

2021-2024 TIP

Transportation Improvement Program



Houston-Galveston
Area Council

THE HOUSTON-GALVESTON METROPOLITAN PLANNING AREA



2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FOR THE HOUSTON-GALVESTON
METROPOLITAN PLANNING AREA

PUBLIC COMMENT PERIOD:

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The TIP is developed in accordance with the metropolitan planning requirements set forth in the Statewide and Metropolitan Planning Final Rule (23 CFR Part 450, 49 CFR Part 613) promulgated in the May 26 2016, Federal Register as required by the “**Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users**” (SAFETEA-LU) Act and reaffirmed by both the “**Moving Ahead for Progress in the 21st Century**” (MAP-21) Act and the current transportation authorization, “**Fixing America’s Surface Transportation**” (FAST) Act.

Prepared in cooperation with the Texas Department of Transportation and the U. S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

The contents of this report reflect the views of the authors who are solely responsible for the opinions, findings, and conclusions presented therein. The contents of the report do not necessarily reflect the views or policies of the U.S. Department of Transportation, Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation.



Resolution

NO. 2020-21

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

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

WHEREAS, the FAST Act and Code of Federal Regulations establish requirements for the metropolitan transportation planning process, including the development of Transportation Improvement Programs (TIPs); and

WHEREAS, the Transportation Policy Council (TPC) as the Policy Board for the Metropolitan Planning Organization (MPO), has adopted policies and procedures for the selection and prioritization of projects consistent with federal planning requirements; and

WHEREAS, the 2021-2024 Transportation Improvement Program was developed in cooperation with the state and local governments, and local transit providers; and

WHEREAS, opportunity for public comment has been provided per the policies established by the *Public Participation Plan* adopted by the Transportation Policy Council in July 2017; and

WHEREAS, the 2021-2024 Transportation Improvement Program includes statewide project groupings developed in accordance with the Metropolitan Planning regulations and in cooperation with the Texas Department of Transportation; and

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

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

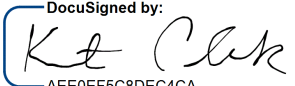
WHEREAS, the 2021-2024 Transportation Improvement Program was developed from, and is consistent with the 2045 Regional Transportation Plan, as amended, and its air quality conformity determination received Federal Highway Administration concurrence in August 2019.

TPC Agenda Item 06
Mailout – 06/19/2020

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAGEMENT AREA, THAT THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM IS HEREBY APPROVED, AND THE MPO DIRECTOR IS DIRECTED TO SUBMIT THE TIP TO THE TEXAS DEPARTMENT OF TRANSPORTATION FOR INCLUSION IN THE 2021-2024 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.

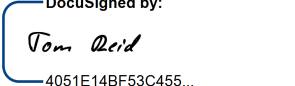
PASSED AND APPROVED this 26th day of June 2020, at a regularly called meeting of the Transportation Policy Council.

APPROVED:

DocuSigned by:

AEE0EF6C8DEC4CA...

Hon. Kenneth Clark, Chairman
Transportation Policy Council

ATTEST:

DocuSigned by:

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Hon. Tom Reid, Secretary
Transportation Policy Council

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Chapter I

Introduction

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Chapter I — Introduction

PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a staged, four-year program of surface transportation projects that are either proposed for federal funding or for which federal approval is required, along with regionally significant projects to be implemented with non-federal funds. The TIP is mandated by federal transportation legislation, currently the “Fixing America’s Surface Transportation” (FAST) Act, and provides assurance that the federally supported transportation system is being adequately operated and maintained nationwide. Inclusion in the TIP is a major milestone in the project development process as it signifies regional consensus on the value of a project and approval for federal funding. Although the TIP covers four years of project programming, the schedule of projects is updated every two years - in line with the federal fiscal calendar.

The TIP contains a detailed description of every included project, documents the costs at each project phase and is financially constrained for each program year. Since it is designed to implement the goals, strategies, and priorities of the approved long-range transportation plan, the TIP must be consistent with the RTP. Moreover, when a planning region is designated a “non-attainment” or a “maintenance” area under the federal air quality standards, the TIP must meet the requirements of the Clean Air Act by conforming to the State Implementation Plan (SIP) to reduce pollution.



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

The 2021 – 2024 TIP was developed by the Houston-Galveston Area Council (H-GAC) in cooperation with the Texas Department of Transportation (TxDOT), local government entities, and local transportation agencies. The multi-year/multimodal project list is the product of a comprehensive, cooperative, and continuing regional transportation planning process and consists of projects identified as priorities for the Houston-Galveston metropolitan region.



Map 1-1: H-GAC Region showing the Eight TMA Counties

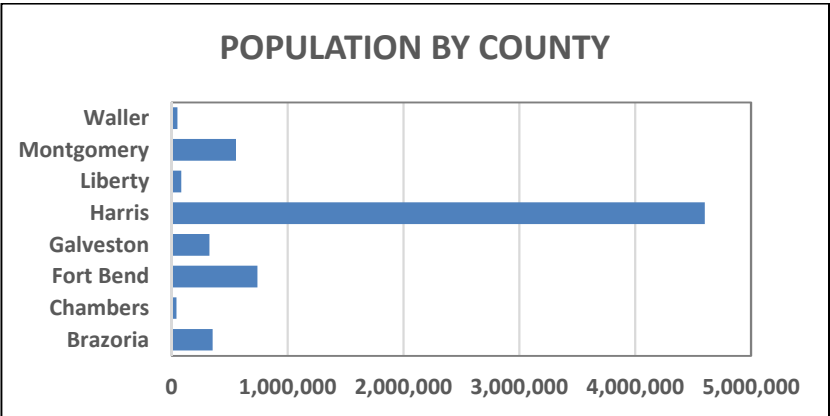
THE PLANNING REGION

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

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

Like the population, the mobility needs within the planning region are vast and diverse. The funding commitments documented in the 2021 – 2024 TIP respond to the regional aspiration for a safe, efficient, and reliable multimodal transportation system for its residents.

Figure 1-1: Population Distribution in the H-GAC TMA



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

RELATIONSHIP TO THE TRANSPORTATION PLANNING PROCESS

Serving as the MPO for the Houston-Galveston planning region, H-GAC is responsible for preparing and maintaining three key elements of the regional transportation planning process: The Regional Transportation Plan (RTP), the MPO Ten Year Plan, and the Transportation Improvement Program (TIP). These three programs correspond respectively to the long-term regional planning vision, the intermediate-term planning guide, and the detailed short-term programming schedule. Federal regulations moreover require the TMA to implement a Congestion Management Process (CMP) in conjunction with their transportation planning activities. Because the Environmental Protection Agency (EPA) has designated the Houston-Galveston-Brazoria (HGB) area a nonattainment area for the pollutant Ozone under the National Ambient Air Quality Standards (NAAQS), the MPO must coordinate its transportation planning process with the process of developing transportation control measures designed to bring the region into attainment.

The 2021 – 2024 TIP maintains consistency with the following transportation planning documents:

- 2045 RTP: The H-GAC long-range Regional Transportation Plan
- H-GAC Ten-Year Plan
- TxDOT Unified Transportation Program (UTP)
- TxDOT Statewide Transportation Improvement Plan (STIP)

These planning documents and programs are briefly described below.

2045 RTP

The long-range transportation plan “2045 RTP” is the defining expression of the regional vision for the future transportation system for the Houston-Galveston metropolitan area and serves as a guide for the expenditure of state and federal funds through the year 2045. The 2045 RTP is the product of a cooperative effort between H-GAC, local governments, TXDOT, transit operators, representatives of transportation providers, and the general public, and is required to be updated at least once every four years. Considering that the TIP is meant to implement the goals, strategies, and priorities expressed in the long-range plan, the project programming in the TIP is consistent with the first four years of the 2045 RTP.

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

THE MPO 10-YEAR PLAN

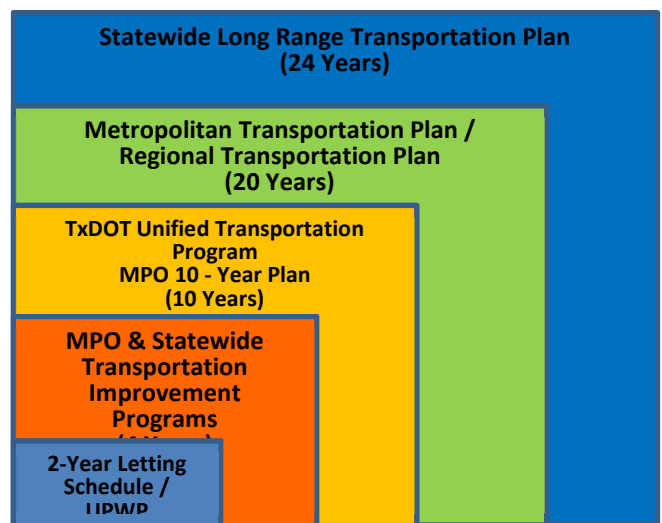
H-GAC has developed a 10-year Transportation Plan as directed by House Bill 20 (HB 20) which was passed by the 84th Texas legislature in 2015. HB 20 requires the MPO 10-year plan to specify how the transportation funding allocated to the Metropolitan Planning Area would be utilized. The 10-year transportation plan is consistent with and prioritizes projects from the regional transportation plan while the first 4 years of the plan must be consistent with the Statewide Transportation Improvement Program (STIP) and the H-GAC TIP. As directed by HB 20, the 10-year plan must consider and address congestion, safety, the effect of a project on economic development opportunities for area residents, available funding, air quality, and the project’s impact on the underserved communities.

TXDOT UNIFIED TRANSPORTATION PROGRAM (UTP)

The Unified Transportation Program (UTP) is TxDOT’s 10-year planning document and guides the planning, development and construction of a multimodal list of transportation projects that involve the highways, aviation, public transportation and the waterways and coastal waters within each TxDOT district. The Houston-Galveston metropolitan region includes territory from two TxDOT district offices – Houston and Beaumont. The UTP is developed annually in accordance with the Texas Administrative Code (TAC § 16.105) and is used as a guideline for programming projects in the Statewide Transportation Improvement Program (STIP). In developing the UTP, TxDOT collaborates with local governments, local transportation entities and public transportation operators. The UTP is approved by the Texas Transportation Commission. Projects in the UTP have Commission authorization for preliminary engineering work, environmental analysis, right of way acquisition, and design.

Figure 1-2: The Hierarchy of Transportation Plans

The UTP is an intermediate programming document that links the planning activities of the Statewide Long-Range Transportation Plan (SLRTP) and Metropolitan Transportation Plans with the detailed programming activities of the STIP and TxDOT’s two-year letting schedule. Figure 1-2 portrays the hierarchy of regionwide transportation plan documents and shows how they relate to one another. State regulations require the UTP to be financially constrained based on reasonably expected funding revenues. While the UTP is a critical tool in guiding transportation project development within the long-term planning context, it is not a budget, nor does it constitute a guarantee that a



listed project will be built. As projects move closer to construction or implementation, they advance from the UTP into the Statewide Transportation Improvement Program (STIP).

TXDOT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is TxDOT's four-year capital improvement program that fulfills federal (23 USC 135 and 23 CFR 450.218) and state (43 TAC 16.103) planning requirements. The STIP incorporates all the Rural Transportation Improvement Programs (RTIP) and the MPO Transportation Improvement Programs (TIP) statewide and presents the four-year list of transportation projects and services to be constructed or implemented within the entire state of Texas. A federally approved STIP is required for projects to be eligible for federal funding under Title 23 USC and Title 49 USC, Chapter 53. Similarly, projects in the MPO TIPs must be programmed into the STIP to be eligible for federal funding.

