



Item 6. Unified Planning Work Program (UPWP) Amendments



Technical Advisory Committee
August 19, 2026

Background



1. Unified Planning Work Program (UPWP) mid-year true-up with H-GAC Agency Budget Mid-Year Cycle. (May Presentation)

2. Review all projects' status and timeframes to determine continuation to FY 2027 from FY 2026. (June Presentation)

3. Identify and presented projects that will be ongoing into FY 2027 from FY 2026-Carried Forward. (July Presentation)

Current Situation



Budget Amendment:

- In a two-year UPWP, funds are carried forward from the first year of the UPWP to the second year to complete ongoing projects.
- TASK V, Subtask 5.7.a, transportation staff is requesting to add two activities to the 2026-2027 UPWP;
 - The Sienna Corridor Plan
 - The Navigation Corridor Study
- **There will be no increase in funding requested.*
- **Administrative Amendment**-will add language to capture expansion of roadways as possible solutions to improve the movement of people and goods through the region.

Current Situation

FY 2027 TPF- New Budget Totals per Task					
TASK	FY 2026 Funds	FY 2026 Carry Forward Funds Total	FY 2027 Funds		FY 2027 New Total
TASK I	\$ 5,677,072.00	\$ -	\$ 5,613,366.00	\$	5,613,366.00
TASK II	\$ 5,659,313.00	\$ 389,431.00	\$ 5,572,746.00	\$	5,962,177.00
TASK III	\$ 2,568,188.00	\$ 674,119.00	\$ 1,615,984.00	\$	2,290,103.00
TASK IV	\$ 6,283,254.00	\$ 2,668,937.00	\$ 8,591,810.00	\$	11,260,747.00
TASK V	\$ 10,400,449.00	\$ 2,805,867.00	\$ 9,798,695.00	\$	12,604,562.00
Totals:	\$ 30,588,276.00	\$ 6,538,354.00	\$ 31,192,601.00	\$	37,730,955.00

Request for Recommendation

Transportation Advisory Committee recommendation for Transportation Policy Council approval of Resolution No. UPWP 2026/27-03 supporting Unified Planning Work Program (UPWP).



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Item 7. 2026 Transit Asset Management Performance Measures Update



Kareem Heshmat, Senior Planner
August 19, 2026



Transit Asset Management (TAM) and Public Transportation Safety Agency

State of Good Repair Performance Measure

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

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

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

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

Public Transportation Safety Performance Measures

Total number of fatalities

Total number of injuries

Total number of safety events

Rate of fatalities per vehicle revenue mile (VRM)

Rate of injuries per VRM

Rate of safety events per VRM

Mean distance between major mechanical failures

H-GAC & Transit Agency Roles

H-GAC:

- Coordinate with regional transit providers
- Establish regional TAM performance targets
- Use the most recent available provider data
- Reflect TAM performance in the RTP and TIP
- Document data sources and provider coordination

Transit Agencies:

- Maintain a TAM Plan
- Update the TAM Plan at least every 4 years
- Set annual TAM performance targets
- Report asset condition data to the NTD
 - *2024 NTD data is available as of June 2026*

2026 TAM Data Approach

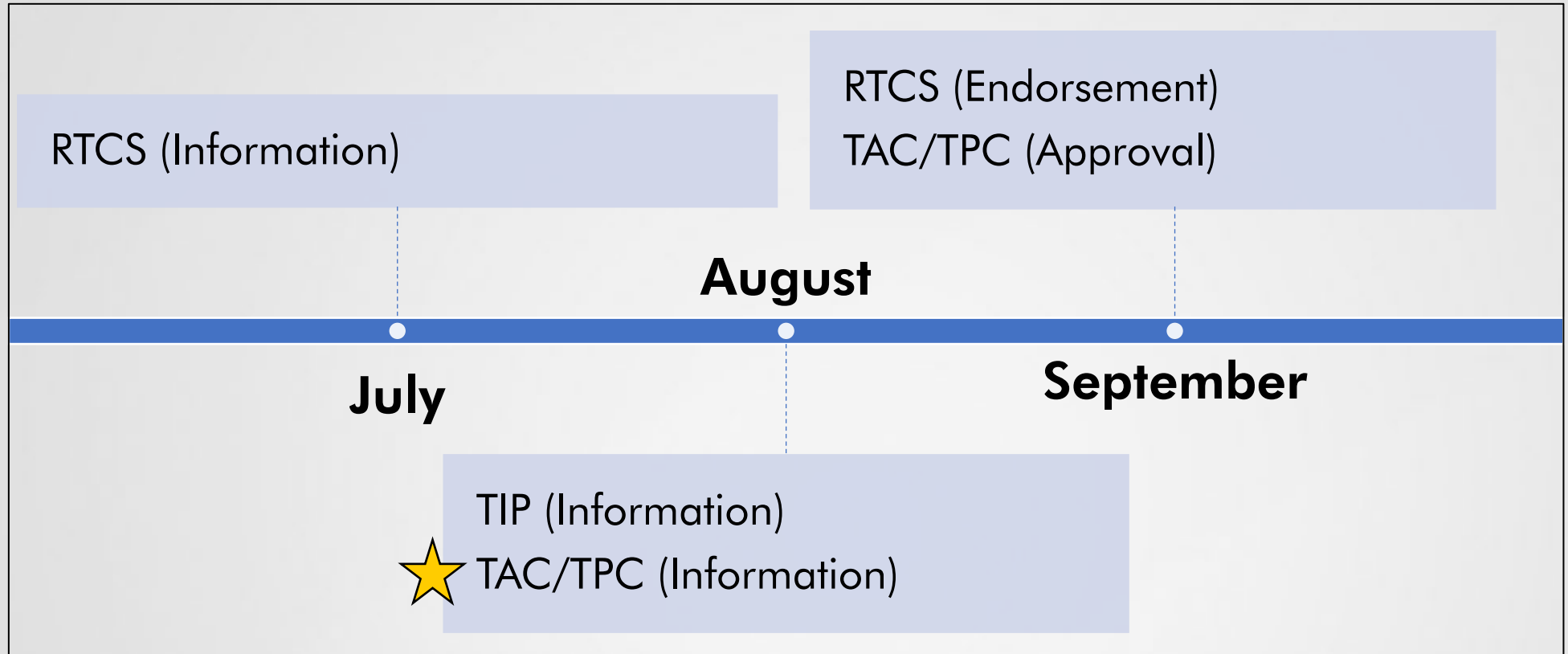
- **For the 2026 update, H-GAC used:**
 - Updated 2026-cycle TAM Plans where submitted
 - Most recent agency-submitted TAM data where no newer data was available
- **Excluded from regional calculations:**
 - Brazos Transit District — unable to itemize H-GAC MPA asset condition data
 - Colorado Valley Transit — reports through TxDOT statewide group plan
 - Sugar Land On Demand — does not utilize FTA funds; exempt from reporting
- **Subcommittee Feedback**
 - **Thurs 7/9 RTCS:** Connect with other MPOs to see how they track performance measures
 - **Weds 8/12 TIP:** Reconsider improved (lower) Equipment (non-revenue vehicle) targets

Regional TAM Performance Targets											
Performance Targets and Actuals by Year											
Asset Category	2022			2024			2026			Proposed Targets*	
	Targets	Actuals	Met	Targets	Actuals	Met	Targets	Actuals	Met	2028	2030
Rolling Stock (revenue vehicles)	10%	10%	✓	10%	20%	✗	20%	19%	✓	20%	20%
Equipment (non-revenue vehicles)	46%	46%	✓	46%	55%	✗	55%	32%	✓	30%	30%
Facilities (buildings and structures)	54%	45%	✓	45%	28%	✓	28%	8%	✓	8%	8%
Infrastructure (rail tracks, signals & systems)	0%	0%	✓	0%	1%	✗	1%	1%	✓	1%	1%
Note: A lower percentage indicates better condition of transit assets											

Transit Investments to Watch

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

Timeline



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

Action Requested

- Information purposes only



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Item 8#. 2026 PUBLIC TRANSPORTATION AGENCY PERFORMANCE MEASURES UPDATE



Kareem Heshmat, Senior Planner
August 19, 2026





Safety Performance Measures

All Applicable Transit Agencies

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

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

General Safety Performance Measures

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

Setting 2028 and 2030 Regional Targets

1. **Methodology:** For existing targets, regional weights are applied to individual agency PTASPs based on Vehicle Revenue Miles (VRM)
2. **Vision Zero Approach:** Staff recommends using TPC's adopted Vision Zero framework as the baseline for fatalities.
3. **Continuous Improvement:** H-GAC intends to reevaluate these regional targets as more granular data for the seven new performance targets are reported to the National Transit Database (NTD).
4. **Subcommittee Feedback:**
 1. Thurs 7/9 RTCS: Connect with other MPOs to see how they track performance measures
 2. Weds 8/12 TIP: Consider zero fatality targets

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

Tier I – METRO and Island Transit (Paratransit)

