



Item 6B. Amendments to 2025-2028 TIP and 2045 RTP



Transportation Policy Council
March 27, 2026

We Are Here

CONSTRUCTION &
IMPLEMENTATION

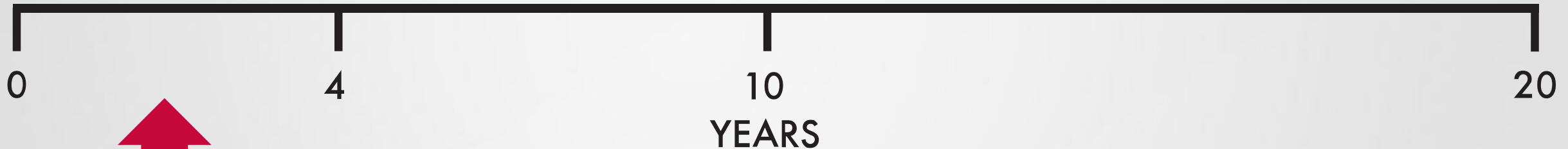
PROJECT
DEVELOPMENT

VISION
PLANNING

**TRANSPORTATION
IMPROVEMENT
PROGRAM (TIP)**

10-YEAR PLAN

**REGIONAL
TRANSPORTATION
PLAN**



2025-2028 TIP Amendments

- Program Woodlands Township FTA Section 5339 transit capital expenses (MPO IDs 19562, 19563) each with \$324K/65K TDCs in FY 2027 & FY 2028 at the Township's request.
- Update FTA Section 5307 funding/TDCs of 12 Woodlands Township transit capital, operations and planning projects in FYs 2027-2028 (MPO IDs 19457, 19458, 19461, 19462, 19464, 19465, 19466, 19467, 19468, 19469, 19470, 19472) with latest cost estimates.
- Update descriptions and FTA Sections 5307, 5337 and 5310 funding/TDCs for METRO's FY 2026 placeholder projects (MPO IDs 19111, 19112, 19113, 19114, 19115, 19116, 19117, 19118, 19119) with METRO BOD approvals.

2025-2028 TIP Amendments

- Rescope METRO's FTA Section 5339 West Bellfort Park & Ride project (MPO ID 18858) as purchase of eleven 45' buses. Split out \$5.0M federal to create new Regional Transit Fare Collection (MPO ID 19565) in FY 2026.
- Change phase/task of METRO's Safety and Security implementation (MPO IDs 19104, 19081) from 'Capital' to 'Operating' per FTA's determinations. Increase TDCs per matching requirement for operating expenditures. Delay to FY 2026.
- Reduce federal CMAQ of METRO's Regional Transit Fare Collection System (MPO ID 18260) from \$40.0M to \$27.0M due to tasks being implemented with other funding sources.

