



# 2007 Transportation Progress

Improving Transportation in the Houston-Galveston Area

# A Letter from the Transportation Director

Houston-Galveston Area Council

Looking back, I believe that 2007 may be remembered as a watershed year in transportation planning. A number of issues and events converged in a way that launched a serious discussion about the state of the nation's surface transportation program. Transportation infrastructure, future funding streams and increasing congestion in urban areas are the leading topics in the discussion. Several of the events that triggered the discussion in Texas may be found in this report. They include the debates over the Trans Texas Corridor and other proposed toll projects during the 2007 Texas State legislative session and the release of the Texas Transportation Institute's Urban Mobility Report that indicated worsening congestion in Texas cities of all sizes. At the same time, the Texas Department of Transportation reaffirmed its position that rising highway construction costs and growing maintenance and preservation needs left little money for adding highway capacity.

These issues did not arise for the first time in 2007. Rather, for the first time, there appears to be a consensus that traditional means of funding transportation investments will not meet the needs of the state or the nation. In the Houston region, I believe that during 2008 policy-makers will be engaged in developing funding policies that will address the region's transportation needs in ways that best serve the traveling public. These policy discussions will likely include a continued assessment of the link between transportation investments and land use as well as the role of transit systems in reducing our reliance on single-occupancy vehicles for all trips.



Alan C. Clark

Transportation Director  
Houston-Galveston Area Council

# Mobility Projects

## IH 10 Katy Freeway

During 2007, TxDOT completed the IH 610/IH-10 interchange as part of the reconstruction of the Katy freeway. The remaining segments from SH 6 to west of Washington Avenue are on schedule for completion in 2009.

**Completed:** IH 610/IH-10 interchange: \$263 million  
**Under Construction:** SH 6 to West Loop 610: \$892 million



Photo: www.houstonfreeways.com



— Completed  
— Under Construction

## Beltway 8

To improve traffic flow on BW 8 W, HCTRA added two lanes between White Oak Bayou to East of West Road. This segment is part of a larger project to widen the toll road from six to eight main lanes from Bissonnet to SH 249.

**Completed:** White Oak Bayou to East of West Rd.: \$9.1 million  
**Completed:** West Rd. to Bissonnet: \$39.1 million

## Hardy Toll Road

HCTRA completed the reconstruction and widening of the Hardy Toll Road from Greens Road to Aldine Westfield, adding a northbound lane to the 7.3 mile stretch. (Map pictured on following page.)

**Completed:** Greens Rd. to Aldine Westfield: \$ 21.6 million

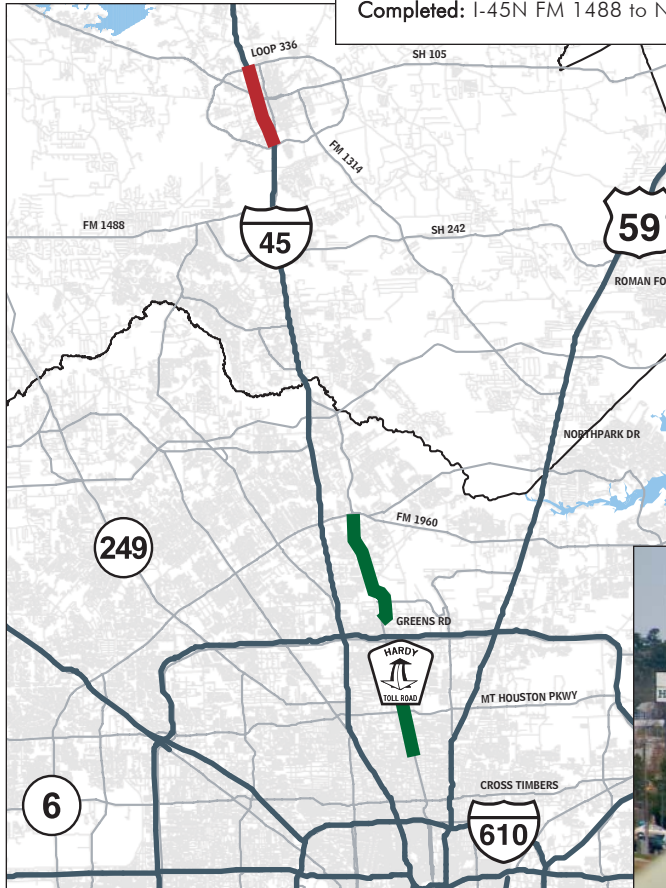


## IH 45N

The widening of I-45 North to eight main lanes with two three-lane frontage roads, ramps, grade separations and provision for future HOV projects was approved in August 2007. The construction will occur from South Loop 336 to North Loop 336. The estimated completion date for the project is November 2009.

The widening of I-45 North to eight main lanes with frontage roads and provision for future HOV projects was completed from FM 1488 to just North of River Plantation Drive.