The STIP identifies projects, programs, and services that are within four years of being constructed or implemented to meet the transportation needs identified during the transportation planning process. The STIP must be both financially constrained and consistent with the SLRTP. The development of the STIP includes a statewide public involvement process which culminates in a public hearing in Austin before the STIP is approved and adopted by the Texas Transportation Commission. Once adopted by the Commission, the STIP must then be approved by the Federal Highway Authority (FHWA) and the Federal Transit Authority (FTA).

MANAGEMENT SYSTEMS

The Houston metropolitan area ranks as one of the most congested urban areas in the United States. According to the Texas Transportation Institute (TTI), the Houston metropolitan area contains the single most congested roadway within the state of Texas and as many as twelve of the top twenty most congested roadways in the state. All metropolitan areas with populations greater than 20,000 residents like the greater Houston region are required to develop and implement a Congestion Management Process (CMP). The CMP is a systematic method for: (1) identifying roadways in the region that are chronically congested and determining the causes, (2) applying a range of congestion mitigation strategies to improve system performance and reliability and, (3) conducting a periodic assessment to evaluate the effectiveness of the selected strategies and to guide recommendations for future solutions to the congestion problem. The strategies typically employed to reduce congestion through the CMP generally focus on improving traffic operations, managing travel demand and when necessary, adding to roadway capacity.

The CMP is an integral part of the metropolitan transportation planning process and provides important input to the RTP development process and the programming of the TIP. For instance, the CMP analysis directly benefits the TIP when it generates system performance information that informs the evaluation of projects being considered for inclusion in the TIP. The system performance information also guides the selection of locations for corridor studies or roadway

segments in need of detailed analysis, while the robust modeling tools incorporated in the CMP analyses can help to assess the effectiveness of strategies proposed to manage regional congestion.

TIP FUNDING AND PROJECT SELECTION

Although many critical transportation needs are identified in the RTP, they cannot all be implemented at once because funding is limited. The transportation project selection and approval process involves shared decision-making. The TPC has primary responsibility for project selection under the following funding categories:

- Category 2 – Metropolitan and Urban Corridor Projects
- Category 5 - Congestion Mitigation and Air Quality (CMAQ)
- Category 7 – Surface Transportation Block Grant (STBG) Program, and
- Category 9 – Transportation Alternatives Set-Aside Program (TASA)

These funding categories have specific eligibility requirements defined in the federal regulatory code.

The TPC approves all projects that are included in the TIP. Some projects are however developed and selected in other forums and subsequently added to the TIP. As an example, the Texas Transportation Commission selects major mobility, maintenance, rehabilitation, and safety projects on the state highway system. The Commission also selects bridge program projects, both on and off the state system. Furthermore, the state administers the region’s transit funding programs except within the Houston, Conroe, and The Woodlands Urbanized Areas (UZA). H-GAC facilitates discussions between the local transit agencies on the division of federal funds allocated to the UZAs.

Figure 1-3: The Transportation Improvement Program (TIP)



PERFORMANCE-BASED PLANNING AND PROGRAMMING

PERFORMANCE MEASURES

The objective of Transportation Performance Management is to focus federal funds on the achievement of national goals, increase accountability and transparency, and improve investment decision-making through performance-based planning and programming of transportation projects. The federal transportation legislation: “Fixing America’s Surface Transportation” Act or FAST Act requires the establishment of goals for which Metropolitan Planning Organizations, and state Departments of Transportation are required to set targets and to report on progress towards achieving those targets for numerous federal performance measures. H-GAC is responsible for these measures in key performance areas such as Safety, Pavement and Bridges, Reliability, Congestion, Air Quality and Transit Asset Management. Table 1-1 and Table 1-2 below list the specific measures in various performance areas for the transportation system for both highways and transit. A comprehensive report of H-GAC’s baseline conditions and targets for all performance areas is available in **Appendix B** of this document.

Table 1-1: Highway Performance Measures

Category	Performance Measure	Applicability	Reporting Frequency
Highway Safety	Number of fatalities	All public roads	Annually
	Rate of fatalities		
	Number of serious injuries		
	Rate of serious injuries		
	Number of non-motorized fatalities and serious injuries		
Pavement and Bridge Condition	Percentage of pavements of the Interstate System in Good condition	Interstate System	Biennially with four-year performance periods
	Percentage of pavements of the Interstate System in Poor condition	Non-Interstate NHS	
	Percentage of pavements of the non-Interstate NHS in Good condition		
	Percentage of pavements of the non-Interstate NHS in Poor condition	National Highway System (NHS)	
	Percentage of NHS bridges classified in Good condition		
	Percentage of NHS bridges classified in Poor condition		
Highway System Performance	Percent of the person-miles traveled on the Interstate that are reliable (Level of Travel Time Reliability)	Interstate System	Biennially with four-year performance periods
	Percent of the person-miles traveled on the Non-Interstate NHS that are reliable (Level of Travel Time Reliability)	Non-Interstate NHS	
	Truck Travel Time Reliability (TTTR) Index	Interstate System	
	Annual Hours of Peak Hour Excessive Delay Per Capita	National Highway System	
	Percent of Trips with Non-Single Occupant Vehicles	Urbanized area	
	Total Emission Reductions	Urbanized area	

Table 1-2: Transit Performance Measures

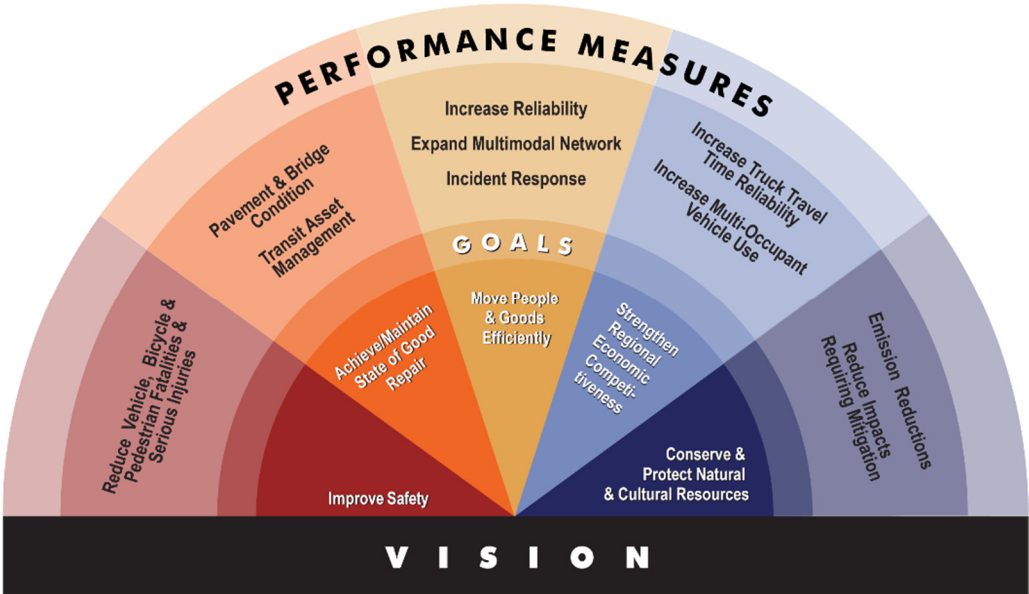
Category	Performance Measure	Applicability	Reporting Frequency
Transit Asset Management	Rolling Stock - percentage of revenue vehicles that exceed their Useful Life Benchmark	Region's transit providers who are recipients and subrecipients of federal transit assistance & HGAC	Annually
	Equipment - percentage of non-revenue service vehicles that exceed their Useful Life Benchmark		
	Facilities - percentage of facilities with a condition rating below 3 on the Transit Economic Requirements Model Scale		
	Infrastructure - percentage of rail track segments that have performance restrictions	METRO	
Transit Safety	Fatalities - total amount and rate of fatalities per total vehicle revenue miles	Region's transit providers who are recipients and subrecipients of federal transit assistance & HGAC	Annually
	Injuries - total amount and rate of injuries per total vehicle revenue miles		
	Safety Event - total amount and rate of safety events per total vehicle revenue miles		
	System Reliability (State of Good Repair) – mean distance between major mechanical failures		

The 2021-2024 TIP continues to build upon the goals and strategies articulated in the 2045 RTP. The performance measures included in the 2045 RTP were crafted in accordance with the FAST Act. The 2021-2024 TIP utilizes the progress already achieved to support decisions on transportation investment aligned with the following goals:

1. Improve Safety
2. Achieve/Maintain a State of Good Repair
3. Move People and Goods Efficiently
4. Strengthen Regional Economic Competitiveness
5. Conserve and Protect Natural and Cultural Resources

The project selection process utilized during development of the 2021-2024 TIP assessed major investment-level applications based on the 2045 RTP’s five goals and performance measures. By incorporating 2045 RTP goals into short-range programming activity, the performance measures have achieved a strong correlation between the region’s vision for the future and the investments made today.

Figure 1-4: 2045 RTP Goals and Performance Measures



PLANNING FACTORS

The FAST Act requires the inclusion of several new planning factors such as consideration of intercity bus connections, transit asset management, resiliency, and federally required performance targets. H-GAC adopted performance measure targets with the performance-based planning process within the time limit given by the FHWA. As a data clearinghouse, H-GAC will provide regional data to the Texas Department of Transportation when updates become available. A comprehensive report of how H-GAC is addressing Planning Factors is in **Appendix B** of this document. The summary of the Planning Factors and their compliance are identified in Table 1-3 below.

Table 1-3: Transit Performance Measures (Planning Factors)

FAST Act Requirement	FAST Act Provision	Issues Addressed in 2021-2024 TIP	Where Addressed
Public Participation	23 CFR 450.316(a)	H-GAC’s Public Participation Plan (PPP) was updated in 2017 to expand the list of stakeholders to be engaged in transportation planning process.	Public Participation Plan http://www.h-gac.com/transportation-public-outreach/documents/h-gac-public-participation-plan.pdf
Memorandum of Understanding	23 CFR 40.314(h)	The Memorandum of Understanding was executed between H-GAC, TxDOT and the region’s transit providers.	Memorandum of Understanding http://www.h-gac.com/transportation-policy-council/meeting-agendas/documents/2018/may/ITEM-09-Interagency-MOU.pdf
Consultation and Cooperation	23 CFR 450.316(b)	2021-2024 TIP was developed with continued consultation and cooperation with state and local officials and takes into consideration the planning activities of other agencies and organizations within the MPO region.	<ul style="list-style-type: none"> Public Participation Plan Disaster Preparedness Travel and Tourism (Appendix B)
Resiliency and Reliability	23 CFR 450.206(a)(9)	2021-2024 TIP incorporates an assessment of the vulnerability of transportation assets to extreme weather events and identifies initiatives to improve resiliency and increase the reliability of the regional transportation system.	<ul style="list-style-type: none"> Resiliency and Reliability (Appendix B)
Stormwater Impacts	23 CFR 450.206(a)(9)	2021-2024 TIP identifies roadways susceptible to impact by stormwater and includes a choice of projects and strategies aimed at mitigating these impacts.	<ul style="list-style-type: none"> Resiliency and Reliability (Appendix B)
Disaster Preparedness	23 CFR 450.316(b)	2021-2024 TIP identifies local emergency management operations serving the Houston-Galveston metropolitan region, details the designated hurricane evacuation routes and the Zip-Zone map.	<ul style="list-style-type: none"> Disaster Preparedness (Appendix B)
Travel and Tourism	23 CFR 450.206(a)(10)	2021 – 2024 TIP includes a review of opportunities to engage in recreational travel and tourism in the planning region and considers strategies to promote growth in this transportation sector.	<ul style="list-style-type: none"> Travel and Tourism Public Participation Plan (Appendix B)

FAST Act Requirement	FAST Act Provision	Issues Addressed in 2021-2024 TIP	Where Addressed
Intercity Buses	23 CFR 450.216(b) & 23 CFR 324(f)(2)	2021-2024 TIP examines the existing intercity bus services in the region and identifies opportunities to expand these services and grow additional routes and operations.	<ul style="list-style-type: none"> Intercity Buses (Appendix B)
Performance Measures	23 CFR 450.324(f)(3)	2021-2024 TIP includes the federal performance measures linked to the vision, goals, and project prioritization, establishes targets and documents the condition and performance of the	<ul style="list-style-type: none"> Performance Measures System Evaluation Report (Appendix B)

AIR QUALITY

Air quality is influenced by many factors including topography, weather conditions, and human activities such as agriculture, industry and manufacturing, domestic consumption, and transportation. Because transportation sources contribute significantly to air pollution, the Clean Air Act (CAA) identifies actions that must be taken by states and MPOs to reduce vehicular emissions.

