



# 2006 Transportation Progress

Improving Transportation In the Houston-Galveston Area

# A Letter from the Transportation Director

Houston-Galveston Area Council

## 2006 - The Land Use Connection

A fundamental step was taken in 2006 that will impact the regional transportation system in years to come. The Houston-Galveston Area Council, its transportation partners and the region's policy-makers seriously discussed the linkages between land use, transportation, economic development and the environment. This discussion began in 2005 with the launch of Envision Houston Region. That work was completed in 2006 with a series of forums that focused on the policy implications of alternative land use scenarios and their impacts on the environment and infrastructure systems.

The importance of this work is in the recognition that land use choices have direct impacts on the ability of the region's transportation agencies to deliver a variety of travel choices to commuters, a recurring comment from Envision Houston Region participants. While the connection between land use and transportation may seem straightforward, complexity lies in understanding the impacts of specific land use patterns and what kinds of transportation systems they will ultimately support.

Envision Houston Region was an excellent starting point for regional dialogue regarding land use and transportation issues. This discussion will continue in 2007 as H-GAC works with local governments, policy-makers and the public to identify local options that blend transportation and land use choices into a vision for future growth and development. This work will lead to the development of locally derived and endorsed plans to address growth. It will put local governments and their citizens in the driver's seat in mapping out what they want for their communities and what they will look like in 30 years. The anticipated result is plans that address local growth issues and transportation investments that result in reduced congestion, more travel alternatives and improved air quality for all of the residents of our region.



Alan C. Clark

Transportation Director  
Houston-Galveston Area Council

# envision + HOUSTON REGION

With more than three million new residents expected to arrive in the eight-county Texas Gulf Coast region during the next 30 years, how and where will these new residents live and work?



Will growth and development follow the regional trend of disbursed housing and centralized employment? Is there an alternative? What would the alternative look like? What are the inherent trade-offs among alternatives? These and many other questions were raised during a public involvement process initiated by the Houston-Galveston Area Council to engage residents in a discussion of the region's future growth and development.

The process, called Envision Houston Region, began with a series of workshops held during 2005 to develop alternate growth scenarios or "visions." Community leaders, residents, elected officials, developers, and others participated in a "board game for adults" to map out alternatives for how the region may grow.

As a follow-up to the fall workshops, four community forums were held in May 2006. The objective of the spring community forums was to discuss the merits of each scenario in the context

of community goals and values. The same parties were invited to attend the follow-up forums, which presented and discussed the alternative growth scenario comparison and the public comments derived from the workshops. While the previous workshops had focused on regional growth and development, the forums, titled "Exploring Growth Alternatives," focused on the alternative scenarios and their implications for counties and municipalities. Expert panels comprised of scientists, elected officials, land developers, lawyers, economists and planners discussed the growth scenarios in terms of political, economic and social factors. The panelists explored the implica-

tions for mobility, the environment and the quality of life of the residents in each area. Lively question and answer sessions with the audience followed the panel discussions.

Envision Houston Region was an excellent starting point for regional dialogue regarding land use and transportation issues. One of the important outcomes of the initiative was the development of a set of "shared" values or common themes derived from the public workshops. The values included the desire for housing and jobs that are closer together; more travel options; and distinct town centers.

These values are guiding the development of the 2035 Regional Transportation Plan scheduled for completion in 2007. They are also evident in the work undertaken by the region's transportation agencies. The following pages document the steps being taken to improve the quality of life for all of the region's residents by providing more travel options, relieving congestion and improving safety and air quality.



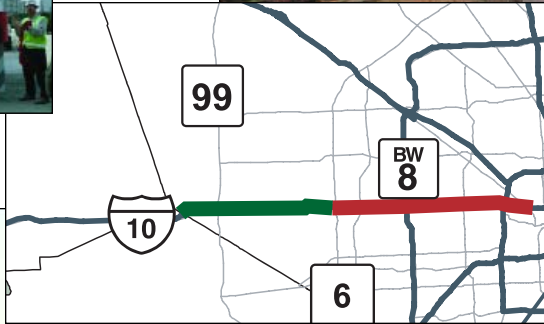


# Mobility Projects

## I-10

The first 10 miles of the 23-mile I-10 Katy Freeway reconstruction was completed on schedule in June 2006. Work continues on seven segments from Washington Ave. to SH 6, including the new I-10/West Loop 610 interchange.