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

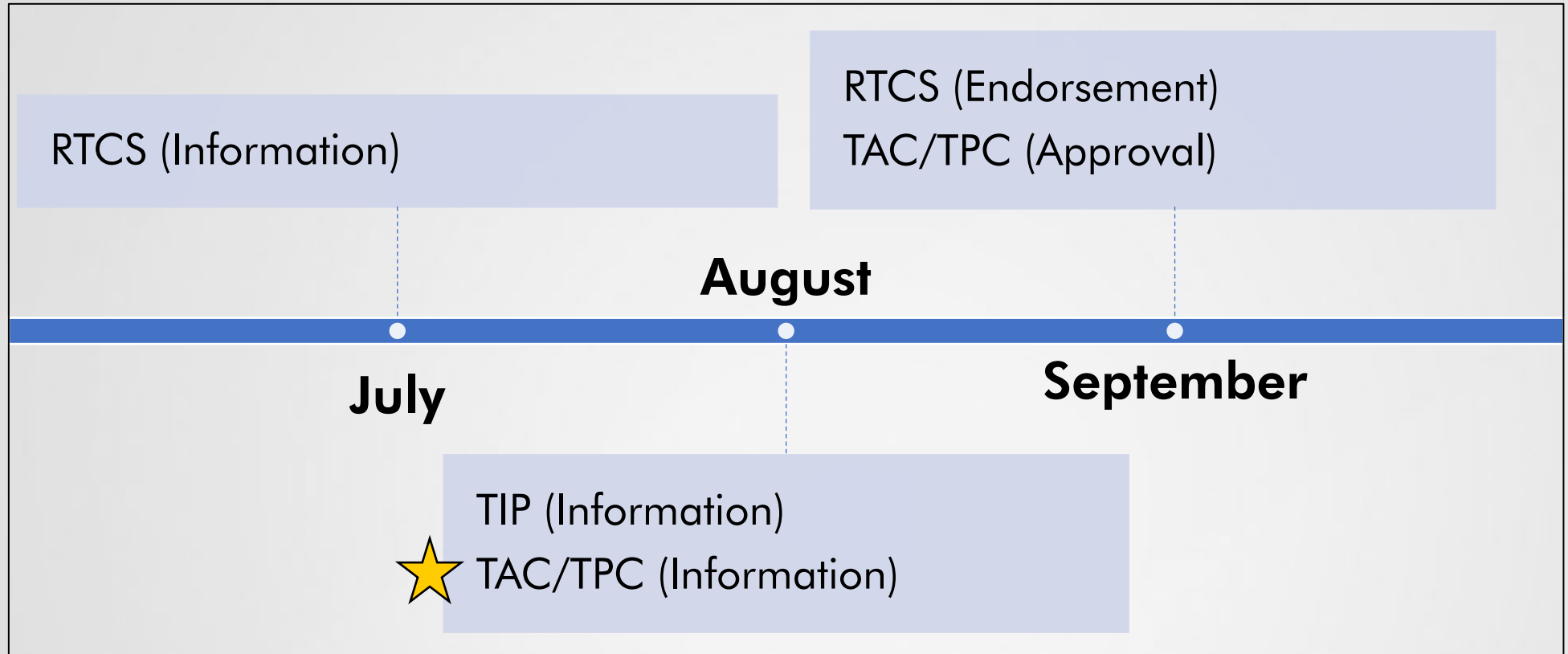
Tier I – METRO and Island Transit (Rail)							
Mode	#	Category	2023		2025	2028	2030
			Targets	Actual	Actual	Target	Target
Rail	1a	Major Safety Events	100	93	132	111	111
	1b	Major Safety Event Rate per Vehicle Revenue Mile	4.715	2.902	3.989	3.27	3.27
	1.1	Collision Rate (NEW)	-	-	1.571	1.571	1.571
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

Tier II Transit Agencies (Commuter/Fixed Route)

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

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

Timeline



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

Action Requested

- Information purposes only



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Item 9. Reliability, Congestion and Air Quality Performance Measures



Technical Advisory Committee
August 19, 2026

Performance Measures

Reliability

- Personal & Truck Travel on NHS

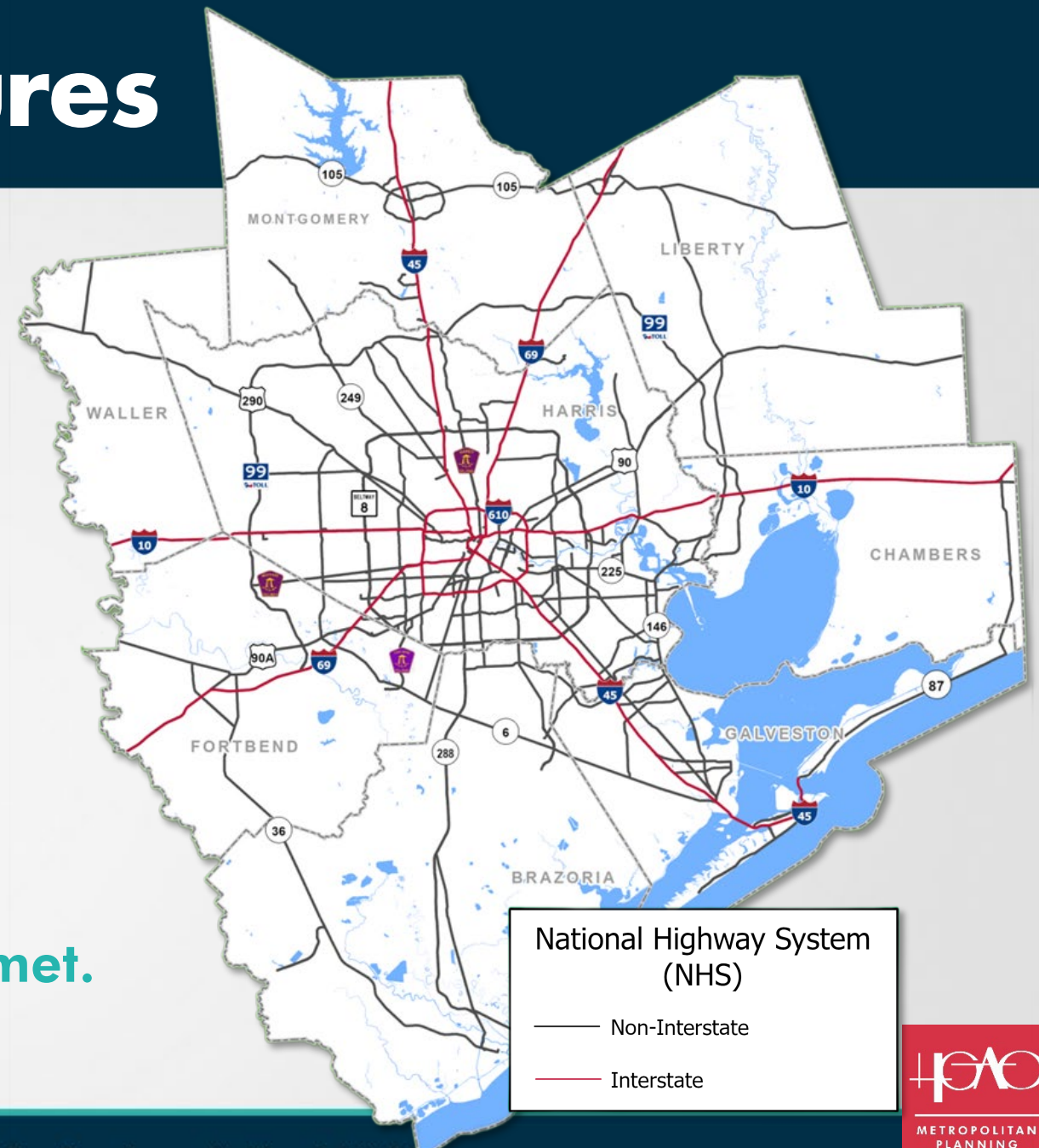
Congestion

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

Air Quality

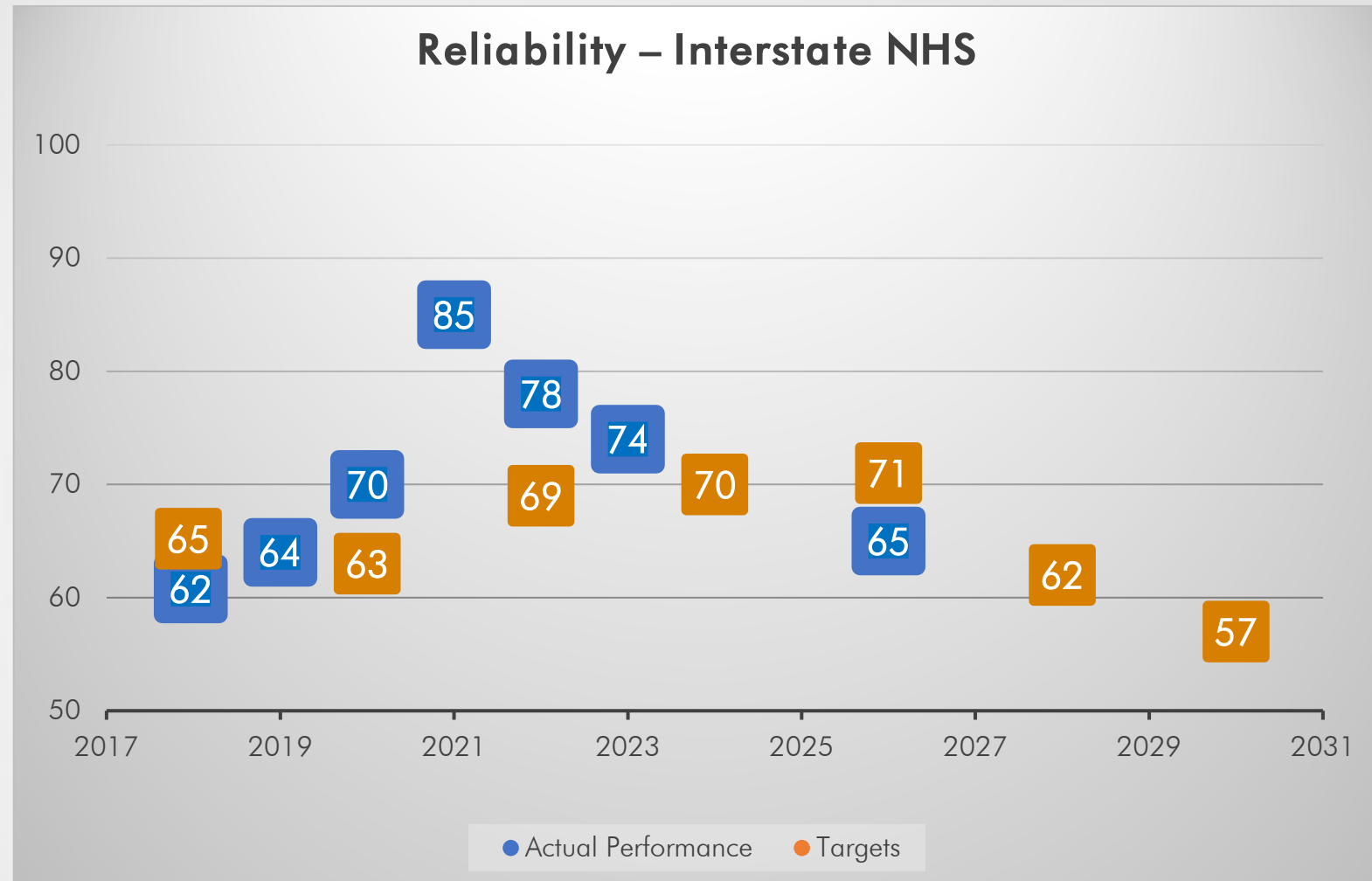
- Tailpipe emission reductions from Congestion Mitigation Air Quality (CMAQ) project

There are no penalties if targets aren't met.