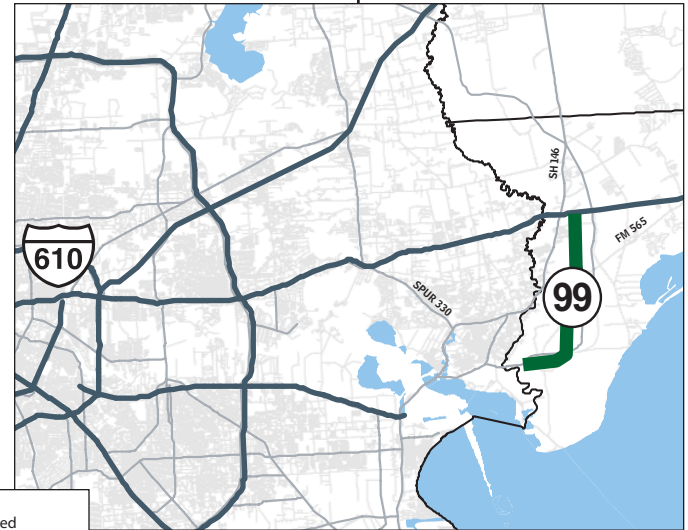
**Under Construction:** I-45N S Loop 336 to N Loop 336 \$285.7 million  
**Completed:** I-45N FM 1488 to N of River Plantation Dr. \$24.5 million



## Grand Parkway/SH 99 Update:

The first tolled segment of the Grand Parkway, Segment I-2, was completed in late 2007. It is scheduled to open to the public early in 2008. Segment E Final Environmental Impact Statement (FEIS) was signed by the Federal Highway Administration in November. Environmental work continues on the remaining segments.

**Completed:** Segment I-2: \$43 million



— Completed  
— Under Construction



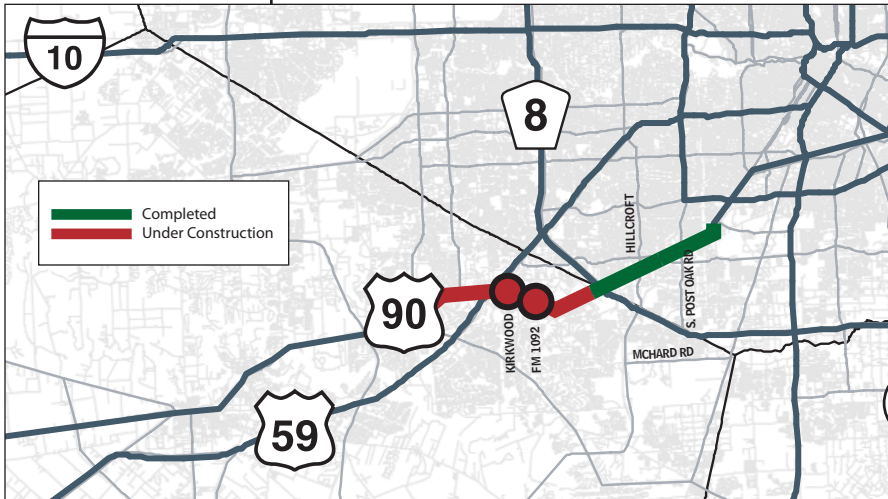
## US 90A

TxDOT is reconstructing US 90A from Hiram Clarke to SH 6 in Harris and Fort Bend Counties. The existing roadway expansion of North and South Main streets is from four to eight lanes with grade separations at key intersections. Work in Harris County began in 2001 on a four-mile segment from Hiram Clark to BW 8. In 2006, construction began on the segment from US 59 to Brooks St., the last of five projects between BW 8 and SH 6.

The projects include the construction of an underpass to connect Stafford Road with Staffordshire, an underpass at FM 1092, and an overpass at US 90A over Dulles/Kirkwood. Completion of this project is expected in 2008.

Construction on US 90A has been completed between Hiram Clark and Gessner. This extensive project included four lanes in each direction, a divided median and grade separations at S. Post Oak Rd., Chimney Rock, Hillcroft, Fondren and Gessner. Some segments of US 90A will be completed during the first quarter of 2008, with the remaining areas completed by the end of the year.