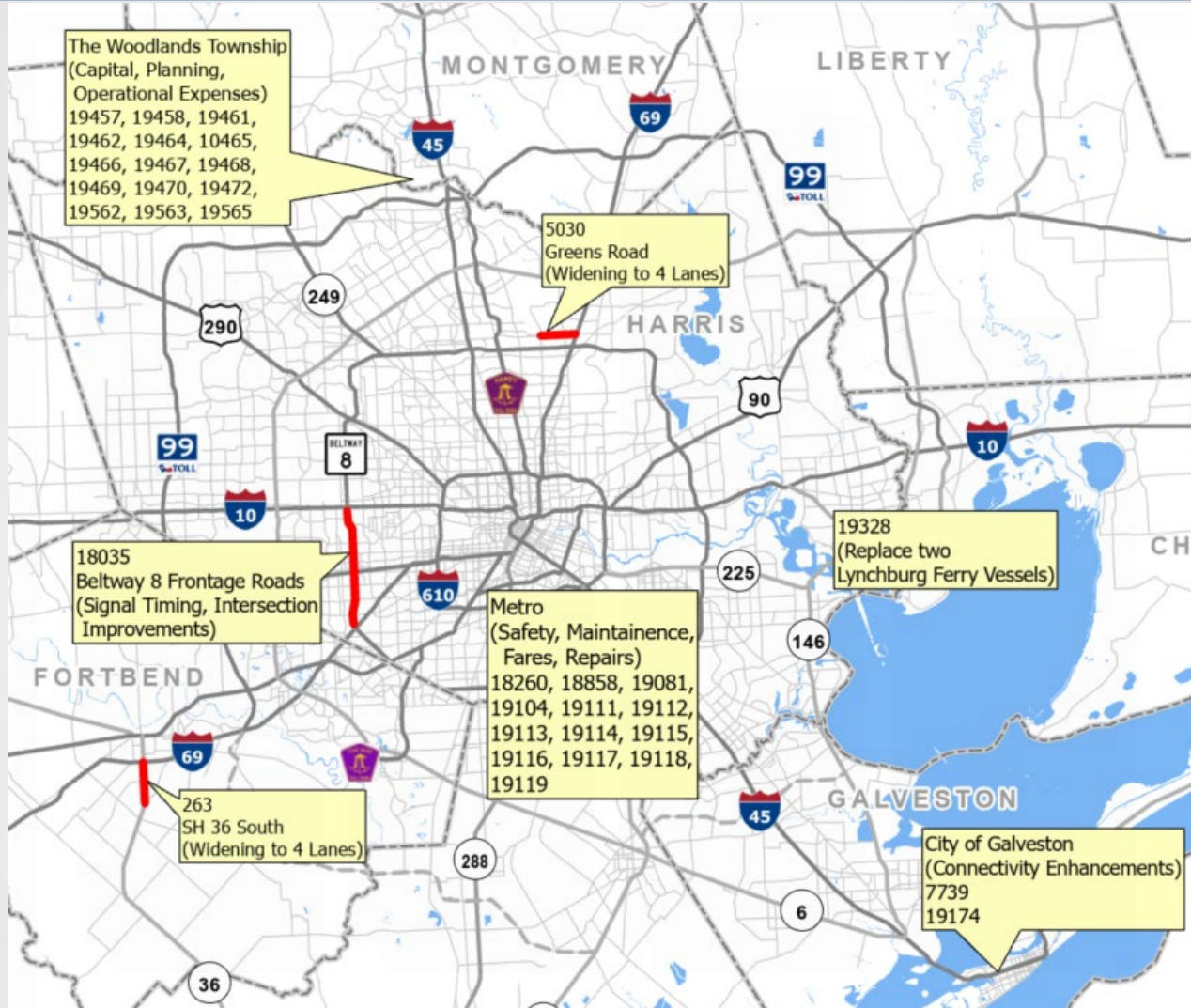
2025-2028 TIP Amendments

- Increase STBG funding of COH's Greens Road widening (MPO ID 5030), splitting \$24.4M cost increase on 50/50 basis on eligible costs to cover increases incurred by drainage regulations and unanticipated market inflation. Advance FY 2028 to FY 2027.
- Reduce federal/state CMAQ funding of HOU's SL 8 frontage road access management (MPO ID 18035) from \$26.9M to \$9.8M per latest estimate. Delay FY 2026 to FY 2027 at the District's request.
- Delay HOU's SH 36 Fort Bend County widening (MPO ID 263) from FY 2027 to FY 2030 in Ten-Year Plan due to TxDOT's statewide level-letting process.

2025-2028 TIP Amendments

- Reduce federal CMAQ of Harris County Transit's Lynchburg Ferry vessel replacement (MPO ID 19238) from \$32.7M to \$7.5M per FHWA guidance. Reduce matching TDCs to 1.5M and add \$21.8M Local Contribution to fully fund project.

2025-2028 TIP Amendments



Action Requested

- Transportation Policy Council approval of Resolutions 2026-07 and 2026-08

Staff Contact



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713-993-4597



Criteria for Subregional Planning Requests



Transportation Policy Council
March 27, 2026

Criteria for Subregional Planning Requests



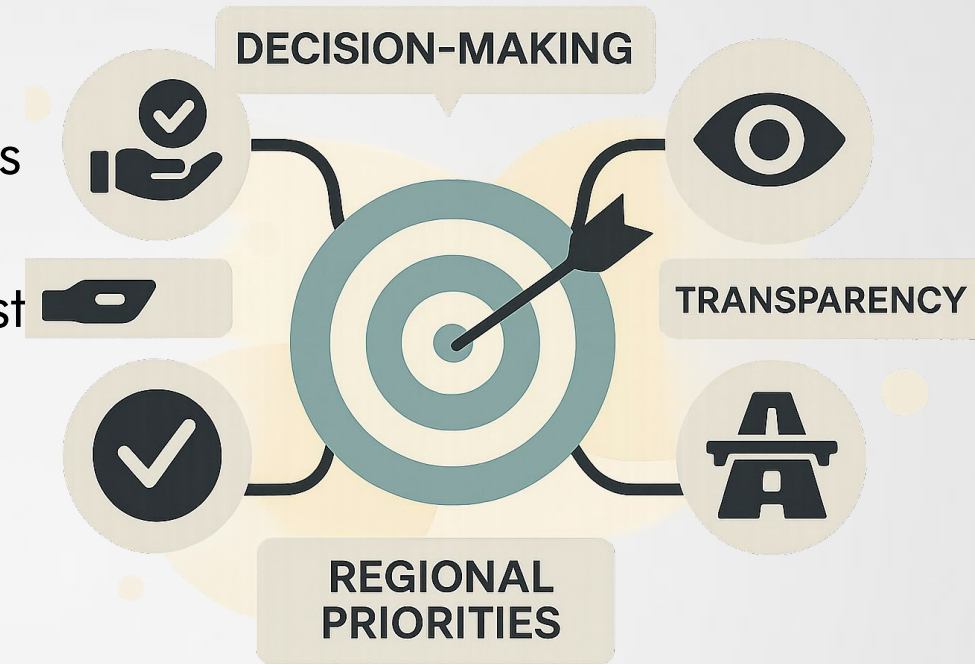
- Overview

- Subregional Planning serves as a pipeline for including projects that have been through a formal public participation process in the Regional Transportation Plan (RTP) and eventually the Transportation Improvement Program (TIP).
- The purpose of this policy is to establish a process for evaluating and prioritizing Subregional Planning requests to be programmed into the Unified Planning Work Program (UPWP).

Criteria for Subregional Planning Requests



- Goals & Objectives
 - Guide Decision-Making
 - Guidance for prioritizing requests
 - Enhance Transparency
 - Reduce subjectivity and build trust during the selection process.
 - Align with Regional Transportation Plan (RTP) Priorities
 - Ensuring the requests align with RTP goals to enhance mobility, safety, and other priorities for the region's transportation network.