Percentage of Reliable Person-Miles (Annual)

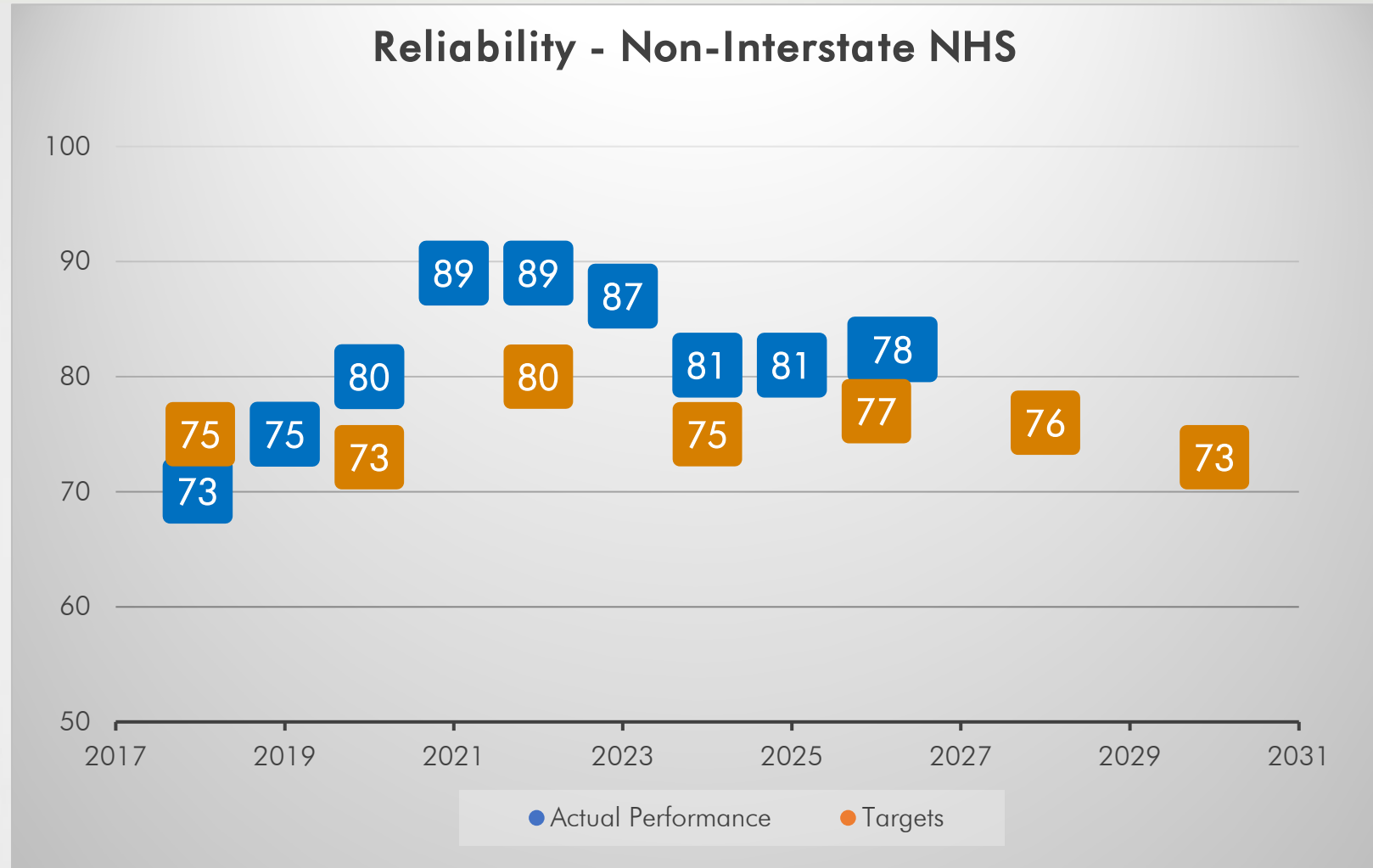
- Level of Travel Time Reliability (LOTTR) = Ratio of the 80th percentile (bad traffic) / 50th percentile (normal traffic)
- 2026 Target **not met**.
 - 2028 Target – 62%
 - 2030 Target – 57%
 - Trendline based on post pandemic years



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Desired Trend
for Improvement

Percentage of Reliable Person-Miles (Annual)

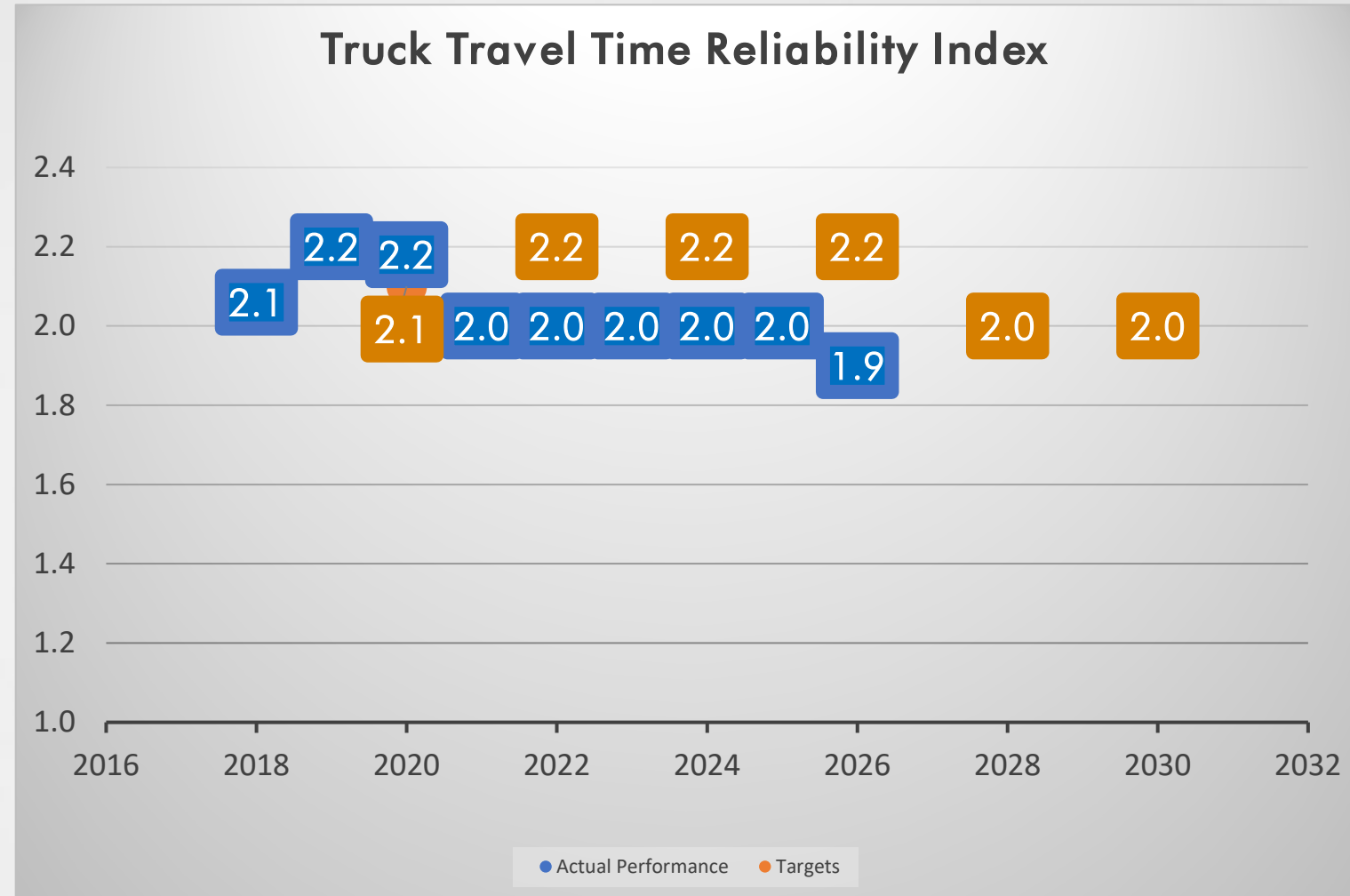
- Level of Travel Time Reliability (LOTTR) = Ratio of the 80th percentile (*bad traffic*) / 50th percentile (*normal traffic*)
- 2026 Target **met**.
 - 2028 Target – 76%
 - 2030 Target – 73%
 - Trendline based on post pandemic years



↑
Desired Trend
for Improvement

Truck Travel Time Reliability Index

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



↓
Desired Trend
for Improvement

2026 Reliability Performance

Federal Performance Measures	Desired Trend	2026 Target	2026 Actual Performance	2026 Target Met?	2028 Target	2030 Target
Interstate Reliability		71%	65.6%	No	62%	57%
Non-interstate Reliability		77%	78.1%	Yes	76%	73%
Truck Travel Time Reliability Index		2.2	1.9	Yes	2.0	2.0