**Completed:** Fort Bend County Line to SH 6: \$291 million  
**Under Construction:** SH 6 to Washington Ave. (includes I-10/Loop 610 Interchange): \$1.1 billion



### West Loop 610/Uptown Galleria

The reconstructed West Loop 610/Uptown Galleria area was completed three months early in September, 2006 and the frontage roads were completed in December.

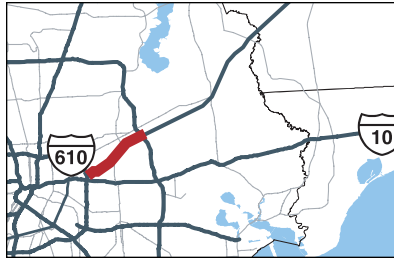


Photos: www.katyfreeway.org

## US 90 Crosby Freeway

**Under Construction:** East Loop 610 to Uvalde Rd: \$157 million

The US 90 Crosby Freeway will provide more direct access to northeast Harris County and the communities between Lake Houston and I-10 East. The project includes the construction of direct connectors from the I-10/East Loop 610 interchange and a six-lane freeway from Mercury to Uvalde Rd. This project connects the existing 16-mile freeway from Uvalde Rd. to the Chambers County line, completed in 1991. Work began in July 2006 and is expected to be completed by the end of summer in 2010.



## US 90A

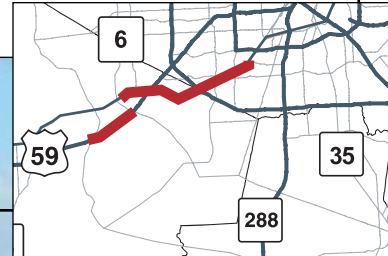
TxDOT is reconstructing US 90A from Hiram Clarke to SH 6 in Harris and Fort Bend Counties. The existing roadway is being expanded from four to eight lanes with grade separations at key intersections. Work in Harris County began in 2001 on a four-mile segment from Hiram Clark to BW 8. In 2006, construction began on the segment from US 59 to Brooks St., the last of five projects between BW 8 and SH 6. Completion of this project is expected in 2008.

**Under Construction:** Hiram Clark to BW 8: \$51 million  
BW 8 to SH 6: \$194 million

## US 59 South

The reconstruction of US 59 South is underway from SH 6 to SH 99/Grand Parkway. The project will widen the freeway to eight main lanes with continuous frontage roads and bridge structures over the Brazos River.

Construction began in 2004 and is scheduled to be completed in late 2008.



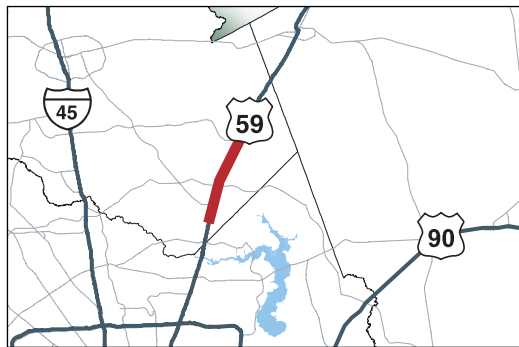
**Under Construction:** SH 6 to SH 99/Grand Parkway: \$195 million





## US 59N

New Caney residents will enjoy easier commutes with the expansion of the US 59 Eastex Freeway from the Harris County line to Roman Forest. This 10-mile project widens the freeway to eight main lanes, building upon the previous work from the Harris County line. Future expansion will continue north through Spendoria up to the Liberty County line.



**Under Construction:** Harris County line to Roman Forest: \$209 million

## Galveston Island Causeway Bridges

In 2003 construction began on the new I-45 Causeway bridges, connecting I-45 to Galveston Island. The existing bridges were built in 1938 and 1961 and had deteriorated beyond economical repair. The new bridges are 8,600' long and 74' wide. Northbound traffic switched to the new bridge on March 10, 2006. Completion is scheduled for August, 2008.



**Under Construction:** North and South bridges: \$136 million

## US 59/Spur 527 Reconstruction

In February 2004, TxDOT began the reconstruction of US 59 from Mandell to east of Spur 527 as well as the reconstruction of Spur 527 into Midtown. The current 10 lane facility (five lanes each direction) was expanded to a 12 lane facility to include five lanes in each direction as well as a two lane barrier separated HOV facility that connects from US 59 onto Spur 527. Reconstruction included approximately 1.75 miles of US 59 between Mandell and Spur 527 as well as Spur 527. The section between Mandell and Montrose was converted from an elevated freeway to a below-grade freeway with arched bridges constructed at Graustark and Montrose. In September 2006, the construction was completed and opened to the traveling public.