Criteria for Subregional Planning Requests



- Eligibility

- Local Sponsors

- Local sponsors with implementation authority, including, but not limited to municipalities, counties, transit agencies, or school districts.
- Other types of sponsors must have a letter of support from the agency with implementation authority within the study area.

- Scope of Work

- Requests must be planning activities, not design or anything requiring a licensed engineer.

- Timeline

- Studies must be able to be completed within two (2) years.

Criteria for Subregional Planning Requests



- **Requests & Approval**
 - **Annual Call for Subregional Planning Requests**
 - Up to one (1) call per year to submit requests in preparation for the next UPWP cycle.
 - **Evaluation Criteria**
 - Requests are reviewed and prioritized base on established evaluation criteria.
 - **Approval Process**
 - Staff reviews and presents a prioritized list of requests to TAC and TPC for approval to include in the UPWP.

Criteria for Subregional Planning Requests

- Evaluation Criteria

CRITERIA	DESCRIPTION
Recency of Studies	Preference for areas without prior studies, or that have not had a plan update within last 5 years
High Growth Areas	Areas experiencing rapid development and need transportation solutions
Regionally Significant Roads	Regionally Significant Roadways and Critical Urban Freight Corridors within study area
Congestion Levels	Corridor on the Congestion Management Plan network or Top 100 Congested Roads identified in Texas A&M Transportation Institute (TTI) Urban Mobility Report
Funding Allocation	Local, state, or federal funding for other phases

Criteria for Subregional Planning Requests

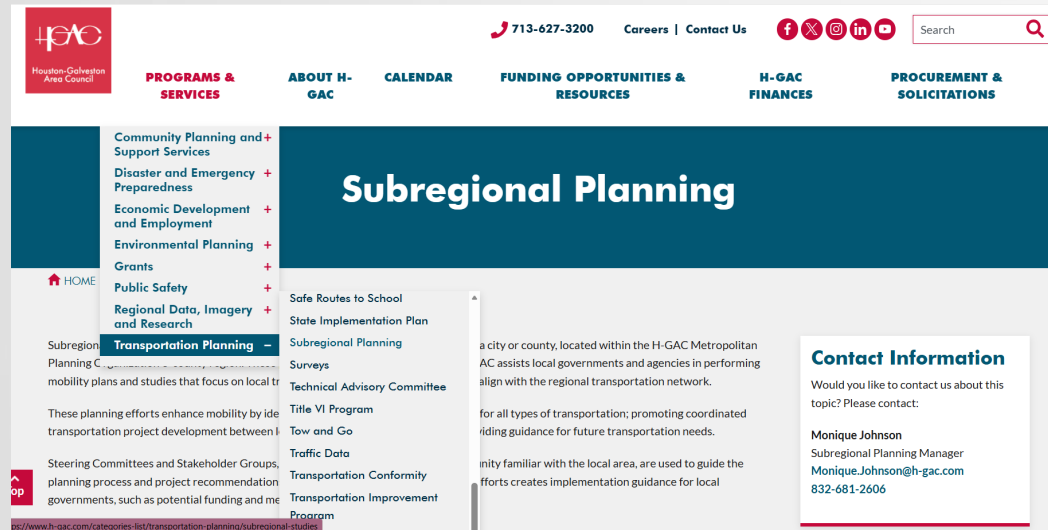
- Plan/Study Types

TYPE	DESCRIPTION
Mobility Plan	Single or multiple modes, vision, goals, performance measures, short, medium, and long-term recommendations including projects, programs, and policies
Thoroughfare Plan	Long-range, 25+ years, specific recommendations related to right-of-way, connectivity, typical cross sections, and street classifications (not a list of projects)
Corridor Study	Single or multiple modes, alignment/cross section alternatives/multiple scenarios, access management
Feasibility Study	Single or multiple modes, analyzes alternatives/multiple scenarios to determine the feasibility of a project or program
Other	Anything else that may not fit into any of the above categories (ex. intersection study or other specific transportation topics)

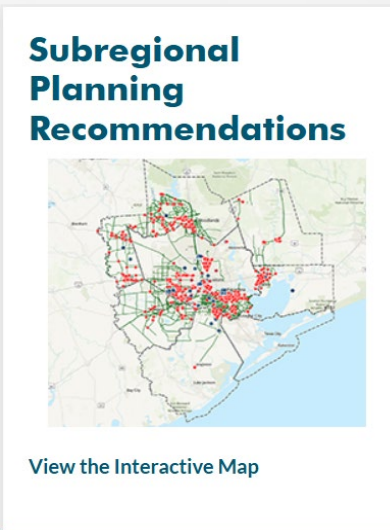
Criteria for Subregional Planning Requests

■ Annual Implementation Reporting

- Annual implementation reports following the completion of a plan/study (up to five years)
- Updates to the Subregional Planning Recommendations Database used to track implementation and the impact of subregional planning efforts throughout the region



