114-10-097	WALLER	TXDOT HOUSTON DISTRICT	US 290	FM 1371	WALLER C/L	*INFORMATION ONLY* RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES AND CONSTRUCT TWO 2 LANE FRONTAGE ROADS	3.10	2030
17234	0114-11-083	WALLER	TXDOT HOUSTON DISTRICT	US 290	WASHINGTON C/L	SH 6	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES	6.90	2030
17233	0114-11-077	WALLER	TXDOT HOUSTON DISTRICT	US 290	SH 6	HARRIS C/L (FM 2920/FM 362)	WIDEN FROM 4 LANES TO 6 LANES	9.80	2030
18205		WALLER	HIGH CAPACITY TASK FORCE	BS 290	NEAR FM 362	NULL	NEW PARK AND RIDE IN VICINITY OF BS 290 AND FM 362 IN WALLER	0.00	2040

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2021-2024 TIP APPENDIX D - 2045 RTP PROJECTS UNDERGOING ENVIRONMENTAL ASSES MENT									
MPOID	CSJ#	COUNTY	SPONSOR	FACILITY	FROM	TO	DESCRIPTION	LENGTH (mi)	FISCAL YEAR
18204		WALLER	HIGH CAPACITY TASK FORCE	BS 290	NEAR UNIVERSITY DR	NULL	NEW PARK AND RIDE IN VICINITY OF BS 290 AND UNIVERSITY DR IN PRAIRIE VIEW	0.00	2040
18203		WALLER	HIGH CAPACITY TASK FORCE	HEMPSTEAD PARK AND RIDE	NULL	NULL	NEW PARK AND RIDE IN DOWNTOWN HEMSPTEAD	0.00	2040

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
247 0586-01-048	Brazoria	TXDOT HOUSTON DISTRICT	SH 332	AT FM 523		CONSTRUCT GRADE SEPARATION	1.0	2035
257 3510-02-001	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	SH 288	GALVESTON C/L	SEG B: CONSTRUCT 4-LANES TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE ROADS	20.2	2026
258 3510-02-002	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	SH 288	FORT BEND C/L	SEG C: CONSTRUCT 4-LANES TOLLWAY WITH LIMITED TWO 2-LANE FRONTAGE ROADS AND INTERCHANGES	8.8	2026
512 1003-01-061	Brazoria	TXDOT HOUSTON DISTRICT	FM 523	SH 332	S OF FM 1495	WIDEN FROM 2 TO 4-LANES DIVIDED URBAN	1.2	2025
520 0178-03-100	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	BS 35C S	FM 2403	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	0.8	2035
522 0178-03-110	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	ROCK ISLAND ST	FM 523	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES DIVIDED	3.2	2035
525 1524-01-047	Brazoria	TXDOT HOUSTON DISTRICT	SH 332	E OF FM 521	SH 288	WIDEN (FM 521 TO FM 2004) FROM 2 TO 4 LANES AND WIDEN (FM 2004 TO SH 288) FROM 4 TO 6 LANES	5.2	2038

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
669	Brazoria	BRAZORIA COUNTY	FM 2351	SH 35	GALVESTON C/L	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES DIVIDED RURAL SECTION	2.3	2027
674	Brazoria	BRAZORIA COUNTY	CR 220	FM 521	SH 288	CONSTRUCT 4-LANE ROADWAY	4.5	2027
7564 1414-02-016	Brazoria	TXDOT HOUSTON DISTRICT	FM 528	BS 35/GORDON ST	SH 6	CONSTRUCT TWO LANE NEW LOCATION ROADWAY WITH RAILROAD GRADE SEPARATION	1.1	2026
7624	Brazoria	CITY OF PEARLAND	MYKAWA RD	FM 518	WALNUT ST W	CONSTRUCT NEW 4-LANES DIVIDED TO CONNECT MYKAWA TO VETERANS	0.2	2030
7625	Brazoria	CITY OF PEARLAND	HUGHES RANCH RD	MAX RD	GARDEN RD	CONSTRUCT 4-LANES ROADWAY	0.8	2030
7630	Brazoria	CITY OF PEARLAND	PEARLAND PKWY	DIXIE FARM RD	FM 2351	CONSTRUCT 4-LANES DIVIDED ON NEW LOCATION	1.8	2026
7631	Brazoria	CITY OF PEARLAND	ORANGE ST W	ODAY RD	HATFIELD ST	CONSTRUCT 4-LANES UNDIVIDED	0.5	2030
7857	Brazoria	PORT OF FREEPORT	PORT RD W	E 5TH ST	TERMINAL ST	CONSTRUCT TWO 16 FT LANES W/ 8 FT SHOULDERS INCLUDING RECONSTRUCTION OF INTERSECTION @ E 5TH ST & TERMINAL ST & PORTION OF PORT RD AT INTERSECTION OF NEW ENTRANCE RD	0.4	2027

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
7858	Brazoria	PORT OF FREEPORT	NAVIGATION BLVD	FM 1495	PETE SCHAFF BLVD	TRUCK QUEUING AREA - WIDEN WITH 10" REINFORCED CONCRETE PAVEMENT TO PROVIDE A LEFT TURN LANE AT THE ENTRANCE TO THE PORT OF FREEPORT. CONSTRUCT ADDITIONAL QUEUING SPACE TO ALLEVIATE TRUCK CONGESTION	0.5	2027
7860	Brazoria	PORT OF FREEPORT	5TH ST E	TERMINAL ST	PORT RD	ENTRANCE ROAD W/ TWO 16' LANE W/ 8' PAVED SHOULDERS RECONSTRUCT INTERSECTION OF EAST 5TH ST & TERMINAL ST & RECONSTRUCTION OF A PORTION OF PORT ROAD AT THE INTERSECTION.	0.2	2027
7867 0178-03-137	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	SH 6	BS 35C SOUTH	RECONSTRUCT EXISTING FRONTAGE ROADS AND CONSTRUCT NEW FRONTAGE ROADS AND RAILROAD GRADE SEPARATION	2.0	2030
8088 3510-02-003	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	AT SH 35		CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (WB - NB, SB - EB)	0.5	2026
10133 0976-02-086	Brazoria	TXDOT HOUSTON DISTRICT	FM 518	FM 865	SH 35	WIDEN FROM 4 TO 6 LANES	4.0	2025
10555	Brazoria	CITY OF ALVIN	FM 528	DAVIS BEND RD	FM 1462	EXTEND 2-LANE ROADWAY ON NEW LOCATION	3.7	2027
10581	Brazoria	CITY OF ALVIN	CR 185	SH 6	SH 35	RECONSTRUCT AND WIDEN EXISTING 2-LANE RURAL TO 2-LANE RURAL WI SHOULDERS & NEW LOCATION 2-LANE RURAL SECTION	7.5	2027

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
10583	Brazoria	CITY OF ALVIN	7TH ST	FM 528	ADOUE ST	RECONSTRUCT AND EXTEND 2-LANE ROADWAY WITH 2 THROUGH LANES AND A CONTINUOUS CENTER LEFT TURN LANE	1.2	2027
11385 3510-02-005	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	SH 288	GALVESTON C/L	SEG B: WIDEN EXISTING PAVEMENT FROM 4 TO 6 LANES (TOLL) (PHASE 2)	20.1	2040
11633	Brazoria	CITY OF PEARLAND	CULLEN BLVD	SOUTHFORK DR	BAILEY RD	WIDEN FROM 2 TO 4 LANES DIVIDED	0.8	2027
11639	Brazoria	CITY OF PEARLAND	HARKEY RD	BROADWAY	BAILEY	WIDEN FROM 2 TO 4 LANES DIVIDED	2.0	2026
11640	Brazoria	CITY OF PEARLAND	VETERANS DR	WALNUT ST W	BAILEY RD	WIDEN FROM 2 TO 4 LANES DIVIDED	2.0	2026
11644	Brazoria	CITY OF PEARLAND	PALMETTO RD/CR 59	FM 521	FORT BEND C/L	WIDEN FROM 2 TO 4-LANES DIVIDED	0.8	2030
11651	Brazoria	CITY OF PEARLAND	WOODFIN RD	500' N OF BROADWAY	SOUTHFORK PKWY	CONSTRUCT 4-LANES DIVIDED ON NEW ALIGNMENT	1.1	2027
11655	Brazoria	CITY OF PEARLAND	O'DAY RD	MCHARD RD	BROADWAY	WIDEN FROM 2 TO 4 LANES DIVIDED	1.9	2027
12402	Brazoria	BRAZORIA COUNTY	CR 58	SH 288	FM 1128	WIDEN FROM 2 TO 4-LANES	3.4	2027

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
12421	Brazoria	BRAZORIA COUNTY	FM 523	SH 35	FM 2004	WIDEN FROM 2 TO 4 LANES	17.0	2027
12423	Brazoria	BRAZORIA COUNTY	FM 523	FM 2004	SH 332	WIDEN FROM 2 TO 4-LANES	10.6	2027
12831 0178-02-082	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	STEELE RD	SH 6	RECONSTRUCT EXISTING FRONTAGE ROADS AND CONSTRUCT NEW FRONTAGE ROADS	3.0	2030
13565	Brazoria	CITY OF PEARLAND	MAX RD	SL 8	MCHARD RD	WIDEN FROM 2 TO 4-LANES UNDIVIDED	0.5	2027
13566	Brazoria	CITY OF PEARLAND	O'DAY RD	BROOKSIDE RD	MCHARD RD (FUTURE ALIGNMENT)	WIDEN FROM 2 TO 4-LANES UNDIVIDED CURB AND GUTTER	0.4	2030
13767 0598-02-093	Brazoria	BRAZORIA COUNTY	SH 288	CR 58	SH 99	CONSTRUCT 4 TOLL LANES WITH GRADE SEPARATIONS	8.2	2035
14246 3510-02-004	Brazoria	BRAZORIA COUNTY	SH 99	AT SH 288		SEG B: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.5	2025
15589 3510-02-007	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	AT SH 288		SEG C: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.8	2030

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
16320 1002-01-006	Brazoria	TXDOT HOUSTON DISTRICT	FM 517	GALVESTON COUNTY LINE	SH 35	WIDEN FROM 2 TO 4 LANES WITH CURB AND GUTTER. INSTALL ACCESS MANAGEMENT TREATMENTS INCLUDING 18-FOOT-WIDE RAISED MEDIAN WITH TURN LANES. THE FACILITY WOULD ALSO HAVE 14-FOOT-WIDE SHOULDERS AND 5-FOOT-WIDE SIDEWALKS ON BOTH SIDES OF THE ROADWAY.	1.0	2024
17209 1414-02-008	Brazoria	TXDOT HOUSTON DISTRICT	FM 528	BS 35	SH 35 BYPASS	WIDEN FROM 2 TO 4 LANES	0.5	2035
17225 0179-01-034	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	SH 288	TJ WRIGHT	RECONSTRUCT AND WIDEN FROM 4 TO 6-LANE DIVIDED	0.9	2035
17226 0178-03-136	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	SH 99	FM 523	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	15.6	2030
18054	Brazoria	GULF COAST CENTER	CANNA LN	AT 101 CANNA LN, LAKE JACKSON, TX 77566		CONSTRUCTION A TRANSIT OPERATIONS AND ADMINISTRATIVE FACILITY WITH PERMANENT, COVERED, SECURE STORAGE FOR THE TRANSIT FLEET UP TO 20 TRANSIT VEHICLES. THE 2,500 SQUARE FOOT ADMINISTRATIVE BUILDING WILL HOUSE OFFICE SPACE FOR CONNECT STAFF, A SECURE FAREBOX ROOM AND DEDICATED SPACE FOR DRIVERS.	0.1	2032
18104	Brazoria	GULF COAST CENTER	VA	VA	VA	PURCHASE FOUR TYPE 11 MEDIUM DUTY 7-YEAR, 200,00 MILE, 30 PASSENGER CAPACITY VEHICLES TO REPLACE LOW DUTY 5-YEAR 100,000 MILE VEHICLE	0.0	2041

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18132	Brazoria	BRAZORIA COUNTY	CR 44	SH 288	LP 274	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, SIDEWALKS, TRAFFIC SIGNALS AND STORM SEWERS	1.5	2041
18133	Brazoria	CITY OF PEARLAND	MAX RD.	HUGHES RANCH RD	FUTURE MCHARD RD	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIANS, STORM SEWERS, OUTFALLS AND DETENTION, SANITARY SEWER AND WATER LINES AND A SHARED USE PATH	0.9	2027
18135	Brazoria	BRAZORIA COUNTY	PEARLAND PARKWAY	DIXIE FARM	CR 129 (FM 2351)	EXTEND 4 LANES DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, SIDEWALKS, TRAFFIC SIGNALS, STORM SEWERS AND DETENTION	1.8	2042
18138	Brazoria	BRAZORIA COUNTY	CR 64	CR 48	SH 288	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, SIDEWALKS, STORM SEWERS, DETENTION AND BRIDGE	1.0	2042
18196	Brazoria	HCTTF	SH 6	SH 35	VA	NEW PARK AND RIDE IN VICINITY OF SH 6 AND SH 35	0.0	2040
18197	Brazoria	HCTTF	SH 288	FM 518	VA	NEW PARK AND RIDE IN VICINITY OF SH 288 AND FM 518	0.0	2040
18230	Brazoria	HOUSTON TRANSTAR	SH 6	SH 288	GALVESTON C/L	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SH 6 FROM SH 288 TO GALVESTON COUNTY LINE, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN BRAZORIA COUNTY.	13.0	2027

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18252	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	CR 59	SH 6	WIDEN FROM 4 TO 6 MAIN LANES	4.3	2025
18502 0111-04-037	Brazoria	TXDOT HOUSTON DISTRICT	FM 521	FM 1462	FORT BEND C/L	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	6.2	2029
18505 0587-01-067	Brazoria	TXDOT HOUSTON DISTRICT	FM 1495	FM 523	N OF BRAZOS RIVER BRIDGE	WIDEN FROM 2 TO 4 LANES	1.1	2026
18513	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	CR 59	SH 6	WIDEN FROM 4 TO 6 MAIN LANES	4.3	2029
14248 3187-02-010	Chambers	TXDOT BEAUMONT DISTRICT	SH 99	AT IH 10 E		SEG I-1/I-2: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.5	2025
15593 3187-02-902	Chambers	TXDOT HOUSTON DISTRICT	SH 99	AT IH 10 E		SEG I-1/I-2: CONSTRUCT 4 DCS (TOLL)	0.8	2030
15594	Chambers	TXDOT HOUSTON DISTRICT	SH 99	IH 10 E	FM 1405	SEG I-2: CONSTRUCT 4-MAIN LANES OVERPASSES (BRIDGE) AT FM 1405 AND ASSOCIATED APPROACHES (TOLL)	6.8	2030

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
17113 1024-01-077	Chambers	TXDOT BEAUMONT DISTRICT	FM 565	SH 146	SH 99	WIDEN FROM 2 TO 4-LANES WITH CONTINUOUS CENTER LEFT TURN LANE AND RAILROAD OVERPASS	2.9	2024
18058	Chambers	TXDOT BEAUMONT DISTRICT	RECONSTRUCT TO INCREASE PAVEMENT WIDTH, ADD LEFT TURN BAYS, AND RECONFIGURE INTERSECTION AT IH 10	FM 1409	PLANTATION DR	RECONSTRUCT TO ADD LEFT TURN BAYS, AND RECONFIGURE INTERSECTION AT IH 10 E	6.8	2032
18061	Chambers	CITY OF MONT BELVIEU	EAGLE DR	AT 11607 EAGLE DR, BAYTOWN, TX 77523		CONSTRUCTION OF A TRAFFIC MANAGEMENT CENTER IN MONT BELLVIEU, TX	0.0	2032
18073	Chambers	CITY OF MONT BELVIEU	LAKE OF CHAMPIONS BLVD.	COTTON BAYOU BRIDGE	PERRY AVE.	WIDEN FROM 2 TO 4 LANES, DIVIDED WITH MULTIUSE PATH.	1.0	2033
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 WOULD INCLUDE RAISED MEDIANS WITH TURN LANES, SIDEWALK, AND STREETSCAPE IMPROVEMENTS.	5.8	2035
18105	Chambers	TXDOT BEAUMONT DISTRICT	IH 10 OVERPASS	AT FM 1409		CONSTRUCT OVERPASS ON IH-10 FOR FUTURE FM 1409; GRADE SEPARATION ONLY AT IH-10.	0.7	2028

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18106	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT FM 1724		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE.	1.0	2029
18107	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT OAK ISLAND RD		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE.	1.0	2041
18108	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT JENKINS RD		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE. SCOTT AYERS TO SEND ENGINEERS ESTIMATE ON SIMILAR PROJECT	1.0	2029
18109	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT FM 1410		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE.	1.0	2029
18110	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT FM 1406		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE.	1.0	2029
18111	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	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	1.0	2029
18122	Chambers	CITY OF MONT BELVIEU	LANGSTON BLVD.	FROM FRANKLIN DRIVE	FUTURE TIE-IN WITH THE SH 99	CONSTRUCT 2 LANE ROADWAY AS HALF-BOULEVARD WITH SEPARATE BIKE TRAIL	0.8	2040