**Completed:** September 2006, Cost \$71.1 million

## NASA Parkway Bypass

The 2.7 mile NASA Parkway Bypass will provide a speedy connection from I-45 in Webster to Nassau Bay and the Johnson Space Center. Construction of the four-lane divided highway began in 2004 and is expected to be complete in 2008.



**Under Construction:** I-45S to NASA Parkway: \$41 million  
I-45S/NASA Parkway Interchange: \$54 million

# Houston Region Freight Rail Study



The Houston District of the Texas Department of Transportation (TxDOT), working with local governments, State congressional representatives, rail industry representatives

and others, recently completed an important study that looked at ways to improve freight movement within the region. The Houston Region Freight Rail Study is part of a Statewide Freight Corridor study undertaken to assist TxDOT in the development of a Master Plan for improving the movement of freight throughout the State.

The 79th Texas Legislature transferred the Texas Railroad Commission's rail function to TxDOT; it gave TxDOT the authority to implement and acquire, finance, construct, maintain, and with certain exceptions, operate passenger or freight rail facilities. It also gave local governments authority to create a Freight Rail District for the Houston region. The study will assist the Texas Legislature in an assessment of the State's freight rail needs and the level of investment necessary to adequately fund the Texas Rail Relocation and Improvement Fund.

On August 2006 TxDOT and H-GAC's Transportation Policy Council (TPC) hosted the Houston Region Freight Rail Workshop. The workshop provided an opportunity for TxDOT to present preliminary findings from its Houston Region Freight Rail Study to local elected officials, freight rail operators and the public. Featured speakers included Harris County Judge Robert Eckels, Houston Mayor Bill



White, and Gary K. Trietsch, P.E., TxDOT Houston District Engineer, with a keynote address given by Texas Transportation Commission member John W. Johnson.

For more information on the Houston Region Freight Rail Study, visit [www.houstonrailplan.com](http://www.houstonrailplan.com).

## Update: Regional Coordination of Public Transportation

Local governments are struggling to meet the growing transportation needs of transit dependent populations. In order to address this need, H-GAC formed the Regional Coordination Steering Committee to explore opportunities for expanding and enhancing public transportation services, particularly for elderly, disabled, or low-income citizens. The steering committee focused on the development of a regional public transportation coordination plan that was submitted to the Texas Department of Transportation (TxDOT) in December.

A public outreach campaign consisting of 12 focus group workshops conducted by the United Way Texas Gulf Coast Region and 19 public meetings were organized to identify needs, barriers and constraints to the provision of services within the region. Numerous surveys were distributed to collect information on social services, economic development, and transportation provider aspects of public transportation. Findings from the surveys and the public meetings include Medicaid/Medicare concerns; the identification of service gaps; lack of, or poor quality of existing services/information; and, user concerns relating to safety and logistics.

In addition to an assessment of the current situation, the final report contains recommendations for improving existing and expanding existing services and the creation of new services. The final report is available at [www.ridethegulfcoast.com](http://www.ridethegulfcoast.com).



## 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. Four corridors, the North Corridor, the Southeast Corridor, the East End Corridor, and the Uptown Corridor are being designed for the introduction of Guided Rapid Transit (GRT). GRT is a high-capacity transit technology that will initially operate as a rubber-tired vehicle in a guideway similar to Light Rail Transit (LRT). The stations will function like the light rail stations and the service will duplicate light rail. In fact, many light rail elements will be installed in the GRT guideways to facilitate quick conversion to LRT at a future date when ridership grows to require LRT service. Construction is scheduled to begin on all four GRT corridors in the summer of 2007. The budget for the new rapid transit corridors is \$1.23 billion. In addition to GRT, LRT is being designed for a fifth corridor and a portion of the North Corridor. The status of the five corridors is described below.

### Guided Rail Transit Corridors

- **North Corridor and Southeast Corridor:** METRO has successfully completed the Federal environmental process. This allows METRO to proceed with conceptual and preliminary engineering along the corridors.

- **East End Corridor:** Individual meetings and visits with property owners have taken place regarding possible right-of-way impacts. Also, letters have gone out advising of land surveys needed. The purpose of the surveys is to establish the exact location of the boundaries between private properties and the public right-of-way.