The screenshot shows the H-GAC website's 'Subregional Planning' page. The header includes the H-GAC logo, phone number (713-627-3200), and navigation links for 'Careers' and 'Contact Us'. A search bar is also present. The main navigation menu includes 'PROGRAMS & SERVICES', 'ABOUT H-GAC', 'CALENDAR', 'FUNDING OPPORTUNITIES & RESOURCES', 'H-GAC FINANCES', and 'PROCUREMENT & SOLICITATIONS'. The 'Subregional Planning' section is highlighted in a dark blue box. Below this, a list of services is shown, including 'Community Planning and Support Services', 'Disaster and Emergency Preparedness', 'Economic Development and Employment', 'Environmental Planning', 'Grants', 'Public Safety', 'Regional Data, Imagery and Research', and 'Transportation Planning'. The 'Transportation Planning' section is expanded, showing sub-sections like 'Safe Routes to School', 'State Implementation Plan', 'Subregional Planning Surveys', 'Technical Advisory Committee', 'Title VI Program', 'Tow and Go', 'Traffic Data', 'Transportation Conformity', and 'Transportation Improvement Program'. A 'Contact Information' box provides details for Monique Johnson, Subregional Planning Manager, with her email and phone number.



The screenshot shows the 'Subregional Planning Recommendations' page. It features a map of the Houston-Galveston area with red dots indicating planning recommendations. Below the map is a 'View the Interactive Map' link. The page also includes a 'Contact Information' box for Monique Johnson, Subregional Planning Manager, with her email and phone number.



<https://www.h-gac.com/subregional-planning>

Criteria for Subregional Planning Requests



■ Next Steps & Call Schedule

- March - April 2026: Present criteria to TAC and TPC
- August – September 2026: Present draft list to TAC and TPC for inclusion in the 2028-2029 UPWP (October 2027 start)
 - *Could amend some requests into the current 2026/2027 UPWP if funding and staff capacity is available

May - June	June - August	August - September	October - December
Phase 1: Submission	Phase 2: Review	Phase 3: Approval	Phase 4: UPWP Process*
Call Opens	Call Closes	Present draft list to TAC and TPC	Amend 2026/2027 UPWP
Virtual Info Session	Evaluate Submittals		
	Meet with Sponsors		
	Draft Prioritized List		

Staff Contact



Monique Johnson, AICP
Subregional Planning Manager

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832-681-2606



Item 8. Future Amendments to 2025-2028 TIP and 2045 RTP



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March 27, 2026

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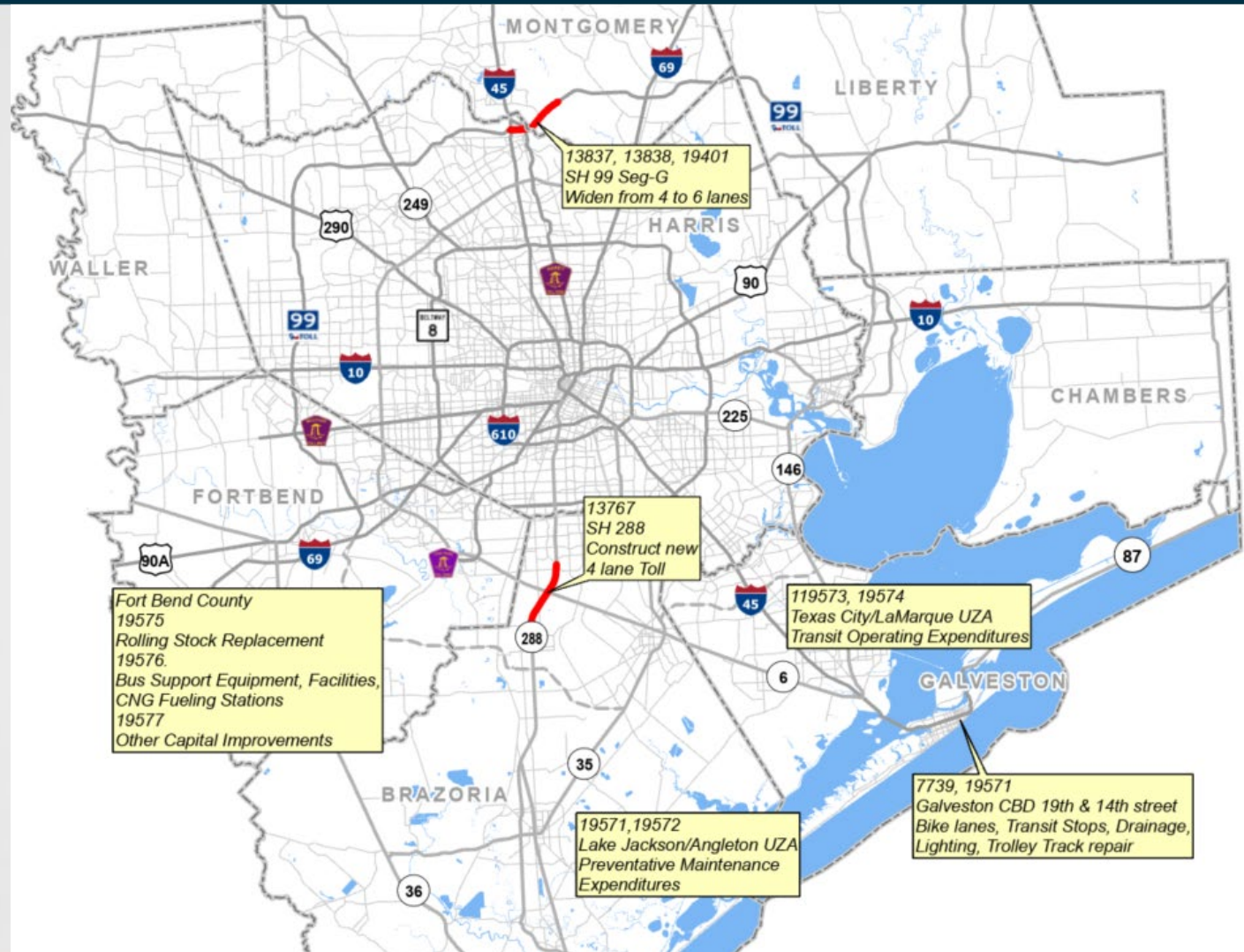
Future 2025-2028 TIP Amendments