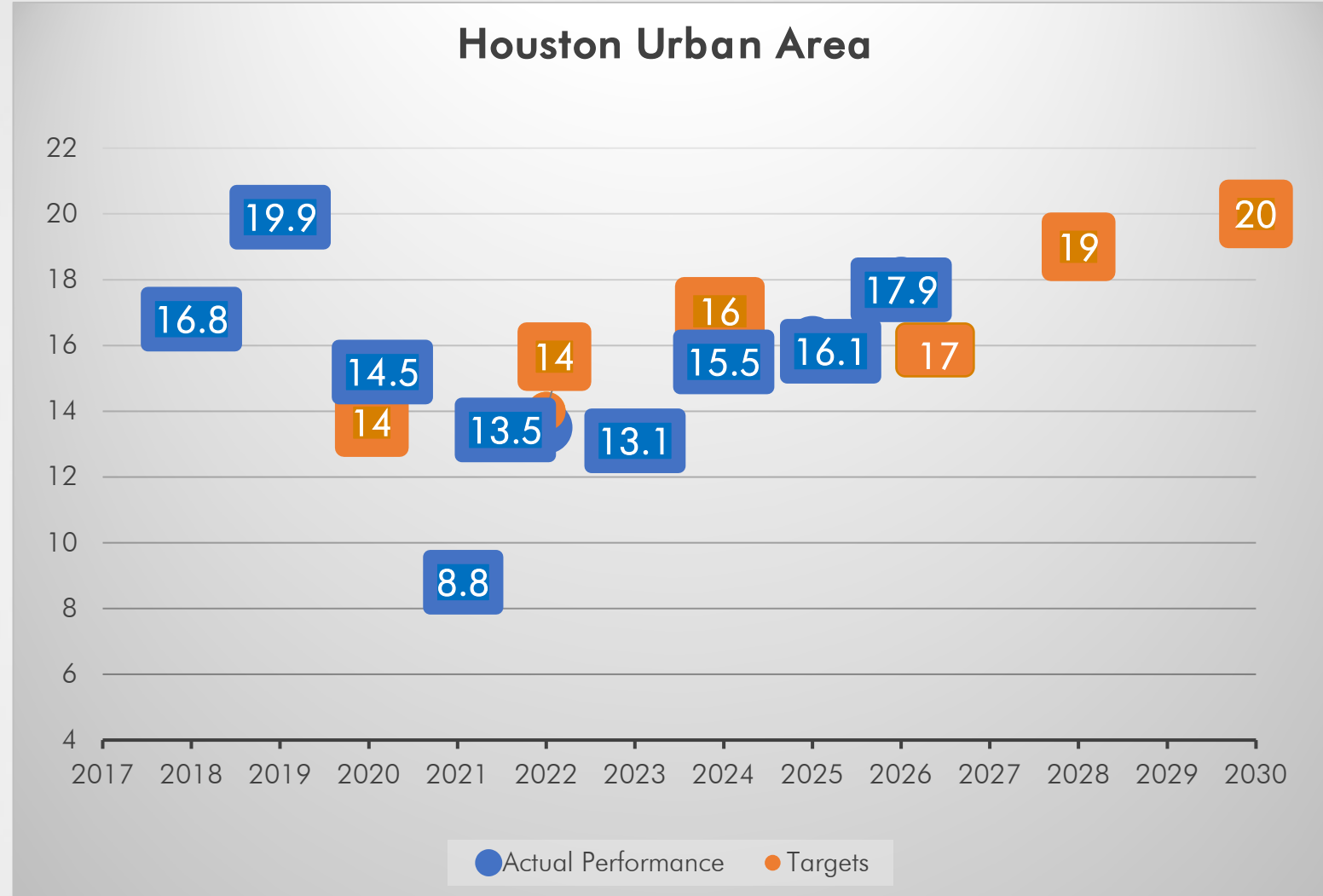
Strategies, Projects & Programs

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



Peak Hour Excessive Delay (PHED)

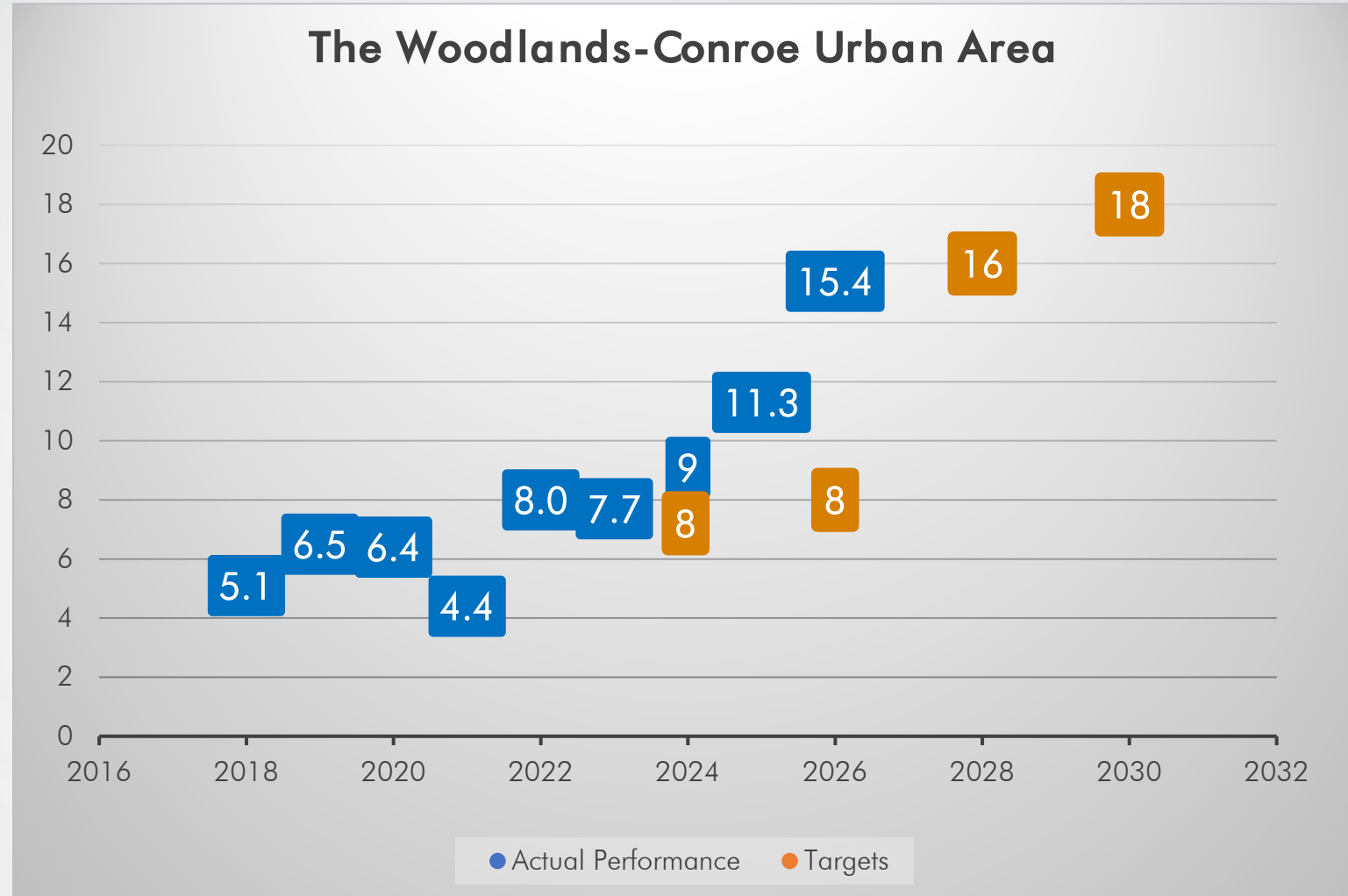
- The annual average hours of extra travel time on the National Highway System in excessive conditions per capita.
- For a speed limit of 60 mph (60% of 60 mph), the excessive delay occurs below 36 mph.
- 2026 Target **not met**.
 - 2028 Target – 19 hrs
 - 2030 Target – 20 hrs
 - Trendline based on post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



↓
Desired Trend
for Improvement

Peak Hour Excessive Delay (PHED)

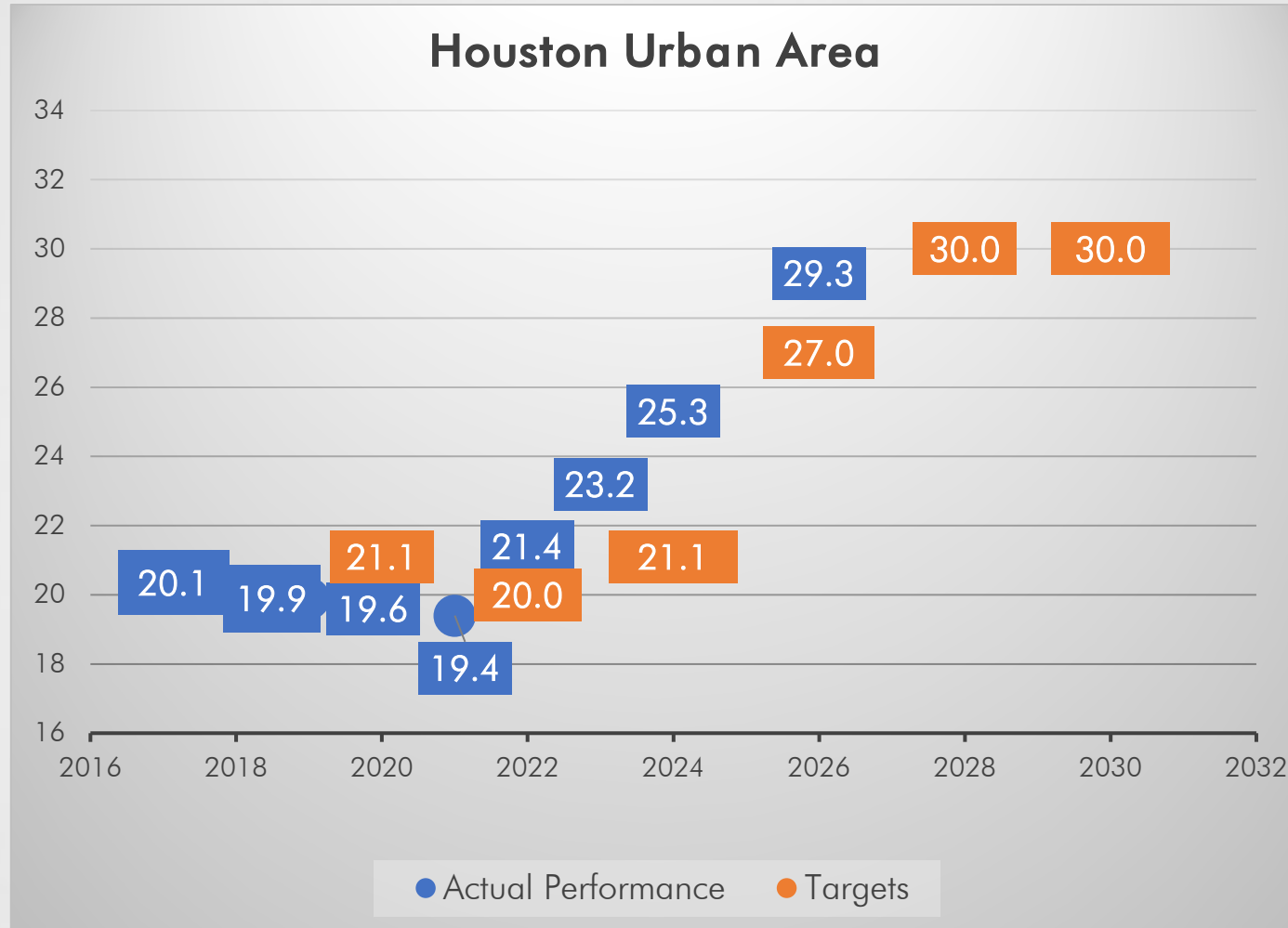
- The annual average hours of extra travel time on the National Highway System in excessive conditions per capita.
- For a speed limit of 60 mph (60% of 60 mph), the excessive delay occurs below 36 mph.
- 2026 Target **not met**.
 - 2028 Target – 16 hrs
 - 2030 Target – 18 hrs
 - Trendline based on post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