- **Uptown Corridor:** In December, METRO's Board of Directors approved a short list of routes for the University Corridor. With this approval, METRO will be able to conduct more refined analyses of only six route alternatives (three on the eastern segment and three on the western segment) as opposed to more than 50. The more refined analyses will allow METRO to continue and finish the Draft

Environmental Impact Statement (DEIS) process required to obtain Federal funding for this project.

### Light Rail Transit Corridors

- **North Corridor:** LRT will be extended from the northern terminus of the existing METRORail Red Line to the proposed Intermodal Terminal currently in design. This is currently in preliminary engineering with the FEIS pending final approval.

- **University Corridor:** Due to tremendous public participation, project team members continue to examine multiple possible routes on both the eastern and western segments. A route decision by the METRO Board is expected in the spring of 2007.

METRO also unveiled an artist rendering of its proposed Intermodal Terminal. The terminal, to be located north of the Central Business District, will serve as a major transportation hub for the METRO Solutions Phase 2 expansion program. It will enable

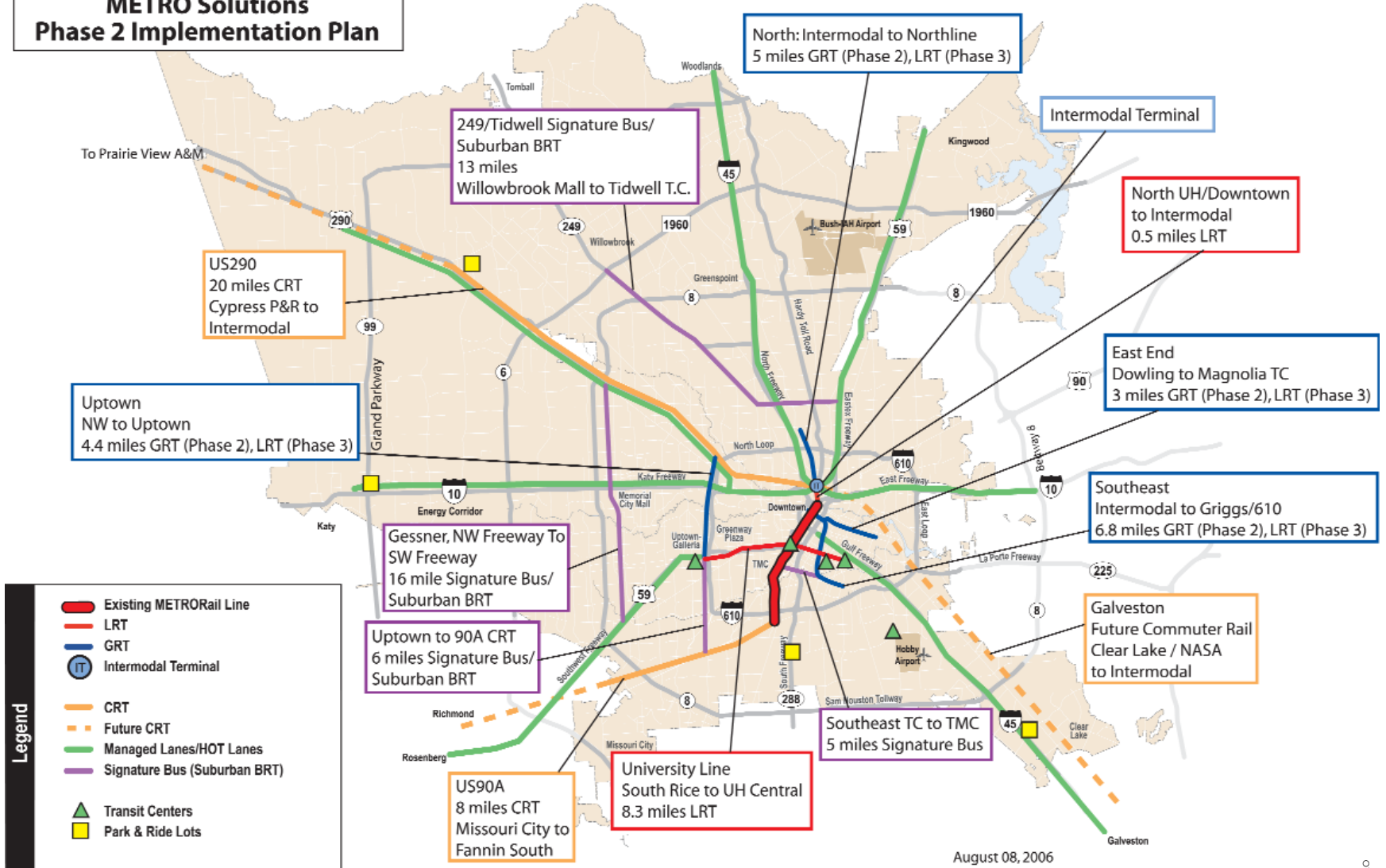


residents, visitors and workers to easily transfer between different modes of transit including light rail, guided-rapid transit and METRO buses. It would also house various services and amenities for patrons such as a