- Program TxDOT HOU SH 99 Seg-G, Phase-2, widening projects (MPO IDs 13837, 13838, 19401) in FY 2027 with \$144.5M of state toll funding at the District's request.
- Program Brazoria County Toll Road Authority's SH 288 tollway construction (MPO ID 13767) in FY 2026 with \$255M of local toll funding at Brazoria County's request.
- Program GCTD transit operating & capital expenditures in Lake Jackson/Angleton & Texas City/La Marque UZAs (MPO IDs 19571, 19572, 19573, 19574) in FY 2026 with FTA Section 5307 funds, matched with TDCs at the District's request.

Future 2025-2028 TIP Amendments

- Program Fort Bend County Public Transportation rolling stock replacement & facilities improvements (MPO IDs 19575, 19576, 19577) in FY 2026 with FTA Section 5339 funds at the County's request.
- Combine duplicate City of Galveston STBG funded CBD bike lane construction/Livable Communities projects into original project (MPO ID 7739). Cancel MPO ID 19174 and transfer its \$12.0M and 2.4M TDCs into MPO ID 7739 with slightly modified limits.

Future 2025-2028 TIP Amendments



Action Requested

- Review and discussion only

Staff Contact



Jim Dickinson

Senior Planner

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Regional Public Transportation Coordination Plan 2027-2031 Update

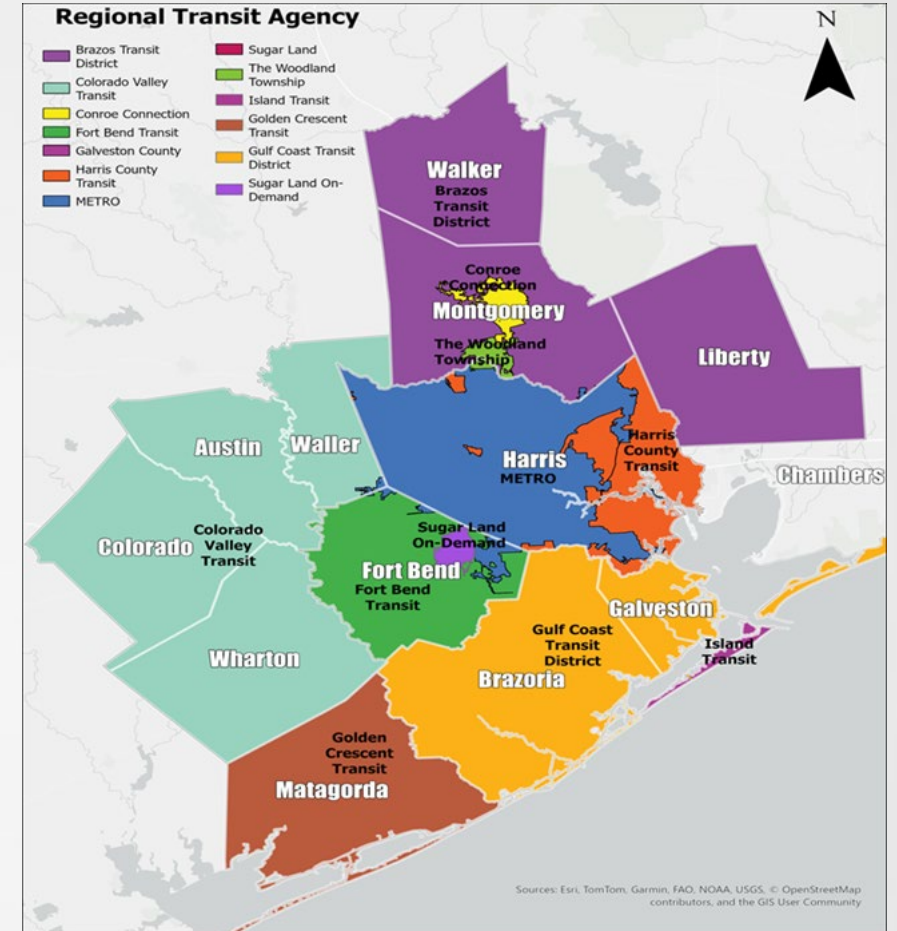


Transportation Policy Council
March 27, 2026

What is the Regional Public Transportation Coordination Plan?