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18124	Chambers	TXDOT BEAUMONT DISTRICT	FM 565	FUTURE GRAND PARKWAY (SH 99)	EASTERN CITY LIMITS (CWA CANAL)	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH A RAISED MEDIAN AND WITH CURB AND GUTTER	1.7	2041
18126	Chambers	TXDOT BEAUMONT DISTRICT	FM 1405	SH 146	SH 99	WIDEN FROM 2 TO 4 LANES DIVIDED WITH MEDIAN OPENINGS FOR TURNAROUNDS.	4.6	2041
18127	Chambers	CITY OF MONT BELVIEU	PERRY AVENUE	1/2 MILE EAST OF LAKES OF CHAMPIONS	FM 565	CONSTRUCT 2 LANES ROADWAY AS HALF-BOULEVARD	1.3	2041
18159	Chambers	TXDOT BEAUMONT DISTRICT	FM 1942	HATCHERVILLE RD	SH 146	INSTALLATION OF FIBER OPTIC COMMUNICATIONS CABLE TO PROVIDE REAL-TIME TRAFFIC MONITORING AND REAL-TIME SIGNAL ADJUSTMENTS DURING INCIDENTS. IT WILL ALSO ALLOW FOR THE COLLECTION OF DATA TO DETERMINE WHEN ADJUSTMENTS SHOULD BE MADE TO ADDRESS RECURRING AND NON-RECURRING CONGESTION	2.1	2037
18193	Chambers	HCTTF	IH-10 EAST	SH 146	VA	NEW PARK AND RIDE NEAR IH-10 EAST AND SH 146	0.0	2040
7	Fort Bend	FORT BEND COUNTY	BELLAIRE BLVD	HARLEM ROAD	FM 1464	CONSTRUCT 4-LANE BLVD (IN SECTIONS)	1.7	2027
18	Fort Bend	CITY OF SUGAR LAND	SCENIC RIVER DR	COMMONWEALTH BLVD	UNIVERSITY BLVD	RECONSTRUCT & WIDEN FROM 2 TO 4-LANES BLVD	1.2	2027

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261 0187-05-036	Fort Bend	TXDOT HOUSTON DISTRICT	SS 10	IH 69/US 59	SH 36	WIDEN FROM 2- LANES TO 4-LANES DIVIDED	4.8	2030
266 3510-03-001	Fort Bend	TXDOT HOUSTON DISTRICT	SH 99	FM 762	BRAZORIA C/L	SEG C-2: CONSTRUCT 4-LANES TOLLWAY WITH LIMITED TWO 2-LANE FRONTAGE ROADS AND INTERCHANGES	10.4	2025
803 0543-03-900	Fort Bend	TXDOT HOUSTON DISTRICT	FM 762	IH 69	CRABB RIVER RD	WIDEN FROM 2 TO 4-LANES DIVIDED SUBURBAN ARTERIAL	2.8	2034
919	Fort Bend	FBCTRA	FORT BEND PKWY TOLL ROAD	SIENNA PKWY	SH 99	CONSTRUCT 4-LANES TOLL ROAD AND BRAZOS BRIDGE	9.2	2025
975	Fort Bend	CITY OF MEADOWS PLACE	KIRKWOOD DR S	HARRIS C/L	CITY LIMITS	RECONSTRUCT 4-LANES BOULEVARD	0.5	2027
978	Fort Bend	CITY OF SUGAR LAND	WILLIAMS TRACE BLVD	IH 69	OYSTER CREEK	WIDEN FROM 4 TO 6-LANE DIVIDED	0.3	2025
980	Fort Bend	CITY OF MISSOURI CITY	FM 2234	US 90A	LEXINGTON BLVD	WIDEN FROM 4 TO 6-LANES UNDIVIDED	1.4	2029
2366	Fort Bend	FORT BEND COUNTY	BEASLEY WEST END RD	AT SNAKE CREEK		REPLACE BRIDGE	0.0	2027
2370	Fort Bend	FORT BEND COUNTY	BRISCOE RD	AT FLEWELLEN CREEK		REPLACE BRIDGE	0.0	2027

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2381	Fort Bend	FORT BEND COUNTY	GUBBELS RD	AT WATERS LAKE BAYOU		REPLACE BRIDGE	0.0	2030
2387	Fort Bend	FORT BEND COUNTY	OLD NEEDVILLE FAIRCHILD RD	SH 36	FM 361	UPGRADE 2-LANE ROADWAY	3.7	2030
2392	Fort Bend	FORT BEND COUNTY	SAWMILL RD	AT WATERS LAKE BAYOU		REPLACE BRIDGE	0.0	2027
2394	Fort Bend	FORT BEND COUNTY	TRINITY RD	AT BIG CREEK		REPLACE BRIDGE	0.0	2027
7051	Fort Bend	CITY OF SUGAR LAND	UNIVERSITY BLVD	NEW TERRITORY BLVD	TELFAIR BLVD	WIDEN FROM 4 TO 6 LANES, INTERSECTION IMPROVEMENTS AND SIGNAL MODIFICATIONS	0.6	2026
7053	Fort Bend	CITY OF SUGAR LAND	UNIVERSITY BLVD	LEXINGTON BLVD	WENTWORTH AVE	WIDEN FROM 4 TO 6 LANES, INTERSECTION IMPROVEMENTS AND SIGNAL MODIFICATIONS	0.4	2026
7732	Fort Bend	CITY OF MISSOURI CITY	MCKEEVER RD	SH 6	SIENNA PKWY	WIDEN FROM 2 TO 4-LANES AND REALIGNMENT	1.0	2027
7750 0187-05-049	Fort Bend	TXDOT HOUSTON DISTRICT	SH 36	AUSTIN C/L	SP 529 IN ROSENBERG	RECONSTRUCT AND WIDEN FROM 2 TO 4LANES DIVIDED	13.0	2025
10114 0027-08-146	Fort Bend	TXDOT HOUSTON DISTRICT	US 90A	LP 762	FM 359	WIDEN FROM 4 TO 6-LANES DIVIDED	1.3	2023

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10128 3510-03-002	Fort Bend	TXDOT HOUSTON DISTRICT	SH 99	IH 69	FM 762	SEG C-1: CONSTRUCT 4-LANES TOLLWAY WITH LIMITED TWO 2-LANES FRONTAGE ROADS AND INTERCHANGES	7.4	2025
11196	Fort Bend	CITY OF SUGAR LAND	UNIVERSITY BLVD	IH 69	SH 6	WIDEN FROM 4 TO 6-LANES (PHASE 2)	2.0	2022
11532	Fort Bend	FORT BEND COUNTY	FM 521 P	AT SH 6		ACQUIRE 6 LARGE TRANSIT VEHICLES (PHASE 2) FOR EXPRESS SERVICES FROM FM 521 P&R FROM ARCOLA-SIENNA P&R	0.0	2025
11534	Fort Bend	FORT BEND COUNTY	WESTPARK TOLLWAY P	AT SH 99		ACQUIRE 6 ADDITIONAL LARGE TRANSIT VEHICLES (PHASE 2) FOR EXPRESS SERVICES FROM WESTPARK P&R	0.0	2027
11538	Fort Bend	FORT BEND COUNTY	WESTPARK TOLLWAY P	AT SH 99		CONSTRUCT 2ND 500 SPACES OF P&R TO SERVE EXPRESS BUS AND VANPOOL SERVICES TO THE ENERGY CORRIDOR, GREENWAY-GALLERIA, DOWNTOWN AND OTHER EMPLOYMENT CENTERS. ULTIMATE LOT SIZE TO INCLUDE 1,000 SPACES	0.0	2027
11541	Fort Bend	FORT BEND COUNTY	FORT BEND O&M FACILITY	SUGAR LAND AREA SITE TBD	VA	CONSTRUCT A SECOND FORT BEND COUNTY TRANSIT OPERATIONS AND MAINTENANCE FACILITY TO SUPPORT EXPANDED TRANSIT SERVICES	0.0	2025
12380	Fort Bend	CITY OF MISSOURI CITY	SIENNA PKWY	WATERS LAKE BLVD	FM 521	EXTEND 4-LANE ROADWAY	4.7	2027
12622	Fort Bend	FORT BEND COUNTY	HARLEM RD	SH 99	US 90A	WIDEN FROM 4 TO 6 LANES W/BRIDGES	4.0	2023

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
13586	Fort Bend	CITY OF STAFFORD	CASH RD	TRINITY RD	KIRKWOOD RD AT WRIGHT RD	CONSTRUCT NEW 4-LANE CONCRETE BLVD INCLUDES INTERSECTION MODIFICATIONS ON KIRKWOOD	0.3	2027
13590	Fort Bend	CITY OF SUGAR LAND	ELDRIDGE RD	AT US 90A		UNDERPASS AT US 90A AND ELDRIDGE RD	0.0	2027
13637	Fort Bend	CITY OF MISSOURI CITY	TEXAS PKWY/FM 2234	LEXINGTON BLVD	CARTWRIGHT RD	WIDEN FROM 4 TO 6-LANES DIVIDED	1.3	2029
13641	Fort Bend	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	US 90A	LEXINGTON BLVD	RECONSTRUCT AND WIDEN FROM 4 TO 6-LANES DIVIDED AND BRIDGE WIDENING	1.2	2029
13642	Fort Bend	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	LEXINGTON BLVD	CARTWRIGHT RD	RECONSTRUCT AND WIDEN FROM 4 TO 6-LANES DIVIDED	1.2	2028
13643	Fort Bend	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	CARTWRIGHT RD	SH 6	RECONSTRUCT AND WIDEN FROM 4 TO 6-LANES DIVIDED	1.2	2026
13721	Fort Bend	CITY OF MISSOURI CITY	MURPHY RD/FM 1092	AT 5TH ST		INTERSECTION IMPROVEMENTS	0.0	2029
13724	Fort Bend	CITY OF MISSOURI CITY	MURPHY RD/FM 1092	AT EL DORADO BLVD		INTERSECTION IMPROVEMENTS	0.0	2029
13742	Fort Bend	CITY OF MISSOURI CITY	WATERS LAKE BLVD	EXISTING TERMINUS	S OF SIENNA PARKWAY	EXTEND 4-LANES BOULEVARD	2.3	2027

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13749	Fort Bend	FORT BEND COUNTY	CLODINE ROAD	FM 1464	DENVER MILLER	ADD SHOULDERS AND TURN LANES	2.9	2030
13754	Fort Bend	FORT BEND COUNTY	BEECHNUT ST	PEEK ROAD	FM 1464	WIDEN FROM 2 TO 4-LANES RURAL ROADWAY	4.3	2027
13761	Fort Bend	FORT BEND COUNTY	ROESNER LN	GREENBUSCH RD	GASTON RD	NEW LOCATION 4-LANES CURB & GUTTER WITH STORM SEWER	1.1	2040
14247 3510-03-004	Fort Bend	FBCTRA	SH 99	AT IH 69 S		SEG C: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.8	2030
15418	Fort Bend	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	CITY LIMIT	HAMPTON DR	CONSTRUCTION OF ACCESS MANAGEMENT (MEDIANS) CONSISTING OF GRADING, DRAINAGE, SIGNING, AND PAVEMENT MARKINGS	3.0	2029
17200 1258-02-039	Fort Bend	TXDOT HOUSTON DISTRICT	FM 1093	AUSTIN CL	FM 1489	RECONSTRUCT AND WIDEN EXISTING PAVEMENT FROM 2 TO 4-LANES DIVIDED	7.6	2031
17208 0543-02-075	Fort Bend	TXDOT HOUSTON DISTRICT	FM 359	FM 1093	MASON RD	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES DIVIDED	9.5	2028
17236 0027-08-137	Fort Bend	TXDOT HOUSTON DISTRICT	US 90A	SH 99	W OF SH 6	WIDEN FROM 6 TO 8 LANES DIVIDED	1.3	2030

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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	3.8	2030
18051	Fort Bend	FORT BEND COUNTY	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.	0.5	2030
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.	1.3	2033
18076	Fort Bend	FORT BEND COUNTY	SH 99	W. AIRPORT BLVD.	FM 1464	WIDEN FROM 4 TO 6 LANES	3.0	2033
18090	Fort Bend	CITY OF SUGAR LAND	SWEETWATER BLVD	SOUTH TOWN CENTER BLVD	COLONY PARK DR	RECONSTRUCT 4 LANES ROADWAY AND WATER MAIN, TRAFFIC SIGNAL UPGRADES AND ADD PEDESTRIAN/BICYCLIST CAPACITY AND ENHANCED ACCESS	1.5	2037
18103	Fort Bend	CITY OF SUGAR LAND	WILLIAM TRACE BLVD.	SH 6	LEXINGTON BLVD	RECONSTRUCT 4 LANES DIVIDED ROADWAY INCLUDING CURB AND GUTTER, LEFT TURN LANES, INLETS AND MANHOLES	0.7	2038
18131	Fort Bend	FORT BEND COUNTY	ROESNER RD.	N OF GASTON RD	FORT BEND/ HARRIS C/L	WIDEN FROM 2 TO 4-LANES THOROUGHFARE AND EXTEND 4 LANE THOROUGHFARE IN SECTIONS	1.3	2041

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18137	Fort Bend	FORT BEND COUNTY	BAND RD.	SPUR 10 NORTHWARD	SH 36	WIDEN FROM 2 TO A 4-LANES DIVIDED THOROUGHFARE INCLUDING TRAFFIC SIGNALS	2.4	2042
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.	10.1	2037
18167	Fort Bend	METRO	MISSOURI CITY/SH 6 PARK AND RIDE	NEAR FORT BEND PARKWAY		NEW PARK AND RIDE ALONG SH 6 NEAR FORT BEND PARKWAY IN SIENNA PLANTATION; REPLACES EXISTING LEASED SPACES IN KROGER PARKING LOT	0.0	2030
18192	Fort Bend	METRO	MISSOURI CITY PARK AND RIDE ON US 90A	AT SL 8		REPLACES EXISTING MISSOURI CITY PARK AND RIDE WITH NEW FACILITY CLOSER TO INTERSECTION OF US 90A AND BELTWAY 8	0.0	2040
18199	Fort Bend	METRO	KATY FORT BEND RD.	NEAR KINGSLAND BLVD.	VA	NEW PARK AND RIDE IN VICINITY OF KATY FORT BEND RD AND KINGSLAND BLVD	0.0	2040
18221	Fort Bend	HCTTF	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	2.0	2040

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18229	Fort Bend	HOUSTON TRANSTAR	SPUR 10	IH 69	SH 36 S	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SPUR 10 FROM US 59 (IH-69) TO SH 36, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN FORT BEND COUNTY.	4.0	2027
18400 0188-09-050	Fort Bend	TXDOT HOUSTON DISTRICT	FM 723	AVENUE D	US 90A/AVENUE H	WIDEN FROM 2 TO 4 LANES	0.3	2030
18403 0271-10-011	Fort Bend	TXDOT HOUSTON DISTRICT	US 90	WALLER C/L	FM 1463	WIDEN FROM A 2 LANES TO 4 LANES	0.2	2027
18404 0187-05-062	Fort Bend	HOUSTON TRANSTAR	SH 36	AUSTIN C/L	SS 10	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	8.6	2025
18501 0111-03-064	Fort Bend	TXDOT HOUSTON DISTRICT	FM 521	BRAZORIA C/L	SH 6	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	4.8	2029
18508 3048-01-018	Fort Bend	TXDOT HOUSTON DISTRICT	FM 2977	FM 762	FM 361	WIDEN FROM 2 TO 4 LANES DIVIDED	7.9	2025
36	Galveston	CITY OF LEAGUE CITY	FM 270	FM 518	FM 646	WIDEN FROM 2 TO 4-LANES DIVIDED	2.6	2025

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283 3510-01-001	Galveston	TXDOT HOUSTON DISTRICT	SH 99	IH 45 S	BRAZORIA C/L	SEG B-1: CONSTRUCT 4-LANES TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE RDS	8.4	2026
398	Galveston	CITY OF LEAGUE CITY	LEAGUE CITY PKWY	FM 528	MAPLE LEAF DR	CONSTRUCT 4-LANES DIVIDED	2.5	2025
2222	Galveston	CITY OF LEAGUE CITY	LEAGUE CITY PKWY	FM 528	BAY AREA BLVD	CONSTRUCT HIKE & BIKE TRAIL	4.7	2025
2223	Galveston	CITY OF LEAGUE CITY	BAY AREA BLVD	BRITTANY BAY BLVD	CLEAR CREEK	CONSTRUCT HIKE & BIKE TRAIL	1.7	2025
4052 0978-02-034	Galveston	TXDOT HOUSTON DISTRICT	FM 646	E OF SH 146 N	SH 146 N	WIDEN FROM 2 TO 4-LANES DIVIDED	1.0	2028
7573	Galveston	PORT OF GALVESTON	PELICAN ISLE BULK OIL EXPORT TERMINAL	VA	VA	R/R PIER & MOORING DOLPHINS W/ OTHER ASSOCIATED IMPROVEMENTS , DEVELOPMENT OF SITE UPLAND, RAIL IMPROVEMENTS, HIGHWAY ACCESS	0.0	2025
10610	Galveston	CITY OF TEXAS CITY	HOLLAND RD	IH 45	ATTWATER AVE	CONSTRUCT 4-LANE ROADWAY ON NEW LOCATION	3.7	2025
14249 3510-01-003	Galveston	GALVESTON COUNTY	SH 99	AT IH 45 S		SEG B: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (EB-NB, SB-WB, NB-WB, EB-SB)	0.5	2026