METRO RideStore, restrooms, food service, newsstands, and gift shops, to name a few. An Environmental Assessment (EA) of the proposed Intermodal Terminal is available on METRO's web site. The EA describes the potential environmental, social and economic impacts associated with the proposed Intermodal Terminal. For more information, visit [www.metro-solutions.org](http://www.metro-solutions.org).



# METRO Solutions Phase 2 Implementation Plan



August 08, 2006

# Air Quality

## Best Workplaces For Commuters<sup>SM</sup>

On August 21, H-GAC and its Commute Solutions program hosted the 2006 Best in Motion: Commute Solutions Leadership Awards and Luncheon at the Four Seasons Hotel in downtown Houston. In 2006, the Best Workplaces for Commuters<sup>SM</sup> program reached a milestone by attracting more than 100 total member companies. 24 new companies were honored including ConocoPhillips, the Texas Medical Center, and Lockheed Martin Space Operations.

With more than 200 people in attendance, the luncheon featured guest speakers Linda Casey, Senior Manager of Operations for McKesson Health Solutions, and Chairman Kathleen White of the Texas Commission on



Environmental Quality.

Best Workplaces for Commuters<sup>SM</sup> is an innovative, volun-

tary business-government program that provides national recognition to employers offering outstanding commuter benefits such as free or low-cost bus passes, strong telework programs, carpool matching, and vanpool subsidies. For more information about Bestworkplaces for Commuters or Commute Solutions, visit [www.commutesolutions-hou.com](http://www.commutesolutions-hou.com) or [www.bwc.gov](http://www.bwc.gov).



## Fresh Air Friday

On March 31, 2006, H-GAC, in partnership with the City of Houston and Harris County, hosted the third annual Fresh Air Friday at the Jones Plaza in downtown Houston. This outdoor event is held every year as part of the Clean Air Initiatives to educate the community about local air quality issues and new technologies and solu-



tions to combat the congestion problem. More than 1,700 Houstonians attended. KHOU-TV anchor Ron Trevino hosted the event, which included three time Olympic Medalist Chad Hedrick and Houston Dynamo players. Live entertainment was provided by the renowned Ezra Charles and the Works. To learn more about H-GAC and its clean air programs, please visit [www.h-gac.com](http://www.h-gac.com) or [www.cleanairaction.org](http://www.cleanairaction.org).

## Advancing the Choice

On June 21, 2006, the Clean Cities/Clean Vehicles program hosted "Fishin' for Emissions: 2006 Advancing the Choice" at the new Silver Eagle Distributors corporate headquarters. This one day conference



served to educate transportation professionals and the public about the region's new air quality plan currently under development and the latest emission reduction technologies.

Approximately 150 transportation professionals convened at ATC to hear industry experts share best practices for making vehicles and equipment safer, cleaner and more efficient. To learn more about H-GAC and its clean air programs, please visit [www.houston-cleancities.org](http://www.houston-cleancities.org).

## AERCO/Clean School Bus

This year the Houston-Galveston Area Emission Reduction Credit Organization (AERCO), a 501(c)3 non-profit entity housed at H-GAC, adopted the