The U.S. Environmental Protection Agency (EPA) has designated the 8-county Houston-Galveston-Brazoria region as a nonattainment area for ground-level ozone. While transportation is not the region’s sole source of ozone pre-cursor pollutants, it does constitute the largest portion of these pollutants. Due to this, continued reductions of pollutants from on-road vehicles are an essential part of H-GAC’s efforts to help the region attain clean air standards. Consequentially, it is the MPO’s role in air quality planning to assess the impact of planned transportation projects on air quality and to identify programs and projects that will help reduce emissions.

The 2045 RTP and the 2021-2024 TIP are required to conform to emissions limits established by the Texas Commission on Environmental Quality (TCEQ) and approved by the EPA. The CAA requires TCEQ to develop and submit a document called a State Implementation Plan (SIP) to show how the state will meet the National Ambient Air Quality Standards (NAAQS) for ozone. These limits are then applied to MPO-funded activities within the region through the conformity and TIP development processes. To this end, the 2021-2024 TIP relies on demonstration of air quality conformity approved on August 2, 2019 by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Conformity determination is made using motor vehicles emissions budgets for the ozone precursors nitrogen oxides (NOx) and volatile organic compounds

(VOCs) that were developed for the Houston-Galveston-Brazoria Attainment Demonstration and Reasonable Further Progress State Implementation Plan Revision for the 2008 8-Hour Ozone Standard (SIP). Further detail on the current conformity analysis is available on H-GAC’s website at <http://www.h-gac.com/transportation-conformity>.

PUBLIC INVOLVEMENT AND THE TIP

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

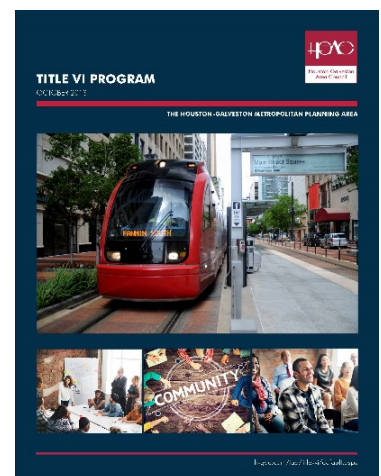
TITLE VI AND ENVIRONMENTAL JUSTICE PROTECTIONS

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

TITLE VI

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

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



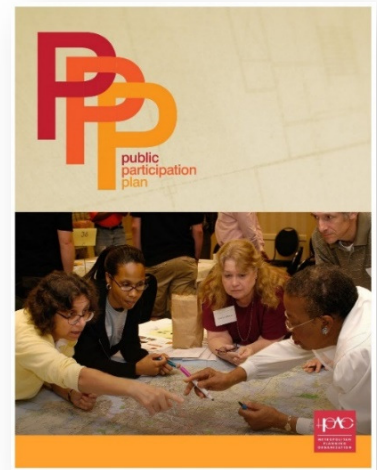
ENVIRONMENTAL JUSTICE

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

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

The LAP outlines the demographic basis for establishing a language assistance program and defines the kind of language assistance services that are available through the agency. The LAP also informs the public on the procedures for requesting an offered service.

Other elements of the public involvement process may be obtained from the Public Participation Plan which is available at <http://www.h-gac.com/transportation-public-outreach/documents/h-gac-public-participation-plan.pdf>.



Chapter 2

Financial Plan

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Chapter 2 — Financial Plan

The 2021-2024 TIP contains cost estimates for roadway, transit, freight, bike/pedestrian, air quality, safety, and other transportation investments to be implemented in the 8-county Houston-Galveston metropolitan planning area over a four-year period. Projects include those selected by H-GAC’s Transportation Policy Council using federal and state funds sub-allocated to the region, projects selected by the Texas Transportation Commission and listed in TxDOT’s 2020 Unified Transportation Plan (UTP) for the years covered by the TIP, as well as projects submitted by transit agencies based on their anticipated 2021-2024 grant applications.

Current law requires that the MPO identify all sources of funding that can be reasonably assumed to be available for programming. The following matrix identifies the sources of funding information used in the 2021-2024 TIP:

Figure 2-1: Primary Sources of Funding Information

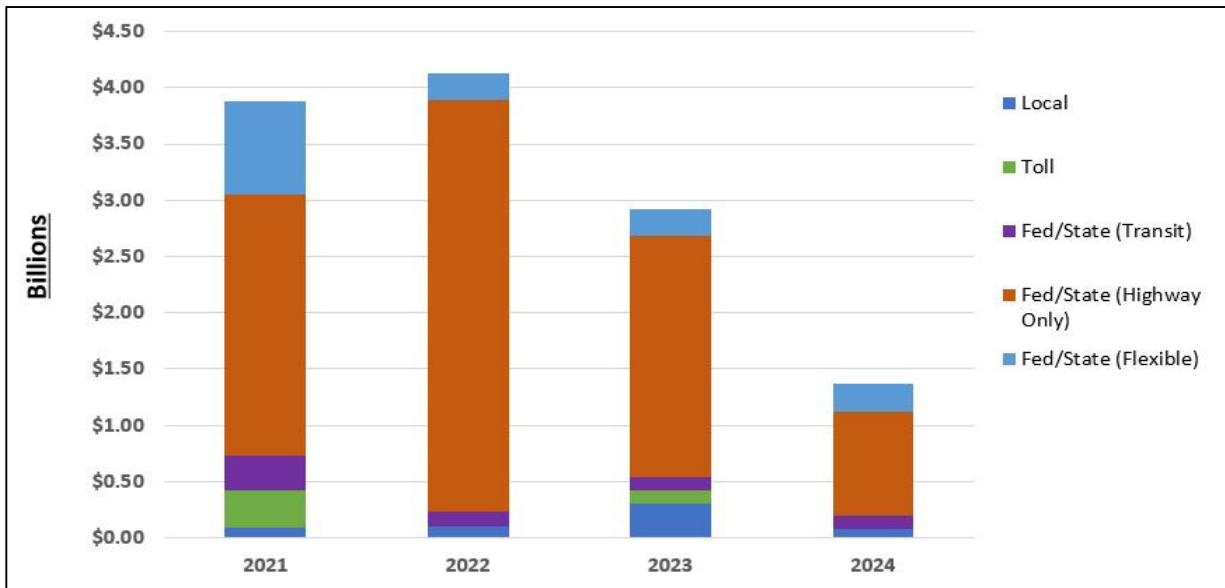
	Highway Programs	Transit Programs
Federal	2020 UTP	Recent FTA Apportionments/Discretionary Allocations
State		2020 UTP
Local/Private	Local Transportation Entities (e.g. City of Houston, HCTRA, METRO)	

FUNDING SUMMARY

AVAILABLE FUNDING

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

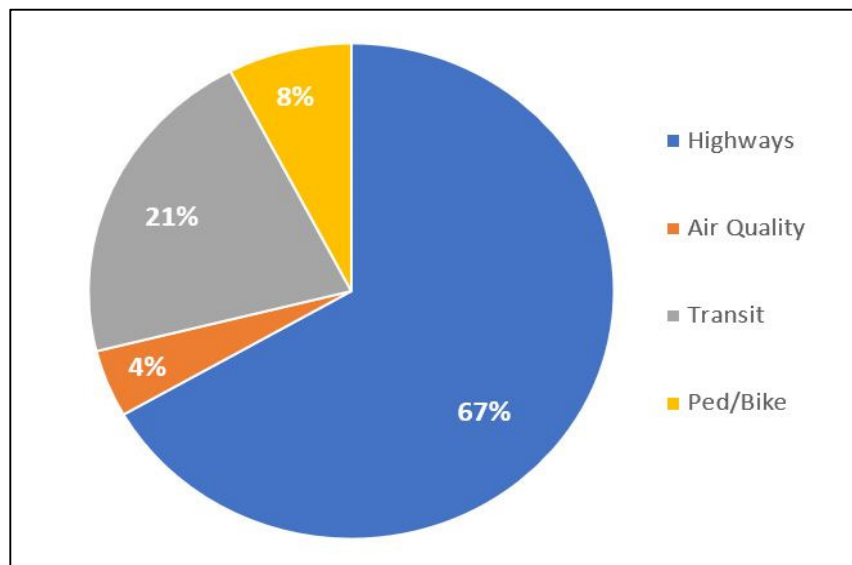
Figure 2-2: Available Funding/Authorized Funding



FLEXIBLE FEDERAL/STATE FUNDS

Approximately \$1.2 billion from the federal and state funding (inclusive of required match), has been programmed by H-GAC using federal and state programs that can support a variety of transportation activities, including highway, transit and pedestrian-bicycle investments. Allocation of these flexible federal/state funds is guided by policy adopted by the Transportation Policy Council.

Figure 2-3: Allocation of Flexible Federal/State Funds (As Programmed)



KEY SOURCES OF FUNDING

FEDERAL PROGRAMS

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

The current surface transportation authorization bill, “Fixing America's Surface Transportation” Act (FAST Act), includes five years of funding authorizations (2016-2020) and represents an increase in funding over previous MAP-21 funding levels.

Federal funds are sub allocated for MPO decision-making through the following programs:

- Surface Transportation Block Grant Program (referred to by the existing STP-MM acronym)
- Congestion Mitigation Air Quality Program (CMAQ)
- Transportation Alternatives Set-Aside (TASA – previously referred to as the Transportation Alternatives Program or “TAP”)

Additional federal funds are administered by the state through statewide programs (e.g. Safety, Bridge, etc.), TxDOT District sub-allocations (Metropolitan Mobility [Category 2], Preventive Maintenance, District Discretionary) and discretionary awards made by the Texas Transportation Commission.

STATE PROGRAMS

The 2021-2024 TIP Financial Plan includes state funding from a variety of revenue sources and funding mechanisms, including voter-approved sources of state transportation funding such as Propositions 1 and 7. This funding is allocated through the various TxDOT funding categories (See **Appendix E**).

H-GAC has developed reasonable estimates of funding available under state programs using anticipated dedication levels and historical funding allocations. These amounts are detailed in Table 2-1.