- A federally and state-required regional plan that's updated every 5 years by the MPO.
- Covers the 13-County Houston-Galveston Region:
- The plan coordinates public transit and human service transportation to:
 - Improve mobility access across the region
 - Identify unmet transportation needs
 - Strengthen coordination between providers
 - Recommend strategies and priority projects
 - Align with TxDOT coordinated planning requirements



RPTCP Creates Real Improvements



Prior Recommendations Included:

- Expanding mobility with the Fort Bend Park & Ride and Sugar Land Microtransit improved access to jobs and services.
- RPTCP continues to improve mobility for seniors, people with disabilities, and underserved populations.
- Funding Alignment: Supports studies and pilot projects through RTP, TIP, and CMAQ coordination.
- Mobility Links helps residents find transportation options across the region.



Timeline & Deliverables



Background & Data Analysis

- Existing conditions study
 - Transit Need Index
 - Demographic patterns
 - Locating spatial gaps
- August 2025 → Ongoing**

Public Engagement & Outreach Sprint

- Transit rider survey
 - Provider inventory
 - Community events
 - Public workshops
 - Focus groups
 - Outreach
- January → June**

Review and Adoption

- Draft recommendations
 - Internal proofread
 - Stakeholder buy-in
 - Plan adoption
 - Turnover to TxDOT (10/30)
- August → October**

How Can You Help?



1. Distribute the provider survey to transportation providers in your jurisdiction (public, nonprofit, and private). Their input helps us identify service gaps, coordination opportunities, and funding needs specific to your community.
2. Share the public survey through your websites, newsletters, social media, and community networks. We want to hear from everyone:
 - What do you need?
 - Where is travel not working?
 - What barriers exist in your area?
3. Your perspective matters, so please, if you could complete the survey and encourage your boards, staff, and community partners to do the same.

Survey ends June 30, 2026

Together, we can improve mobility across the Houston-Galveston region.



Staff Contact



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Senior Planner

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■ Project website:

https://engage.h-gac.com/rptcp_2027-2031

Thank you!



SCAN ME



2027 Unified Transportation Program (UTP) Development

TEXAS TRANSPORTATION COMMISSION

Humberto Gonzalez Jr., P.E., M.B.A.
Director, Transportation Planning and Programming Division



March 2026



“The UTP is TxDOT’s 10-year plan that guides the development of thousands of transportation projects across the state. It is part of TxDOT’s comprehensive planning and programming process that connects the state’s transportation goals, performance measures and targets to transportation projects preparing for construction. Because funding levels may change in the future, the UTP does not serve as a budget or a guarantee that certain projects will be built. Instead, the plan authorizes TxDOT and local partnering agencies to prepare projects for construction based on potential future cash flow.

Within the UTP framework, TxDOT works with elected officials, local planning organizations and the public to select and fund the state’s highest priority transportation projects to begin construction during the next decade.”

2026 Unified Transportation Program

What is the Unified Transportation Program?



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



Determines Funding and Distribution

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



12 Funding Categories

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



Planning for the Next 10 Years

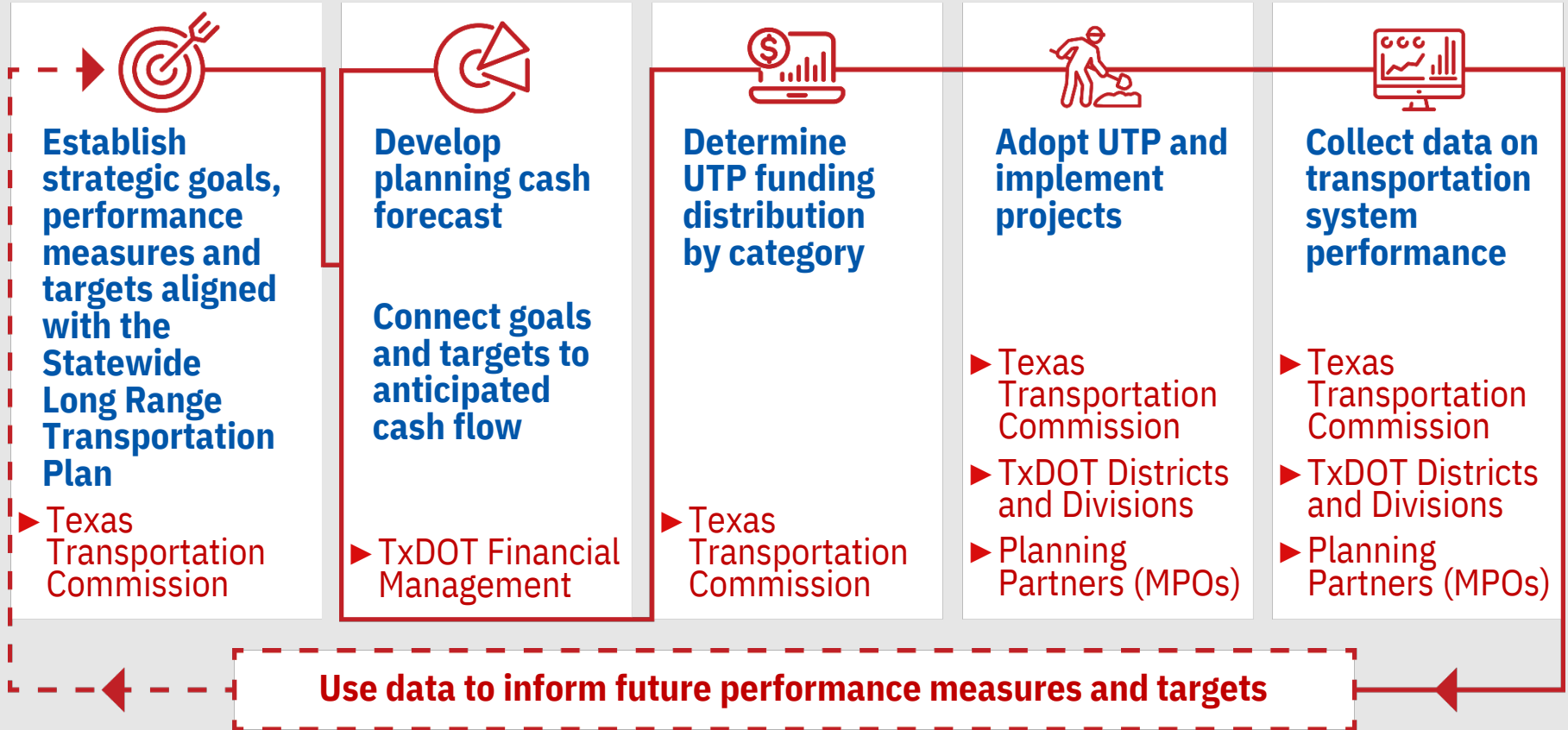
Includes all transportation projects that TxDOT is developing for construction over the next 10 years.