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Desired Trend
for Improvement

Percent of Non-Single Occupant Vehicles

- Percent of Work Trips made in Non-Single Occupant Vehicles
 - Carpooling
 - Riding public transportation
 - Walking
 - Bicycling
 - Taxicab or other means
 - Travel avoided by working from home
- American Community Survey (ACS) 5-year averages



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

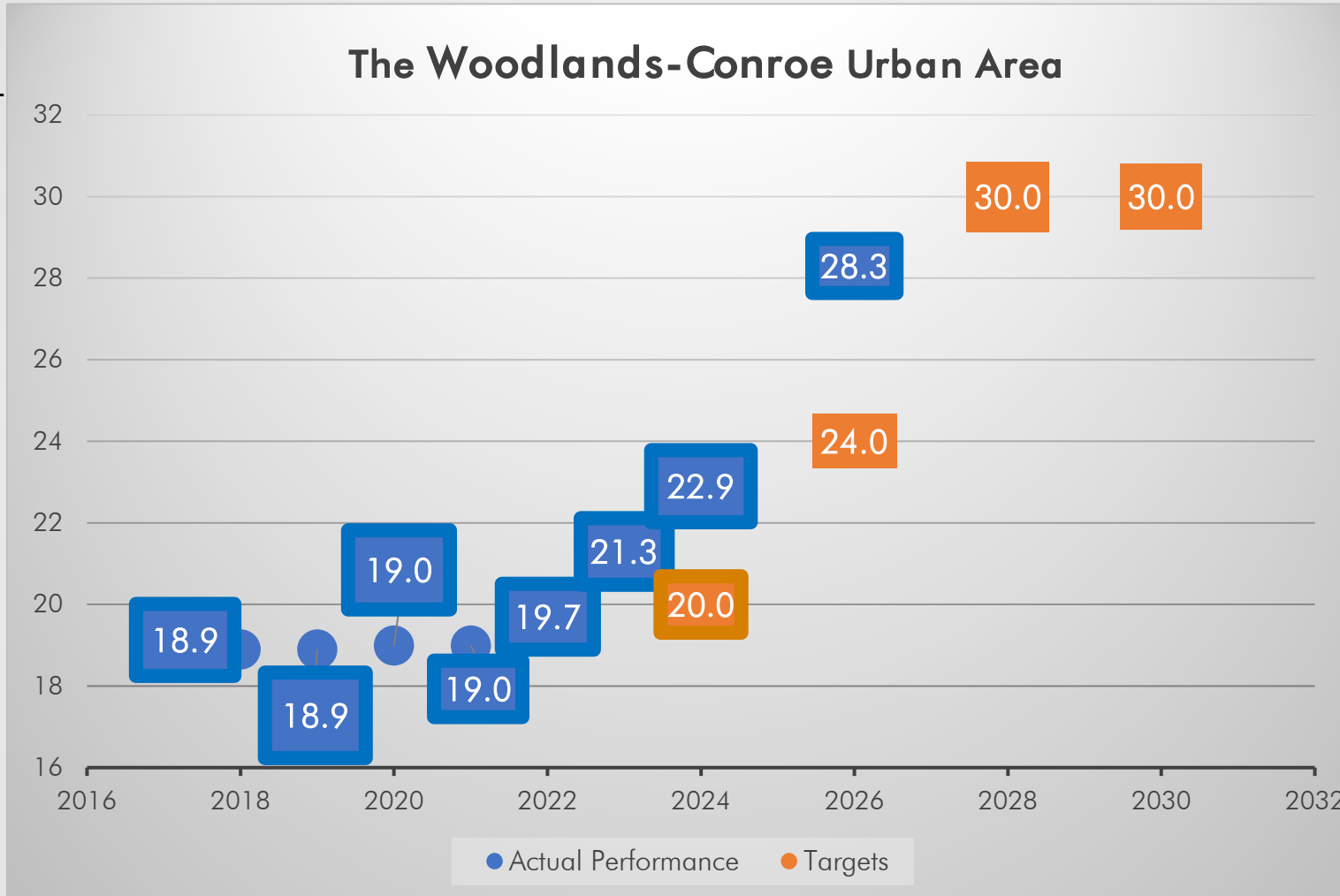
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Desired Trend
for Improvement

Percent of Non-Single Occupant Vehicles

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

- Carpooling
- Riding public transportation
- Walking
- Bicycling
- Taxi or other means
- Telework

- American Community Survey (ACS) 5-year averages



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



Desired Trend
for Improvement

PM3 - Congestion

Federal Performance Measures	Desired Trend	2026 Target	Actual Performance	2026 Target	2028 Target	2030 Target
Peak Hour Excessive Delay - Houston		17 hours	17.9 hours	No	19 hours	20 hours
Peak Hour Excessive Delay – The Woodlands/Conroe		8 hours	15.4 hours	No	16 hours	18 hours
Non-Single Occupant Vehicles Travel - Houston		22.6%	29.3%	Yes	30%	30%
Non-Singles Occupant Vehicles Travel – Conroe		21.6%	28.3%	Yes	30%	30%

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

Congestion Mitigation Air Quality (CMAQ) Measures

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

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

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

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

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



Desired Trend
for Improvement

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

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

Congestion Mitigation Air Quality (CMAQ) Measures

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

CMAQ Eligible Projects & Programs

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

Requested Action

- For information only

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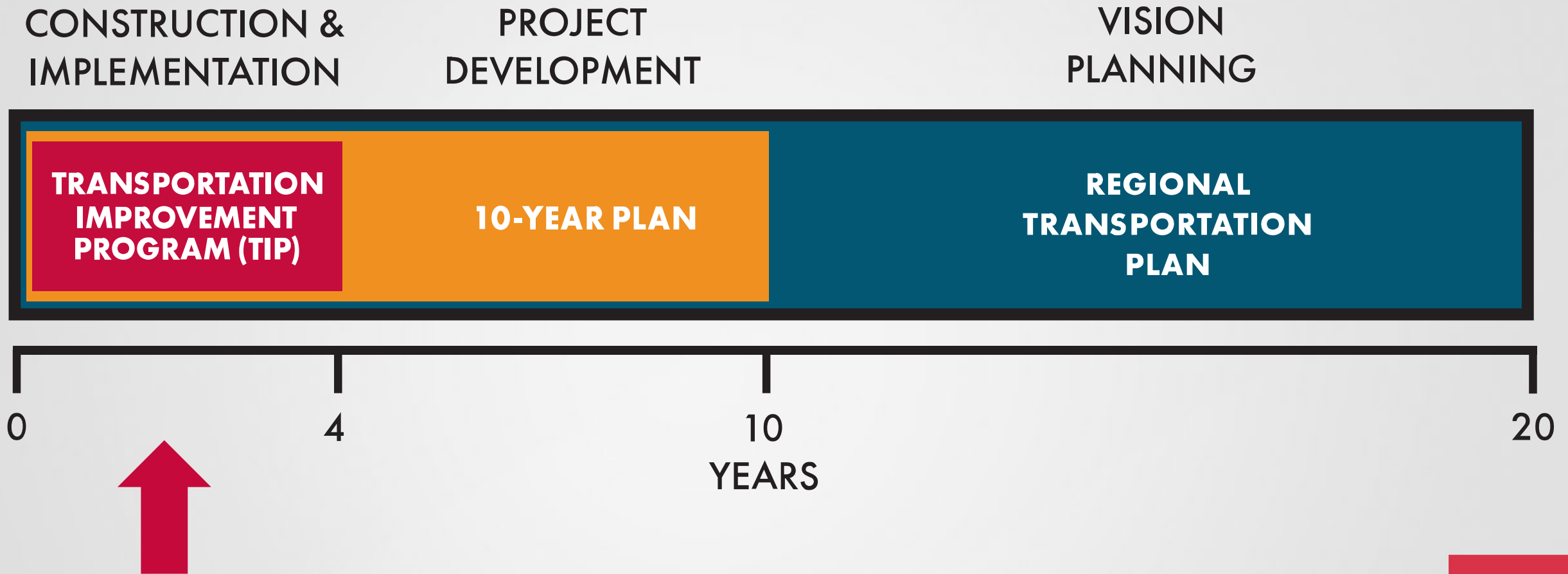


Item 10. Future Amendments to 2027-2030 TIP and 2045 RTP



Technical Advisory Committee
August 19, 2026

We Are Here



Future 2027-2030 TIP Amendments

- Program engineering & construction phases of City of Sugar Land's US 90A railroad monitoring system installation in FY 2027 (MPO ID 19014) and FY 2028 (MPO ID 19017) of TIP with \$1.7M of CMAQ. Currently 'grouped' in TxDOT Statewide Safety Program with STBG funding
- Program four TxDOT Beaumont District SH 99 4-lane widenings in FY 2027 (MPO ID 19395) and FY 2028 (MPO IDs 19402, 19403, 19404) with \$522.7M of State Toll funding at the District's request
- Program the engineering and ROW phases (MPO IDs 19613, 19614) of Brazoria County's Pearland Parkway construction (MPO ID 18135) using \$8.5M of STBG debited from construction phase at the County's request

Future 2027-2030 TIP Amendments

- Program Old Conroe Road widening & extension ROW & engineering review (MPO ID 19580) in FY 2027; and construction from SL 336 to Rivers Edge Drive (MPO ID 19600) in FY 2029 at Montgomery County's request
- Split ROW phase (MPO ID 19611) from Montgomery County's FY 2036 IH-45 North auxiliary lane/braided ramp construction (MPO 19318). Fund with \$15.0M of programmed CMAQ funding in FY 2027 at the County's request.
- Program FM 1464 LED safety lighting installation in Fort Bend County (MPO ID 19599) with \$2.7M of federal Carbon Reduction Program funds in FY 2027 of TxDOT's Statewide Safety Program at TxDOT HOU's request.