PUBLIC-PRIVATE PARTNERSHIPS (PPPs)

Legislation passed by the 82nd Texas Legislature granted the Transportation Commission/TxDOT (“the State”) authority to enter into public-private partnerships under comprehensive development agreements (CDAs). Through a CDA, the State may contract with another entity to deliver, operate and/or maintain any of the projects specified in the authorizing legislation. Within the H-GAC region, these projects are:

- SH 99/Grand Parkway
- SH 249
- SH 288 (concession agreement executed in 2016)
- US 290 Hempstead Managed Lanes (project planned for FY2030-2035 – see H-GAC’s 2045 Regional Transportation Plan)

Use of PPP/CDA funding in the 2021-2024 TIP meets the federal “reasonably available” requirement as the State has both the authority to utilize CDAs and has a history of successful project delivery through these agreements.

LOCAL PROGRAMS

The 2021-2024 TIP continues a trend toward greater reliance upon local sources of funding to make needed transportation investments for all modes. These local sources include local option sales taxes, toll revenues and general appropriations.

FEDERAL-AID HIGHWAY/PUBLIC TRANSPORTATION OPERATIONS AND MAINTENANCE

The 2021-2024 TIP Financial Plan is required to document that sufficient revenues are available to adequately operate and maintain federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

FEDERAL-AID HIGHWAYS

The 2020 UTP documents TxDOT’s planned expenditures to adequately operate and maintain the state highway system. These costs and required revenues are presented in aggregate at the statewide level and reflect TXDOT’s maintenance policies. Some of these expenditures are reflected in the 2020-2024 TIP under Chapter 3 – “Highway Project Listing” and Appendix J – “Statewide Programs” of this document.

PUBLIC TRANSPORTATION

Adequate operations and maintenance of transit properties is supported through the planned projects shown in Chapter 4 – “Transit Project Listing” of this document, and in the Metropolitan Transit Authority of Harris County (METRO) budget.

- While METRO uses some federal grant funds to support maintenance activities and service-specific operations, most of the funding is from local sources (farebox, sales tax) which is not reflected in the 2021-2021 TIP. Additional detail is available on METRO’s website at: <http://ridemetro.org/Pages/Finance.aspx>

- Other transit providers in the region rely upon federal funds and local matching funds to adequately operate and maintain their assets. These costs and revenues are reflected in the 2021-2024 TIP.

FINANCIAL SUMMARIES

The financial tables that follow are provided to demonstrate fiscal constraint of the 2021-2024 TIP and to communicate expected levels of investment to transportation partners and the public. A brief description of the table contents is given below.

- Table 2.1 – “Highway Financial Summary Table.”
Contains a detailed summary of the 2021-2024 TIP to demonstrate fiscal constraint.
- Table 2.2 – “Transit Financial Summary Table.”
Contains a detailed summary of the 2021-2024 TIP to demonstrate fiscal constraint



Houston Galveston MPO - District # 12

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

Funding by Category

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

Funding Participation Source

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

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

**Table 2-2: Transit Financial Summary
Houston - Galveston Metropolitan Planning Organization
FY 2021- 2024 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

Current as of 06/26/ 2020

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

All Figures in Year of Expenditure (YOE) Dollars

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

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

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Chapter 3

Highway Project Listing

Federal, State and Local Regionally Significant Projects

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Chapter3 — Highway Project Listing

FEDERAL, STATE, AND LOCAL REGIONALLY SIGNIFICANT PROJECTS

This chapter of the 2021-2024 TIP lists highway projects for which federal action is sought and those state and locally (including private) funded highway projects considered to be regionally significant. Federal and state funding programs are organized by TxDOT into the twelve (12) categories shown in the Unified Transportation Plan (UTP). A complete description of these funding categories, an explanation of the selection process for each category, and applicable funding requirements and restrictions is provided in Appendix E of this document.

In general, these programs support projects such as:

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

PROJECT LISTING

The project listing in this chapter is provided in the format required by the Texas Department of Transportation (TxDOT) for inclusion in the Statewide Transportation Improvement Program (STIP). The listing is organized by TxDOT District (Beaumont and Houston), and fiscal year. Under each fiscal year, projects are sorted by county, highway name, and identification number (CSJ Number or MPOID).

The diagram below is a guide on how to interpret the tables and indicates where to find key project information within the listings.

Figure 3-1: Highway Project Listing Legend

Project Description **State Project Identification Number** **Project Phase Type** **Fiscal Year** **Implementing Agency**

HOUSTON-GALVESTON MPO
TRANSPORTATION IMPROVEMENT PROGRAM
HOUSTON DISTRICT
FY 2021 (SEPT - AUG)

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

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

STREET: CR 59
LIMITS FROM: CR 48
LIMITS TO: KIRBY DR
TIP: RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED
DESCRIPTION:
REMARKS:

REV DATE: 07/2020
MPO PROJECT ID: 12760
FUNDING CATEGORY: 7
MTP REFERENCE:

Project History:

Total Project Cost Information:	Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category
		Federal	State	Regional	Local	Local Contribution	
Preliminary Engineering: \$1,171,000	\$7,311,000	7-STP FLEX: \$5,848,800	---	---	\$1,462,200	---	\$7,311,000
Construction: \$7,236,000		Funding by Share: \$5,848,800	---	---	\$1,462,200	---	\$7,311,000
Construction Engineering: ---							
Contingencies: ---							
Indirects: ---							
Bond Financing: ---							
Total Project Cost: \$9,770,000							

Total Project Cost **TIP Funding Source** **TIP Funding Amounts** **MPO Project Identification Number**

FISCAL YEAR

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

Fiscal years are used in the TIP project listing to show the year in which funds are committed to a particular project or project phase. All projects in 2021-2024 TIP are fiscally constrained and have identified funding commitments.

TOTAL PROJECT COST

In addition to the funding programmed in the 2021-2024 TIP, an estimate of the total project cost is provided for each project. The total project cost estimate is provided to communicate the overall investment being made to the transportation system and may reflect work that has already occurred or that may occur after the time period covered by the TIP.

The total project cost estimate reflects all facets of the referenced project, including design and engineering costs, needed acquisition of rights-of-way or utility relocations, and construction contingencies.

YEAR OF EXPENDITURE (YOE)

Funding and costs for all projects is shown as nominal year of expenditure (YOE) dollars as opposed to current dollars or indexed dollars (such as “2010 dollars”).

STATEWIDE PROGRAMS

The project listing also includes a list of statewide programs – often referred to as “Grouped CSJs.” These programs represent investments in categories of work (such as bridge replacement, safety, or landscaping) where individual projects are not considered to be regionally significant. Grouped CSJ projects are exempt from conformity/regional emissions analysis and typically require limited environmental review documentation (categorical exclusion).

These work types are typically programmed by TxDOT and are fiscally constrained at the statewide level. A current listing of individual projects under these Statewide Programs is provided for information in **Appendix J**.

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HOUSTON-GALVESTON MPO
 FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
 5/24/2020
 BEAUMONT DISTRICT
 FY 2021 (SEPT - AUG)

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	CHAMBERS	0920-39-026	SH 146	C	MONT BELVIEU	CITY OF MONT BELVIEU	\$938,297
						REV DATE: 07/2020	
STREET: SH 146						MPO PROJECT ID: 18647	
LIMITS FROM: IH 10						FUNDING CATEGORY: 9	
LIMITS TO: WARREN RD						MTP REFERENCE:	
TIP							
DESCRIPTION: CONSTRUCT CONCRETE SIDEWALKS & ACCESSIBLE CURB RAMPS							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$938,297	Authorized Funding by Category/Share:					Funding By Category
			Federal	State	Regional	Local	Local Contribution	
Preliminary Engineering:	\$45,977							
Right Of Way:	---							
Construction:	\$938,297	9-TASA:	\$750,637	---	---	\$187,660	\$938,297	
Construction Engineering:	\$84,447	Funding by Share:	\$750,637	---	---	\$187,660	\$938,297	
Contingencies:	\$93,830							
Indirects:	\$47,665							
Bond Financing:	---							
Total Project Cost:	\$1,210,215							

HOUSTON-GALVESTON MPO
 FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

5/24/2020

BEAUMONT DISTRICT
 FY 2022 (SEPT - AUG)

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	CHAMBERS	0762-03-021	FM 1409	C	COVE	CHAMBERS COUNTY	\$3,400,000
STREET:	FM 1409					REV DATE: 07/2020	
LIMITS FROM:	IH 10					MPO PROJECT ID: 107	
LIMITS TO:						FUNDING CATEGORY: 3	
TIP	CONSTRUCT A 2 LANE BRIDGE & APPROACHES					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$166,600	\$3,400,000	3-PTF:	---	---	---	\$3,400,000	---	\$3,400,000
Right Of Way:	---		Funding by Share:	---	---	---	\$3,400,000	---	\$3,400,000
Construction:	\$3,400,000								
Construction Engineering:	\$204,000								
Contingencies:	\$340,000								
Indirects:	\$172,720								
Bond Financing:	---								
Total Project Cost:	\$4,283,320								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
BEAUMONT	LIBERTY		SH 105	C		TXDOT HOUSTON DISTRICT	\$12,201,625
STREET:	SH 105					REV DATE: 07/2020	
LIMITS FROM:	SH 321 W					MPO PROJECT ID: 18031	
LIMITS TO:	SH 321 E					FUNDING CATEGORY: 5	
TIP	INCREASE PAVEMENT WIDTH AND ADD LEFT TURN BAYS AND SHOULDERS					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$597,880	\$12,201,625	5-CMAO:	\$9,761,300	\$2,440,325	---	---	---	\$12,201,625
Right Of Way:	---		Funding by Share:	\$9,761,300	\$2,440,325	---	---	---	\$12,201,625
Construction:	\$12,201,625								
Construction Engineering:	\$610,081								
Contingencies:	\$1,220,163								
Indirects:	\$619,843								
Bond Financing:	---								
Total Project Cost:	\$15,249,591								

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BEAUMONT DISTRICT
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Projects grouped by TxDOT District and Fiscal Year,
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
BEAUMONT	LIBERTY	0177-03-099	US 59	C	CLEVELAND	TXDOT BEAUMONT DISTRICT	\$47,900,000	
STREET:	US 59 N					REV DATE: 07/2020		
LIMITS FROM:	SAN JACINTO C/L					MPO PROJECT ID: 16346		
LIMITS TO:	0.65 MI S OF SL 573					FUNDING CATEGORY: 12		
TIP	CONVERT MAINLANES TO FREEWAY AND CONSTRUCT TWO 2 LANE FRONTAGE ROADS						MTP REFERENCE:	
DESCRIPTION:								
REMARKS:								

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,347,100	\$47,900,000							
Right Of Way:	---		I2-STRATEGIC:	\$38,320,000	\$9,580,000	---	---	---	\$47,900,000
Construction:	\$47,900,000		Funding by Share:	\$38,320,000	\$9,580,000	---	---	---	\$47,900,000
Construction Engineering:	\$1,916,000								
Contingencies:	\$4,790,000								
Indirects:	\$2,433,320								
Bond Financing:	---								
Total Project Cost:	\$59,386,420								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
BEAUMONT	LIBERTY		US 90	C	NONE	TXDOT BEAUMONT DISTRICT	\$56,270,196	
STREET:	US 90					REV DATE: 07/2020		
LIMITS FROM:	AT UP RAILROAD					MPO PROJECT ID: 18036		
LIMITS TO:						FUNDING CATEGORY: 5		
TIP	CONSTRUCT FOUR GRADE SEPARATIONS ON US 90 (2 EB, 2 WB) AT RELOCATED UP RAILROAD						MTP REFERENCE:	
DESCRIPTION:	TRACKS							
REMARKS:								