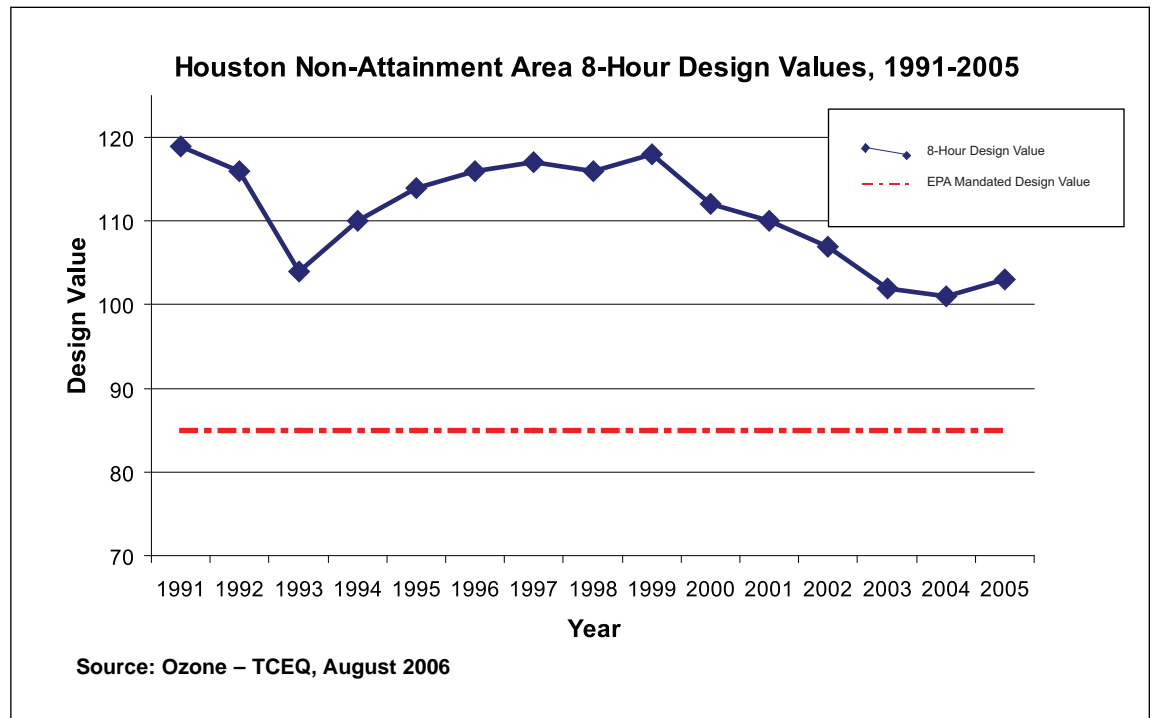
Houston-Galveston Area Clean School Bus

Program. The mission of the Clean School Bus program is to protect the health of children and their communities by helping school districts to retrofit or replace aging, polluting school buses with newer, cleaner transportation technologies and to promote no-idling policies. Funding is provided through private party donations and Supplemental Environmental Project funds (SEPs). AERCO is in an agreement with TCEQ and now qualifies to receive SEP funds to complete Clean School Bus projects. For more information, visit [www.h-gac.com](http://www.h-gac.com) or [www.cleanschoolbushouston.org](http://www.cleanschoolbushouston.org).

## State Implementation Plan

During 2006, H-GAC was contracted by the Texas Commission on Environmental Quality (TCEQ) to develop a list of local control strategies for mobile sources of the ozone precursors nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs) for inclusion as part of revisions for the State Implementation Plan (SIP). In February, a master list of 629 mobile source control strategies was published. Meetings were held at the H-GAC offices with both regional stakeholders and elected officials to discuss these control measures and offer suggestions on which measures would continue to the short list of measures which would be submitted to TCEQ. This reduced list of 43 control strategies was approved and submitted in June for inclusion in the SIP.

On November 21, TCEQ filed revisions to the Eight-Hour Ozone SIP including two rules with the TCEQ Chief Clerk's Office. The two rules implemented in the SIP would require the use of fuels that meet Texas Low Emission Diesel (TxLED) requirements for harbor craft vessels (such as ferries, tug boats and work boats) and adding controls to reduce the amount of VOCs released by petroleum storage tanks within the Houston-Galveston-Brazoria region. Of the 43 control strategy recommendations that were submitted by H-GAC, only seven measures were included in the SIP revision. The SIP revision and rules were consid-



ered for proposal by the TCEQ Commissioners on December 13. This process will continue throughout 2007, but will pose new challenges for the region.

The Houston-Galveston-Brazoria region holds non-attainment status for ground-level ozone under the Clean Air Act. Reaching attainment in this region is especially challenging, due to the complex ozone formation chemistry and unique weather patterns in the area. The region has been classified as being in "moderate" non-attainment of the current ozone standard and has been given until June 15, 2010 to reach attainment. This standard stipulates that the three-year

average of the fourth-highest daily maximum 8-hour average ozone concentration, called the design value, measured at each air quality monitoring station within a region over each year must not exceed 84 parts per million. During the 2006 calendar year the ozone standard was exceeded on 43 days within the Houston-Galveston-Brazoria region. If the SIP is not approved, or if it is not possible to reach attainment by 2010, the region could be subject to sanctions which would severely limit the ability to improve or add to the transportation infrastructure of the Houston-Galveston-Brazoria region.