Future 2027-2030 TIP Amendments

- Program TxDOT HOU's SH 99 frontage road construction in FY 2027 (MPO ID 19615) with \$46.0M of local funds on behalf of Harris County MUD #3
- Delay Brazoria County's SH 99 Segment-B tollway construction (MPO ID 18872) from FY 2027 to FY 2035 due to change in the County's priorities
- Delay TxDOT HOU's IH 10 (Gregg St to Waco St/Segment 3C-1) reconstruction (MPO ID 19025) from FY 2028 to FY 2032 to coordinate with drainage construction in the corridor
- Cover cost overrun on City of Sugar Land's Gannoway Lake Trail improvements (MPO ID 19065) with \$1.9M of STBG split 50/50. Clarify limits and scope details.

Future 2027-2030 TIP Amendments

- Cover cost overrun caused by standards upgrades on Montgomery County's county-wide Transportation Monitoring System (MPO ID 19236) with \$3.5M of CMAQ and matching TDCs
- Change scope of work and phase/task of METRO Section 5307 Safety & Security Program projects (MPO IDs 19081, 19104, 19113) from 'operating' to 'capital' for rail preventative maintenance. Delay to FY 2027. Program the surplus funds from MPO ID 19113 to create a new transit center roof replacements project (MPO ID 19612) in FY 2027 at METRO's request
- Update the scope of work of the City of Galveston's STBG funded Stewart Road rehabilitation (MPO ID 19210) in FY 2027 of TXDOT's Statewide Program.

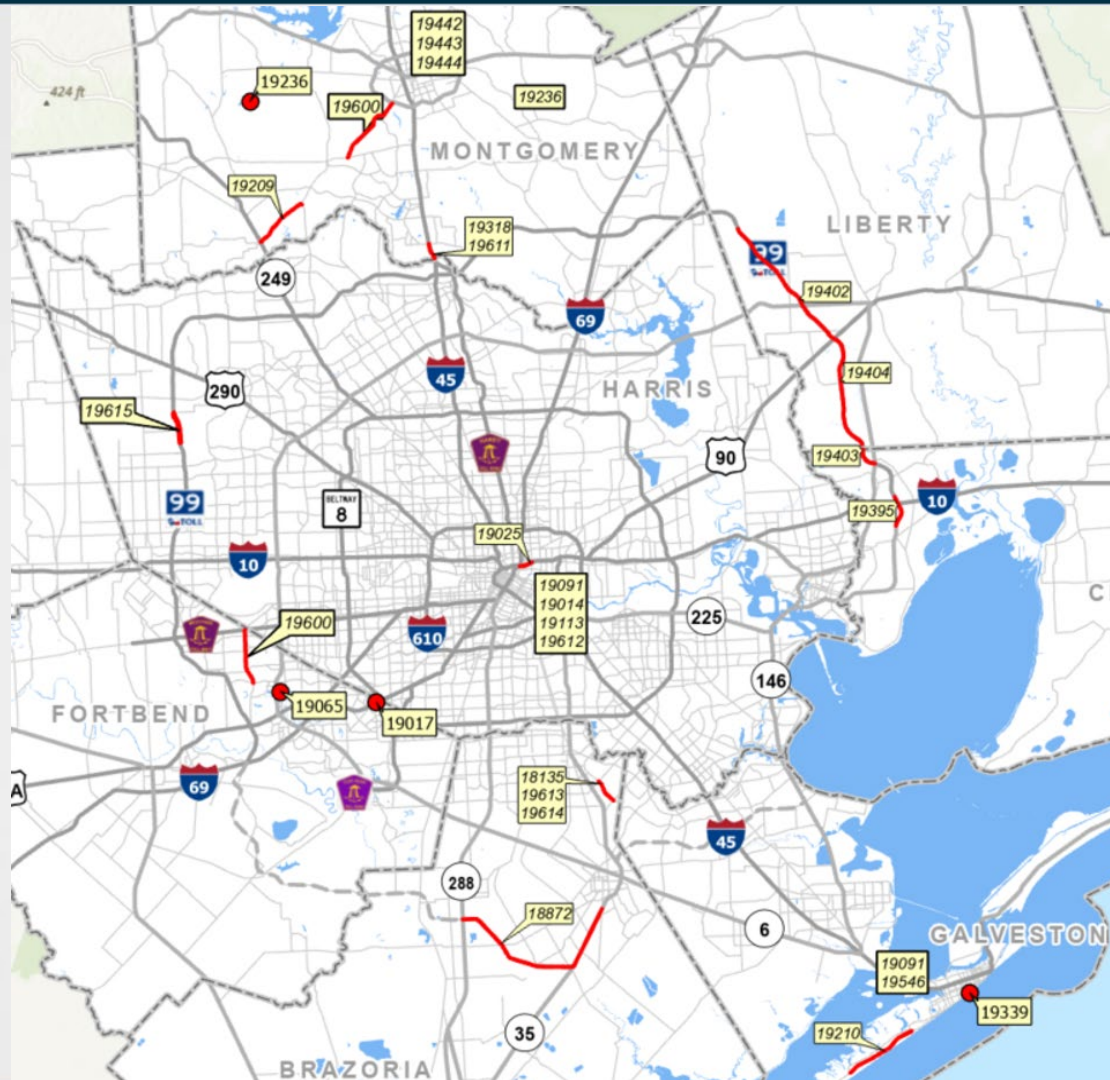
Future 2027-2030 TIP Amendments

- Update the scope of work of Island Transit's FTA Section 5337 funded software acquisition project (MPO ID 19546) in FY 2027 to conform to new FTA procurement program requirements
- Update two City of Conroe public transportation capital and operating projects (MPO IDs 19442, 19444) with actual FTA Section 5307 allocations in FY 2027. Cancel FY 2026 operations expenditures (MPO ID 19443) and move the funds to MPO 19444 due to a change in program needs
- Cancel two TxDOT Houston District's Cat-10 funded truck parking lot construction projects (MPO IDs 18896, 19101) due to lack of feasibility at TxDOT's request

Future 2027-2030 TIP Amendments

- Cancel the Island Transit's RAISE grant proposed trolley facility maintenance (MPO ID 19091) due to not being selected
- Cancel City of Galveston's FY 2027 CMAQ funded traffic signal construction (MPO ID 19339) because of their decision to use local funding
- Cancel Montgomery County's Hardin Store Road rehabilitation project (MPO ID 19209) at the County's request due to lack of federal funding feasibility

Future 2027-2030 TIP Amendments



Action Requested

- Review and discussion only

Staff Contact



Jim Dickinson
Senior Planner

Jim.Dickinson@h-gac.com

713-993-4597



Item 11. Technical Subcommittees Draft Descriptions



Technical Advisory Committee
August 19, 2026

Technical Subcommittees in TAC Bylaws

- "The TAC Chair, or MPO Director in consultation with the Chair, may create standing committees, ad hoc committees, and work groups (collectively called technical subcommittees) with the approval of the TAC for the furtherance of its function."
- "Membership of the technical subcommittees shall be recommended by the TAC Nominating Committee with the approval of the TAC and should generally reflect the makeup of the TAC and others who have technical expertise that would provide benefit to the technical subcommittee."

Current Technical Subcommittees

- Standing Subcommittees
 - Regional Transportation Plan
 - Transportation Improvement Program
 - Transportation Systems Management and Operations
 - Pedestrian and Bicyclist
 - Regional Transit Coordination
 - Transportation Air Quality

Additional MPO Staffed Committees

- H-GAC Board
 - Regional Air Quality Policy Advisory Committee
- Transportation Policy Council
 - Executive Committee
 - Transportation Safety Committee
 - Greater Houston Freight Committee
 - Legislative Ad Hoc Committee
- External Partners
 - Clean Cities Coalition
 - AERCO

Technical Subcommittees Update Effort

- TAC Bylaws Revision -
- TAC Survey -
- Technical Subcommittee Operating Guidelines-
- Technical Subcommittee Draft Descriptions:
 - First Presentation -
 - Revision 1 -
 - Revision 2 -

Revision 2

- Look at Adhoc Committees – How will the timing work? Will we have enough time to do all that we need to do?
- Management Districts – Don't forget TIRZs
- Expand Traffic Engineers to Transportation Professionals
- Citizen Interests – Should they have to be connected to an organization?
- Air Quality – How can we ensure reporting back to the MPO?