**Under Construction:** Hiram Clark to BW 8: \$49 million  
BW 8 to SH 6: \$194 million



## Other Projects

- Construction of a 4 lane undivided road on 7th Street from S 336 to Crighton Road  
**Complete:** September 2007 \$1.7 million
- Riley Fuzzel Road was widened to a 4 lane undivided road from Rayford Road to Hardy Road  
**Complete:** May 2007 \$3.7 million
- Woodlands Parkway Park and Ride Phase II, addition of 400 spaces  
**Complete:** November 2007 \$1.8 million
- C E King Parkway was widened to a 4 lane concrete Blvd from Tidwell to Beaumont Blvd (US 90A)  
**Complete:** April 2007 \$5.7 million
- Greens Road was widened to a 4 lane concrete Blvd from Old Greens Rd to Aldine Westfield Road  
**Complete:** July 2007 \$2.6 million
- Hardy Toll Road was widened to 6 lanes from FM 1960 to BW 8 at John F Kennedy Blvd Airport Connector  
**Complete:** July 2007 \$36.3 million
- Construction of concrete roadways on Scardsdale Blvd from Rose Pond Drive to Sleepy Hollow Drive  
**Complete:** May 2007 \$6.5 million
- Tanner Road was widened from Brittmoore Park Drive to Brittmoore Road to a 5 lane asphalt pavement section  
**Complete:** July 2007 \$4.9 million
- Telge Road was widened to a 4 lane concrete Blvd from Little Cypress Creek to Jarvis Road  
**Complete:** February 2007 \$6.1 million
- Reconstruction of pavement on Valley Forest Drive from Cartwright Road to Turtle Creek Drive  
**Complete:** December 2007 \$863,000

## **METRO Solutions - Phase 2**

During 2006, the Metropolitan Transit Authority of Harris County (METRO) moved forward with the implementation of METRO Solutions Phase 2, a \$2 billion build-out of the region's mass transit system. Five corridors, the North Corridor, Southeast Corridor, University Corridor, East End Corridor, and Uptown Corridor are in the design process for introduction of Light Rail Transit (LRT).

In October 2007 METRO's Board of Directors unanimously adopted light-rail technology for the North, Southeast, East End and Uptown corridors. The four corridors were previously planned to begin with Bus Rapid Transit (BRT) technology as an interim step toward LRT. However, ridership projections and other cost effectiveness indicators revealed the corridors robust enough to implement LRT. Construction is scheduled to begin on all five LRT corridors in 2008.

### **Light Rail Transit Corridors**

- ♦ **North Corridor and Southeast Corridor:** METRO is currently actively working with the Federal Transit Administration to complete the Federal environmental process.
- ♦ **East End Corridor and Uptown Corridors:** Individual meetings with property owners and stakeholders have taken place regarding possible right-of-way impacts. METRO is continuing to assess environ-

mental impacts that may result from the project.

These corridors are locally funded projects.

- ♦ **University Corridor:** At the October 2007 meeting, the METRO Board of Directors adopted a Locally Preferred Alternative (LPA), which includes the alignment for the University Corridor.

### **Other Transit Initiatives**

In November 2007, the Harris County RIDES Program received a New Freedom grant for \$575,353. With the grant, RIDES is expanding to provide a Consumer Mobility Coordinator, a Consumer Assistance Specialist, and in the spring of 2008, the service will be enhanced with the addition of ambassadors on selected shared ride van routes. Ambassadors will support disabled and elderly passengers who need extra assistance to and from vans.

In Fort Bend County, the transit program is expanding to include Geographical Access to Provider Services, or GAPS and Work, Health, Education, Employer Linked Systems, or WHEELS. In 2007, GAPS provided for the purchase of three buses, five attendants to serve two routes, and one on-call van for two years. Cost: \$584,018. WHEELS provided for the purchase of three vehicles to serve three routes in the urban sector of the county. Cost: \$785,021.

In October 2007, METRO began operation of the Baytown Park and Ride Service from the San Jacinto Mall parking lot located South of IH 10 at Garth Road. Through the joint venture between Harris County and METRO, residents of the East Freeway corridor now have another commuting option to downtown.