Mandated by State Law

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

UTP Development Process



Annual UTP Development Schedule



UTP DEVELOPMENT TIMELINE ANNUAL 10-STEP CYCLE*

- Funding distribution steps
- Project selection steps
- ▲ Publication and approval steps



Impacts of Financial Forecast on Draft 2027 UTP Distribution



Changes to UTP Funding	2026 UTP (\$B)	2027 UTP (\$B)	Diff (\$B)
UTP Funding Distributions	\$92.3	\$87.5	(\$4.8)
Category 3: Non-traditional Funding	\$9.3	\$7.0	(\$2.3)
Total UTP Funding	\$101.6	\$94.5	(\$7.1)

Changes to UTP Funding Sources	10-Year Impact (\$B)
Federal Adjustments	(\$4.4)
State Motor Fuel Tax & Vehicle Reg. Fee CRE* & Leveling Adjustments	\$2.9
Proposition 1: Certification Revenue Estimate Update & Leveling Adjustments	(\$2.5)
Proposition 7: Certification Revenue Estimate Update & Leveling Adjustments	\$0.2
Texas Mobility Fund Bond Issuance	(\$1.0)
Category 3: Non-traditional Funding	(\$2.3)
Total Changes between 2026 & 2027 UTP Forecast	(\$7.1)

Note: 2027 UTP Category 3 is an estimate and is subject to change

2027 UTP Planning Forecast: 2026 UTP vs 2027 UTP (\$B)



Forecast	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	Total
2027 UTP	-	\$8.29	\$8.08	\$7.93	\$7.94	\$8.43	\$8.81	\$8.66	\$9.34	\$9.91	\$10.05	\$87.44
2026 UTP	\$9.08	\$9.32	\$9.37	\$9.41	\$9.48	\$9.08	\$9.08	\$9.00	\$9.27	\$9.26	-	\$92.35
Difference	(\$9.08)	(\$1.03)	(\$1.29)	(\$1.48)	(\$1.54)	(\$0.65)	(\$0.27)	(\$0.34)	\$0.07	\$0.65	\$10.05	(\$4.87)

2-year Difference:

(\$2.31)

4-year Difference:

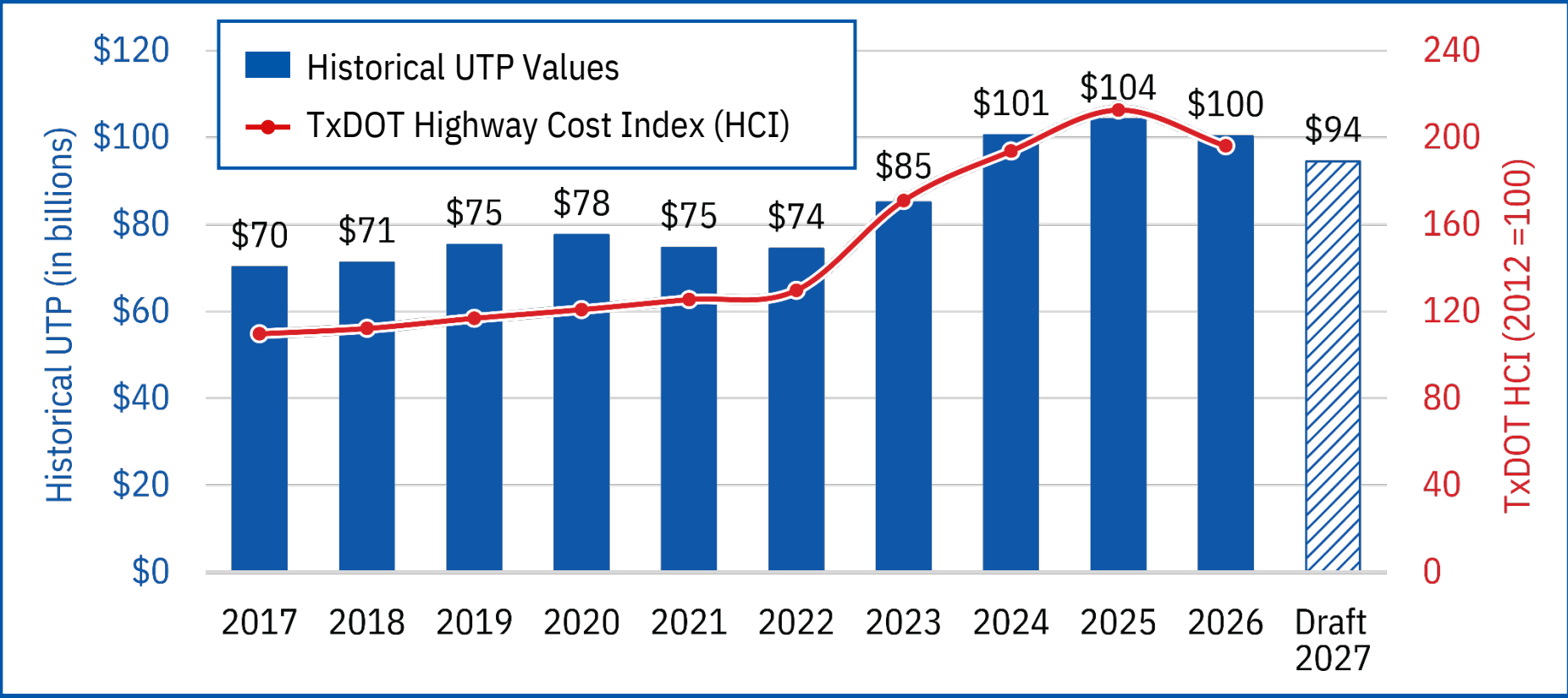
(\$5.33)