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
16319 0978-01-039	Galveston	TXDOT HOUSTON DISTRICT	FM 517	FM 646	IH 45	ACCESS MANAGEMENT TREATMENT	1.0	2025
17222 0389-06-110	Galveston	TXDOT HOUSTON DISTRICT	SH 146	FM 1764	FM 1765	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	1.0	2035
17223 0389-07-029	Galveston	TXDOT HOUSTON DISTRICT	SH 146	FM 1765	GALVESTON WYE	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	4.0	2035
18088	Galveston	City of Galveston	SH 275, SH 342, SH 87, FM 3005, CITY OF GALVESTON TRAFFIC MANAGEMENT CENTER (TMC)	VA	VA	INSTALL TRAFFIC MANAGEMENT SYSTEMS, INCLUDING TRAFFIC SIGNAL SYNCHRONIZATION EQUIPMENT, CAMERAS, AND DYNAMIC SIGN SIGNS AT SEVERAL LOCATIONS IN GALVESTON COUNTY.	0.0	2035
18112	Galveston	CITY OF FRIENDSWOOD	FRIENDSWOOD LAKES BLVD	FM 528	FM 2351	CONSTRUCT A 4 LANE BOULEVARD SECTION ON NEW LOCATION	1.9	2038
18118	Galveston	CITY OF FRIENDSWOOD	FRIENDSWOOD LAKES BLVD	FM 528	FM 2351	CONSTRUCT A 4-LANES ROADWAY ON NEW LOCATION	1.9	2040
18123	Galveston	CLEAR LAKE SHORES	CLEAR LAKE RD	ASPEN RD	BIRCH RD	REPLACE BRIDGE OVER JARBOE BAYOU WITH AN ADA-COMPLIANT , 10' SHARED USE PATH, AN 8' SHOULDER AND CONNECTING SIDEWALK	0.1	2040

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18130	Galveston	CITY OF TEXAS CITY	5TH/4TH AVE	SH 146	LP 197	RECONSTRUCT 2 LANES TWO-WAY ROADWAY TO A ONE-WAY EASTBOUND FACILITY	2.9	2041
18219	Galveston	HCTTF	LA MARQUE TRANSIT CENTER	FM 1765	SH3	NEW TRANSIT CENTER AT FM 1765 AND SH 3; REPLACES EXISTING CONNECT TRANSIT TRANSFER POINT	0.0	2040
18223	Galveston	HCTTF	IH-45 HOV LEAGUE CITY T-RAMP			T-RAMP FOR IH-45 GULF DIAMOND LANES; PROVIDES DIRECT ACCESS TO LEAGUE CITY (FORMERLY VICTORY LAKES) PARK AND RIDE	2.0	2040
18231	Galveston	HOUSTON TRANSTAR	SH 146	IH 45	SH 96	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SH 146 FROM IH-45 TO SH 96, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN GALVESTON COUNTY.	14.6	2027
18232	Galveston	HOUSTON TRANSTAR	SH 6	GALVESTON C/L	IH 45	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SH 6 FROM GALVESTON COUNTY LINE TO IH-45, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN GALVESTON COUNTY.	17.0	2027
18330	Galveston	CITY OF FRIENDSWOOD	FM 518	FM 2351	COWARDS CREEK	FRIENDSWOOD DOWNTOWN DISTRICT PEDESTRIAN ACCESS AND SAFETY ENHANCEMENTS	1.5	2027
18507 3312-02-018	Galveston	TXDOT HOUSTON DISTRICT	FM 270	FM 518	FM 646	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES DIVIDED	2.6	2028

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53	Harris	TXDOT HOUSTON DISTRICT	BF 1960A	FM 1960 W OF LEE RD	FM 1960 E OF HUMBLE CITY LIMITS	WIDEN FROM 2 TO 4 LANES DIVIDED	3.9	2026
111	Harris	HARRIS COUNTY	LITTLE YORK RD W	US 290	HOUSTON CITY LIMITS	WIDEN FROM 4 TO 6-LANES DIVIDED	3.0	2027
134	Harris	CITY OF HOUSTON	RICHMOND AVE	W OF ROGERDALE	WILCREST	WIDEN FROM 4 TO 6-LANES	0.7	2027
532 0912-71-385	Harris	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	AIRPORT BLVD W	CHIMNEY ROCK	HIRAM CLARKE RD	CONSTRUCT 4-LANES DIVIDED (RAISED MEDIAN) URBAN STREET ON NEW LOCATION (PASS)	2.3	2034
628	Harris	HARRIS COUNTY	ELLA BLVD	SH 249	WEST RD	CONSTRUCT 4-LANES CONCRETE BLVD SECTION W/ BRIDGES & DRAINAGE	1.2	2033
942	Harris	HARRIS COUNTY	CYPRESS N HOUSTON RD	JONES RD	PERRY RD	CONSTRUCT 4-LANES ROAD	1.2	2027
5007	Harris	CITY OF HOUSTON	TANNER RD	TRIWAY LN	HEMPSTEAD	WIDEN FROM 2 TO 4-LANES DIVIDED	1.2	2025
5036	Harris	CITY OF HOUSTON	EL DORADO BLVD	FM 2351	HORSEPEN BAYOU	WIDEN FROM 2 TO 4-LANES DIVIDED ROADWAY	1.8	2027
6016	Harris	HARRIS COUNTY	GREENHOUSE RD	HANSTON CT	GREENWIND CHASE DR	CONSTRUCT 4-LANES CONCRETE ROADWAY W/ STORM SEWERS	0.5	2027

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6065 1685-05-081	Harris	TXDOT HOUSTON DISTRICT	SH 6	MEMORIAL DR	PIPING ROCK LN	RECONSTRUCT AND WIDEN FROM 6 TO 8-LANES DIVIDED	2.4	2028
7465	Harris	HARRIS COUNTY	JARVIS RD	BARKER CYPRESS RD	TELGE RD	WIDEN FROM 2 TO 4-LANES UNDIVIDED ON EMBANKMENT	1.2	2027
7474	Harris	HARRIS COUNTY	KATY HOCKLEY CUTOFF	US 290	MORTON RD	WIDEN FROM 2 TO 4-LANES DIVIDED BLVD	13.0	2023
7509	Harris	PORT OF HOUSTON AUTHORITY	PORT TERMINAL RAILROAD ASSN (PTRA) TRACK	STRANG YARD	RED BLUFF RD	CONSTRUCT 2ND RAIL TRACK	7.8	2025
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	0.0	2029
7607	Harris	CITY OF LA PORTE	N 16TH ST	W. MAIN ST	SH 146	WIDEN FROM 2 TO 4-LANES DIVIDED ARTERIAL AND CROSSOVER/UNDERPASS AT INTERSECTION	1.2	2027
7633	Harris	CITY OF LA PORTE	CITY OF LA PORTE BIKE TRAIL SYSTEM	VA	VA	COMPREHENSIVE BIKE/PED TRAIL SYSTEM FOR CITY OF LA PORTE	21.0	2027
7634	Harris	HARRIS COUNTY	CLEAR CREEK BICYCLE TRAIL	TOM BASS REGIONAL PARK	EL FRANCO LEE PARK	CONSTRUCT CLEAR CREEK BICYCLE TRAIL	6.0	2027
7638	Harris	HARRIS COUNTY	BIG GULCH TRAIL	GREENS BAYOU	SAN JACINTO COLLEGE	CONSTRUCT BIG GULCH BICYCLE TRAIL	2.0	2027

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7647	Harris	NORTH HOUSTON DISTRICT	NORTH HOUSTON HIKE & BIKE TRAILS	THRU NORTH HOUSTON DISTRICT	VA	HIKE & BIKE TRAIL SYSTEM PACKAGE OF PROJECTS ON AND OFF STREET TRAILS	0.0	2027
7667	Harris	HARRIS COUNTY	GOSLING RD	MONTGOMERY C/L	MOSSY OAKS RD W	WIDEN FROM 2 TO 4-LANES UNDIVIDED	3.2	2027
7748 0598-01-106	Harris	TXDOT HOUSTON DISTRICT	SH 288	IH 610	SL 8	RECONSTRUCT AND WIDEN FROM 6 MAIN LANES TO 8 MAIN LANES	5.6	2032
7762	Harris	HARRIS COUNTY	PARK ROW BLVD	SUMMITRY CIRCLE	WESTGREEN BLVD	WIDEN FROM 2 TO 4-LANES UNDIVIDED ASPHALT	0.8	2023
7768	Harris	HARRIS COUNTY	ELDRIDGE PKWY N	PATTERSON	CULLEN PARK TRAIL	HIKE & BIKE TRAIL	0.0	2027
7771	Harris	HARRIS COUNTY	BIG GULCH TRAIL	NORMANDY DR	SAN JACINTO COLLEGE NORTH	CONNECTS WOODFOREST & PINE TRAILS SUBDIVISIONS W/ COUNTY COURT, ADMIN FACILITIES & COLLEGE	1.5	2027
7773	Harris	HARRIS COUNTY	HALLS BAYOU HIKE & BIKE TRAIL	EASTWARD FROM TIDWELL PARK	THE MESA TRANSIT CENTER AND BROCK PARK	HIKE & BIKE TRAIL	0.0	2027
7777	Harris	HARRIS COUNTY	CYPRESS CREEK HIKE & BIKE TRAIL	GRANT RD	JARVIS RD	HIKE & BIKE TRAIL	0.0	2027
7779	Harris	HARRIS COUNTY	CYPRESS CREEK HIKE & BIKE TRAIL	GRANT RD	CYPRESS CREEK	HIKE & BIKE TRAIL	0.0	2027

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7792	Harris	HARRIS COUNTY	LITTLE YORK RD W	ELDRIDGE PKWY N	BRITTMORE RD	WIDEN FROM 4 TO 6-LANES	2.5	2027
7898	Harris	HARRIS COUNTY	FAIRBANKS-N HOUSTON ST	SL 8	US 290	WIDEN FROM 4 TO 6 LANES CONCRETE BLVD	5.8	2027
8002	Harris	HARRIS COUNTY	STUEBNER AIRLINE RD	SPRING CYPRESS RD	LOUETTA RD	WIDEN FROM 4 TO 6 LANES ROADWAY	1.9	2027
8003	Harris	HARRIS COUNTY	LOUETTA RD	OLD LOUETTA RD	CHAMPION FOREST	WIDEN FROM 4 TO 6-LANES ASPHALT, DITCHES, W/ CENTER TURN LANE	1.0	2027
8004	Harris	HARRIS COUNTY	LOUETTA RD	CHAMPION FOREST	STUEBNER AIRLINE	WIDEN FROM 4 TO 6 LANES ASPHALT, DITCHES, W/ CENTER TURN LANE	1.0	2027
8006	Harris	HARRIS COUNTY	WEST RD	SH 249	VETERANS MEMORIAL	CONSTRUCT NEW 4-LANES DIVIDED	2.5	2027
8011	Harris	HARRIS COUNTY	CYPRESS N HOUSTON RD	PERRY RD	FM 1960	CONSTRUCT 4-LANES ROAD ON NEW LOCATION	0.3	2027
8021	Harris	HARRIS COUNTY	CLAY RD	PORTER RD	PEEK RD	WIDEN FROM 2 TO 4-LANES ASPHALT BLVD	1.0	2027
8027	Harris	HARRIS COUNTY	BAUER RD	US 290	FM 2920	WIDEN FROM 2 TO 4-LANES DIVIDED CONCRETE BLVD	4.5	2027
8037	Harris	HARRIS COUNTY	LOUETTA RD	STEUBNER AIRLINE RD	T.C. JESTER BLVD	WIDEN FROM 5 TO 7-LANES ASPHALT W/DITCHES	1.4	2027

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8038	Harris	HARRIS COUNTY	STUEBNER AIRLINE RD	CYPRESSWOOD DR	LOUETTA RD	WIDEN FROM 4 TO 6 LANES CONCRETE PAVEMENT W/ STORM SEWERS	0.9	2027
8052	Harris	HARRIS COUNTY	KUYKENDAHL RD	FM 1960	RANKIN RD	WIDEN FROM 4 TO 6 LANES BLVD	2.5	2027
8061	Harris	HARRIS COUNTY	LOUETTA RD	SH 249	MEMORIAL CHASE	WIDEN FROM 4 TO 6-LANES BLVD	1.0	2027
8073	Harris	HARRIS COUNTY	STUEBNER AIRLINE RD	CYPRESSWOOD DR	FM 1960	WIDEN FROM 4 TO 6 LANES ROADWAY	1.5	2027
8077	Harris	HARRIS COUNTY	VETERANS MEMORIAL DR	SL 8	SH 249	WIDEN FROM 4 TO 6 LANES ROADWAY	3.0	2027
8078	Harris	HARRIS COUNTY	VETERANS MEMORIAL DR	FM 1960	W GREENS RD	WIDEN FROM 4 TO 6 LANES ROADWAY	3.2	2027
10062	Harris	CITY OF HOUSTON	GREENBRIAR ST	RICE BLVD	MAIN ST S	ENGR & RECONSTRUCT OF EXISTING CONCRETE RDWY W/ CURBS, SIDEWALKS, STREET LIGHTING & UNDERGROUND UTILITIES	1.0	2027
10099	Harris	HARRIS COUNTY	ALDINE MAIL ROUTE RD	IH 69	HOMESTEAD RD	CONSTRUCT 4-LANE CONCRETE W/ STORM SEWERS	0.7	2027
10268 0028-02-074	Harris	TXDOT HOUSTON DISTRICT	US 90	W OF PURPLE SAGE	E OF PURPLE SAGE	CONSTRUCT 6 MAIN LANES ON NEW LOCATION	0.7	2030

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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	1.4	2030
10531	Harris	PORT OF HOUSTON AUTHORITY	RAILROAD TRACK	AT BAYPORT		CONSTRUCT INTERMODAL RAIL YARD INCL 6 STORAGE TRACKS, 3 WORKING TRACKS, 2 CONTAINER TRACKS AND 1 RUNAROUND TRACK	0.0	2027
10999	Harris	UPTOWN HOUSTON DISTRICT	RICHMOND AVE	IH 610	SAGE	RECONSTRUCT 8-LANE DIVIDED ROADWAY WITH UTILITY IMPROVEMENTS	0.4	2027
11000	Harris	UPTOWN HOUSTON DISTRICT	RICHMOND AVE	SAGE	CHIMNEY ROCK	WIDEN FROM 6 TO 8 LANES	0.6	2027
11001	Harris	UPTOWN HOUSTON DISTRICT	CHIMNEY ROCK RD	WESTHEIMER	IH 69	WIDEN FROM 4 TO 6-LANES INCLUDING ROW ACQUISITION, NEW MEDIANS, SIDEWALKS AND CURBS AND GUTTERS	0.9	2027
11003	Harris	UPTOWN HOUSTON DISTRICT	SAGE RD	SAN FELIPE	WOODWAY	RECONSTRUCT ROADWAY ELIMINATING OPEN DITCH, ADDING CURB & GUTTER, SIDEWALKS AND TURNING LANES	0.9	2027
11008	Harris	UPTOWN HOUSTON DISTRICT	UPTOWN HOUSTON DISTRICT	VA	VA	UPTOWN INTERSECTION IMPROVEMENTS PROGRAM	0.0	2027

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11012	Harris	UPTOWN HOUSTON DISTRICT	WESTHEIMER ST	POST OAK BLVD	CHIMNEY ROCK DR	RECONSTRUCT ROADWAY	1.0	2027
11029	Harris	CITY OF PASADENA	BURKE RD	SOUTHMORE	PASADENA BLVD	RECONSTRUCT ROADWAY INCLUDING DRAINAGE, WATER, SEWER & SIDEWALKS	0.6	2027
11035	Harris	CITY OF PASADENA	STRAWBERRY RD	VISTA RD	GENOA-RED BLUFF	DESIGN & RECONSTRUCT 4-LANES DIVIDED ROADWAY & DRAINAGE, INCLUDING SIGNALS AT FAIRMONT	1.6	2027
11038	Harris	CITY OF PASADENA	ALLEN GENOA RD	FAIRMONT PKWY	GENOA-RED BLUFF	DESIGN, ACQUIRE ROW & WIDEN FROM 2 TO 4-LANES DIVIDED ROADWAY INCLUDING DRAINAGE AND SIGNALS AT FAIRMONT PARKWAY	1.9	2027
11051	Harris	CITY OF PASADENA	PINE ST	SL 8	RANDOLPH ST	DESIGN & WIDEN FROM 2 TO 4-LANES UNDIVIDED W/ DRAINAGE & SIGNALS AT RED BLUFF & LEFT TURN LANES AT JANA	0.7	2027
11059	Harris	CITY OF PASADENA	RED BLUFF RD	SL 8	SPENCER HWY	DESIGN AND RECONSTRUCT 4-LANES DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT RANDOLPH (JANA), KINGSDALE AND SPENCER HWY	2.0	2021
11068	Harris	SOUTH MAIN ALLIANCE	TEXAS MEDICAL CENTER	VA	VA	PILOT PROJECT TO TEST AN EMERGENCY HIGH-WATER NOTIFICATION SYSTEM FOR LOCAL EMS SERVICES.	0.0	2027
11178	Harris	HCTRA	FORT BEND PKWY TOLL ROAD	BELLFORT	US 90 A	EXTENSION OF TOLL ROAD: RECONSTRUCT ARTERIAL AS 4-LANES TOLLWAY WITH TWO 2-LANES FRONTAGE RDS	1.7	2030

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11372 0912-72-568	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	GESSNER RD	43RD ST/CLAY RD	CONSTRUCT 4 MANAGED LANES (TOLL)	3.8	2032
11373 0912-72-570	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	W OF HUFFMEISTER	JONES RD	CONSTRUCT 4 MANAGED LANES (TOLL)	3.2	2032
11374 0050-08-095	Harris	TXDOT HOUSTON DISTRICT	US 290	S OF TELGE	S OF SH 6	CONSTRUCT TWO 2-LANES DIRECT CONNECTORS (EB US 290 TO EB HEMPSTEAD MANAGED LANES AND WB HEMPSTEAD MANAGED LANES) TO WB US 290) (THESE ARE TWO PARALLEL FACILITIES)	2.2	2033
11375 0271-14-218	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD/IH 610	W OF MANGUM/18TH ST ON	S OF OLD KATY RD ON IH 610	CONSTRUCT INTERCHANGE WITH MANAGED LANES AND 2 DIRECT CONNECTORS (EB - SB, WB - NB)	1.0	2032
11380 0912-72-401	Harris	CITY OF HOUSTON	WEST BELT RR	AT YORK ST		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.	0.0	2025
11440	Harris	UNSPONSORED (TBD)	METRO SERVICE AREA	VA	VA	BUS OPERATING FACILITY #7	0.0	2032
11445	Harris	METRO	FUQUA P	AT 11755 SABO RD		FUQUA & SOUTH POINT P&R RAMP MODIFICATION	0.0	2025
11451	Harris	METRO	HILLCROFT TRANSIT CENTER	AT WESTPARK		HILLCROFT TRANSIT CENTER AND MODIFICATIONS	0.0	2025