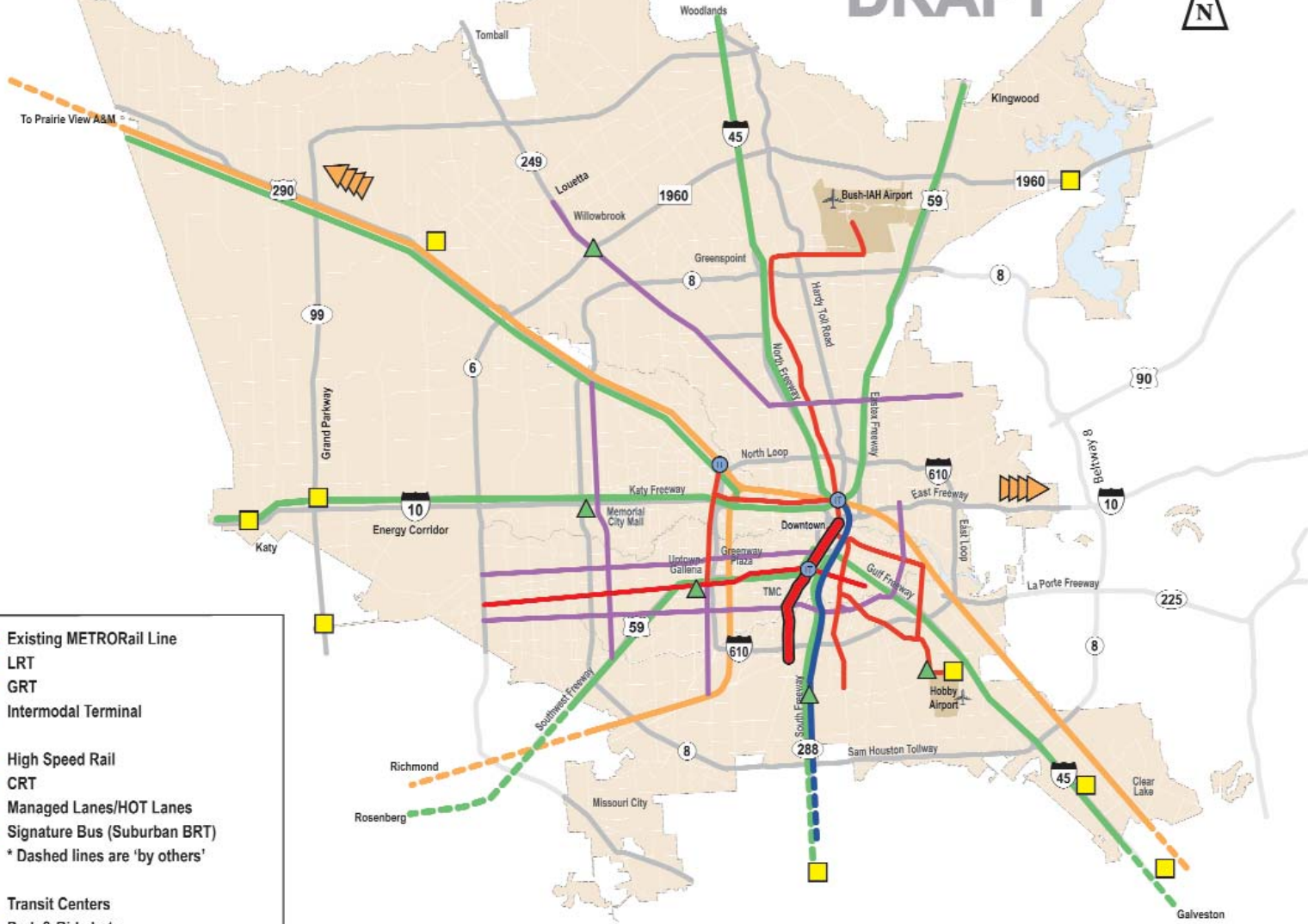
In July 2007, the Woodlands Trolley Service debuted in the Woodlands Town Center, offering free rides to the various shops, restaurants and employers. Trolley ridership continues to grow and is now averaging more than 6,000 passengers a month. This public transportation system is a partnership between the Woodlands Township, the Houston-Galveston Area Council, and the District; all part of a regional effort to improve air quality in Montgomery County.





# METRO 2035 Long Range Plan Future Corridor and Capital Facilities Projects

DRAFT



**Legend**

- Existing METRORail Line
- LRT
- GRT
- Intermodal Terminal
- High Speed Rail
- CRT
- Managed Lanes/HOT Lanes
- Signature Bus (Suburban BRT)
- \* Dashed lines are 'by others'
- Transit Centers
- Park & Ride Lots

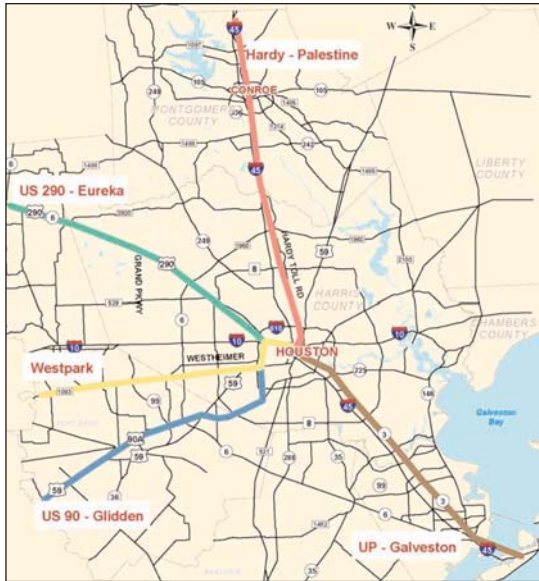
May 14, 2007

**METRO**

Graphic: METRO

# Houston Region Commuter Rail Study

A steering committee for the Regional Commuter Rail Connectivity Study formed in early 2006 to evaluate the feasibility, accessibility, and connectivity requirements of implementing commuter rail service along selected corridors in the eight-county region. The five corridors selected during 2007 include: US 90A (Glidden), US 290 (Eureka), West Park, the Hardy Toll Road (Palestine), and SH 3 in Galveston (Union Pacific).