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,757,240	\$56,270,196							
Right Of Way:	---		5-CMAQ:	\$45,016,157	\$11,254,039	---	---	---	\$56,270,196
Construction:	\$56,270,196		Funding by Share:	\$45,016,157	\$11,254,039	---	---	---	\$56,270,196
Construction Engineering:	\$2,250,808								
Contingencies:	\$5,627,020								
Indirects:	\$2,858,526								
Bond Financing:	---								
Total Project Cost:	\$69,763,789								

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BEAUMONT DISTRICT
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Projects grouped by TxDOT District and Fiscal Year,
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
BEAUMONT	CHAMBERS	1024-01-077	FM 565	C	BAYTOWN	TXDOT BEAUMONT DISTRICT	\$39,121,000	
STREET:	FM 565					REV DATE: 07/2020		
LIMITS FROM:	SH 146					MPO PROJECT ID: 17113		
LIMITS TO:	SH 99					FUNDING CATEGORY: 2		
TIP	WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS CENTER LEFT TURN LANE AND RAILROAD						MTP REFERENCE:	
DESCRIPTION:	OVERPASS							

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,916,929	\$39,121,000	2-METRO-TMA:					---	\$39,121,000
Right Of Way:	\$2,000,000		---	\$39,121,000	---	---	---	\$39,121,000	
Construction:	\$39,121,000								
Construction Engineering:	\$1,564,840		Funding by Share:						
Contingencies:	\$3,912,100		---	\$39,121,000	---	---	---	\$39,121,000	
Indirects:	\$1,987,347								
Bond Financing:	---								
Total Project Cost:	\$50,502,216								

BEAUMONT	LIBERTY	0028-04-069	US 90	C	DEVERS	TXDOT BEAUMONT DISTRICT	\$40,000,000	
STREET:	US 90					REV DATE: 07/2020		
LIMITS FROM:	FM 160					MPO PROJECT ID: 16347		
LIMITS TO:	SH 61					FUNDING CATEGORY: 4		
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY						MTP REFERENCE:	
DESCRIPTION:								

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,960,000	\$40,000,000	4-ST-WIDE:					---	\$40,000,000
Right Of Way:	---		\$32,000,000	\$8,000,000	---	---	---	\$40,000,000	
Construction:	\$40,000,000								
Construction Engineering:	\$1,600,000		Funding by Share:						
Contingencies:	\$4,000,000		\$32,000,000	\$8,000,000	---	---	---	\$40,000,000	
Indirects:	\$2,032,000								
Bond Financing:	---								
Total Project Cost:	\$49,592,000								

BEAUMONT	LIBERTY	0028-04-077	US 90	C	LIBERTY	TXDOT BEAUMONT DISTRICT	\$8,238,000	
STREET:	US 90					REV DATE: 07/2020		
LIMITS FROM:	FM 563					MPO PROJECT ID: 172		
LIMITS TO:	FM 160					FUNDING CATEGORY: 4		
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED ROADWAY						MTP REFERENCE:	
DESCRIPTION:								

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$403,662	\$8,238,000	4-ST-WIDE:					---	\$8,238,000
Right Of Way:	---		\$6,590,400	\$1,647,600	---	---	---	\$8,238,000	
Construction:	\$8,238,000								
Construction Engineering:	\$411,900		Funding by Share:						
Contingencies:	\$823,800		\$6,590,400	\$1,647,600	---	---	---	\$8,238,000	
Indirects:	\$418,490								
Bond Financing:	---								
Total Project Cost:	\$10,295,852								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-305	CR	C,E (REVIEW)	PEARLAND	BRAZORIA COUNTY	\$7,311,000
STREET:	CR 59					REV DATE: 07/2020	
LIMITS FROM:	CR 48					MPO PROJECT ID: 12760	
LIMITS TO:	KIRBY DR					FUNDING CATEGORY: 7	
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED.					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,171,000	\$7,311,000	7-STBG:	\$5,848,800	---	---	\$1,462,200	---	\$7,311,000
Right Of Way:	\$1,363,000								
Construction:	\$7,236,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$9,770,000		Funding by Share:	\$5,848,800	---	---	\$1,462,200	---	\$7,311,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA		CR 58	C,E (REVIEW)	NONE	BRAZORIA COUNTY	\$4,728,000
STREET:	CR 58					REV DATE: 07/2020	
LIMITS FROM:	SAVANNAH DEVELOPMENT					MPO PROJECT ID: 17109	
LIMITS TO:	CR 48					FUNDING CATEGORY: 7	
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED CONCRETE BLVD WITH RAISED					MTP REFERENCE:	
DESCRIPTION:	MEDIANS AND CURB AND GUTTERS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$441,000	\$4,728,000	7-STBG:	\$3,782,400	---	---	\$945,600	---	\$4,728,000
Right Of Way:	\$1,022,000								
Construction:	\$4,653,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$6,116,000		Funding by Share:	\$3,782,400	---	---	\$945,600	---	\$4,728,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-318	CS	C,E (REVIEW)	PEARLAND	CITY OF PEARLAND	\$3,372,000
STREET:	CITY OF PEARLAND					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 17117	
LIMITS TO:	VA					FUNDING CATEGORY: 9	
TIP	CONSTRUCT SIDEWALKS, INTERSECTION, AND SIGNAGE IMPROVEMENTS IN VICINITY OF					MTP REFERENCE:	
DESCRIPTION:	CARLESTON ELEMENTARY, COCKRELL ELEMENTARY AND PEARLAND JUNIOR HIGH (SAFE ROUTES TO SCHOOL)						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$240,228	\$3,372,000	9-TASA:	\$2,697,600	---	---	\$674,400	---	\$3,372,000
Right Of Way:	---								
Construction:	\$3,297,000								
Construction Engineering:	\$202,320								
Contingencies:	\$337,200								
Indirects:	\$171,298								
Bond Financing:	---								
Total Project Cost:	\$4,248,046		Funding by Share:	\$2,697,600	---	---	\$674,400	---	\$3,372,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-319	CS	C,R	PEARLAND	CITY OF PEARLAND	\$38,958,955
STREET:	MYKAWA RD					REV DATE: 07/2020	
LIMITS FROM:	HARRIS C/L					MPO PROJECT ID: 17082	
LIMITS TO:	FM 518					FUNDING CATEGORY: 7	
TIP	WIDEN FROM 2 TO 4 LANES DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$38,958,955	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,044,000								
Right Of Way:	\$1,858,000								
Construction:	\$40,033,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$42,935,000								
		7-STBG:	\$31,167,164	---	---	\$7,791,791	---	\$38,958,955	
		Funding by Share:	\$31,167,164	---	---	\$7,791,791	---	\$38,958,955	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0192-02-053	SH	C	PEARLAND	TXDOT HOUSTON DISTRICT	\$3,429,000
STREET:	SH 6					REV DATE: 07/2020	
LIMITS FROM:	FORT BEND C/L					MPO PROJECT ID: 18646	
LIMITS TO:	SH 288					FUNDING CATEGORY: 5	
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$3,429,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$168,021								
Right Of Way:	---								
Construction:	\$3,429,000								
Construction Engineering:	\$205,740								
Contingencies:	\$342,900								
Indirects:	\$174,193								
Bond Financing:	---								
Total Project Cost:	\$4,319,854								
		5-CMAQ:	\$2,743,200	\$685,800	---	---	---	\$3,429,000	
		Funding by Share:	\$2,743,200	\$685,800	---	---	---	\$3,429,000	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-119	SH 288	C	PEARLAND	CITY OF PEARLAND	\$5,885,000
STREET:	SH 288					REV DATE: 07/2020	
LIMITS FROM:	FM 518					MPO PROJECT ID: 7619	
LIMITS TO:	CR 59					FUNDING CATEGORY: 3	
TIP	CONSTRUCT NEW 2 LANE NORTHBOUND FRONTAGE ROAD					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$5,885,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$288,365								
Right Of Way:	---								
Construction:	\$5,885,000								
Construction Engineering:	\$294,250								
Contingencies:	\$588,500								
Indirects:	\$298,958								
Bond Financing:	---								
Total Project Cost:	\$7,355,073								
		3-LOCAL CONT	---	---	---	---	\$5,885,000	\$5,885,000	
		Funding by Share:	---	---	---	---	\$5,885,000	\$5,885,000	

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
HOUSTON	BRAZORIA	0111-08-100	SH 36	C	FREEPORT	TXDOT HOUSTON DISTRICT	\$8,500,000		
STREET:	SH 36					REV DATE: 07/2020			
LIMITS FROM:	S OF BRAZOS RIVER					MPO PROJECT ID: 251			
LIMITS TO:	FM 1495					FUNDING CATEGORY: 2			
TIP	WIDEN FROM 2 TO 4 LANES (SEG 15)					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:									
Project History:									
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category		
Preliminary Engineering:	\$416,500	\$8,500,000	2-URB-NON TMA:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---		---	---	\$8,500,000	---	---	---	\$8,500,000
Construction:	\$8,500,000		Funding by Share:	---	\$8,500,000	---	---	---	\$8,500,000
Construction Engineering:	\$425,000								
Contingencies:	\$850,000								
Indirects:	\$431,800								
Bond Financing:	---								
Total Project Cost:	\$10,623,300								
HOUSTON	BRAZORIA	0188-05-027	SH 36	C		TXDOT HOUSTON DISTRICT	\$45,500,000		
STREET:	SH 36					REV DATE: 07/2020			
LIMITS FROM:	S OF BRAZORIA RIVER					MPO PROJECT ID: 255			
LIMITS TO:	S OF JONES CREEK BRIDGE					FUNDING CATEGORY: 2			
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY AND GRADE SEPARATION					MTP REFERENCE:			
DESCRIPTION:	AT FM 2004								
REMARKS:									
Project History:									
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category		
Preliminary Engineering:	\$2,229,500	\$45,500,000	2-METRO-TMA:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	\$12,515,500		\$36,400,000	\$9,100,000	---	---	---	---	\$45,500,000
Construction:	\$45,500,000		Funding by Share:	\$36,400,000	\$9,100,000	---	---	---	\$45,500,000
Construction Engineering:	\$1,820,000								
Contingencies:	\$4,550,000								
Indirects:	\$2,311,400								
Bond Financing:	---								
Total Project Cost:	\$68,926,400								
HOUSTON	BRAZORIA	0912-00-560	VA	E	PEARLAND	CITY OF PEARLAND	\$985,000		
STREET:	CLEAR CREEK TRAIL					REV DATE: 07/2020			
LIMITS FROM:	UH CLEAR LAKE PEARLAND CAMPUS					MPO PROJECT ID: 7127			
LIMITS TO:	N OF HUGHES RD					FUNDING CATEGORY: 9			
TIP	ENGINEERING FOR CONSTRUCTION OF 10 FT MULTIUSE TRAIL					MTP REFERENCE: 7641			
DESCRIPTION:									
REMARKS:									
Project History:									
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category		
Preliminary Engineering:	\$985,000	\$985,000	9-TASA:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---		\$788,000	---	---	\$197,000	---	---	\$985,000
Construction:	\$8,023,000		Funding by Share:	\$788,000	---	---	\$197,000	---	\$985,000
Construction Engineering:	\$404,900								
Contingencies:	\$809,800								
Indirects:	\$411,378								
Bond Financing:	---								
Total Project Cost:	\$10,634,078								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0912-31-332	VA	C	LAKE JACKSON	GULF COAST CENTER	\$1,532,059
STREET:	LAKE JACKSON/ANGLETON UZA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	16363
LIMITS TO:	VA					FUNDING CATEGORY:	5,5307
TIP	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION IN LAKE JACKSON/ANGLETON &					MTP REFERENCE:	
DESCRIPTION:	CONSTRUCTION OF TRANSIT OPERATIONS AND MAINTENANCE FACILITY: FY 2019						