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11456	Harris	METRO	MAGNOLIA TRANSIT CENTER	E OF M. GARCIA	HARRISBURG AND CAPITAL	MAGNOLIA TRANSIT CENTER MODIFICATIONS ADDITIONAL PARKING SPACES	0.0	2026
11489	Harris	METRO	METRO SERVICE AREA	VA	VA	FUTURE SIGNATURE BUS SERVICE (FY 2031- FY 2045)	0.0	2031
11497	Harris	METRO	METRO SERVICE AREA	VA	VA	MAINTENANCE/RENEWAL FOR EXISTING TRANSIT FACILITIES (FY 2021-FY 2030)	0.0	2025
11499	Harris	METRO	METRO SERVICE AREA	VA	VA	MAINTENANCE/RENEWAL FOR EXISTING TRANSIT FACILITIES (FY 2031-FY 2045)	0.0	2031
11525	Harris	METRO	METRO SERVICE AREA	VA	VA	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS) (FY 2021-FY 2045)	0.0	2025
11547 0912-72-569	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	JONES RD	GESSNER RD	CONSTRUCT 4 MANAGED LANES WITH DC (NB - EB) TO SL 8 (TOLL)	3.5	2035
11565 0912-72-567	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM	43RD ST/CLAY RD	CONSTRUCT 4 MANAGED LANES (TOLL)	3.3	2035
11707	Harris	METRO	METRO SERVICE AREA	VA	VA	REPLACEMENT BUSES (FY 2021-FY 2025)	0.0	2025
11708	Harris	METRO	METRO SERVICE AREA	VA	VA	REPLACEMENT BUSES (FY 2026-FY 2030)	0.0	2026

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11709	Harris	METRO	METRO SERVICE AREA	VA	VA	REPLACEMENT BUSES (FY 2031-FY 2035)	0.0	2031
11720	Harris	METRO	UPTOWN SIGNATURE BUS ROUTE	VA	VA	SIGNATURE BUS EXPRESS SERVICE ROUTES: UPTOWN INCLUDING SHELTERS AND SIGNAGE	0.5	2025
11724	Harris	METRO	METRO SERVICE AREA	VA	VA	BUS PADS/BUS LANE IMPROVEMENTS (FY 2026-FY 2030)	0.0	2026
11725	Harris	METRO	METRO SERVICE AREA	VA	VA	BUS PADS/BUS LANE IMPROVEMENTS (FY 2031-FY 2035)	0.0	2031
11738	Harris	METRO	METRO SERVICE AREA	VA	VA	CURB/INTERSECTION IMPROVEMENTS (FY 2026-FY 2030)	0.0	2026
11739	Harris	METRO	METRO SERVICE AREA	VA	VA	CURB/INTERSECTION IMPROVEMENTS (FY 2031-FY 2045)	0.0	2031
11752	Harris	METRO	METRO SERVICE AREA	VA	VA	PASSENGER SHELTERS AMENITIES AND LIGHTING (FY 2026-FY 2030)	0.0	2026
11753	Harris	METRO	METRO SERVICE AREA	VA	VA	PASSENGER SHELTERS AMENITIES AND LIGHTING (FY 2031-FY 2035)	0.0	2031
11756	Harris	METRO	METRO SERVICE AREA	VA	VA	TRANSIT CENTER MODIFICATIONS (5 FACILITIES) (FY 2021-FY 2025)	0.0	2025

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11757	Harris	METRO	METRO SERVICE AREA	VA	VA	TRANSIT CENTER MODIFICATIONS (5 FACILITIES) (FY 2026- FY 2030)	0.0	2026
11797	Harris	METRO	METRO SERVICE AREA	VA	VA	PARK AND RIDE MODIFICATIONS (FY 2026-2030) (ASSUME FIVE FACILITIES)	0.0	2026
11798	Harris	METRO	METRO SERVICE AREA	VA	VA	PARK AND RIDE MODIFICATIONS (FY 2031- FY 2035) (ASSUME FIVE FACILITIES)	0.0	2031
11806	Harris	METRO	METRO SERVICE AREA	VA	VA	FUTURE SIGNATURE BUS SERVICE (FY 2026- FY 2030)	0.0	2026
12494	Harris	HARRIS COUNTY	LOUETTA RD	TELGE RD	BLANCO TRAILS LANE	WIDEN FROM 2 LANE ASPHALT TO 4 LANE CONCRETE	0.5	2027
13829 0912-72-571	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	SH 99	W OF HUFFMEISTER RD	CONSTRUCT 4 MANAGED LANES (TOLL)	1.4	2032
13841 0389-05-129	Harris	TXDOT HOUSTON DISTRICT	SH 146	S OF FAIRMONT PKWY	S OF SPENCER HWY	WIDEN FROM 4 TO 6-LANES TO REMOVE BOTTLE NECK	0.8	2021
14243 3510-06-008	Harris	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N		CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (EB - SB, NB - WB)	0.8	2025

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
14544 0271-16-111	Harris	TXDOT HOUSTON DISTRICT	IH 610	AT SH 35		CONSTRUCT 4 DIRECT CONNECTORS (EB-SB, WB-SB, NB-WB, NB-EB)	1.3	2035
15495	Harris	UNIVERSITY OF HOUSTON	EAST UNIVERSITY TRANSIT CENTER	WHEELER AVE AT CALHOUN RD		UNIVERSITY OF HOUSTON 'EAST UNIVERSITY' MULTI-MODAL TRANSPORTATION CENTER	0.0	2027
15533	Harris	METRO	METRO SERVICE AREA	VA	VA	FUTURE SIGNATURE BUS SERVICE: FY 2025-FY 2030	0.0	2025
15590 3510-06-021	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)	0.8	2030
15591 3510-06-022	Harris	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N		SEG G: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (WB-NB, WB-SB, SB-EB, NB-EB)	0.8	2030
16017 0050-09-900	Harris	TXDOT HOUSTON DISTRICT	US 290	W OF W 34TH ST	IH 610	RESTRIPE 10 MAIN LANES WITH AUXILIARY LANES	1.8	2032
16018 0050-09-901	Harris	TXDOT HOUSTON DISTRICT	US 290	W OF PINEMONT DR	W OF 34TH ST	RESTRIPE FROM 11 TO 12 MAIN LANES WITH AUXILIARY LANES	2.0	2032
16019 0050-09-902	Harris	TXDOT HOUSTON DISTRICT	US 290	E OF LITTLE YORK RD W	W OF PINEMONT DR	RESTRIPE FROM 11 TO 10 MAIN LANES WITH AUXILIARY LANES	4.0	2032

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16020 0050-09-903	Harris	TXDOT HOUSTON DISTRICT	US 290	W OF FM 529	W OF LITTLE YORK RD W	RESTRIPE FROM 11 TO 10 MAIN LANES WITH AUXILIARY LANES	1.8	2032
16021 0050-08-900	Harris	TXDOT HOUSTON DISTRICT	US 290	W OF ELDRIDGE PKWY N	W OF FM 529	RESTRIPE FROM 11 TO 12 MAIN LANES WITH AUXILIARY LANES	2.5	2032
16022 0050-08-901	Harris	TXDOT HOUSTON DISTRICT	US 290	E OF TELGE RD	W OF ELDRIDGE PKWY N	RESTRIPE FROM 11 TO 10 MAIN LANES WITH AUXILIARY LANES	3.8	2032
16023 0050-08-902	Harris	TXDOT HOUSTON DISTRICT	US 290	E OF MUESCHKE RD	E OF TELGE RD	RESTRIPE FROM 8 TO 8 MAIN LANES WITH AUXILIARY LANES	5.2	2032
16024 0050-08-903	Harris	TXDOT HOUSTON DISTRICT	US 290	SH 99	E OF MUESCHKE RD	RESTRIPE FROM 8 TO 8 MAIN LANES WITH AUXILIARY LANES	4.5	2032
16297	Harris	HCTRA	SL 8	IH 69	US 90	WIDEN FROM 6 TO 8-LANES	12.0	2030
16327 0500-03-597	Harris	TXDOT HOUSTON DISTRICT	IH 45	AT IH 610		RECONSTRUCT INTERCHANGE	0.3	2030

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
16328 0500-03-599	Harris	TXDOT HOUSTON DISTRICT	IH 45	AT IH 10		RECONSTRUCT IH45/IH10 INTERCHANGE. IH10 REALIGN/WIDEN FROM 6 TO 8 MAINLANES (ML) FROM W. OF HOUSTON ST. TO W. OF MAIN ST.; CONSTRUCT 4 IH10 EXPRESS LANES FROM W. OF HOUSTON ST. TO W. OF MAIN ST.; IH45 REALIGN FROM 6 TO 6 ML INCLUDING 3 LANES NB AND 3 LANES SB (3 ML AND 1 AUX LANE) FROM QUITMAN ST. TO W. OF MAIN ST.; IH-45 WIDENING FROM 1 TO 4 MANAGED LANES FROM QUITMAN ST. TO MILAM/TRAVIS ST.	0.8	2030
16331 0500-03-446	Harris	TXDOT HOUSTON DISTRICT	IH 45 N	TIDWELL RD	S OF SHEPHERD DR	RECONSTRUCT 8 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES, AND RECONSTRUCT AND WIDEN FROM TWO 2-LANES FRONTAGE ROADS TO TWO 3-LANES FRONTAGE ROADS	2.5	2030
16332 0500-03-560	Harris	TXDOT HOUSTON DISTRICT	IH 45	IH 10	IH 610	RECONSTRUCT AND WIDEN FROM 8 TO 10 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 3-LANES FRONTAGE ROADS	3.1	2030
16333 0500-03-596	Harris	TXDOT HOUSTON DISTRICT	IH 45 N	IH 610	TIDWELL RD	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	2.4	2030

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
16334 0110-06-132	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 REVERSABLE HOV LANE NORTH OF SL8, AND RECONSTRUCT AND WIDEN FROM TWO 2 AND 3-LANES FRONTAGE ROADS TO TWO 2- AND 3-LANES FRONTAGE ROADS	2.0	2030
16335 0110-06-139	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.	2.7	2026
17067 0912-72-388	Harris	CITY OF HOUSTON	WEST BELT RR	AT NAVIGATION BLVD/COMMERCE ST		CONSTRUCT RAILROAD UNDERPASS AT NAVIGATION/COMMERCE AND CLOSE AT-GRADE CROSSINGS AT HUTCHINS AND COMMERCE STREETS	0.5	2025
17112 0912-72-384	Harris	CITY OF HOUSTON	GESSNER DR S	AT WESTHEIMER RD		CONSTRUCT GRADE SEPARATION OVER WESTHEIMER RD	0.0	2025
17206 0523-03-011	Harris	TXDOT HOUSTON DISTRICT	FM 1488	WALLER CL W	WALLER CL E	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	0.6	2028
17210 1006-01-074	Harris	TXDOT HOUSTON DISTRICT	FM 529	KATY-HOCKLEY CUTOFF RD	SH 99	RECONSTRUCT AND WIDEN FROM 2 TO 6 LANES	3.0	2029

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17213 0912-72-568	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)	4.5	2028
17214 0912-72-567	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM	43RD ST/CLAY RD	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	3.5	2028
17215 0912-72-578	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	IH 610	MANGUM	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	2.0	2028
17219 0110-05-123	Harris	TXDOT HOUSTON DISTRICT	IH 45	FM 2920	MONTGOMERY C/L	RAMP MODIFICATION, ADDITION OF AUXILIARY LANES AND STRIPING	2.6	2035
17220 0500-03-618	Harris	TXDOT HOUSTON DISTRICT	IH 45	AT NASA 1 BYPASS INTERCHANGE		CONSTRUCT 2 DIRECT CONNECTORS (WB - SB, NB - EB)	0.7	2035
17221 0110-04-202	Harris	TXDOT HOUSTON DISTRICT	IH 45	S OF SHENANDOAH PARK DR	SH 242	RAISE NORTHBOUND AND SOUTHBOUND FRONTAGE ROADS, OPERATIONAL IMPROVEMENTS AND DRAINAGE IMPROVEMENTS	1.0	2035
17224 0720-03-131	Harris	TXDOT HOUSTON DISTRICT	SH 249	SL 8	IH 45	RECONSTRUCT AND WIDEN FROM 6 TO 8 LANES DIVIDED	7.2	2025

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17227 1685-05-100	Harris	TXDOT HOUSTON DISTRICT	SH 6	PIPING ROCK LN	RICHMOND AVE	WIDEN FROM 6 LANES TO 8 LANES	1.0	2028
17232 3510-07-006	Harris	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N		SEG G: CONSTRUCT 2 DCS (TOLL)(EB - SB, SB-WB)	0.2	2040
18028	Harris	TXDOT HOUSTON DISTRICT	IH 45	AT SH 242		OPERATIONAL IMPROVEMENTS AT INTERSECTION	0.0	2026
18029 0027-08-147	Harris	TXDOT HOUSTON DISTRICT	US 90A	FM 359	SH 99	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED	3.5	2023
18034	Harris	CITY OF HOUSTON	ANTOINE DR	US 290	W. MOUNT HOUSTON	WIDEN 4 LANE TO 6 LANE ROADWAY WITH SIDEWALKS, TURN LANES, BICYCLE PATH, INTERSECTION IMPROVEMENTS AND A RAILROAD GRADE SEPARATION	4.9	2025
18035	Harris	TXDOT HOUSTON DISTRICT	SL 8 FRONTAGE ROAD	IH10 W	IH 69 S	VARIOUS ACCESS MANAGEMENT TREATMENTS ALONG THE FRONTAGE ROAD ALONG BELTWAY 8 BETWEEN IH 10 AND US 59 (IH 69).	8.6	2025
18040	Harris	CITY OF HOUSTON	ALDINE WESTFIELD	SL 8	LITTLE YORK RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES.	4.8	2030

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18041	Harris	TXDOT HOUSTON DISTRICT	WHEELER TRANSIT CENTER PEDESTRIAN BICYCLE CONNECTION	GRAUSTARK ST	MAIN ST	CONSTRUCT A GRADE-SEPARATED 10' WIDE SHARED USE PATH WITH STRIPING, BRIDGE RAILING, PAVEMENT MARKINGS, SIGNAGE AND INTERSECTION IMPROVEMENTS.	0.6	2030
18042	Harris	HOUSTON TRANSTAR	IH69	SPUR 527	SL 8 SOUTH	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.	12.0	2030
18043	Harris	METRO	GESSNER ROAD	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.	16.0	2030
18045	Harris	CITY OF BELLAIRE	BELLAIRE BLVD, BISSONNET STREET, SOUTH RICE AVENUE, NEWCASTLE STREET	VA	VA	TRAFFIC SIGNAL TIMING OPTIMIZATION PROGRAM FOR THE CITY OF BELLAIRE	8.4	2030
18048 0271-16-152	Harris	TXDOT HOUSTON DISTRICT	IH 610	AT SH 35		CONSTRUCT 4 DIRECT CONNECTORS (SB - EB; SB - WB; WB - NB; EB - NB)	1.3	2026

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18055	Harris	UPTOWN HOUSTON DISTRICT	POST OAK LANE	AT SAN FELIPE	50 FEET NORTH AND SOUTH ON S. POST OAK LANE	RECONSTRUCT POST OAK LANE INTERSECTION AT SAN FELIPE WITH 2 DEDICATED LEFT TURN LANES	0.1	2032
18056	Harris	HOUSTON TRANSTAR	BUSINESS 90, FM 1942, AND 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.	12.5	2032
18057	Harris	GREATER NORTHSIDE MANAGEMENT DISTRICT	FULTON, NORTH MAIN, BOUNDARY, BROOKS, AND FREEMAN.	VA	VA	INSTALL PEDESTRIAN LIGHTING, TRASH RECEPTACLES AND BIKE RACKS.	1.5	2032
18059	Harris	SPRING BRANCH MANAGEMENT DISTRICT	CENTERPOINT EASEMENT IN BETWEEN AND PARALLEL TO HAMMERLY BLVD & KEMPWOOD DR	SL 8	WIRT ROAD	CONSTRUCT 10' SHARED USE CONCRETE TRAIL INCLUDING CROSSWALK STRIPING, SIGNALIZATION, ACCESSIBLE RAMPS, SIGNAGE, AND WAYFINDING FEATURES.	5.4	2032
18060	Harris	TXDOT HOUSTON DISTRICT	SH 249	SAM HOUSTON TOLLWAY/BELTWAY (BW) 8	INTERSTATE 45 (I-45N)	VARIOUS ACCESS MANAGEMENT TREATMENTS ON SH 249 FROM SAM HOUSTON TOLLWAY/BELTWAY (BW) 8 TO INTERSTATE 45 (I-45N).	7.2	2032
18062	Harris	HARRIS COUNTY	FRY ROAD/CYPRESS ROSE HILL ROAD	CLAY ROAD	LOUETTA ROAD/HUFFMEISTER ROAD	INSTALLATION OF ITS INFRASTRUCTURE ALONG THE FRY ROAD/CYPRESS ROSE HILL ROAD CORRIDOR, FROM CLAY ROAD TO LOUETTA ROAD/HUFFMEISTER ROAD IN HARRIS COUNTY.	12.7	2032