The study takes into consideration the routing viability along each corridor, potential ridership, station locations, and the operability, logistics, and challenges



associated with connecting these corridors to the existing (and proposed) transit network. Preliminary results of the analysis revealed significant challenges exist regarding connectivity within the urban core and specifically to the proposed North Intermodal Terminal. An analysis of potential hub terminal locations, development of ridership forecast, ranking of corridors and hub terminal locations, provision of public involvement activities, and an estimation of capital and operating cost are the next steps in the work flow planning. The contract completion date for this study is scheduled for July 2008.

For more information on the Regional Commuter Rail Connectivity Study, visit [www.hgaccommuterrail.com](http://www.hgaccommuterrail.com).

# Houston Region Freight Rail Study

Part of a Statewide freight study assisting TxDOT in the development of a master plan for improving freight movement throughout the State, the July 2007 Houston Freight Rail Study results identified nearly

\$3.4 billion of improvements for the region, including:

- Grade Separations (bridges to separate the railroad from streets) - \$808 million
- Grade Crossing Closures (closing and rerouting the street at the intersection with the railroad ) - \$5.2 million
- Improvements to existing railroad infrastructure (improving capacity and connectivity on existing rail lines) - \$1.4 billion
- New railroad corridors - \$1.1 billion

The board of directors of the newly formed Gulf Coast Freight Rail District continues to review the slate of infrastructure improvements identified in the report, and are identifying a short list of projects intended to be carried through for funding, design, and implementation.

For more information on the Gulf Coast Freight Rail District visit [www.gcfrd.org](http://www.gcfrd.org).





# 2035 Regional Transportation Plan

Over the next 30 years the eight-county Houston region will experience a surge of more than 3 million new residents, with one million coming in the next decade. To accommodate these new residents the region will create 1.5 million more jobs and build 1.7 million new housing units.

In order to plan for the region's transportation needs the 2035 Regional Transportation Plan (RTP) was developed and adopted. The 2035 RTP is our region's \$157 billion blueprint for the future. It combines a variety of strategies into a single transportation plan that offers solutions to mobility and access problems. The RTP recommendations are divided into four strategies: System Expansion, Demand Management, Operations Management, and Livable Centers.

## System Expansion

Even with our extensive transportation system, we routinely experience times when there are more people on the road than the system can handle. The 2035 RTP proposes to expand select roadways, successful bus and

rail transit services and bicycle and pedestrian facilities. \$74 billion is dedicated to System Expansion.

## Roadway System

The 2035 RTP relies on the development of managed lanes to improve traffic flow on many of the region's major corridors. Managed lanes combine access control, number of passengers and pricing strategies to maintain free flow conditions. The plan recommends \$17 billion to expand the region's roadways, adding 6,100 new arterials and 1,420 tollway lane miles to the current system.

## Transit System

The 2035 RTP recommends \$13 billion in transit capital investments across the region to help improve mobility. Key projects include:

- ♦ Downtown intermodal terminal
- ♦ 81 miles of light rail
- ♦ 84 miles of commuter rail transit
- ♦ 40 miles of Signature Bus Service
- ♦ 10 new transit facilities

- ♦ Express commuter bus service from Fort Bend and Montgomery counties
- ♦ Demand response service in portions of Brazoria, Galveston, Fort Bend, Harris, and Waller counties
- ♦ Five new park and ride facilities in Brazoria, Fort Bend, Montgomery, and Liberty counties

## Demand Management

Demand Management is an important tool for reducing congestion. It focuses on moving people, rather than vehicles and encourages increased utilization of other modes, non-peak period travel, and alternate routing. The 2035 RTP recommends a variety of demand management strategies including Commute Solutions. Commute Solutions supports transit, vanpools, carpools, telework and other alternative transportation options. The plan recommends \$7 million annually for vanpools/carpools and \$500 million to support teleworking and Transportation Management Organizations.

## Operations Management

Operations management maximizes the effectiveness of existing roadways through low-cost techniques such as traffic signal synchronization, incident management and traveler information systems. Smart Streets, one of the primary elements of operations management



includes: traffic light synchronization, deployment of medians, constructing or extending turn bays, consolidation of driveways and, if appropriate, grade separations at major intersections. In addition, Operations Management incorporated \$627 million to coordinate and connect advanced intelligent transportation systems (ITS) with Houston TranStar as the nerve center and \$387 million for system safety to:

- ◆ Improve at-grade railroad crossings
- ◆ Add shoulders on roadways
- ◆ Install roadway lighting and signage

A final component of operations management included in the plan is evacuation. The regional evacuation plan ensures the following elements will be in place should a catastrophic event occur in the region:

- ◆ Designated fuel stops
- ◆ State directed fuel resources
- ◆ Pre-positioned tow trucks
- ◆ Buses at pre-designated locations
- ◆ Pre-arranged destinations and lodging