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category	
			5-CMAQ: Sec. 5307:	Federal	State	Regional	Local			
Preliminary Engineering:	---	\$1,532,059		\$480,323	---	---	\$120,081	---	\$600,404	
Right Of Way:	---			\$931,655	---	---	---	---	\$931,655	
Construction:	\$1,532,059			Funding by Share:		\$1,411,978	---	\$120,081	---	\$1,532,059
Construction Engineering:	---									
Contingencies:	---									
Indirects:	---									
Bond Financing:	---									
Total Project Cost:	\$1,532,059									

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CR	C,E,R	MISSOURI CITY	FORT BEND COUNTY	\$5,800,000
STREET:	LAKE OLYMPIA PKWY					REV DATE:	07/2020
LIMITS FROM:	FORT BEND PARKWAY TOLL RD					MPO PROJECT ID:	652
LIMITS TO:	CHIMNEY ROCK RD					FUNDING CATEGORY:	3
TIP	CONSTRUCT 4-LANE UNDIVIDED ROAD					MTP REFERENCE:	
DESCRIPTION:							

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			3-LOCAL CONT:	Federal	State	Regional	Local		
Preliminary Engineering:	\$189,492	\$5,800,000		---	---	---	---	\$5,800,000	\$5,800,000
Right Of Way:	\$966,796								
Construction:	\$3,867,182			Funding by Share:		---	---	\$5,800,000	\$5,800,000
Construction Engineering:	\$193,359								
Contingencies:	\$386,718								
Indirects:	\$196,453								
Bond Financing:	---								
Total Project Cost:	\$5,800,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C,E,R	RICHMOND	CITY OF RICHMOND	\$10,939,400
STREET:	10TH ST					REV DATE:	07/2020
LIMITS FROM:	BRAZOS RIVER NORTH BANK					MPO PROJECT ID:	7741
LIMITS TO:	US 90A					FUNDING CATEGORY:	3
TIP	CONSTRUCT 2-LANE CONCRETE DIVIDED W/ CURB & GUTTER (IN SECTIONS)					MTP REFERENCE:	
DESCRIPTION:							

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			3-LOCALCONT	Federal	State	Regional	Local		
Preliminary Engineering:	\$357,401	\$10,939,400		---	---	---	---	\$10,939,400	\$10,939,400
Right Of Way:	\$1,823,476								
Construction:	\$7,293,906			Funding by Share:		---	---	\$10,939,400	\$10,939,400
Construction Engineering:	\$364,695								
Contingencies:	\$729,391								
Indirects:	\$370,530								
Bond Financing:	---								
Total Project Cost:	\$10,939,400								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C	MISSOURI CITY	CITY OF MISSOURI CITY	\$3,000,000
STREET:	TRAMMEL FRESNO RD					REV DATE: 07/2020	
LIMITS FROM:	SIENNA PKWY					MPO PROJECT ID: 656	
LIMITS TO:	SH 6					FUNDING CATEGORY: 3	
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANE UNDIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category	
			Federal	State	Regional	Local			
Preliminary Engineering:	\$147,000	\$3,000,000	3-LOCAL CONT	---	---	---	---	\$3,000,000	\$3,000,000
Right Of Way:	---								
Construction:	\$3,000,000								
Construction Engineering:	\$180,000								
Contingencies:	\$300,000								
Indirects:	\$152,400								
Bond Financing:	---								
Total Project Cost:	\$3,779,400								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0188-10-021	FM	C	KATY	TXDOT HOUSTON DISTRICT	\$43,500,000
STREET:	FM 1463					REV DATE: 07/2020	
LIMITS FROM:	IH 10					MPO PROJECT ID: 17050	
LIMITS TO:	N OF WESTRIDGE CREEK LN					FUNDING CATEGORY: 2	
TIP	WIDEN FROM 2 TO 6 LANES FROM IH10 W TO SPRING GREEN RD (1.04 MI)					MTP REFERENCE:	
DESCRIPTION:	AND 2 TO 4 LANES FROM SPRING GREEN TO N OF WESTRIDGE CREEK LANE (2.09 MI) ROADWAY WITH RAISED MEDIAN, INTERSECTION IMPROVEMENTS AND PEDESTRIAN AND BICYCLE ACCOMMODATIONS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category	
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,131,500	\$43,500,000	2-METRO-TMA:	\$34,800,000	\$8,700,000	---	---	---	\$43,500,000
Right Of Way:	\$3,690,000								
Construction:	\$43,500,000								
Construction Engineering:	\$1,740,000								
Contingencies:	\$4,350,000								
Indirects:	\$2,209,800								
Bond Financing:	---								
Total Project Cost:	\$57,621,300								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	2093-01-010	FM 2218	C	ROSENBERG	TXDOT HOUSTON DISTRICT	\$41,000,000
STREET:	FM 2218					REV DATE: 07/2020	
LIMITS FROM:	US 59					MPO PROJECT ID: 13	
LIMITS TO:	SH 36					FUNDING CATEGORY: 2	
TIP	WIDEN FROM 2 LANES TO 4-LANE DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category	
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,009,000	\$41,000,000	2-METRO-TMA:	\$32,800,000	\$8,200,000	---	---	---	\$41,000,000
Right Of Way:	\$15,280,000								
Construction:	\$41,000,000								
Construction Engineering:	\$1,640,000								
Contingencies:	\$4,100,000								
Indirects:	\$2,082,800								
Bond Financing:	---								
Total Project Cost:	\$66,111,800								

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HOUSTON	FORT BEND	0188-09-040	FM 723	C	NONE	TXDOT HOUSTON DISTRICT	\$53,000,000
STREET:	FM 723					REV DATE: 07/2020	
LIMITS FROM:	FM 1093					MPO PROJECT ID: 981	
LIMITS TO:	S OF BEADLE LN					FUNDING CATEGORY: 2	
TIP	WIDEN FROM 2-LANE TO 4-LANES DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$53,000,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,597,000								
Right Of Way:	\$24,000,000								
Construction:	\$53,000,000							\$53,000,000	
Construction Engineering:	\$2,120,000								
Contingencies:	\$5,300,000								
Indirects:	\$2,692,400								
Bond Financing:	---								
Total Project Cost:	\$89,709,400								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0027-12-152	IH 69	C	ROSENBERG	TXDOT HOUSTON DISTRICT	\$8,246,394
STREET:	IH 69 S					REV DATE: 07/2020	
LIMITS FROM:	READING RD					MPO PROJECT ID: 17098	
LIMITS TO:	SH 99					FUNDING CATEGORY: 2	
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$8,246,394	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$404,073								
Right Of Way:	---								
Construction:	\$8,246,394							\$8,246,394	
Construction Engineering:	\$412,320								
Contingencies:	\$824,639								
Indirects:	\$418,917								
Bond Financing:	---								
Total Project Cost:	\$10,306,343								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0192-01-099	SH 6	C	ARCOLA	TXDOT HOUSTON DISTRICT	\$2,397,000
STREET:	SH 6					REV DATE: 07/2020	
LIMITS FROM:	FORT BEND PARKWAY TOLLWAY					MPO PROJECT ID: 17044	
LIMITS TO:	BRAZORIA C/L					FUNDING CATEGORY: 5	
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$2,397,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$117,453								
Right Of Way:	---								
Construction:	\$2,397,000							\$2,397,000	
Construction Engineering:	\$143,820								
Contingencies:	\$239,700								
Indirects:	\$121,768								
Bond Financing:	---								
Total Project Cost:	\$3,019,741								

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HOUSTON	FORT BEND	3510-04-054	SH 99	C	NONE	FORT BEND COUNTY	\$10,000,000
STREET:	SH 99					REV DATE: 07/2020	
LIMITS FROM:	S FRY ROAD					MPO PROJECT ID: 455	
LIMITS TO:	FM 1093					FUNDING CATEGORY: 3	
TIP	CONSTRUCT NEW 2 LANE SOUTH BOUND FRONTAGE ROAD					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$490,000	\$10,000,000	3-LOCAL CONT:	---	---	---	---	\$10,000,000	\$10,000,000
Right Of Way:	---								
Construction:	\$10,000,000								
Construction Engineering:	\$500,000		Funding by Share:	---	---	---	---	\$10,000,000	\$10,000,000
Contingencies:	\$1,000,000								
Indirects:	\$508,000								
Bond Financing:	---								
Total Project Cost:	\$12,498,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	3510-04-055	SH 99	C	NONE	FORT BEND COUNTY	\$4,000,000
STREET:	SH 99					REV DATE: 07/2020	
LIMITS FROM:	CINCO RANCH BLVD					MPO PROJECT ID: 451	
LIMITS TO:	WESTHEIMER PKWY					FUNDING CATEGORY: 3	
TIP	CONSTRUCT NEW 2 LANE SOUTH BOUND FRONTAGE ROAD					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$196,000	\$4,000,000	3-LOCAL CONT:	---	---	---	---	\$4,000,000	\$4,000,000
Right Of Way:	---								
Construction:	\$4,000,000								
Construction Engineering:	\$240,000		Funding by Share:	---	---	---	---	\$4,000,000	\$4,000,000
Contingencies:	\$400,000								
Indirects:	\$203,200								
Bond Financing:	---								
Total Project Cost:	\$5,039,200								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		VA	C,E	SUGAR LAND	CITY OF SUGAR LAND	\$2,339,717
STREET:	CITY OF SUGAR LAND					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 18026	
LIMITS TO:	VA					FUNDING CATEGORY: 5	
TIP	UPGRADE MICROWAVE WIRELESS ANTENNAS AND RELATED EQUIPMENT IN THE CITY OF SUGAR					MTP REFERENCE:	
DESCRIPTION:	LAND						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$109,291	\$2,339,717	5-CMAQ:	\$1,871,774	---	---	\$467,943	---	\$2,339,717
Right Of Way:	---								
Construction:	\$2,230,426								
Construction Engineering:	\$133,826		Funding by Share:	\$1,871,774	---	---	\$467,943	---	\$2,339,717
Contingencies:	\$223,043								
Indirects:	\$113,306								
Bond Financing:	---								
Total Project Cost:	\$2,809,891								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0912-34-192	VA	C,E	NONE	FORT BEND COUNTY	\$6,740,000
STREET:	FORT BEND COUNTY						REV DATE: 07/2020
LIMITS FROM:	VA						MPO PROJECT ID: 17062
LIMITS TO:	VA						FUNDING CATEGORY: 5
TIP	CONSTRUCT WIRELESS TRAFFIC SIGNAL COMMUNICATION SYSTEM						MTP REFERENCE:
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$314,833	\$6,740,000	5-CMAO:	\$5,392,000	---	---	\$1,348,000	---	\$6,740,000
Right Of Way:	---								
Construction:	\$6,425,167								
Construction Engineering:	\$321,258								
Contingencies:	\$642,517								
Indirects:	\$326,398								
Bond Financing:	---								
Total Project Cost:	\$8,030,173		Funding by Share:	\$5,392,000	---	---	\$1,348,000	---	\$6,740,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0912-73-215		C	LEAGUE CITY	CITY OF LEAGUE CITY	\$2,449,000
STREET:	VA						REV DATE: 07/2020
LIMITS FROM:	ON SH 96, FM 270 AND FM 2094						MPO PROJECT ID: 17118
LIMITS TO:	SH 146						FUNDING CATEGORY: 9
TIP	CONSTRUCT BIKE LANE (MILLING AND ASPHALT OVERLAY OF SHOULDERS, SHOULDER						MTP REFERENCE:
DESCRIPTION:	WIDENING, PAVEMENT MARKINGS, STRIPING) WITH SIGNAGE, SIDEWALK AND ASSOCIATED INTERSECTION IMPROVEMENTS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$120,001	\$2,449,000	9-TASA:	\$1,959,200	---	---	\$489,800	---	\$2,449,000
Right Of Way:	---								
Construction:	\$2,449,000								
Construction Engineering:	\$146,940								
Contingencies:	\$244,900								
Indirects:	\$124,409								
Bond Financing:	---								
Total Project Cost:	\$3,085,250		Funding by Share:	\$1,959,200	---	---	\$489,800	---	\$2,449,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C	GALVESTON	CITY OF GALVESTON	\$5,500,000
STREET:	GALVESTON CBD						REV DATE: 07/2020
LIMITS FROM:	VA						MPO PROJECT ID: 16217
LIMITS TO:	VA						FUNDING CATEGORY: 3
TIP	PEDESTRIAN-TRANSIT ACCESS STREETScape IMPROVEMENTS IN DOWNTOWN GALVESTON AND						MTP REFERENCE:
DESCRIPTION:	SURROUNDING AREAS ON TRANSIT CORRIDORS SLATED FOR DISASTERRELIEF FUNDED IMPROVEMENTS (CDBG)INCLUDING THE STRAND, MECHANIC, MARKET, POST OFFICE, CHURCH, 53RD AND 43RD.						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$5,500,000	LOCAL TRANSIT:	---	---	---	\$5,500,000	---	\$5,500,000
Right Of Way:	---								
Construction:	\$5,500,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$5,500,000		Funding by Share:	---	---	---	\$5,500,000	---	\$5,500,000