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18065	Harris	GREATER SOUTHEAST MANAGEMENT DISTRICT	VARIOUS	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.	0.5	2032
18066	Harris	CITY OF HOUSTON	UPTOWN PARK BLVD.	WOODWAY AT LOOP 610	POST OAK BLVD. AT LOOP 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 10' SUP EAST ON POST OAK BLVD. WITH PED.LIGHTING.	1.9	2033
18070	Harris	CITY OF FRIENDSWOOD	BAY AREA BLVD.	AT PARK BEND DR.	BROOKSIDE SCHOOL	CONSTRUCT NEW 6' CONCRETE SIDEWALKS WITH TRAFFIC SIGNAL & CROSSWALKS AT W. BAY AREA BLVD & PREFABRICATED PEDESTRIAN/BICYCLIST BRIDGE OVER DRAINAGE CHANNEL.	0.1	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.	3.6	2033
18072	Harris	CITY OF HOUSTON	HERMANN PARK DR.	CAMBRIDGE ST.	HERMAN DR.	CONSTRUCT BIKE AND PEDESTRIAN OFF-STREET TRAILS AND DEDICATED ON-STREET BIKE LANES WITH IMPROVED STREET CROSSWALKS IN HERMANN PARK.	1.5	2033
18074	Harris	METRO	VA	VA	VA	REPLACE COMMUNICATION MODEMS ON METRO BUSES, VEHICLES, AND DEDICATED TAXI CABS	0.0	2033

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18079	Harris	CITY OF BAYTOWN	GARTH ROAD	IH 10	SANTAVY STREET	ACCESS MANAGEMENT TREATMENTS ALONG GARTH ROAD FROM IH 10 TO SANTAVY STREET	0.8	2035
18081	Harris	UPPER KIRBY DISTRICT	WEST ALABAMA STREET	BUFFALO SPEEDWAY	SHEPHERD DRIVE	RECONSTRUCT 4 LANES ROADWAY, SIDEWALKS, AND ADDITION OF A BIKE FACILITY	1.2	2035
18084	Harris	HARRIS COUNTY	GULF BANK ROAD	IH-45	HARDY TOLL ROAD	WIDEN FROM 2 TO 4 LANES DIVIDED	2.3	2033
18087	Harris	GREATER EAST END MANAGEMENT DISTRICT	VARIOUS LOCAL STREETS - EAST END DISTRICT	VA	VA	CONSTRUCT NEW 5' CONCRETE ADA ACCESSIBLE SIDEWALKS WITH RAMPS, LIGHTING AND LANDSCAPING ON VARIOUS STREETS	0.5	2035
18092	Harris	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	CENTERPOINT, METRO & HCTRA EASEMENTS	VA	VA	CONSTRUCT A NEW NORTH-SOUTH GREENWAY INCLUDING A 10' 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.	1.0	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.	0.7	2039
18094	Harris	CITY OF HOUSTON	CITY OF HOUSTON OFF-ROAD SHARED USE PATH	SAN FELIPE	RICHMOND	CONSTRUCT 10' WIDE SHARED-USE CONCRETE PATH.	1.0	2039

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18095	Harris	CITY OF HOUSTON	CITY OF HOUSTON OFF-ROAD SHARED USE PATH	WESTWARD ST ENTRANCE	TO HILLCROFT PARK AND RIDE	CONSTRUCT ADA-COMPLIANT MEDIAN REFUGE AREA AND PORK CHOPS 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.	0.0	2039
18096	Harris	MIDTOWN MANAGEMENT DISTRICT	CRAWFORD STREET/ALMEDA ROAD	ISABELLA ST	GRAY STREET	(RE)CONSTRUCTION OF 6' 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.	1.0	2039
18097	Harris	HARRIS COUNTY	LITTLE WHITE OAK BAYOU	VA	HALLS BAYOU	CONSTRUCT 10' WIDE SHARED-USE CONCRETE TRAIL WITH WAYFINDING	0.5	2039
18098	Harris	WESTCHASE MANAGEMENT DISTRICT	CS	WOODLAND PARK DR	ROGERDALE RD	CONSTRUCT BIKE LANES (ON AND OFF STREET), IMPROVEMENTS TO THE CURB, LANDSCAPING/LIGHTING, PEDESTRIAN ACCOMMODATIONS, ADA RAMPS AND LIMITED STORMWATER IMPROVEMENTS.	1.3	2039
18099	Harris	CITY OF HOUSTON	HEIGHTS HIKE AND BIKE TRAIL	NOTHEWEST TRANSIT CENTER	MEMORIAL DRIVE	CONSTRUCT 8', 10', 12' OR 14' SHARED USE PATH IN SECTIONS WITH PROTECTIVE BOLLARDS AND RAILINGS AND NEW BIKE ROUTE SIGNAGE.	4.3	2039

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18100	Harris	GREATER SOUTHEAST MANAGEMENT DISTRICT	CAROLINE ST.	IH 69	HERMANN DRIVE	SIDEWALKS WILL BE WIDENED TO 6' 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.	0.9	2039
18102 2941-01-026	Harris	TXDOT HOUSTON DISTRICT	FM 2920	BS 290	CYPRESS-ROSEHILL RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	13.7	2025
18113	Harris	HARRIS COUNTY	CE KING PKWY	SL 8 EAST SB FR	NORTH ROW OF TIDWELL RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	3.3	2027
18115	Harris	BRIDGELAND MANAGEMENT DISTRICT	TUCKERTON ROAD	TERMINUS OF TUCKERTON ROAD AT SH 99	KATY HOCKLEY RD	CONSTRUCT 4 LANES DIVIDED ROADWAY	3.4	2040
18116	Harris	HARRIS COUNTY	SHELDON ROAD	MARKET ST	JACINTO PORT BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS CENTER TURN LANE	2.0	2040
18125	Harris	CITY OF PEARLAND	KINGSLEY DR./ALMEDA SCHOOL RD.	CLEAR CREEK NORTH	SL8 EAST BOUND FRONTAGE RD	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, STORM SEWERS AND BICYCLE AND PEDESTRIAN FACILITIES INCLUDING A 10' SHARED USE PATH	0.9	2027
18128	Harris	CITY OF BAYTOWN	HUNT RD.	NORTH MAIN ST	SH 146	CONSTRUCT 4 LANES DIVIDED ROADWAY WITH ELEVATED RAILROAD CROSSING AND BRIDGE	3.7	2041

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18139	Harris	CITY OF HOUSTON	DAIRY ASHFORD RD	WESTHEIMER	IH 10	WIDEN FROM 4 TO 6 LANES ROADWAY WITH BRIDE RECONSTRUCTION, PEDESTRIAN FACILITIES	3.2	2042
18140	Harris	PORT OF HOUSTON AUTHORITY	PORT RD	FM 146	CRUISE ST	CONSTRUCTION OF RAILROAD OVERPASS ON PORT ROAD LEADING TO THE BAYPORT CONTAINER TERMINAL.	1.2	2042
18141	Harris	GREATER EAST END MANAGEMENT DISTRICT	VA	VA	VA	RECONSTRUCTION OF SAMPSON/YORK INTERSECTION TO ACCOMODATE WALKING AND BIKING CONNECTIVITY.	0.0	2045
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.	2.7	2042
18143	Harris	HOUSTON PARKS BOARD	REGIONAL GREENWAYS NETWORK	VA	VA	CONSTRUCT GREENWAYS WITH 10' WIDE SHARED-USE CONCRETE TRAIL WITH LIGHTING, WAYFINDING, SIGNED AND SIGNALIZED ROADWAY CROSSINGS AND GRADE SEPARATIONS OVER BAYOUS, HIGHWAYS, BUSY STREETS OR RAILROADS.	0.0	2042

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18150	Harris	METRO	DOWNTOWN HOUSTON TRNSIT 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	10.5	2035
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.	0.0	2024
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	0.0	2037
18156 2941-01-028	Harris	TXDOT HOUSTON DISTRICT	FM 2920	SH 249	CYPRESS-ROSEHILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	12.8	2027
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	1.4	2037

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18160	Harris	METRO	UPTOWN BRT	BELLAIRE/UPTOWN TRANSIT CENTER	GULFTON TRANSIT VENTER	EXTENSION OF UPTOWN BRT FROM BELLAIRE/UPTOWN TRANSIT CENTER TO GULFTON TRANSIT CENTER; INCLUDES 3 STATIONS	5.2	2030
18161	Harris	METRO	NORTHWEST TRANSIT CENTER - UPTOWN BRT	NORTHWEST TRANSIT CENTER	NORTHWEST MALL	EXTENSION OF UPTOWN BRT FROM NORTHWEST TRANSIT CENTER TO NORTHWEST MALL/PROPOSED TEXAS CENTRAL HSR TERMINAL; INCLUDES TWO STATIONS	1.3	2030
18162	Harris	METRO	GREEN & PURPLE METRO LINES	THEATER	MUNICIPAL COURTHOUSE	EXTENSION OF GREEN AND PURPLE LRT LINES FROM THEATER DISTRICT TO MUNICIPAL COURTHOUSE	0.1	2030
18164	Harris	METRO	BELLAIRE TRANSIT CENTER	5100 BELLAIRE BLVD		NEW TRANSIT CENTER AT BELLAIRE AND CHIMNEY ROCK; REPLACES EXISTING BELLAIRE TRANSIT CENTER	0.0	2030
18165	Harris	METRO	SHEPHERD/DURHAM TRANSIT CENTER	VA	VA	NEW TRANSIT CENTER AT SHEPHERD/DURHAM AND IH-10; WOULD SERVE INNER KATY BUSWAY	0.0	2030
18166	Harris	METRO	HEMPSTEAD RD TRANSIT CENTER	AT HEMPSTEAD RD AND N POST OAK		NEW TRANSIT CENTER AT HEMPSTEAD RD AND N POST OAK	0.0	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	0.0	2030
18169	Harris	HCTTF	BAYTOWN PARK AND RIDE	AT SAN JACINTO MALL		REPLACEMENT OF EXISTING LEASED SPACES AT SAN JACINTO MALL WITH PERMANENT FACILITY	0.0	2030

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18170	Harris	HCTTF	CROSBY PARK AND RIDE	NEAR US 90 AND FM 2100		NEW PARK AND RIDE NEAR US 90 AND FM 2100 IN CROSBY	0.0	2030
18171	Harris	HCTTF	DAYTON PARK AND RIDE	NEAR US 90 AND SH 146		NEW PARK AND RIDE NEAR US 90 AMD SH 146 IN DAYTON	0.0	2030
18172	Harris	HCTTF	METRO SERVICE AREA	VA	VA	ENHANCEMENTS INLCUDE ADA-COMPLIANT SIDEWALK ADJUSTMENTS, CROSSWALK TREATMENTS, BENCH, SHELTER, SIGNAGE, BIKE RACK, LIGHTING AND LANDSCAPING. LOCATED WHERE SIGNIFICANT AMOUNT OF TRANSFER ACTIVITY IS LIKELY TO OCCUR BUT WHERE A FULL-SIZED TRANSIT CENTER IS	0.0	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; INCLUDES 5 STATIONS	5.9	2040
18174	Harris	METRO	MLK/GRIGGS RD SOUTHEAST LRT - (PURPLE LINE)	MLK/GRIGG RD	HOBBY AIRPORT	EXTENSION OF PURPLE/SOUTHEAST LRT LINE FROM MLK/GRIGGS TO HOBBY AIRPORT VIA MLK AND EAST BELLFORT; INCLUDES 9 STATIONS	7.4	2040
18175	Harris	METRO	MAGNOLIA PARK TRANSIT CENTER EAST LRT - (GREEN LINE)	MAGNOLIA PARK TRANSIT CENTER	HARRISBURG AND BROADWAY	EXTENSION OF GREEN/EAST LRT LINE FROM MAGNOLIA PARK TRANSIT CENTER TO HOBBY AIRPORT VIA HARRISBURG AND BROADWAY; INCLUDES 9 STATIONS	6.4	2040

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18176	Harris	METRO	UNIVERSITY LINE CORRIDOR	WESTCHASE PARK AND RIDE	TIDWELL TRANSIT CENTER	NEW BRT BUSWAY FROM WESTCHASE PARK AND RIDE TO TIDWELL TRANSIT CENTER VIA WESTPARK, RICHMOND, ALABA, ELGIN AND LOCKWOOD; INCLUDES 41 STATIONS	25.3	2040
18177	Harris	METRO	GESSNER CORRIDOR	MISSOURI CITY PARK AND RIDE	WILLOWBROOK MALL	NEW BRT BUSWAY FROM BW 8/US 90A/MISSOURI CITY PARK AND RIDE TO WILLOWBROOK MALL VIA GESSNER; INCLUDES 40 STATIONS	26.0	2040
18178	Harris	METRO	CS	DOWNTOWN HOUSTON	BUSH IAH	NEW BRT SERVICE FROM DOWNTOWN TO BUSH INTERCONTINENTAL AIRPORT; INCLUDES 4 STATIONS	22.0	2040
18179	Harris	HCTTF	US 290 COMMUTER LINE	HEMPSTEAD	N POST OAK	COMMUTER SERVICE FROM HEMPSTEAD TO HEMPSTEAD/N POST OAK PARALLELING UPRR; INCLUDES 8 STATIONS	43.7	2040
18180	Harris	HCTTF	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	22.0	2040
18181	Harris	HCTTF	US 90 A COMMUTER LINE	ROSENBERG	FANNIN SOUTH	COMMUTER SERVICE FROM ROSENBERG TO FANNNIN SOUTH PARALLELING UPRR; INCLUDES 12 STATIONS	27.4	2040
18182	Harris	METRO	SH 249	SL 8	N OF SPRING CYPRESS	NEW 2- LANE HOV FACIILITY ALONG SH 249	10.2	2040
18183	Harris	HCTTF	IH 10 E	IH 610	GARTH RD	NEW 2- LANE HOV FACIILITY ALONG IH 10 E	22.2	2040

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2045 RTP Project Listing by County - TPC 05-24-2019

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18184	Harris	METRO	IH 10 W	WESTGREEN	FM 359	EXTENSION OF 2- LANE HOV FACILITY ON IH 10 W	12.4	2040
18186	Harris	HCTTF	IH 45	DOWNTOWN	NASA 1 BYPASS	CONVERSION OF EXISTING 1-LANE REVERSIBLE HOV LANE TO 2-LANES (ONE LANE IN EACH DIRECTION) HOV FACILITY	20.7	2040
18187	Harris	HCTTF	IH 69 N	DOWNTOWN	TOWSEN PARK AND RIDE	CONVERSION OF EXISTING 1-LANE REVERSIBLE HOV LANE TO 2-LANES (ONE LANE IN EACH DIRECTION) HOV FACILITY	19.6	2040
18188	Harris	HCTTF	IH 69 S	SPUR 527	SL 8	CONVERSION OF EXISTING 1-LANE REVERSIBLE HOV LANE TO 2-LANES (ONE LANE IN EACH DIRECTION) HOV FACILITY	14.0	2040
18190	Harris	METRO	METRO SERVICE AREA	VA	VA	BUS PRIORITY TREATMENTS, BUS STOP OPTIMIZATION, AND FREQUENT SERVICE ALONG MULTIPLE ARTERIALS	241.0	2040
18191	Harris	METRO	BOOST CORRIDOR (SPENCER HIGHWAY)	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	0.0	2040
18194	Harris	HCTTF	FM 1960	W. LAKE HOUSTON PKWY.	VA	NEW PARK AND RIDE IN VICINITY OF FM 1960 AND W LAKE HOUSTON PKWY	0.0	2040
18195	Harris	HCTTF	W. MAIN ST.	N. BROADWAY	VA	NEW PARK AND RIDE IN VICINTY OF W MAIN AND N BROADWAY IN LAPORTE	0.0	2040

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18198	Harris	METRO	IH-45	NEAR SPRINGWOODS VILLAGE PKWY	VA	NEW PARK AND RIDE IN VICINTY OF IH-45 N AND SPRINGWOODS VILLAGE PKWY	0.0	2040
18200	Harris	METRO	SH 249	LOUETTA RD.	VA	NEW PARK AND RIDE IN VICINITY OF SH 249 AND LOUETTA RD	0.0	2040
18201	Harris	METRO	SH 249	BOUDREAUX RD.	VA	NEW PARK AND RIDE IN VICINITY OF SH 249 AND BOUDREAUX RD	0.0	2040
18202	Harris	HCTTF	SH 225	BROADWAY	VA	NEW PARK AND RIDE AT STUB END OF SH 225 AT BROADWAY AND LAWNDALE	0.0	2040
18206	Harris	HCTTF	FM 1093	FM 359	VA	NEW PARK AND RIDE IN VICINITY OF INTERSECTION OF FMS 1093 AND 359 IN FULSHEAR	0.0	2040
18207	Harris	HCTTF	FM 1093	NEAR FM 359	VA	NEW PARK AND RIDE IN VICINITY OF INTERSECTION OF FMS 1093, 359 AND 1463 NEAR CINCO RANCH	0.0	2040
18208	Harris	HCTTF	SH 99	WESTPARK TOLLWAY	VA	NEW PARK AND RIDE IN VICINITY OF SH 99 AND WESTPARK TOLLWAY	0.0	2040
18209	Harris	HCTTF	VA	VA	VA	NEW PARK AND RIDE IN DOWNTOWN ROSENBERG	0.0	2040
18210	Harris	HCTTF	SH 99	US 90A	VA	NEW PARK AND RIDE IN VICINITY OF THE INTERSECTION OF US 90A, SH 99 AND FM 1464	0.0	2040