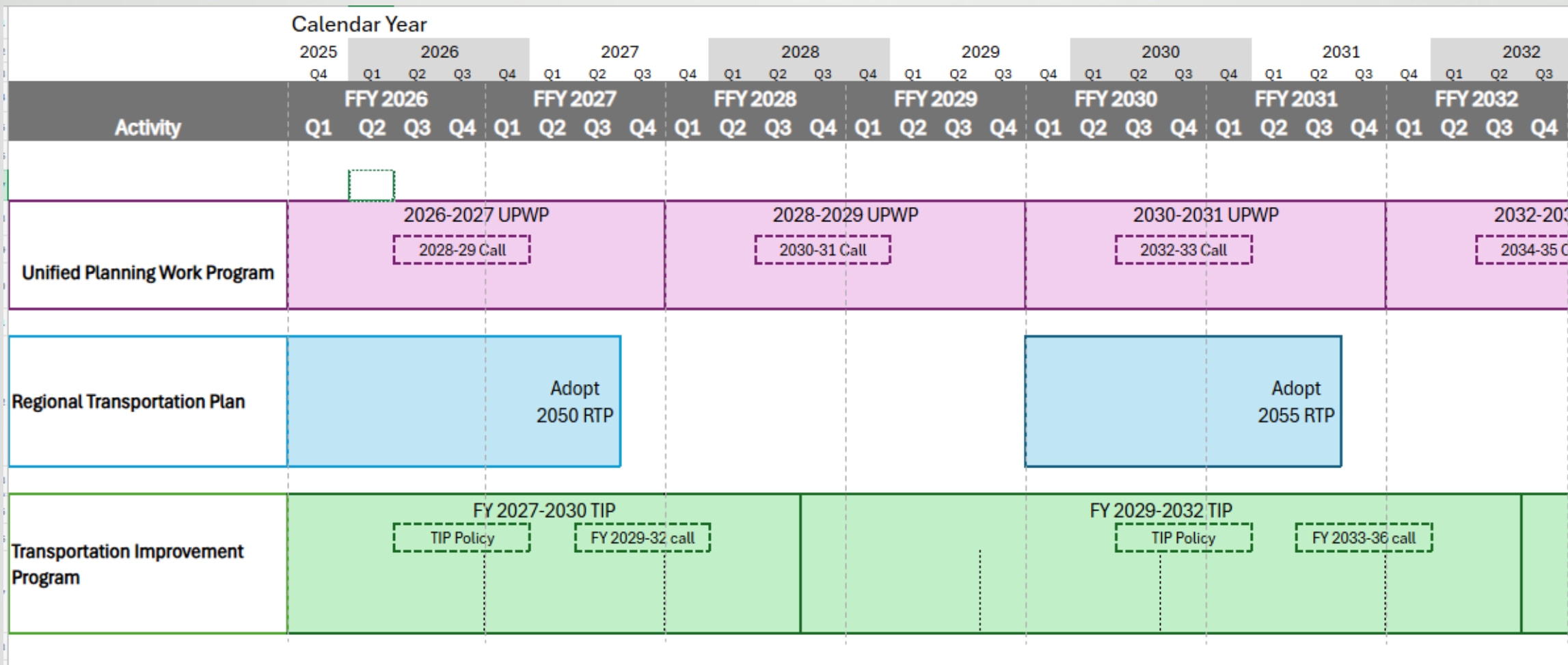
Ad hoc Technical Subcommittees Revision 2

- **Transportation Improvement Program 2029-** Provides guidance to H-GAC Staff and the TAC regarding development of a new TIP Policy and any adjustments to the Project Delivery and Milestone Development Policy to guide development of the 2029-2032 TIP. Work will be completed once policies are approved. It is anticipated that this group will meet every two years ahead of the need for a new Transportation Improvement Program.

Ad hoc Technical Subcommittees Revision 2

- **Regional Transportation Plan 2050** – Provides guidance to the H-GAC Staff and the TAC in the development of the RTP 2050, including providing recommendations to TAC on project selection criteria and fundamental planning assumptions, data and methodologies used in development of the RTP 2050. It is expected that this group will meet one year in advance of the need for a new Regional Transportation Plan every four years and that work will be completed once the RTP is approved. As of the writing of this document, this group has begun its work.

Core Products Timeline



Standing Subcommittee on Active Transportation

Purpose	Membership
Provide guidance and advise TAC and H-GAC staff on regional active transportation issues and strategies, including the regional Active Transportation Plan, safe routes to schools, transportation alternatives project selection criteria and evaluation, active transportation subregional planning projects, and such other active transportation issues referred to it by the TAC or H-GAC staff.	Maximum of 24 members, seeking representatives from the following areas: Standing committee chair or designee from each committee; ADA Representative such as Coordinator from a local government; Local Governments (Cities, Counties); State Government (TxDOT HOU, TxDOT BMT); Management Districts or TIRZs; Citizen Advocacy Groups; Non-Profits; Planning. <u>Minimum Selection Criteria:</u> Stakeholders involved with active transportation issues, active transportation policy development, active transportation infrastructure development, or planning for active transportation.

Standing Subcommittee on Transit and Human Services Transportation

Purpose	Membership
Provide guidance and advise TAC and H-GAC staff on regional transit and human services transportation issues, strategies, and projects including regional transit provider and services coordination, regional and subregional transit service and capital planning, human services transportation coordination, and such other transit issues referred to it by the TAC or H-GAC staff.	Maximum of 24 members, seeking representatives from the following areas: all regional transit providers; TxDOT PTN; Local Government; Social/Human Services; Business and Citizen Interests; Chair (or designee) from each standing subcommittee <u>Minimum Selection Criteria:</u> Those with interest in and understanding of public and/or human service transportation provision and operation; Any entity that operates general public transit or specialized transportation services (elderly, disabled, mental disability, NEMT, etc.) ; Organizations for whom public or human service transportation is important to their operations; citizen's interest groups.

Standing Subcommittee on Congestion

Purpose	Membership
Provide guidance and advise the TAC and H-GAC staff on regional efforts to address congestion, including the Congestion Management Process, Transportation System Management and Operations (TSMO), Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), the annual Regional Mobility Report, and such other systems management and operations issues referred to it by the TAC or H-GAC staff.	Maximum of 28 members, seeking representatives from the following areas: Economic Development and Land Use Planning (General Planning), Transportation Professionals – City/County, • Transportation Demand Management , TDM Practitioner (TMO, Vanpool, Carpool, etc.), Transit Operators, Management Districts or TIRZs, Colleges and Universities, Rail/Freight, Trucking/Logistics, Citizen Representative, Transportation Management Centers, Ports, Toll Authorities, TxDOT, Chair or Representative- other two standing committees <u>Minimum Selection Criteria:</u> Nonprofit or government representatives (staff, committee or board volunteer or elected officials) with expertise in measuring, analyzing or reducing congestion representing various related areas – recurring congestion (including commute to work or school, signalization), non-recurring congestion including weather, event, collisions, breakdowns, other incidents, construction/work zone).

Next Steps and Timeline



Discussion





Item 12. Call for Subregional Planning Requests



Technical Advisory Committee
August 19, 2026

Call for Subregional Planning Requests

■ Background

- Subregional Planning: beginning of the pipeline for potentially including projects that have been through a formal public participation process in the Regional Transportation Plan (RTP) and eventually the Transportation Improvement Program (TIP).
- TPC approved criteria in April 2026 outlining sponsor eligibility, evaluation criteria, and eligible planning activities.
- Originally planned for Summer 2026, postponed to September 2026 so sponsors could focus on the RTP 2050 Call for Projects.



Call 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	Major roadways and 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

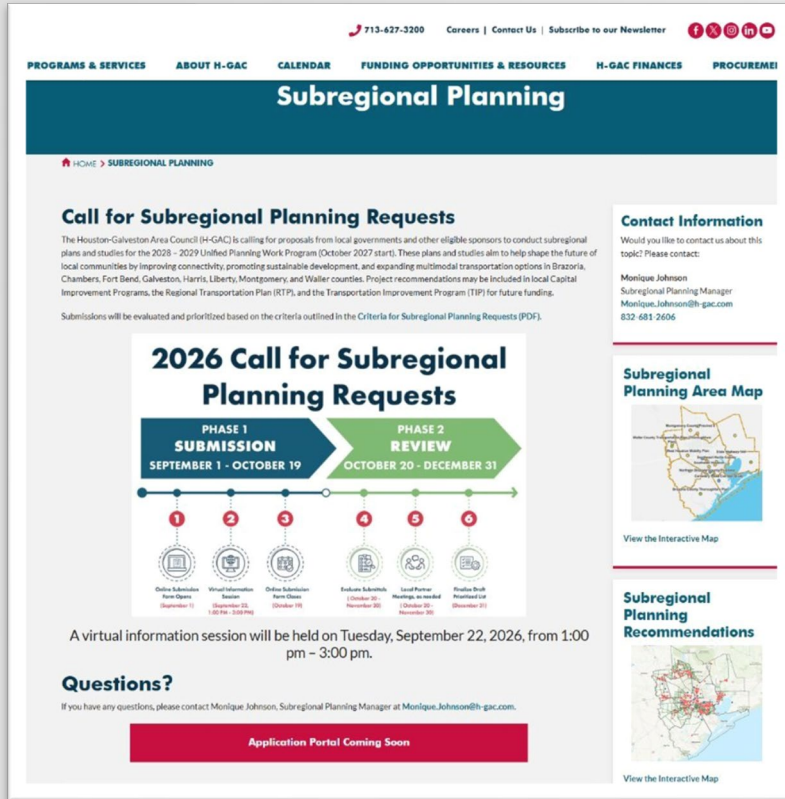
Call for Subregional Planning Requests

- Plan/Study Types

TYPE	DESCRIPTION
Mobility Plan	Single or multiple modes, vision, goals, performance measures, project, program, and policy recommendations (list of projects)
Thoroughfare Plan	Specific recommendations related to right-of-way, connectivity, typical cross sections, and street classifications (not a list of projects)
Corridor Study/Plan	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)

Call for Subregional Planning Requests

- Submission via online portal located on H-GAC's website
<https://www.h-gac.com/subregional-planning>



The screenshot shows the H-GAC website's 'Subregional Planning' section. It features a navigation bar with links like 'PROGRAMS & SERVICES', 'ABOUT H-GAC', 'CALENDAR', 'FUNDING OPPORTUNITIES & RESOURCES', 'H-GAC FINANCES', and 'PROCUREMENT'. The main heading is 'Subregional Planning'. Below it, there's a 'Call for Subregional Planning Requests' section with a detailed timeline for the 2026 call. The timeline is divided into two phases: Phase 1 Submission (September 1 - October 19) and Phase 2 Review (October 20 - December 31). The timeline includes steps like 'Online Submission Period Opens', 'Virtual Information Session', 'Online Submission Period Closes', 'Evaluate Submissions', 'Final Review Meeting at H-GAC', and 'Final Draft Preparation'. A virtual information session is scheduled for Tuesday, September 22, 2026, from 1:00 pm to 3:00 pm. There's also a 'Contact Information' section for Monique Johnson, Subregional Planning Manager, and a 'Subregional Planning Area Map'.