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HOUSTON	GALVESTON	0500-04-103	IH	C	LA MARQUE	TXDOT HOUSTON DISTRICT	\$106,000,000
STREET:	IH 45 S					REV DATE: 07/2020	
LIMITS FROM:	N OF TEXAS CITY WYE C/L					MPO PROJECT ID: 6047	
LIMITS TO:	S OF TEXAS CITY WYE C/L					FUNDING CATEGORY: 2,4	
TIP	RECONSTRUCT IH 45/SH 146/SH 6 INTERCHANGE AND WIDEN IH 45 MAIN LANES FROM 6 TO 8					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$106,000,000	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	\$5,194,000							
Right Of Way:	\$23,800,000							
Construction:	\$106,000,000	2-METRO-TMA:	---	\$79,200,000	---	---	\$79,200,000	
Construction Engineering:	\$4,240,000	4-ST-WIDE:	---	\$26,800,000	---	---	\$26,800,000	
Contingencies:	\$10,600,000	Funding by Share:	---	\$106,000,000	---	---	\$106,000,000	
Indirects:	\$5,384,800							
Bond Financing:	---							
Total Project Cost:	\$155,218,800							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0500-01-107	IH 45	C	LA MARQUE	TXDOT HOUSTON DISTRICT	\$95,000,000
STREET:	IH 45					REV DATE: 07/2020	
LIMITS FROM:	S OF TEXAS CITY WYE					MPO PROJECT ID: 280	
LIMITS TO:	N OF CAUSEWAY					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES, RECONSTRUCT TWO 2-LANE FRONTAGE					MTP REFERENCE:	
DESCRIPTION:	ROADS (FROM S OF TEXAS CITY WYE TO N OF BNSF RR) AND CONSTRUCT FRONTAGE ROADS (FROM N OF BNSF RR TO N OF CAUSEWAY)						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$95,000,000	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	\$4,655,000							
Right Of Way:	\$31,186,000							
Construction:	\$95,000,000	2-METRO-TMA:	\$76,000,000	\$19,000,000	---	---	\$95,000,000	
Construction Engineering:	\$3,800,000	Funding by Share:	\$76,000,000	\$19,000,000	---	---	\$95,000,000	
Contingencies:	\$9,500,000							
Indirects:	\$4,826,000							
Bond Financing:	---							
Total Project Cost:	\$148,967,000							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0500-04-104	IH 45	C	LA MARQUE	TXDOT HOUSTON DISTRICT	\$128,000,000
STREET:	IH 45 S					REV DATE: 07/2020	
LIMITS FROM:	N OF FM 519					MPO PROJECT ID: 6046	
LIMITS TO:	N OF TEXAS CITY WYE C/L					FUNDING CATEGORY: 2,4	
TIP	RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES AND RECONSTRUCT TWO 2 LANE					MTP REFERENCE:	
DESCRIPTION:	FRONTAGE ROADS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$128,000,000	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	\$6,272,000							
Right Of Way:	\$33,640,000							
Construction:	\$128,000,000	2-METRO-TMA:	---	\$116,270,000	---	---	\$116,270,000	
Construction Engineering:	\$5,120,000	4-ST-WIDE:	---	\$11,730,000	---	---	\$11,730,000	
Contingencies:	\$12,800,000	Funding by Share:	---	\$128,000,000	---	---	\$128,000,000	
Indirects:	\$6,502,400							
Bond Financing:	---							
Total Project Cost:	\$192,334,400							

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HOUSTON	GALVESTON	0367-06-064	SH 87	C	GALVESTON	TXDOT HOUSTON DISTRICT	\$3,250,000
STREET:	SH 87					REV DATE: 07/2020	
LIMITS FROM:	AT GALVESTON/BOLIVAR FERRY					MPO PROJECT ID: 15187	
LIMITS TO:						FUNDING CATEGORY: 10	
TIP	CONSTRUCT BUILDING RENOVATIONS, BUILDING ADDITION, GENERATORS WITH ELEVATED					MTP REFERENCE:	
DESCRIPTION:	STRUCTURES AND VARIOUS SITE IMPROVEMENTS						
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> <p>Project History:</p> </div>						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			10-MISC:	Federal	State	Regional	Local		
Preliminary Engineering:	\$159,250								
Right Of Way:	---			\$2,408,000	\$842,000	---	---	---	
Construction:	\$3,250,000		Funding by Share:	\$2,408,000	\$842,000	---	---	\$3,250,000	
Construction Engineering:	\$195,000								
Contingencies:	\$325,000								
Indirects:	\$165,100								
Bond Financing:	---								
Total Project Cost:	\$4,094,350								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0976-07-006	SH 96	C	LEAGUE CITY	CITY OF LEAGUE CITY	\$757,500
STREET:	SH 96					REV DATE: 07/2020	
LIMITS FROM:	0.26 MI E OF IH 45					MPO PROJECT ID: 5056	
LIMITS TO:	FM 1266					FUNDING CATEGORY: 3	
TIP	CONSTRUCT HIKE & BIKE TRAIL					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> <p>Project History:</p> </div>						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			3-LOCAL CONT	Federal	State	Regional	Local		
Preliminary Engineering:	\$37,118								
Right Of Way:	---						\$757,500	\$757,500	
Construction:	\$757,500		Funding by Share:					\$757,500	
Construction Engineering:	\$68,175								
Contingencies:	\$75,750								
Indirects:	\$38,481								
Bond Financing:	---								
Total Project Cost:	\$977,024								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		VA	C	GALVESTON	CITY OF GALVESTON	\$2,909,338
STREET:	CITY OF GALVESTON					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 9802	
LIMITS TO:	VA					FUNDING CATEGORY: 3	
TIP	INSTALL COMPUTERIZED TRAFFIC CONTROL SYSTEM IN GALVESTON: PHASE 2					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> <p>Project History:</p> </div>						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			3-LOCAL CONT	Federal	State	Regional	Local		
Preliminary Engineering:	\$142,558								
Right Of Way:	---						\$2,909,338	\$2,909,338	
Construction:	\$2,909,338		Funding by Share:					\$2,909,338	
Construction Engineering:	\$174,560								
Contingencies:	\$290,934								
Indirects:	\$147,794								
Bond Financing:	---								
Total Project Cost:	\$3,665,184								

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HOUSTON	GALVESTON		VA	C	GALVESTON	CITY OF GALVESTON	\$2,400,000	
STREET:	UTMB MAIN CAMPUS					REV DATE: 07/2020		
LIMITS FROM:	VA					MPO PROJECT ID: 16224		
LIMITS TO:	VA					FUNDING CATEGORY: 3		
TIP	STREETScape ENHANCEMENTS AND PEDESTRIAN FACILITIES TO FACILITATE ACCESS TO TRANSIT						MTP REFERENCE:	
DESCRIPTION:	ON THE UTMB MEDICAL CAMPUS IN GALVESTON, TEXAS. INCLUDES EXTENSION OF CAMPUS PEDESTRIAN MALL AND UPGRADE OF ADJACENT HIGH-UTILIZATION ISLAND TRANSIT STOP.							

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$2,400,000	LOCAL TRANSIT:	---	---	---	\$2,400,000	---	\$2,400,000
Right Of Way:	---		Funding by Share:	---	---	---	\$2,400,000	---	\$2,400,000
Construction:	\$2,400,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$2,400,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS			C		HARRIS COUNTY	\$1,264,800
STREET:	CARPENTER BAYOU TRAIL					REV DATE: 07/2020	
LIMITS FROM:	N OF WALLISVILLE					MPO PROJECT ID: 7770	
LIMITS TO:	NEW P&R FACILITY					FUNDING CATEGORY: 3	
TIP	HIKE & BIKE TRAIL						MTP REFERENCE:
DESCRIPTION:							

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$61,975	\$1,264,800	3-LOCAL CONT	---	---	---	\$1,264,800	---	\$1,264,800
Right Of Way:	---		Funding by Share:	---	---	---	\$1,264,800	---	\$1,264,800
Construction:	\$1,264,800								
Construction Engineering:	\$75,888								
Contingencies:	\$126,480								
Indirects:	\$64,252								
Bond Financing:	---								
Total Project Cost:	\$1,593,395								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-595		C,E	HOUSTON	HARRIS COUNTY	\$2,489,555
STREET:	LYNCHBURG FERRY					REV DATE: 07/2020	
LIMITS FROM:	AT 1001 INDEPENDANCE PKWY					MPO PROJECT ID: 7569	
LIMITS TO:						FUNDING CATEGORY: 10	
TIP	REBUILD BERTHING AREA BULKHEAD AND ADD ADDITIONAL SHEET PILE SHORE PROTECTION						MTP REFERENCE:
DESCRIPTION:	ALONG THE NORTH LANDING APPROACH						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$116,290	\$2,489,555	10-MISC:	\$1,991,644	---	---	\$497,911	---	\$2,489,555
Right Of Way:	---		Funding by Share:	\$1,991,644	---	---	\$497,911	---	\$2,489,555
Construction:	\$2,373,265								
Construction Engineering:	\$142,396								
Contingencies:	\$237,327								
Indirects:	\$120,562								
Bond Financing:	---								
Total Project Cost:	\$2,989,839								