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18211	Harris	HCTTF	IH-69	SH 6	VA	NEW PARK AND RIDE IN VICINITY OF IH-69 AND SH 6; REPLACED LEASE SPACES AT FIRST COLONY AMC; STRUCTURED FACILITY	0.0	2040
18212	Harris	METRO	VA	VA	VA	REPLACES EXISTING HOBBY AIRPORT TRANSIT CENTER	0.0	2040
18213	Harris	METRO	IH-10 WEST	GESSNER	VA	NEW TRANSIT CENTER IN VICINITY OF GESSNER AND IH-10 WEST	0.0	2040
18214	Harris	METRO	SH 249	NEAR FM 1960	VA	NEW TRANSIT CENTER IN VICINITY OF SH 249 AND FM 1960	0.0	2040
18215	Harris	HCTTF	SH 6	NEAR WESTHEIMER	VA	NEW TRANSIT CENTER IN THE VICINITY OF SH 6, WESTHEIMER AND RICHMOND	0.0	2040
18217	Harris	HCTTF	PASADENA TRANSIT CENTER	SH 225	S. SHAVER	NEW TRANSIT CENTER IN VICINITY OF SH 225, S SHAVER AND MAIN ST	0.0	2040
18218	Harris	HCTTF	SPENCER HIGHWAY	VA	VA	NEW TRANSIT CENTER AT SAN JACINTO COLLEGE CENTRAL CAMPUS ON SPENCER HWY	0.0	2040
18222	Harris	HCTTF	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	2.0	2040
18224	Harris	HCTTF	IH 10 W	AT WESTGREEN T-RAMP		T-RAMP FOR IH-10 WEST DIAMOND LANES, PROVIDES BETTER ACCESS TO KINGSLAND PARK & RIDE	2.0	2040

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18225	Harris	HCTTF	MEMORIAL CITY BUS STATION	VA	VA	IN-FREEWAY BUS STATION FOR IH-10 WEST MANAGED LANES; CONNECTION TO MEMORIAL CITY TRANSIT CENTER	0.0	2040
18226	Harris	HCTTF	FIFTH WARD/DENVER HARBOR ONLINE STATION	VA	VA	IN-FREEWAY BUS STATION FOR IH-10 EAST HOV FACILITY; CONNECTION TO FIFTH WARD/DENVER HARBOR TRANSIT CENTER	0.0	2040
18228	Harris	HCTTF	METRO SERVICE AREA	VA	VA	ESTIMATED TO BE NEEDED OT SUPPORT SERVICE EXPANSIONS; LOCATIONS TBD	0.0	2040
18233	Harris	HOUSTON TRANSTAR	US 90	SL 8 E	RUNNEBURG	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON US 90 FROM BELTWAY 8 TO RUNNEBURG ROAD, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN HARRIS COUNTY.	9.8	2027
18253 1006-01-079	Harris	TXDOT HOUSTON DISTRICT	FM 529	WALLER C/L	KATY-HOCKLEY CUTOFF RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	3.0	2029
18317	Harris	HARRIS COUNTY	HAMBLEN ROAD	LOOP 494	LAUREL SPRINGS LANE	WIDEN AND REALIGNMENT OF HAMBLEN ROAD TO FOUR-LANE DIVIDED ROADWAY WITH RAILROAD GRADE SEPARATION AND A SHARED USE TRAIL.	0.6	2035
18413	Harris	UNSPONSORED (TBD)	H-GAC TRANSPORTATION MANAGEMENT AREA	VA	VA	REGIONAL AGGREGATE ROADWAY OPERATIONS EXPENDITURES: FY 2029-2045	0.0	2029

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18414 3510-06-009	Harris	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N		SEG F-2: CONSTRUCT 2 DCS (TOLL) (EB - SB, NB - WB)	0.2	2040
18417	Harris	MEMORIAL HEIGHTS REDEVELOPMENT AUTHORITY	SHEPHERD-DURHAM CORRIDOR	W 15TH ST	IH 10 WB FR	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.	1.4	2023
18504 0028-02-097	Harris	TXDOT HOUSTON DISTRICT	US 90	W OF GREENS BAYOU	E OF GREENS BAYOU	CONSTRUCT 6 MAIN LANES ON NEW LOCATION	0.7	2030
18509 1685-05-107	Harris	TXDOT HOUSTON DISTRICT	SH 6	AT CLAY RD		GRADE SEPARATION AND INTERSECTION IMPROVEMENTS	0.7	2025
18510 2941-02-061	Harris	TXDOT HOUSTON DISTRICT	FM 2920	SH 249	IH 45 N	WIDEN FROM 4 TO 6 LANES DIVIDED	12.8	2027
18511 0500-03-595	Harris	TXDOT HOUSTON DISTRICT	IH 45 S	AT BROADWAY		INTERSECTION IMPROVEMENTS	0.0	2025
18514	Harris	TXDOT HOUSTON DISTRICT	FM 529	WALLER C/L	KATY-HOCKLEY CUTOFF RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	3.0	2029

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18601	Harris	METRO	METRO SERVICE AREA	VA	VA	BUS OPERATING FACILITY #7	0.0	2032
18656	Harris	CITY OF BAYTOWN	GARTH RD	S OF ARCHER RD	N OF CEDAR BAYOU LYNCHBURG RD	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	0.5	2024
18657	Harris	CITY OF BAYTOWN	GARTH RD	N OF CEDAR BAYOU LYNCHBURG RD	N OF RICELAND RD	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	0.3	2025

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18658	Harris	CITY OF BAYTOWN	GARTH RD	S OF BAKER RD	SH 146	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	1.2	2025
18659	Harris	CITY OF BAYTOWN	GARTH RD	S OF BAKER RD	SH 146	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	1.2	2028
18700	Harris	METRO	METRO SERVICE AREA	VA	VA	METRO STAR VANPOOL (CMAQ + STBG): FY 2025 - 2028	0.0	2025
12007	Liberty	TXDOT BEAUMONT DISTRICT	SH 105 BYPASS	SH 105 W OF CLEVELAND	SH 321 E OF CLEVELAND	WIDEN FROM 2 TO 4 LANES	5.5	2034
16338 0338-05-028	Liberty	TXDOT BEAUMONT DISTRICT	SH 105	MONTGOMERY C/L	BS 105T	WIDEN FROM 2 TO 4 LANES DIVIDED	1.6	2037
18039	Liberty	TXDOT BEAUMONT DISTRICT	FM 1960	SH 321	SH 99	WIDEN ROADWAY FROM 2 TO 4 LANES.	6.1	2030

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18063	Liberty	CITY OF DAYTON	WACO STREET	SH 321	FM 1960	RECONSTRUCT 2 LANE ROADWAY WITH 2 THROUGH LANES AND A CENTER LEFT TURN LANE, SIDEWALK ON EAST SIDE AND STORM SEWER IMPROVEMENTS.	1.3	2032
18078	Liberty	TXDOT BEAUMONT DISTRICT	FM 2025	US 59	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	0.4	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	3.4	2035
18121	Liberty	TXDOT BEAUMONT DISTRICT	FM 1008	CR 632	N WINFREE ST	INCREASE PAVEMENT WIDTH AND ADD LEFT TURN BAYS	3.5	2040
18319	Liberty	TXDOT BEAUMONT DISTRICT	FM 787	AT TRINITY RIVER		FM 787 TRINITY RIVER BRIDGE RELOCATION IN LIBERTY COUNTY	0.2	2035
187 0338-11-028	Montgomery	TXDOT HOUSTON DISTRICT	LP 336	E OF IH 45	FM 3083	WIDEN FROM 4 TO 6 LANES	3.2	2025
191	Montgomery	MONTGOMERY COUNTY	SORTERS RD	FM 1314	IH 69	WIDEN FROM 2 TO 4-LANES UNDIVIDED	5.8	2027
193	Montgomery	MONTGOMERY COUNTY	WOODLAND HILLS DR	FORD RD	NORTH PARK	CONSTRUCT NEW 2-LANE UNDIVIDED	1.9	2027

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379	Montgomery	CITY OF CONROE	LONGMIRE RD	SGT. ED HOLCOMBE RD	FM 1488	CONSTRUCT NEW 4-LANES ROAD (IN SECTIONS)	3.0	2027
7060	Montgomery	MONTGOMERY COUNTY	WOODLANDS PKWY	SH 249	FM 2978	CONSTRUCT NEW 2-LANE DIVIDED	5.7	2027
7562 1986-01-045	Montgomery	TXDOT HOUSTON DISTRICT	FM 1314	SH 105	SH 242	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	8.8	2028
7595	Montgomery	MONTGOMERY COUNTY	GROGANS MILL RD	RESEARCH FOREST DR	WOODLANDS PKWY	WIDEN FROM 4 TO 6-LANES DIVIDED	1.3	2027
7606	Montgomery	MONTGOMERY COUNTY	MONTGOMERY COUNTY	VA	VA	MONTGOMERY COUNTY COMMUNITY ASSISTANCE TRANSPORTATION COALITION	0.0	2027
10160 3158-01-040	Montgomery	TXDOT HOUSTON DISTRICT	FM 3083	SH 105	IH 45	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2.1	2031
12589	Montgomery	MONTGOMERY COUNTY	RESEARCH FOREST DR	SHADOWBEND DR	KUYKENDAHL RD	WIDEN FROM 4 TO 6-LANES	3.5	2027
14244 3510-07-005	Montgomery	TXDOT HOUSTON DISTRICT	SH 99	AT IH 69 N		CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (EB - SB, NB - WB)	0.8	2025
15454 0110-04-198	Montgomery	MONTGOMERY COUNTY	IH 45	AT WOODLANDS PKWY		CONSTRUCT SINGLE POINT URBAN INTERCHANGE	0.3	2025

**Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.*

**Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.*

OBSOLETE OBSOLETE OBSOLETE

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
15480	Montgomery	CITY OF CONROE	SH 105	LP 336 W	IH 45 N	ACCESS MANAGEMENT TREATMENTS	2.3	2027
15481	Montgomery	MONTGOMERY COUNTY	HONEA EGYPT RD/SENDERA RANCH DR/FISH CREEK THOROUGHFARE	FM 2854	FM 1488	WIDEN FROM 2 TO 4-LANES	7.1	2027
15505	Montgomery	CITY OF CONROE	CONROE TECH PARK TRANSIT TERMINAL	LEAGUE LINE RD AT FM 1484		CONSTRUCT CONROE TECH PARK TRANSIT TERMINAL	0.0	2023
15506	Montgomery	CITY OF CONROE	CONROE COLLEGE TERMINAL	COMMUNITY COLLEGE AT FM 3083		CONSTRUCT CONROE COLLEGE TERMINAL/MIXED USE DEVELOPMENT	0.0	2025
15507	Montgomery	CITY OF CONROE	CONROE DOWNTOWN TERMINAL	SH 105 AT SH 75		CONSTRUCT DOWNTOWN TERMINAL	0.0	2025
15592 3510-07-013	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)	0.8	2030
16313 0523-08-013	Montgomery	TXDOT HOUSTON DISTRICT	FM 1488	FM 1774	SH 249	CONSTRUCT 4 LANE DIVIDED ROADWAY ON NEW LOCATION (MAGNOLIA BYPASS)	4.5	2027

**Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.*

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OBSOLETE OBSOLETE OBSOLETE

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
16314 0523-09-018	Montgomery	TXDOT HOUSTON DISTRICT	FM 1488	FM 1774	PROPOSED SH 249	CONSTRUCT 4-LANE ROADWAY ON NEW LOCATION (MAGNOLIA BYPASS)	8.0	2027
16343 0338-11-056	Montgomery	TXDOT HOUSTON DISTRICT	SL 336	FM 1314	IH 45	WIDEN FROM 2 TO 4-LANES DIVIDED ROADWAY	2.1	2027
16349	Montgomery	MONTGOMERY COUNTY	SH 249	FM 1774/FM 149 IN PINEHURST	SPRING CREEK/HARRIS C/L	WIDEN FROM 4 TO 6-LANES TOLLWAY	3.6	2035
17146 3538-01-055	Montgomery	TXDOT HOUSTON DISTRICT	SH 242	FM 1314	FM 1485	WIDEN FROM 2 TO 4-LANES DIVIDED RURAL ROADWAY WITH BICYCLE ACCOMMODATIONS	5.0	2021
17201 1259-01-048	Montgomery	TXDOT HOUSTON DISTRICT	FM 1097	BENTWATER DR	BLUEBERRY HILLS	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2.1	2031
17202 1062-03-052	Montgomery	TXDOT HOUSTON DISTRICT	FM 1485	SH 242	KIDD CEMETERY RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	5.1	2027
17203 0523-10-045	Montgomery	TXDOT HOUSTON DISTRICT	FM 1488	FM 2978	IH 45	RESTRIPE AND WIDEN FROM 4 TO 6 LANES	8.2	2029

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OBSOLETE OBSOLETE OBSOLETE

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
17218 0110-04-191	Montgomery	TXDOT HOUSTON DISTRICT	IH 45	HARRIS C/L	RAYFORD-SAWDUST RD	RAMP MODIFICATION, ADDITION OF AUXILIARY LANES AND STRIPING	2.6	2035
17228 0110-03-079	Montgomery	TXDOT HOUSTON DISTRICT	SH 75	FM 830	LEAGUE LINE RD	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	1.8	2030
17229 0110-03-080	Montgomery	TXDOT HOUSTON DISTRICT	SH 75	FM 2432	FM 830	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	2.0	2030
17230 0110-03-078	Montgomery	TXDOT HOUSTON DISTRICT	SH 75	LEAGUE LINE ROAD	FM 3083/TEAS NURSERY ROAD	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	1.0	2030
18044 1986-01-064	Montgomery	TXDOT HOUSTON DISTRICT	FM 1314	SOUTH OF SH 242	SH 242	WIDEN FROM 2 TO 4 LANES DIVIDED	1.0	2030
18053 2897-01-016	Montgomery	TXDOT HOUSTON DISTRICT	FM 830	OLD MONTGOMERY RD	SH 75	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	2.4	2032
18064	Montgomery	HOUSTON TRANSTAR	SH 105	FOSTORIA ROAD	IH 45	INSTALLATION OF FIBER OPTIC CABLE IN MONTGOMERY COUNTY ON SH 105 FROM FOSTORIA ROAD TO FM 1486.	19.0	2032

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OBSOLETE OBSOLETE OBSOLETE

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
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.	3.0	2033
18068	Montgomery	HOUSTON TRANSTAR	SH 242	IH 45 N	FM 1485	INSTALLATION OF FIBER OPTIC CABLE ON SH 242	11.0	2033
18075	Montgomery	CITY OF SHENANDOAH	DAVID MEMORIAL DR.	END OF DAVID MEMORIAL DR.	SH 242	EXTENSION OF DAVID MEMORIAL DRIVE FROM EXISTING END OF ROADWAY, NORTH TO SH 242	1.1	2033
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 CAT'S CRADLE DRIVE TO BEAR SPRINGS PLACE.	1.0	2039
18117	Montgomery	CITY OF CONROE	FM 1314	SH 105 N TO AIRPORT RD	AIRPORT RD FM 1314 TO LP 336	CONSTRUCT 4 LANES UNDIVIDED ROADWAY WITH SIDEWALKS, STORM SEWER, WASTEWATER AND WATER LINE IMPROVEMENTS	1.8	2040
18119	Montgomery	CITY OF CONROE	FOSTER DR	SH 75 (FRAZIER DR)	FM 1314 (PORT RD)	WIDEN FROM 2 TO 4 LANES UNDIVIDED ROADWAY AND BRIDGE WITH SIGNAL, SIDEWALKS, STORM SEWER, WASTEWATER AND WATER LINE IMPROVEMENTS	1.6	2040
18120	Montgomery	MONTGOMERY COUNTY	FORD RD	FM 242	KIDD CEMETERY RD	WIDEN FROM 2 TO 4 LANES UNDIVIDED ROADWAY	3.2	2040

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18158	Montgomery	MONTGOMERY COUNTY	BIRNHAM WOODS DR	ELAN BOULEVARD	FULLER BLUFF DR	CONSTRUCT 5,900' OF SIDEWALK AND PEDESTRIAN BRIDGE.	1.3	2037
18216	Montgomery	HCTTF	SIX PINES DR.	NEAR LAKE ROBBINS DR.	VA	NEW TRANSIT CENTER IN VICINITY OF SIX PINES DR AND LAKE ROBBINS DR	0.0	2040
18220	Montgomery	HCTTF	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	2.0	2040
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.	24.0	2032
15298	Multiple	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	H-GAC AIR QUALITY PROGRAMS (2021-2035)	0.0	2025
15311	Multiple	METRO	METRO SERVICE AREA	VA	VA	REGIONAL VANPOOL PROGRAM (FY 2021-2035)	0.0	2025
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.	44.0	2023
18185	Multiple	HCTTF	IH 45 S	NASA 1 BYPASS	S OF SH 146	CONSTRUCT TWO-WAY DIAMOND LANES	24.5	2040
18254	Multiple	HOUSTON TRANSTAR	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL ITS INFRASTRUCTURE - HARDWARE/SOFTWARE, UTILITIES AND COMMUNICATIONS: FY 2021 -FY 2028	0.0	2025