## Livable Centers

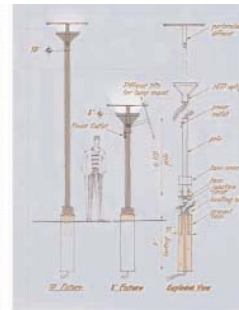
As a result of Envision Houston Region, the 2035 RTP promotes a 3Cs development strategy: Centers, Connections and Context. This strategy supports transit, pedestrian and bicycle options and ties transportation to surrounding



land uses. The 2035 RTP supports:

- ◆ \$68 million worth of investment for livable centers projects through 2015
- ◆ \$22 million of additional support for long-range livable centers projects
- ◆ \$295 million in bicycle and pedestrian improvements

For more information about the plan, visit [www.2035plan.org](http://www.2035plan.org).



## Major Corridor Recommendations

### SH 99 – \$5.4 Billion

Construct toll lanes and interchanges on SH 99 (The Grand Parkway)

### US 290 and Hempstead Hwy – \$2.4 Billion

Widen main lanes from Loop 610 N to SH 99

Construct commuter rail from Downtown to SH 99

Construct managed lanes along Hempstead Highway

### I-45N – \$2.1 Billion

Reconstruct and add managed lanes from US 59 to SH 242

Construct light rail from downtown to Intercontinental Airport

### SH 35 – \$2.0 Billion

Construct tollway from IH 45 S to SH 99/SH 35 bypass

Construct commuter rail from Downtown to Alvin

### SH 288 – \$1.7 Billion

Construct managed lanes from US 59 to SH 99

Construct guided rapid transit from Alameda Rd. to Downtown

### US 59S – \$1.2 Billion

Widen main lanes from SH 99 to Wharton County Line

Widen main lanes from Spur 527 to SH 288

### I-45S – \$1.2 Billion

Widen main lanes from Loop 610 S to Texas City Wye

Construct managed lanes from Loop 610 S to FM 518

Construct commuter rail along SH 3 from Galveston to Downtown

### SH 146 – \$1.1 Billion

Widen main lanes from Red Bluff to Harris County line

Construct managed lanes from Fairmont Pkwy. to FM 646

### SH 249 – \$568 Million

Construct toll lanes from Spring Cypress to SH 105

### US 90A – \$547 Million

Construct commuter rail line from Loop 610 to Rosenberg

# Transportation Improvement Program

The 2008-2011 Transportation Improvement Program (TIP) provides \$14.1 billion to maintain, enhance, and expand our region's transportation system. The projects in the TIP are regional priorities ready to proceed to advanced development and construction within the next four years.

The TIP funds more than \$9 billion to rehabilitate and expand the roadway and highway infrastructure within our region.

The TIP also provides more than \$2.5 billion in transit investments. The majority of the funding is programmed for implementation of the METRO Solutions North, University and Southeast lines. In addition, \$200 million is provided for design and construction of the Intermodal Terminal, a regional transportation hub.



Photos: H-GAC

## Top 5 Corridors/Projects - Phase 1

◆ SH 99	\$ 2.7 B	(30%)
◆ Hempstead	\$ 1.4 B	(15.5%)
◆ SH 35	\$ 526 M	(5.84%)
◆ BW 8	\$ 427 M	(4.47%)
◆ IH 45 N	\$ 337 M	(3.74%)

In addition to METRO's expansion of light rail, signature bus and fixed route bus service, the TIP includes expansions for other transit service providers in Fort Bend, Brazoria, Galveston, Montgomery, and Harris Counties. METRO is working in collaboration with these providers to ensure a seamless transit system throughout the eight-county region.

Finally, the TIP programs \$30 million for Livable Centers projects. Similar to The Woodlands Town Center and Sugar Land Town Center, Livable Centers are designed to improve mobility and enhance the quality of life in our local communities. These centers include bicycle, transit, and pedestrian elements that reduce vehicle trips needed within local areas and reduce the demand on existing thoroughfares.

For more information, please visit our website at [www.h-gac.com/transportation](http://www.h-gac.com/transportation).



## Air Quality

During 2007, H-GAC reached the end of the current State Implementation Plan (SIP) cycle. The Houston-Galveston-Brazoria Eight-Hour Attainment Demonstration SIP was submitted to the Environmental Protection Agency (EPA) by the Texas Commission on Environmental Quality (TCEQ) and on June 15, 2007, Governor Rick Perry formally requested the EPA to reclassify the region from a moderate nonattainment area (which would require the region to meet clean air requirements by June 15, 2010) to a severe nonattainment area (which requires the region to meet clean air requirements by June 15, 2019). The EPA approved this reclassification. Despite the new attainment date of 2019, much work must be done in the immediate future to ensure that the Houston-Galveston region meets future air quality goals.