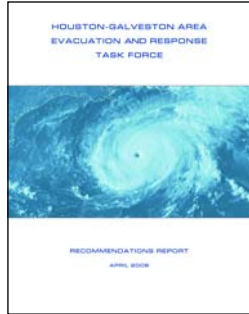


# Hurricane Evacuation Task Force

Days before Hurricane Rita struck the Texas Gulf Coast on September 24, 2005, hundreds of thousands of people evacuated from coastal areas, seeking shelter inland. In response to problems encountered during the evacuation, County Judges Robert Eckels, Jim Yarbrough and John Willy created the Houston-Galveston Area Hurricane

Evacuation Task Force. The purpose of the task force was “to identify what we did right, and to identify what we, as a region, need to improve.” Bill King, a member of the Governor’s Task Force and former Mayor of the City of Kemah, chaired the regional task force.

The task force held fact-finding meetings with specialized groups to discuss issues related to transportation, special needs groups, communications, flooding, and school resources. Input was solicited from local governments throughout the thirteen-county H-GAC region. The task force draft report and



recommendations, listed below, were considered at a meeting on April 10, 2006. Key recommendations included in the report are:

- A unified area command should be formed by mayors and county judges of affected jurisdictions to coordinate regional response and resources. The area command should be activated when a hurricane enters the Gulf of Mexico.
- A traffic management group of local law enforcement officials, including Texas Department of Public Safety, TxDOT, and METRO should also be formed to coordinate traffic management plans.
- The DPS traffic management plan should be used

for 2006 with modifications. The modifications include increasing use of the Sam Houston Tollway, limiting use of Loop 610 for evacuation and discouraging use of US 59. Northbound traffic on SH 146, south of I-10 will be diverted west to I-10. I-45 and I-10 will be contra-flowed if necessary, beginning outside Houston and to Dallas and San Antonio respectively. SH 290 will be contra-flowed from SH 6 in Houston to SH 6 in Hempstead.

- The state should contract with tow companies to remove stranded vehicles.
- The state should establish pre-positioned aid stations for those evacuating.
- A catastrophic medical operations center will coordinate hospital and nursing home evacuations.
- A joint information center should be established to coordinate public information related to the evacuation.
- Credentialing programs should be expanded to enable critical personnel to remain during the hurricane and to return expeditiously.
- Local governments should consider establishing temporary wind refuges for those persons concerned that their homes may not withstand hurricane winds.

For more information, visit [www.h-gac.com/hurricane](http://www.h-gac.com/hurricane).



# Our Region's Safety

## Regional Safety Council

H-GAC established a Regional Safety Council (RSC) with membership representing local and state governments and organizations from transportation, law enforcement, health care, trucking, railroads, insurance, research, and safety advocacy. The RSC's purpose is to advise the Houston-Galveston area's

Transportation Policy Council (TPC) on the development of its safety program as well as to promote safety coordination with other planning activities. The overall goal is to reduce the number and severity of crashes in the metropolitan region by encouraging safety education, effective law enforcement, safety engineering, emergency service activities, and infrastructure investments. Unfortunately, our region leads the state in fatalities, injuries, pedestrian crashes, bicycle crashes, and truck crashes and leads the nation in alcohol-related fatalities per capita.

The RSC met three times during the year, in February, June and October. Most of its work was con-

ducted by three safety subcommittees that focused on four specific safety issues:

1. Reducing alcohol- and drug-related crashes
2. Reducing aggressive driving, particularly among teenagers
3. Improving freight safety
4. Improving safety information systems

These committees met throughout the year and produced 17 recommendations for improving safety.

## Safety Council Proposals

Among the RSC's recommendations is a proposal to encourage better detection of Driving-While-Intoxicated (DWI) by requiring doctors in emergency rooms to report to police victims that they treat who have Blood Alcohol Content levels in excess of 0.15 percent of the blood stream (essentially, very drunk). Current State law does not require hospitals to report these drivers and they are treated and sent home

with no legal actions being taken against them. The high rate of recidivism by drunk drivers poses a huge safety risk to the community. H-GAC has estimated that close to 300 fatalities occur every year in the region due to drunk driving.