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OBSOLETE OBSOLETE OBSOLETE

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18256	Multiple	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL FREEWAY INCIDENT MANAGEMENT-TOWING (FY 2021 - 2028)	0.0	2025
18257	Multiple	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	CLEAN VEHICLES PROGRAM (ENGINE/VEHICLE REPLACEMENT, ALTERNATE FUELS, EDUCATION): FY 2023-2028	0.0	2025
18260	Multiple	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL TRNSIT FARE COLLECTION SYSTEM (FY 2023 - 2026)	0.0	2025
18261	Multiple	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	TDM MARKETING/OUTREACH (COMMUTE SOLUTIONS) FY 2021 - 2028	0.0	2025
10950 0543-01-054	Waller	TXDOT HOUSTON DISTRICT	FM 359	IH 10	US 90	WIDEN FROM 2 TO 4 LANESS DIVIDED	0.8	2031
17204 0409-03-012	Waller	TXDOT HOUSTON DISTRICT	FM 1488	BS 290	FM 1098	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	5.5	2028
17205 0523-01-031	Waller	TXDOT HOUSTON DISTRICT	FM 1488	FM 1098	HARRIS CL	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	3.1	2028
17207 0523-04-019	Waller	TXDOT HOUSTON DISTRICT	FM 1488	HARRIS COUNTY LINE	W OF JOSEPH RD	RECONSTRUCT WIDEN FROM 2 TO 4 LANES DIVIDED	9.8	2028

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OBSOLETE OBSOLETE OBSOLETE

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
17211 1006-02-009	Waller	TXDOT HOUSTON DISTRICT	FM 529	FM 362	HARRIS C/L	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	6.1	2029
17233 0114-11-077	Waller	TXDOT HOUSTON DISTRICT	US 290	SH 6	HARRIS C/L (FM 2920/FM 362)	WIDEN FROM 4 TO 6 LANES	9.8	2030
17234 0114-11-083	Waller	TXDOT HOUSTON DISTRICT	US 290	WASHINGTON C/L	SH 6	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES	6.9	2030
18114 0271-09-026	Waller	TXDOT HOUSTON DISTRICT	US 90	FM 2855	FORT BEND C/L	WIDEN FROM A 2 TO 4 LANES	3.4	2029
18203	Waller	HCTTF	VA	VA	VA	NEW PARK AND RIDE IN DOWNTOWN HEMSPTEAD	0.0	2040
18204	Waller	HCTTF	BUSINESS 290	NEAR UNIVERSITY DR.	VA	NEW PARK AND RIDE IN VICINITY OF BUSINESS 290 AND UNIVERSITY DR IN PRAIRIE VIEW	0.0	2040
18205	Waller	HCTTF	BUSINESS 290	NEAR FM 362	VA	NEW PARK AND RIDE IN VICINITY OF BUSINESS 290 AND FM 362 IN WALLER	0.0	2040
18328 0271-09-025	Waller	TXDOT HOUSTON DISTRICT	US 90	IH 10	FM 2855	WIDEN FROM A 2 TO 4 LANES	6.3	2029

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OBSOLETE OBSOLETE OBSOLETE

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
17235 0114-10-097	Washington	TXDOT HOUSTON DISTRICT	US 290	FM 1371	WALLER C/L	*INFORMATION ONLY* RECONSTRUCT & WIDEN FROM 4 TO 6 LANES AND CONSTRUCT TWO 2 LANE FRONTAGE ROADS	3.1	2028

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Appendix E
Federal and State Funding Categories

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Appendix E – Federal and State Funding Categories

HIGHWAY PROGRAMS

Table E-1 Unified Transportation Program Funding Categories

NO.	CATEGORY NAME ABBREVIATION	PROGRAMMING AUTHORITY USUAL FUNDING	SUMMARY/RESTRICTIONS
1	Preventative Maintenance & Rehabilitation	Texas Transportation Commission allocation by formula to TxDOT Districts. Districts select projects using a performance-based prioritization process.	Preventive maintenance and rehabilitation of the existing state highway system. The rehabilitation funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.
	PREV-M	Federal 90%, State 10% Or Federal 80%, State 20% Or State 100%	
2	Metropolitan and Urban Corridor Projects	Texas Transportation Commission allocation program. Projects selected and scored by Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs).	Mobility and added capacity projects on urban corridors to mitigate traffic congestion, and to increase the safe and efficient movement of people and freight. MPOs select projects in consultation with TXDOT districts using a performance-based prioritization process that assesses mobility needs within the TMA.
	METRO-TMA	Federal 80%, State 20% Or State 100% Or Federal 80%, Local 20%	
3	Non-Traditional Funded Transportation Projects	Texas Transportation Commission approval. Project-specific corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Transportation related projects that qualify for funding from sources not traditionally part of the State Highway Fund including state bond financing under programs such as proposition 12 and Proposition 14, the Texas Mobility Fund, pass-through toll financing, regional revenue and concession funds, and local funding.
	NON-TRAD	Federal 80%, State 20% Or State 100% Or 100% Local Or Varies by agreement and rule	

4	Statewide Connectivity Corridor Projects	Texas Transportation Commission approval. Project-specific Corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Addresses mobility on major state highway system corridors which provide connectivity between urban areas and other statewide corridors: • Texas Trunk System • National Highway System (NHS) • and connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports
	ST-WIDE	Federal 80%, State 20% Or State 100%	
5	Congestion Mitigation Air Quality Improvement	Texas Transportation Commission allocation. Allocation based on percent of population in non-attainment areas. Allocation program to districts. Projects selected by MPO in consultation with TxDOT and TCEQ.	Addresses attainment of National Ambient Air Quality Standard in the non-attainment areas (currently Dallas-Fort Worth, Houston, San Antonio and El Paso). Funds cannot be used to add capacity for single occupancy vehicles.
	CMAQ	Federal 80%, State 20% Or Federal 80%, Local 20%	
6	Structures Replacement and Rehabilitation: Highway Bridge Program	Texas Transportation Commission allocation to the TXDOT Bridge Division.	Replaces or rehabilitates eligible bridges on and off the state highway system (functionally obsolete or structurally deficient). A minimum of 15% of the HBP funding must go toward replacement and rehabilitation of off-system bridges.
	BRIDGE	Federal 90%, State 10% Or Federal 80%, State 20% Or Federal 80%, State 10%, Local 10%	
	Structures Replacement and Rehabilitation: Railroad Grade Separation Program	Texas Transportation Commission allocation to the TXDOT Bridge Division.	Eliminates at-grade highway-railroad crossing through the construction of highway overpasses or railroad underpasses, and rehabilitates or replaces deficient railroad underpasses on the state highway system
	BRIDGE	Federal 80%, State 20%	

7	Metropolitan Mobility/Rehabilitation	Texas Transportation Commission allocation to TMAs with populations of 200,000 or greater	MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that accesses mobility needs within the TMAs.
	STBG	Federal 80%, State 20% Or Federal 80%, Local 20% Or State 100%	
8	Safety: Highway Safety Improvement Program (HSIP)	Funding is allocated to TXDOT's Traffic Safety Division, which selects projects statewide.	Projects are evaluated using three years of crash data and ranked by safety improvement index.
	SAFE	Federal 90%, State 10% or State 100%	
	Safety: Safety Bond Program	Allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis.	Projects are evaluated using the safety improvement index, roadway safety characteristics, and anticipated time required to complete a candidate project.
	SAFE	State 100%	
	Safety: Systemic Widening Program	Roadway widening projects on the state highway system.	Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.
	SAFE	Federal 90%, State 10%	
	Safety: Federal Railway Set-Aside	Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and crashes at public at-grade crossings.	Projects are evaluated using the railroad crossing index
	SAFE	Federal 100%	
	Safety: Road to Zero (RTZ)	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.	Projects are evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors are directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.
	SAFE	Federal 90%, State 10%	

9	Transportation Alternatives Set-Aside Program	TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 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 and FHWA. 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.	For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process. The Texas Transportation Commission selects projects for funding under a TxDOT-administered call-for-projects.
	TASA	Federal 80%, State 20% Or Federal 80%, Local 20%	
10	Supplemental Transportation Programs: Texas Parks and Wildlife Department (TPWD)	Texas Transportation Commission statewide allocation program. Projects selected by 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.
	MISC	State 100%	
	Supplemental Transportation Programs-Railroad Grade Crossing and Replanking Program	Condition of crossing's riding surface and benefit to cost per vehicle using crossing.	Projects selected by the TxDOT Rail Division in coordination with TxDOT districts. All projects are selected using a performance-based prioritization process.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Railroad Signal Maintenance Program	Based on number of crossings and type of automatic devices present at each.	Projects selected by the TxDOT Rail Division in coordination with TxDOT districts. All projects are selected using a performance-based prioritization process.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Landscape Incentive Awards Program	Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program	Awards are managed by the TxDOT Design Division.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Coordinated Border Infrastructure (CBI)	Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.	Projects selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC) and are managed by TPP.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Green Ribbon Program	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.	Managed by the TxDOT Design Division, allows the department to address new landscape development and establish projects to plant trees and shrubs to mitigate poor air quality .

	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Projects-(Federal)	Texas Transportation Commission approval to participate. Federal allocations.	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, Ferry Boat Discretionary and Congressional High Priority Projects.
	MISC	Federal 100% Or Federal 80%, State 20%	
	Supplemental Transportation Projects – Railroad Rehabilitation & Improvement Projects	Commission Allocation. Projects selected and managed by Rail Division.	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, Ferry Boat Discretionary and Congressional High Priority Projects.
	MISC	Federal, State, Local-project specific	
11	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.	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. Rider 11(b): Selected by the Commission.
	ST DIST DISC	Federal 80%, State 20% Or Federal 80%, Local 20% Or State 100%	
12	Strategic Priority	Funding is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.	The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.
	STRAT	Federal 80%, State 20% Or State 100%	

TRANSIT PROGRAMS

Table E-2 Federal Transit Administration Grant Programs

Section 5303/5304 Planning Funds	
	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.
Section 5307/5340 Urban Areas Formula Funds	
	Provide funding to support a variety of public transportation services and facilities. The funds are authorized through the transportation authorization bill and are apportioned annually for urban areas based on legislative formulas. Large urbanized areas are defined as those with populations greater than 200,000. Small urbanized areas have populations between 50,000 and 200,000. The Houston region includes two large urbanized areas (Houston UZA and Conroe--The Woodlands) two small urbanized areas (Texas City/La Marque and Lake Jackson/Angleton). The boundaries of the Houston UZA extend into parts of Brazoria, Fort Bend, Galveston and Montgomery counties. For this reason, Fort Bend County and Harris County receive a share of funds from the Houston UZA apportionment.
Section 5309 Capital Investments Grants	
	Provides funding through a multi-year competitive process for 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 to be eligible for funding.
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	
	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.
Section 5311 Rural and Small Urban Areas	
	Funds public transportation in nonurbanized areas (i.e., areas with less than 50,000 population). The goal of the Program is to enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation. In Texas, the Program is administered by the Texas Department of Transportation (TxDOT). Funds are apportioned to the State by formula, and may be used for capital, operating, and administrative purposes.
Section 5337 State of Good Repair	
	A formula-based capital assistance program for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing

	Transit Asset Management plans.
Section 5339 Bus and Bus Facilities	
	Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations. (a) Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

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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 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.

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TPC Agenda – Item 7
Mailout 6/19/20

Resolution

NO. 2020-23

TEXAS DEPARTMENT OF TRANSPORTATION
METROPOLITAN PLANNING ORGANIZATION
SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act), the Texas Department of Transportation and the Houston-Galveston Area Council, Metropolitan Planning Organization for the Houston, Conroe–The Woodlands, Lake Jackson–Angleton, and the Texas City Urbanized 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 this subpart;
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.

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DocuSigned by:
Eliza Paul
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Eliza Paul, P.E. District Engineer
Texas Department of Transportation
Houston District

6/29/2020

Date

DocuSigned by:
Kenneth A Clark
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Hon. Kenneth Clark, Chairman
Transportation Policy Council for the
Houston- Galveston Transportation
Management Area

7/6/2020

Date

DocuSigned by:
donald smith
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Donald Smith, P.E. District Engineer
Texas Department of Transportation
Beaumont District

7/6/2020

Date

DocuSigned by:
Tom Reid
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Hon, Tom Reid, Secretary
Transportation Policy Council for the
Houston-Galveston Transportation
Management Area

7/7/2020

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 2021-2024 TIP relies upon a Transportation Conformity Determination approved by conformity consultation partners including FHWA, U.S. EPA, and TCEQ on August 2, 2019. For more information, please visit the H-GAC transportation conformity website at: http://www.h-gac.com/transportation-conformity/2019.aspx.

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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.

LETTERS 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.

Appendix J
Statewide Programs

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Appendix J — Statewide Programs

STATEWIDE PROGRAMS – GROUPED CSJ's

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.

TABLE J-1
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
STATEWIDE CSJs

CSJ	STATEWIDE PROGRAM	DEFINITION
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
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.
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.
5000-00-951	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	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, 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 3].

Note1: Projects funded with Transportation Alternatives Set-Aside Program (TASA), and Congestion Mitigation Air Quality funding require a Federal eligibility determination and are not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Note 3: 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.

ATTACHMENT C - TPC AMENDMENTS
GROUP ELIGIBLE PROJECTS BEING REMOVED FROM 2021 TIP/STIP

TPC AMENDMENTS - GROUP ELIGIBLE PROJECTS REQUESTED BY TXDOT TO BE REMOVED FROM 2021 TIP															
MPOID	CSJ	COUNTY	FISCAL YEAR	PROJECT SPONSOR	STREET	FROM	TO	DESCRIPTION	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTIONS	TOTAL PROGRAMED	H-GAC Comment
17100/ 18404	0187-05-061	FORT BEND	202T	TXDOT HOUSTON DISTRICT	SH 36/SS 10	AUSTIN C/L	IH 69	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE	2 - METRO TMA	$11,488,000	$2,872,000	$0	$0	$14,360,000	Remove from 2021 TIP. Project will be grouped by TxDOT and delayed to fiscal year 2025 from
17140	0912-00-569	MUTIPLE	2025	METRO	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL VANPOOL: STBG FY 2020	7 - STBG	$3,000,000	$0	$750,000	$0	$3,750,000	Remove from 2021 TIP. Project will be grouped by TxDOT and delayed to fiscal year 2025 from
11718	0912-00-548	MUTIPLE	2021	METRO	METRO SERVICE AREA	VA	VA	METRO STAR VANPOOL (STBG): FY 2020	7 - STBG	$3,000,000	$0	$750,000	$0	$3,750,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2021.
17134	0912-00-562	MUTIPLE	2023	METRO	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL VANPOOL PROGRAM: STBG FY 2019	7 - STBG	$3,000,000	$0	$750,000	$0	$3,750,000	Remove from 2021 TIP. Project will be grouped by TxDOT and delayed to fiscal year 2023 from
17020	0912-00-539	MUTIPLE	2021	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL FREEWAY INCIDENT MANAGEMENT - TOWING (FY 2017 - 2018)	7 - STBG	$8,000,000	$0	$0	$0	$8,000,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2021.
11808	0912-00-603	HARRIS	2025	METRO	METRO SERVICE AREA	VA	VA	METRO STAR VANPOOL (STBG): FY 2021	7 - STBG	$3,000,000	$0	$750,000	$0	$3,750,000	Remove from 2021 TIP. Project will be grouped by TxDOT and delayed to fiscal year 2025 from
17046	0389-05-127	HARRIS	2021	TXDOT HOUSTON DISTRICT	SH 146	FAIRMONT PKWY W	NASA 1	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE	2 - METRO TMA	$2,400,000	$600,000	$0	$0	$3,000,000	Remove from 2021 TIP. Project will be grouped by TxDOT and advanced to fiscal year 2021 from
17090	0598-02-120	BRAZORIA	2022	TXDOT HOUSTON DISTRICT	SH 288	SH 6	FM 1462	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE	2 - METRO TMA	$6,425,600	$1,606,400	$0	$0	$8,032,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2022.
17075	3510-05-040	HARRIS	2023	TXDOT HOUSTON DISTRICT	SH 99	IH 10	FORT BEND C/L	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE	2 - METRO TMA	$3,589,600	$897,400	$0	$0	$4,487,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2023.
18366	0000-00-000	MUTIPLE	2022	METRO	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL VANPOOL: STBG FY 2022	7 - STBG	$3,750,000	$0	$0	$0	$3,750,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2022.
11917	0912-00-559	MUTIPLE	2022	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL FREEWAY INCIDENT MANAGEMENT - TOWING (FY 2022-2024)	7 - STBG	$10,000,000	$0	$0	$0	$10,000,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2022.
11809	0912-00-604	HARRIS	2022	METRO	METRO SERVICE AREA	VA	VA	METRO STAR VANPOOL (STBG): FY 2022	7 - STBG	$1,500,000	$0	$375,000	$0	$1,875,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2022.