## Commute Solutions

The Commute Solutions program continues to offer commuters alternatives to driving alone, saving time, taking cars off the road, and helping to improve the region's air.

The NuRide program started 2007 with just over 2,800 riders and increased to over 3,000. With so many people sharing rides, a reduction of 4,209,870



vehicle miles traveled and 2.76 tons of NOx emissions and 2.72 tons of VOCs was recorded.

The Telework Program experienced a year of significant growth resulting in 1,424 users and a reduction of 2,059,816 vehicle miles traveled. Teleworking led to a reduction of 1.91 tons of NOx emissions and 2.3 tons of VOC reductions in 2007.

For more information about Bestworkplaces for Commuters or Commute Solutions, visit [www.bwc.gov](http://www.bwc.gov) or [www.commutesolutionshouston.org](http://www.commutesolutionshouston.org).

## Clean Cities

The Clean Cities program is a DOE sponsored initiative designed to reduce petroleum consumption through outreach and the provision of technical resources to stakeholders. Clean Cities began the year with a new quarterly e-Newsletter, packed with information about alternative fuels, advanced vehicle technologies, transit, and transportation projects. The highlight of the year was the "Advancing the Choice: Flip this Fleet" Conference, which was held at the Stafford Center in June 2007. Nearly 140 government, business, and non-profit representatives came together to learn about the latest in alternative fuels, low-emission vehicles, and strategies.

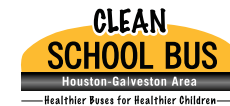
More information about the Clean Cities program can be found at [www.houston-cleancities.org](http://www.houston-cleancities.org).

## Clean Vehicles



The Clean Vehicles program is an H-GAC grant program designed to reduce air pollution through the implementation of vehicle retrofit and replacement projects. Funded by the Congestion Mitigation & Air Quality program (CM/AQ), it has resulted in the reduction of almost 30 tons of harmful nitrogen oxides emissions in 2007. This reflects a distribution of more than \$1,000,000 to the private and public sector, to replace a total of 39 engines. More information about the Clean Vehicles program can be found at [www.houston-cleancities.org](http://www.houston-cleancities.org).

## Clean School Bus Houston



Staff kicked off the year with a workshop in February to introduce the program to the region's school district fleet managers and followed up with a special breakout session at the Clean Cities Advancing the Choice conference in June. Thanks to efforts such as these, 2007 saw grant funding of nearly \$600,000 distributed to six different school districts, replacing 11 engines. Next year promises even greater progress, as El Paso Corporation launched a new awareness campaign with a contribution of \$50,000 to the program. For more information about Clean School Bus Houston, please visit [www.cleanschoolbushouston.org](http://www.cleanschoolbushouston.org).

## Our Region's Safety

H-GAC hosted the 2nd annual Regional Safety Conference in October 2007. Professionals and advocates from around the State were brought together to discuss pertinent safety issues and show case innovative solutions for these problems.

Speakers included Stephen Oesch, Senior Vice President of the Insurance Institute for Highway Safety (IIHS), who discussed IIHS's contributions to traffic safety and improved automobile safety standards. In addition, at the plenary session representatives from the Houston Police Department, Harris County District Attorney's Office, and the Texas Center for the Judiciary addressed the challenges facing different levels of the legal system regarding the enforcement of DWI related crimes.

Conference attendees participated in breakout sessions that highlighted major areas of focus for the



Regional Safety Council. Each session featured expert panelists who spoke to important aspects of these subjects. One of the many highlights of the conference included the introduction by AAA Texas of a new campaign to increase the proper use of child safety seats and help reduce incidences of child injury and death due to improper restraint in motor vehicles.

In addition to the conference, the Regional Safety Council Committees participated in several activities, outreach campaigns, and collaborative efforts throughout the year. Below are a few of the highlights from each committee:

### Reducing DUI/DWI

- Participated in MADD townhall meetings
- Collaborated with Harris County High Risk Drinking Epidemiology Working Group
- Assisted with BACODA on Healing Field Memorial

### Aggressive Driving

- Coordinated on safety corridor work with the City of Pasadena

- Supported Teens in the Drivers Seat campaign

### Freight Safety Committee

- Adopted FMCSA's NO ZONE campaign
- CDL awareness campaign

### Bicycle, Pedestrian, and Child Safety

- Worked with METRO's Community School Safety education program
- AAA Texas Child Safety Seat initiative

### Information Systems

- Conducted a law enforcement survey for crash data collection

For more information about H-GAC's Regional Safety Program, please contact Jeff Kaufman at (832) 681-25333 or at [jeff.kaufman@h-gac.com](mailto:jeff.kaufman@h-gac.com).