2026 Call for Subregional Planning Requests

PHASE 1 SUBMISSION
SEPTEMBER 1 - OCTOBER 19

PHASE 2 REVIEW
OCTOBER 20 - DECEMBER 31

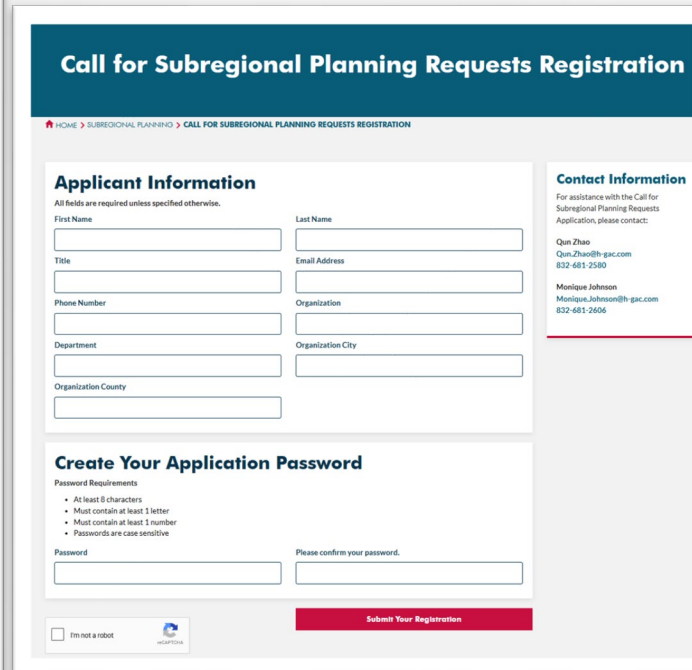
Timeline:

1. Online Submission Period Opens (September 1)
2. Virtual Information Session (September 22, 1:00 PM - 3:00 PM)
3. Online Submission Period Closes (October 19)
4. Evaluate Submissions (October 20 - November 30)
5. Final Review Meeting at H-GAC (November 30)
6. Final Draft Preparation (December 1 - December 31)

A virtual information session will be held on Tuesday, September 22, 2026, from 1:00 pm - 3:00 pm.

Questions?
If you have any questions, please contact Monique Johnson, Subregional Planning Manager at Monique.Johnson@h-gac.com.

Application Portal Coming Soon



The screenshot shows the 'Call for Subregional Planning Requests Registration' form. It includes sections for 'Applicant Information' and 'Create Your Application Password'. The 'Applicant Information' section has fields for First Name, Last Name, Title, Email Address, Phone Number, Organization, Organization City, and Organization County. The 'Create Your Application Password' section has fields for Password and Confirm Password, with a 'Submit Your Registration' button. There's also a 'Contact Information' section for assistance with the call.

Call for Subregional Planning Requests Registration

Applicant Information
All fields are required unless specified otherwise.

First Name:

Last Name:

Title:

Email Address:

Phone Number:

Organization:

Organization City:

Organization County:

Create Your Application Password

Password Requirements:

- At least 8 characters
- Must contain at least 1 letter
- Must contain at least 1 number
- Passwords are case sensitive

Password:

Please confirm your password:

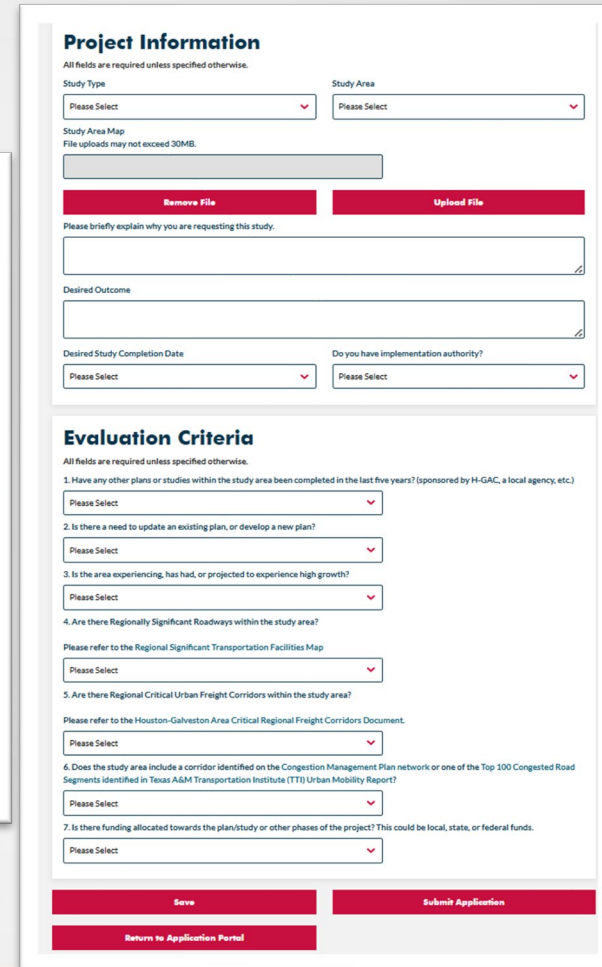
☐ I'm not a robot

Submit Your Registration

Contact Information
For assistance with the Call for Subregional Planning Requests Application, please contact:

Qun Zhao
Qun.Zhao@h-gac.com
832-681-2580

Monique Johnson
Monique.Johnson@h-gac.com
832-681-2606



The screenshot shows the 'Project Information' and 'Evaluation Criteria' sections of the registration form. The 'Project Information' section has fields for Study Type, Study Area, Study Area Map, and Desired Outcome. The 'Evaluation Criteria' section has a list of questions to be answered, each with a 'Please Select' dropdown menu. At the bottom, there are buttons for 'Save', 'Submit Application', and 'Return to Application Portal'.

Project Information
All fields are required unless specified otherwise.

Study Type:

Study Area:

Study Area Map:

File uploads may not exceed 30MB.

Remove File **Upload File**

Please briefly explain why you are requesting this study.

Desired Outcome:

Desired Study Completion Date:

Do you have implementation authority?:

Evaluation Criteria
All fields are required unless specified otherwise.

1. Have any other plans or studies within the study area been completed in the last five years? (sponsored by H-GAC, a local agency, etc.)

2. Is there a need to update an existing plan, or develop a new plan?

3. Is the area experiencing, has had, or projected to experience high growth?

4. Are there Regionally Significant Roadways within the study area?

Please refer to the Regional Significant Transportation Facilities Map

5. Are there Regional Critical Urban Freight Corridors within the study area?

Please refer to the Houston-Galveston Area Critical Regional Freight Corridors Document.

6. Does the study area include a corridor identified on the Congestion Management Plan network or one of the Top 100 Congested Road Segments identified in Texas A&M Transportation Institute (TTI) Urban Mobility Report?

7. Is there funding allocated towards the plan/study or other phases of the project? This could be local, state, or federal funds.

Save **Submit Application**

Return to Application Portal

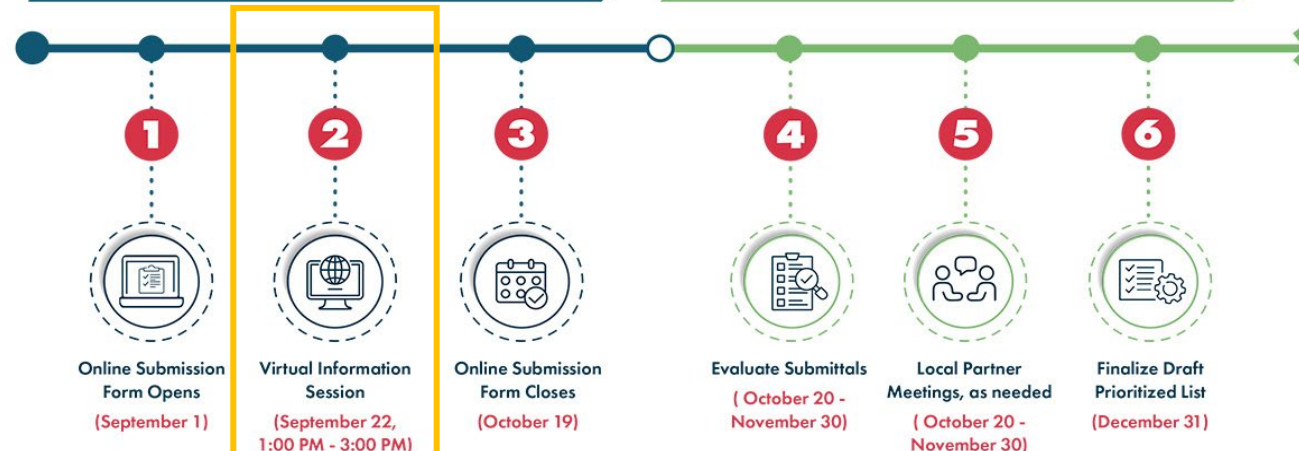
Call for Subregional Planning Requests

- Notification via TPC, TAC, Subcommittees, and social media

2026 Call for Subregional Planning Requests

**PHASE 1
SUBMISSION**
SEPTEMBER 1 - OCTOBER 19

**PHASE 2
REVIEW**
OCTOBER 20 - DECEMBER 31



Staff Contact



Monique Johnson, AICP
Subregional Planning Manager
Monique.Johnson@h-gac.com
832-681-2606