ATTACHMENT C - TPC AMENDMENTS
GROUP ELIGIBLE PROJECTS BEING REMOVED FROM 2021 TIP/STIP

TPC AMENDMENTS - GROUP ELIGIBLE PROJECTS REQUESTED BY TXDOT TO BE REMOVED FROM 2021 TIP															
MPOID	CSJ	COUNTY	FISCAL YEAR	PROJECT SPONSOR	STREET	FROM	TO	DESCRIPTION	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTIONS	TOTAL PROGRAMED	H-GAC Comment
7739	0000-00-000	GALVESTON	2023	CITY OF GALVESTON	GALVESTON CBD	VA	VA	DOWNTOWN LIVABLE COMMUNITIES INITIATIVE	7 - STBG	$3,100,000	$0	$359,716	$0	$3,459,716	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2023.
17221	0110-04-202	HARRIS	2023	TXDOT HOUSTON DISTRICT	IH 45	S OF SHENANDOAH PARK DR	SH 242	RAISE NORTHBOUND AND SOUTHBOUND FRONTAGE ROADS, OPERATIONAL IMPROVEMENTS AND DRAINAGE IMPROVEMENTS	7 - STBG	$10,878,482	$2,719,620	$0	$0	$13,598,102	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2023.
17089	0177-05-112	MONTGOMERY	2023	TXDOT HOUSTON DISTRICT	IH 69 N	LIBERTY C/L	HARRIS C/L	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE	2 - METRO TMA	$11,129,600	$2,782,400	$0	$0	$13,912,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2023.
17099	0050-06-089	HARRIS	2023	TXDOT HOUSTON DISTRICT	US 290	MUESCHKE RD TO WASHINGTON C/L	AND SH 6 FROM US 290 TO GRIMES C/L	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE	2 - METRO TMA	$21,545,600	$5,386,400	$0	$0	$26,932,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2023.
18357	0000-00-000	HARRIS	2023	METRO	METRO SERVICE AREA	VA	VA	METRO STAR VANPOOL PROGRAM: STBG FY 2023	7 - STBG	$3,000,000	$0	$750,000	$0	$3,750,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2023.
18367	0000-00-000	MUTIPLE	2023	METRO	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL VANPOOL PROGRAM: STBGP FY 2023	7 - STBG	$3,000,000	$0	$750,000	$0	$3,750,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2023.
18368	0000-00-000	MUTIPLE	2024	METRO	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL VANPOOL PROGRAM: STBG FY 2024	7 - STBG	$3,000,000	$0	$750,000	$0	$3,750,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2024.
18358	0000-00-000	HARRIS	2024	METRO	METRO SERVICE AREA	VA	VA	METRO STAR VANPOOL PROGRAM: STBG FY 2024	7 - STBG	$3,000,000	$0	$750,000	$0	$3,750,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2024.
17117	0912-31-318	BRAZORIA	2021	HOUSTON-GALVESTON	CITY OF PEARLAND	VA	VA	CONSTRUCT SIDEWALKS, INTERSECTION, AND SIGNAGE IMPROVEMENTS IN VICINITY OF CARLESTON ELEMENTARY, COCKRELL ELEMENTARY AND PEARLAND JUNIOR HIGH (SAFE ROUTES TO SCHOOL)	9 - TASA	$2,697,600	$0	$674,400	$0	$3,372,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2021.
17087	1685-01-107	HARRIS	2021	HOUSTON-GALVESTON	FM 1960	MILLS RD	SH 249	CONSTRUCT SHARED USE PATH	9 - TASA	$800,000	$200,000	$0	$0	$1,000,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2021.
18647	0920-39-026	CHAMBERS	2021	HOUSTON-GALVESTON	SH 146	IH 10	WARREN RD	CONSTRUCT CONCRETE SIDEWALKS & ACCESSIBLE CURB RAMPS	9 - TASA	$826,060	$0	$206,515	$0	$1,032,575	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2021.

ATTACHMENT C - TPC AMENDMENTS
GROUP ELIGIBLE PROJECTS BEING REMOVED FROM 2021 TIP/STIP

TPC AMENDMENTS - GROUP ELIGIBLE PROJECTS REQUESTED BY TXDOT TO BE REMOVED FROM 2021 TIP															
MPOID	CSJ	COUNTY	FISCAL YEAR	PROJECT SPONSOR	STREET	FROM	TO	DESCRIPTION	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTIONS	TOTAL PROGRAMED	H-GAC Comment
7127	0912-00-560	BRAZORIA	2021	HOUSTON-GALVESTON	CLEAR CREEK TRAIL	UH CLEAR LAKE PEARLAND CAMPUS	N OF HUGHES RD	ENGINEERING FOR CONSTRUCTION OF 10 FT MULTIUSE TRAIL	9 - TASA	$788,000	$0	$197,000	$0	$985,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2021.
17123	0912-72-398	HARRIS	2021	HOUSTON-GALVESTON	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.)	9 - TASA	$351,200	$0	$87,800	$0	$439,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2021.
17118	0912-73-215	GALVESTON	2021	HOUSTON-GALVESTON	VA	ON SH 96, FM 270 AND FM 2094	SH 146	CONSTRUCT BIKE LANE (MILLING AND ASPHALT OVERLAY OF SHOULDERS, SHOULDER WIDENING, PAVEMENT MARKINGS, STRIPING) WITH SIGNAGE, SIDEWALK AND ASSOCIATED INTERSECTION IMPROVEMENTS	9 - TASA	$1,959,200	$0	$489,800	$0	$2,449,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2021.
18146	0271-07-323	HARRIS	2022	HOUSTON-GALVESTON		WESTCOTT ST	COHN ST	CONSTRUCT 10"'' CONCRETE SHARED USE PATH INCLUDES STRIPING, BRIDGE RAILING, PAVEMENT MARKINGS, SIGNAGE, LANDSCAPE/HARDSCAPE AS WELL AS ASSOCIATED INTERSECTION IMPROVEMENTS.	9 - TASA	$2,579,996	$644,999	$0	$0	$3,224,995	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2022.
18030	0912-72-583	HARRIS	2022	HOUSTON-GALVESTON	GALVESTON RD	SIMS BAYOU NORTH BANK	SIMS BAYOU SOUTH BANK	Construct ped/bike bridge with railings and signage.	9 - TASA	$589,441	$147,365	$0	$0	$736,806	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2022.
18024	0271-14-240	HARRIS	2022	HOUSTON-GALVESTON	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.	9 - TASA	$880,000	$220,000	$0	$0	$1,100,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2022.
18049	1685-01-120	HARRIS	2022	HOUSTON-GALVESTON	FM 1960/ CYPRESS CREEK PKWY SIDEWALKS	SH 249	IH 45	CONSTRUCTION OF ADA ACCESSIBLE SIDEWALKS	9 - TASA	$6,645,878	$1,661,469	$0	$0	$8,307,347	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2022.
18018	0912-72-581	HARRIS	2022	HOUSTON-GALVESTON	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.	9 - TASA	$2,389,791	$597,449	$0	$0	$2,987,240	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2022.
7641	0912-00-560	BRAZORIA	2022	HOUSTON-GALVESTON	CLEAR CREEK TRAIL	UH CLEAR LAKE PEARLAND CAMPUS	N OF HUGHES RD	CONSTRUCT 10 FOOT MULTIUSE TRAIL	9 - TASA	$6,478,400	$0	$1,619,600	$0	$8,098,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2022.

ATTACHMENT C - TPC AMENDMENTS
GROUP ELIGIBLE PROJECTS BEING REMOVED FROM 2021 TIP/STIP

TPC AMENDMENTS - GROUP ELIGIBLE PROJECTS REQUESTED BY TXDOT TO BE REMOVED FROM 2021 TIP															
MPOID	CSJ	COUNTY	FISCAL YEAR	PROJECT SPONSOR	STREET	FROM	TO	DESCRIPTION	FUNDING CATEGORY	FEDERAL	STATE	LOCAL	LOCAL CONTRIBUTIONS	TOTAL PROGRAMED	H-GAC Comment
17120	0912-72-398	HARRIS	2023	HOUSTON-GALVESTON	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.)	9 - TASA	$2,051,200	$0	$512,800	$0	$2,564,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2023.
17103	0912-00-542	HARRIS	2023	HOUSTON-GALVESTON	MEMORIAL TO SAN FELIPE HIKE & BIKE TRAIL	MEMORIAL DR	SAN FELIPE ST	CONSTRUCT 10FT MULTI-USE TRAIL WITHIN CENTERPOINT UTILITY CORRIDOR	9 - TASA	$9,107,200	$0	$2,276,800	$0	$11,384,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2023.
17121	0912-37-237	MONTGOMERY	2024	HOUSTON-GALVESTON	ON SH 75, SH 242, FM 1484, FM 2432, FM 3083 AND FM 830	VA	VA	CONSTRUCT BIKE LANE (MILLING AND ASPHALT OVERLAY OF SHOULDERS, SHOULDER WIDENING, PAVEMENT MARKINGS, STRIPING) WITH SIGNAGE AND ASSOCIATED INTERSECTION IMPROVEMENTS	9 - TASA	$5,427,200	$1,356,800	$0	$0	$6,784,000	Remove from 2021 TIP. Project will be grouped by TxDOT in fiscal year 2024.
													Total	**$195,869,781**	

Appendix K
TXDOT/MPO Planning Agreement

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MEMORANDUM OF UNDERSTANDING
AMONG
THE HOUSTON-GALVESTON AREA TRANSPORTATION POLICY COUNCIL AS THE METROPOLITAN PLANNING ORGANIZATION FOR

THE HOUSTON GALVESTON TRANSPORTATION MANAGEMENT AREA,

THE TEXAS DEPARTMENT OF TRANSPORTATION AS REPRESENTATIVE OF THE STATE OF TEXAS,

DESIGNATED RECIPIENTS AND OTHER PROVIDERS OF PUBLIC TRANSIT SERVICES IN HARRIS, BRAZORIA, CHAMBERS, FORT BEND, GALVESTON, LIBERTY, MONTGOMERY AND WALLER COUNTIES

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operator(s) are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

WHEREAS, the MPO and the designated air quality planning agency entered into a written agreement on May 12, 1978, followed by a letter from the Governor of Texas to the United States Environmental Protection Agency dated July 24, 1978, describing their respective roles and responsibilities for air quality related transportation planning. The agreement and letter were submitted as part of a revision to the State Implementation Plan that was approved by the United States Environmental Protection Agency on March 29, 1982, effective May 28, 1982. The roles and responsibilities for air quality related transportation planning were subsequently codified in Title 30 Texas Administrative Code Chapter 114, Subchapter G Transportation

Planning, which was approved into the State Implementation Plan on November 8, 1995, effective January 8, 1996.

WHEREAS, the federal regulations require that the MPO, State DOT, and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information 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).

NOW THEREFORE, the parties agree as follows:

1. **Purpose**. It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Houston Galveston MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), The Houston-Galveston Area Council (MPO), the Metropolitan Transit Authority of Harris County (METRO), the City of Conroe, The Woodlands Township, the Brazos Transit District (The District), Colorado Valley Transit District (CVTD), Gulf Coast Center Connect Transit, Fort Bend County Public Transportation Department, Harris County Community and Economic Development Department now called Harris County Community Services Department- Harris County Transit, the City of Galveston Island Transit in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. **Responsibilities of all parties**.

   All parties will:

   a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
   b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan ("MTP") and TIP.

   c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways

and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.

d. Ensure that the Unified Planning Work Program (UPWP) will detail and document these responsibilities, deliverables and associated costs.

3. Performance Based Planning & Programming

a. Developing transportation performance data

   i. TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.

   ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.

b. Selection of transportation performance targets

   i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.

   ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of performance targets

   i. TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.

   ii. MPO performance targets will be reported to TxDOT.

1. For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:

    a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;

    b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.

        i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.

    c. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.

iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

iv. The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.

v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673

d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

    i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.

e. The collection of data for the State asset management plans for the NHS

i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

a. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the MTP.

b. Work in consultation with Public Transportation Operator(s)and TxDOT in developing the financial plan for the TIP.

c. Conduct Technical Committee and Policy Board meetings as required and necessary.

d. In consultation with Public Transportation Operator(s)and TxDOT, update the MTP and TIP in accordance with State and Federal laws.

e. Invite Transit Districts to participate in all public participation processes.

f. Conduct comprehensive, cooperative and continuous transportation planning for the Houston-Galveston MPA.

g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operator(s)

The Public Transportation Operator(s) will:

a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.

b. Assist in validation of data used as input into the transportation plan.

c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.

d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.

e. Provide the MPO with the annual list of transit obligated projects.

f. Serve on the MPO Technical Committee and Policy Board as applicable.

g. Notify the MPO of changes to projects that would affect the MTP or TIP.

h. Invite the MPO to participate in all public participation processes.

i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. **Responsibilities of TxDOT.**

a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.

b. Assist in the validation of data used as input into the transportation plan.

c. Provide the MPO with the annual list of obligated projects.

d. Serve on the MPO Technical Committee and Policy Board.

e. Notify the MPO of changes to projects that would affect the MTP or TIP.

f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.

g. Work in consultation with the MPO and Public Transportation Operator(s) in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term**. This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all of the parties.

8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

9. **Governing Law and Venue**. This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability**. If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(SIGNATURE PAGE TO FOLLOW)

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.

Chairperson of the MPO Policy Board

Date: 5/25/18

Approved as to Content:

Director
Metropolitan Planning Organization

Date: 5/25/2018

Date: 5/22/2018

Texas Department of Transportation
Houston District Engineer

Tucker Lyssy

Texas Department of Transportation
Beaumont District Engineer

Date: 5/21/18

Date: 5-18-18

Tom Lambert
President and Chief Executive Officer
Metropolitan Transit Authority of Harris County (METRO)

Date: 5/9/18

Paul Virgadamo
City Administrator
City of Conroe

Date: May 21 2018

Don Norrell
President/General Manager
The Woodlands Township

Approved as to Form

Roberta B. Cross
Township Attorney

Date: _____

John McBeth
President and Chief Operating Officer
Brazos Transit District, (BTD)

Claudia Wicks

Date: 4/4/18

Claudia Wicks
Executive Director
Colorado Valley Transit District

Date: 04/25/18

Melissa Tucker
Chief Executive Officer
Gulf Coast Center - Connect Transit

Honorable Robert E. Hebert
County Judge
Fort Bend County

Date: 4-24-2018

Ed Emmett 42

Date: MAY 0 1 2018

The Honorable Ed Emmett
County Judge
Harris County, Texas

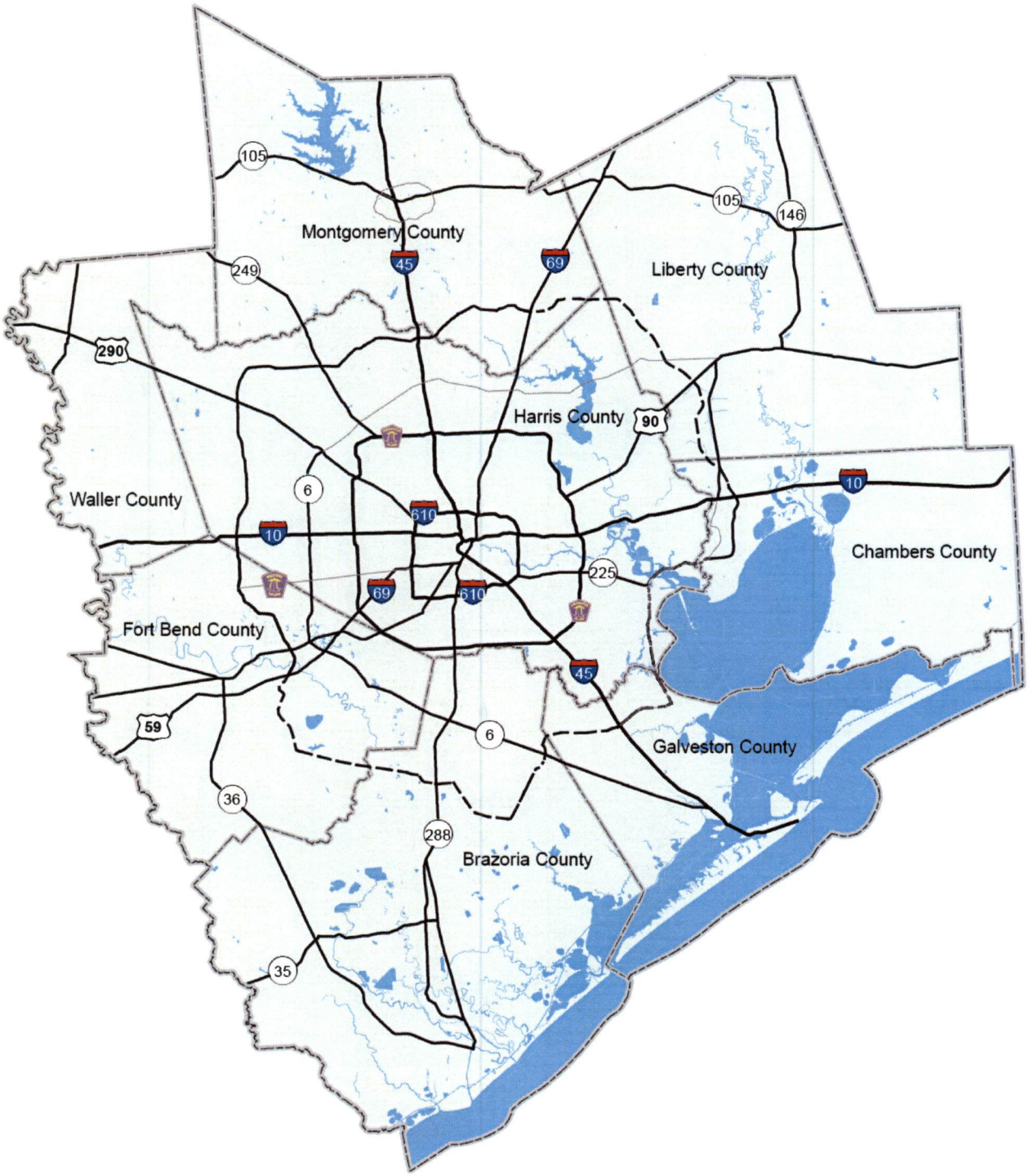
Brian Maxwell
City Manager
City of Galveston Island Transit

Date: 5/24/18

APPROVED AS TO FORM:

Asst. City Attorney

Attachment 1 – Houston Galveston Transportation Management Area



Appendices:

A. Safety Performance Measures
B. Highway Safety Improvement Program
C. FHWA Pavement and Bridge Performance Measures
D. FHWA System Performance Measures
    a. NHS
    b. Freight
    c. CMAQ
E. FTA Transit Asset Management
F. FTA Agency Safety Plan

[Recommend inclusion of a summary describing the anticipated purpose, content and structure of the appendices.]