Total Difference:

(\$4.87)

**All totals have been rounded*

Historical UTP Investment



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



2027 UTP PLANNING FORECAST INCLUDES FUNDING RELATED TO:

- The Infrastructure Investment and Jobs Act (IIJA)
- State Highway Funds
- The State's Proposition 1 and 7
- Texas Mobility Bond Funds



**Estimate
federal and
state required
levels**



**Assess
preservation,
bridge and
safety funding
levels**



**Maximize
flexibility for
most
restrictive
programs**



**Determine
Commission
Strategic
Priority –
compliant
with statutory
requirements**



**Distribute
mobility and
connectivity
funding within
forecast levels**

Draft 2027 UTP Distribution and Estimated New Funding



Category and Description		New Available Funding	Draft Distribution
1	Preventive Maintenance and Rehabilitation	\$2,252,140,671	\$18,406,812,861
2	Metro and Urban Area Corridors	\$41,299,325	\$9,133,753,320
4R	Statewide Connectivity Corridors (Rural)	\$40,688,884	\$8,998,748,194
4U	Statewide Connectivity Corridors (Urban)	\$31,451,555	\$6,955,821,763
5	Congestion Mitigation and Air Quality	\$123,604,375	\$1,821,449,302
6	Structures Replacement (Bridges)	\$325,434,165	\$4,538,806,794
7	Metropolitan Mobility and Rehabilitation	\$358,476,805	\$5,735,628,873
8	Safety	\$231,045,261	\$3,603,724,169
9	Transportation Alternatives	\$161,503,964	\$1,685,258,755
10	Supplemental Transportation Projects	\$145,830,456	\$1,388,670,456
11	District Discretionary	\$177,876,190	\$1,850,000,000
11ES	Energy Sector	\$210,206,080	\$2,714,115,000
11SF	District Safety	\$92,314,202	\$1,191,932,030
12	Strategic Priority	\$103,207,835	\$13,870,043,371
12CL	Strategic Priority (Texas Clear Lanes)	\$176,802,030	\$5,576,802,030
Sub-Total Distribution (Less Cat 3)		\$4,471,881,799	\$87,471,566,918

Draft 2027 UTP Ten-Year Estimated Total Investment



Type of Funding	Total Funding
UTP Draft Distribution (Less Cat 3)	\$87,471,566,918
Estimated Category 3 Funding	\$7,000,000,000
Total Estimated Draft 2027 UTP Funding	\$94,471,566,918
Estimated Development Costs	\$31,500,000,000
Estimated Routine Maintenance Contracts	\$10,970,000,000
Total Ten-Year Estimated Investment	\$138,941,566,918



Category and Description		Draft Allocation
2	Metro and Urban Area Corridors	\$2,264,405,447
5	Congestion Mitigation and Air Quality	\$770,290,909
7	Metropolitan Mobility and Rehabilitation	\$1,787,221,960
9	Transportation Alternatives	\$207,792,200
Total		\$5,029,710,516



The continued decrease in funding represents a shift from expanding the UTP portfolio of projects to an increased focus on the development of existing planned projects

If declining trend in UTP funding continues:

- ✓ Very limited ability to add new mobility projects, slowing the expansion of Texas' highways
- ✓ Delayed delivery of planned projects is likely, especially those with existing funding gaps

Funding challenges for project development:

- ✓ Professional engineering and ROW budgets are limited, adding risk in delivering the current portfolio
- ✓ If UTP funding were to increase, additional resources would also be needed to support project development

Additional projects can be accelerated if funding becomes available



QUESTIONS