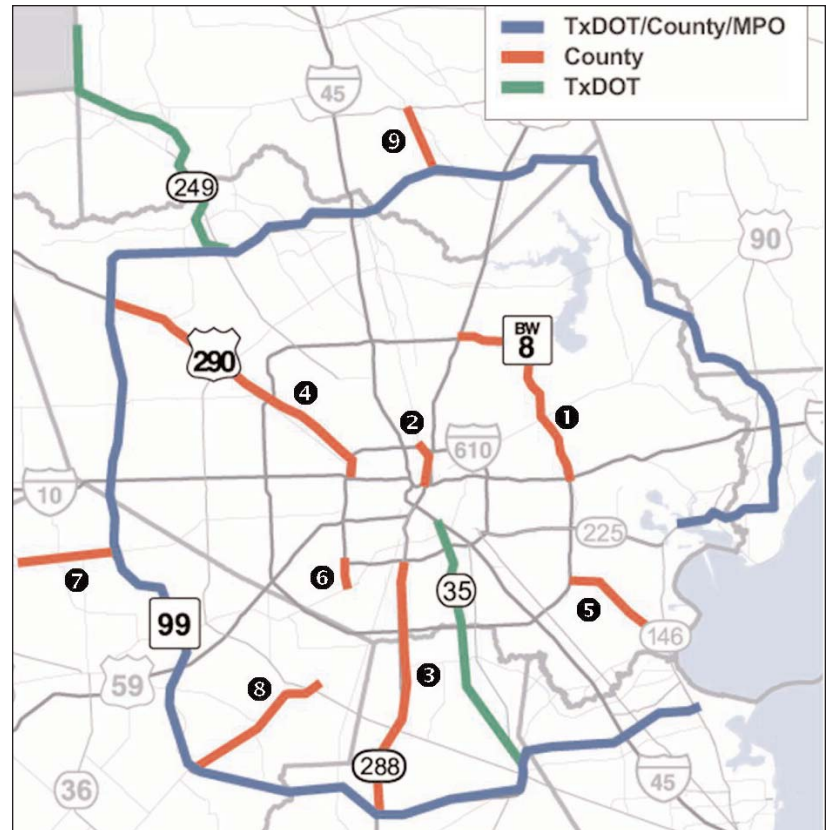


## The 80th Texas Legislative Session

The 80th Texas legislative session is memorable for the vigorous debate regarding the development of the Trans Texas Corridor (TTC) and the role of private developers in tolling projects across the state. Many hearings were held on the topic in both the Senate and the House. Land owners, business owners, tolling authority representatives and the members of the Texas Transportation Commission testified before lawmakers on the issue. The result of the debates was a two-year moratorium on private toll concession agreements. The bill allowed the following toll projects in the Houston area to move forward:

- 1 - BW 8 East
- 2 - Hardy Toll Road extension to downtown
- 3 - SH 288 managed lanes
- 4 - US 290/Hempstead managed lanes
- 5 - Fairmont Parkway/Red Bluff Road connector
- 6 - Fort Bend Toll Way/South Post Oak Road extension
- 7 - Westpark Toll Road extension
- 8 - Fort Bend Parkway southern extension
- 9 - Montgomery County Parkway

In this region, the Harris County Toll Road Authority (HCTRA) is taking the lead in developing many of these projects. Toll road authorities in Brazoria, Fort Bend and Montgomery counties are working on the projects in their respective counties often in partnership with HCTRA.



SB 792 Toll Projects

### 2007 Urban Mobility Report

The Texas Transportation Institute's 2007 Urban Mobility Report found that traffic congestion continues to worsen in American cities of all sizes, creating a \$78 billion annual drain on the U.S. economy in the form of 4.2 billion lost hours and 2.0 billion gallons of wasted fuel. The Houston urbanized area commuters spend an extra 54 hours of travel time and consume an additional 38 gallons of fuel each year due to congestion. To view the full report visit

<http://mobility.tamu.edu/ums/>



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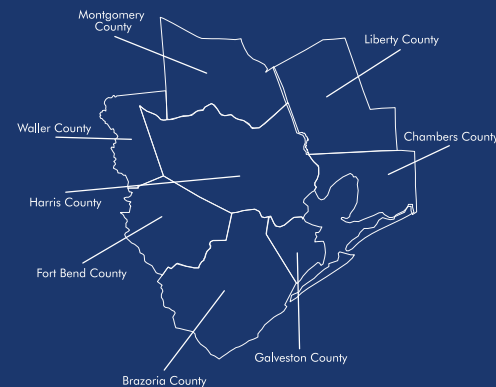
## HOUSTON-GALVESTON AREA COUNCIL

Alan C. Clark

MPO Director

## Planning Our Region's Transportation Future

Since 1974, H-GAC has served as the Metropolitan Planning Organization (MPO) for transportation planning in the eight-county Houston-Galveston Transportation Management Area (TMA). The TMA includes Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller counties. H-GAC's Transportation Policy Council approves the region's Regional Transportation Plan (RTP) and three-year implementation program known as the Transportation Improvement Program (TIP).



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