Another proposal is to establish a safety corridor in which engineering improvement, traffic enforcement,

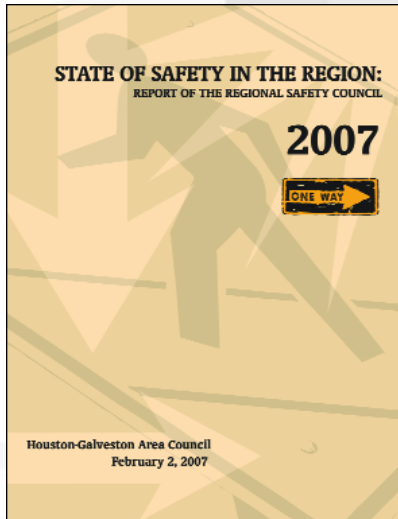
and education are concentrated along the corridor. One aspect of this is to conduct traffic safety education programs among high schools and middle schools along the corridor. Teenage drivers are particularly vulnerable, being involved in about 20% of all crashes in the eight-county area.

A third proposal is to restrict trucks from driving in the left lanes of all six lane or more freeways. Trucks are involved in about 6% of all crashes in the region and truck lane restrictions have been shown to reduce the number of crashes with passenger vehicles.

The 17 recommendations of the RSC were included in a safety report that was released at the end of January. The RSC will meet for three more years to produce an annual safety report and hold annual conferences.

## Safety Conference

The RSC also sponsored a Regional Traffic Safety Planning Conference on November 16th at the



Renaissance Hotel in Houston. The conference was nationally recognized and attracted speakers from Washington, DC, Virginia, and New Mexico aside from Texas. Around 200 persons attended.

The plenary speakers were John Baxter, Director of the Office of Safety Design at the Federal Highway Administration in Washington, DC; Richard Roth of Impact DWI, Inc. of Santa Fe, NM; and Cathey Wise of Mothers Against Drunk Driving (MADD) in Dallas. Panels were held on the safety issues organized by the four safety subcommittee as well as panels on pedestrian & bicycle safety and on safety planning.



### Safety Engineering Studies

H-GAC has estimated that serious crashes cost the region approximately \$4 billion a year in direct and indirect costs. As part of an ongoing effort to improve safety, studies are conducted around the region to identify high crash locations, their frequency, and their causes. The results of these studies are recommendations to State and local governments to mitigate the number and severity of crashes at specific locations.



H-GAC, in partnership with the City of Sugar Land, completed a safety study at 12 intersections along major arterials in the city. At each intersection, the study illustrated the problem and recommended measures to decrease the number of crashes. These recommendations ranged from adding new turn lanes to improving signage or retiming the traffic lights. For example, at Sweetwater and Lexington, the study proposed developing a new signal timing plan while at Eldridge Rd and West Airport Blvd, the study proposed increasing police monitoring of red light running at the intersection.

Over the next year, plans are being made to conduct a safety study in the City of Houston and other cities in the region. In addition, H-GAC is working with the Texas Transportation Institute to develop a safety course for elected officials and other policymakers. The aim is to increase awareness of safety problems throughout the region while helping elected officials become aware of the various policy tools and funding sources available.

The H-GAC safety web page documents all the individual studies and projects conducted to date as well as provides information about the Regional Safety Council and its report and conference. [www.h-gac.com/safety](http://www.h-gac.com/safety).



# 2006 Transportation Policy Council

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Texas Department of Transportation

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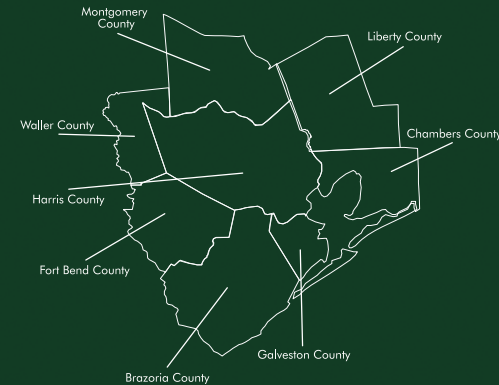
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Houston TranStar

## 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).





3555 Timmons Lane, Suite 120  
P.O. Box 22777 • Houston, TX 77227-2777  
Telephone 713-627-3200 • Fax 713-993-4508  
[www.h-gac.com/transportation](http://www.h-gac.com/transportation)