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HOUSTON	HARRIS	0912-72-535		C,E (REVIEW)	NONE	HARRIS COUNTY	\$3,327,000
STREET:	SPRING CREEK HIKE & BIKE TRAIL					REV DATE: 07/2020	
LIMITS FROM:	IH 69					MPO PROJECT ID: 7814	
LIMITS TO:	TOWNSEN PARK AND RIDE					FUNDING CATEGORY: 5	
TIP	CONSTRUCT MULTIUSE TRAIL					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$238,023	\$3,327,000	5-CMAO:	\$2,661,600	---	---	\$665,400	---	\$3,327,000
Right Of Way:	---								
Construction:	\$3,252,000								
Construction Engineering:	\$199,620								
Contingencies:	\$332,700								
Indirects:	\$169,012								
Bond Financing:	---								
Total Project Cost:	\$4,191,355		Funding by Share:	\$2,661,600	---	---	\$665,400	---	\$3,327,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C	TOMBALL	HARRIS COUNTY	\$12,000,000
STREET:	HUFSMITH-KOHRVILLE RD					REV DATE: 07/2020	
LIMITS FROM:	FM 2920					MPO PROJECT ID: 7671	
LIMITS TO:	SH 99					FUNDING CATEGORY: 3	
TIP	WIDEN FROM 2 TO 4-LANES UNDIVIDED ASPHALT					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$588,000	\$12,000,000	3-LOCAL CONT	---	---	---	\$1,200,000	---	\$12,000,000
Right Of Way:	---								
Construction:	\$12,000,000								
Construction Engineering:	\$600,000								
Contingencies:	\$1,200,000								
Indirects:	\$609,600								
Bond Financing:	---								
Total Project Cost:	\$14,997,600		Funding by Share:	---	---	---	\$1,200,000	---	\$12,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-392	CS	T	HOUSTON	MIDTOWN MANAGEMENT DISTRICT	\$5,144,000
STREET:	BRAZOS ST					REV DATE: 07/2020	
LIMITS FROM:	ELGIN ST					MPO PROJECT ID: 17092	
LIMITS TO:	PIERCE ST					FUNDING CATEGORY: 7	
TIP	RECONSTRUCT BACK OF CURB INFRASTRUCTURE (SIDEWALKS, CURBS, ADA RAMPS, PEDESTRIAN					MTP REFERENCE:	
DESCRIPTION:	LIGHTING AND LANDSCAPING)						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$5,144,000	7-STBG:	\$4,115,200	---	---	\$1,028,800	---	\$5,144,000
Right Of Way:	---								
Construction:	\$5,144,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$5,144,000		Funding by Share:	\$4,115,200	---	---	\$1,028,800	---	\$5,144,000

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HOUSTON	HARRIS	0912-72-360	CS	C	WEST UNIVERSITY PLACE	CITY OF WEST UNIVERSITY PLACE	\$10,075,000
STREET:	BUFFALO SPEEDWAY					REV DATE:	07/2020
LIMITS FROM:	BISSONNET ST					MPO PROJECT ID:	17070
LIMITS TO:	HOLCOMBE ST					FUNDING CATEGORY:	7
TIP	RECONSTRUCT ROADWAY INCLUDING INTERSECTION AND DRAINAGE IMPROVEMENTS					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$493,675	7-STBG:							
Right Of Way:	---		\$8,060,000	---	---	\$2,015,000	---	\$10,075,000	
Construction:	\$10,075,000		Funding by Share:						
Construction Engineering:	\$503,750		\$8,060,000	---	---	\$2,015,000	---	\$10,075,000	
Contingencies:	\$1,007,500								
Indirects:	\$511,810								
Bond Financing:	---								
Total Project Cost:	\$12,591,735								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-390	CS	C,E	HOUSTON	DOWNTOWN MANAGEMENT DISTRICT	\$2,809,000
STREET:	COH SIDEWALKS SE CBD					REV DATE:	07/2020
LIMITS FROM:	FANNIN ST					MPO PROJECT ID:	15321
LIMITS TO:	HAMILTON ST					FUNDING CATEGORY:	5
TIP	REHABILITATE, RECONSTRUCT AND WIDEN SIDEWALKS WITHIN A 56 BLOCK AREA BOUND BY					MTP REFERENCE:	
DESCRIPTION:	POLK, PIERCE, HAMILTON AND FANNIN STREETS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$131,212	5-CMAQ:							
Right Of Way:	---		\$2,247,200	---	---	\$561,800	---	\$2,809,000	
Construction:	\$2,677,788		Funding by Share:						
Construction Engineering:	\$160,667		\$2,247,200	---	---	\$561,800	---	\$2,809,000	
Contingencies:	\$267,779								
Indirects:	\$136,032								
Bond Financing:	---								
Total Project Cost:	\$3,373,478								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-359	CS	E	BAYTOWN	CITY OF BAYTOWN	\$1,566,000
STREET:	GARTH RD					REV DATE:	07/2020
LIMITS FROM:	IH 10					MPO PROJECT ID:	17015
LIMITS TO:	SH 146					FUNDING CATEGORY:	7
TIP	DESIGN CONGESTION AND SAFETY IMPROVEMENTS (ACCESS MANAGEMENT AND WIDENING					MTP REFERENCE:	17096
DESCRIPTION:	FROM 4 TO 6 LANES IN SECTIONS)						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,566,000	7-STBG:							
Right Of Way:	\$1,090,000		\$1,252,800	---	---	\$313,200	---	\$1,566,000	
Construction:	\$15,937,000		Funding by Share:						
Construction Engineering:	\$800,600		\$1,252,800	---	---	\$313,200	---	\$1,566,000	
Contingencies:	\$1,601,200								
Indirects:	\$813,410								
Bond Financing:	---								
Total Project Cost:	\$21,808,210								

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HOUSTON	HARRIS	0912-00-519	CS	C	LEAGUE CITY	CITY OF LEAGUE CITY	\$49,403,580		
STREET:	LANDING BLVD/NASA RD I BYPASS					REV DATE: 07/2020			
LIMITS FROM:	NASA I BYPASS AT IH 45 S					MPO PROJECT ID: 17080			
LIMITS TO:	FM 518					FUNDING CATEGORY: 7			
TIP	CONSTRUCT 4-LANE DIVIDED ROADWAY ON NEW ALIGNMENT WITH PEDESTRIAN/BICYCLE					MTP REFERENCE:			
DESCRIPTION:	ACCOMODATIONS								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						
Preliminary Engineering:	\$2,420,775	\$49,403,580	7-STBG:	Federal	State	Regional	Local	Local Contribution	Funding By Category
Right Of Way:	---			\$31,272,390	---	---	\$18,131,190	---	\$49,403,580
Construction:	\$49,403,580		Funding by Share:	\$31,272,390	---	---	\$18,131,190	---	\$49,403,580
Construction Engineering:	\$1,976,143								
Contingencies:	\$4,940,358								
Indirects:	\$2,509,702								
Bond Financing:	---								
Total Project Cost:	\$61,250,558								
HOUSTON	HARRIS	0912-72-564	CS	C,R	PEARLAND	CITY OF PEARLAND	\$2,932,045		
STREET:	MYKAWA RD					REV DATE: 07/2020			
LIMITS FROM:	SL 8					MPO PROJECT ID: 7602			
LIMITS TO:	BRAZORIA C/L					FUNDING CATEGORY: 7			
TIP	WIDEN FROM 2 TO 4 LANES DIVIDED					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						
Preliminary Engineering:	\$52,628	\$2,932,045	7-STBG:	Federal	State	Regional	Local	Local Contribution	Funding By Category
Right Of Way:	\$1,858,000			\$2,345,636	---	---	\$586,409	---	\$2,932,045
Construction:	\$1,074,045		Funding by Share:	\$2,345,636	---	---	\$586,409	---	\$2,932,045
Construction Engineering:	\$64,443								
Contingencies:	\$107,405								
Indirects:	\$54,561								
Bond Financing:	---								
Total Project Cost:	\$3,211,082								
HOUSTON	HARRIS	0912-72-386	CS	C,E	HOUSTON	GREATER EAST END MANAGEMENT DISTRICT	\$3,032,000		
STREET:	NAVIGATION BLVD					REV DATE: 07/2020			
LIMITS FROM:	AT JENSEN DR/RUNNELS ST					MPO PROJECT ID: 17079			
LIMITS TO:						FUNDING CATEGORY: 7			
TIP	RECONSTRUCT INTERSECTION AS URBAN ROUNDABOUT INCLUDING PEDESTRIAN STREETSCAPE					MTP REFERENCE:			
DESCRIPTION:	AND BUS STOP IMPROVEMENTS								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						
Preliminary Engineering:	\$141,628	\$3,032,000	7-STBG:	Federal	State	Regional	Local	Local Contribution	Funding By Category
Right Of Way:	---			\$2,425,600	---	---	\$606,400	---	\$3,032,000
Construction:	\$2,890,372		Funding by Share:	\$2,425,600	---	---	\$606,400	---	\$3,032,000
Construction Engineering:	\$173,422								
Contingencies:	\$289,037								
Indirects:	\$146,831								
Bond Financing:	---								
Total Project Cost:	\$3,641,290								

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HOUSTON	HARRIS		CS	C,E,R	PASADENA	CITY OF PASADENA	\$7,875,897
STREET:	RED BLUFF RD					REV DATE: 07/2020	
LIMITS FROM:	BW 8					MPO PROJECT ID: 11059	
LIMITS TO:	SPENCER HWY					FUNDING CATEGORY: 3	
TIP	DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT					MTP REFERENCE:	
DESCRIPTION:	RANDOLPH (JANA), KINGS DALE AND SPENCER HWY						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$257,314	\$7,875,897	3-LOCAL CONT	---	---	---	---	\$7,875,897	\$7,875,897
Right Of Way:	\$1,312,825								
Construction:	\$5,251,298								
Construction Engineering:	\$262,565								
Contingencies:	\$525,130								
Indirects:	\$266,766								
Bond Financing:	---								
Total Project Cost:	\$7,875,897		Funding by Share:	---	---	---	---	\$7,875,897	\$7,875,897

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-397	CS	C	SOUTH HOUSTON	CITY OF SOUTH HOUSTON	\$1,552,000
STREET:	SOUTH HOUSTON ROADWAYS					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 17119	
LIMITS TO:	VA					FUNDING CATEGORY: 5	
TIP	CONSTRUCT CONCRETE SIDEWALKS ALONG SEVERAL SECTIONS OF CITY-OWNED ROADWAY:					MTP REFERENCE:	
DESCRIPTION:	6TH STREET FROM TEXAS AVENUE TO AVENUE G, 8TH STREET FROM AVENUE N TO AVENUE G, 11TH STREET FROM AVENUE N TO AVENUE G, AND 13TH STREET FROM AVENUE N TO AVENUE G.						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$76,048	\$1,552,000	5-CMAQ:	\$1,241,600	---	---	\$310,400	---	\$1,552,000
Right Of Way:	---								
Construction:	\$1,552,000								
Construction Engineering:	\$93,120								
Contingencies:	\$155,200								
Indirects:	\$78,842								
Bond Financing:	---								
Total Project Cost:	\$1,955,210		Funding by Share:	\$1,241,600	---	---	\$310,400	---	\$1,552,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	HOUSTON	UPTOWN HOUSTON DISTRICT	\$27,700,000
STREET:	UPTOWN HOUSTON DISTRICT					REV DATE: 07/2020	
LIMITS FROM:	POST OAK BLVD/DETERING					MPO PROJECT ID: 13200	
LIMITS TO:	RICHMOND AVE					FUNDING CATEGORY: 3	
TIP	ON-STREET SHARED-USE LANES, SHARED-USE PATHS, IMPROVED CROSSINGS, A SHARED-USE					MTP REFERENCE:	
DESCRIPTION:	BRIDGE OVER IH-10, A SHARED-USE CROSSING UNDER IH-610, A SHARED-USE BRIDGE CONNECTING SHARED-USE PATHS ALONG IH-610 AND A BRIDGE OVER BUFFALO BAYOU.						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,357,300	\$27,700,000	3-LOCAL CONT	---	---	---	---	\$27,700,000	\$27,700,000
Right Of Way:	---								
Construction:	\$27,700,000								
Construction Engineering:	\$1,108,000								
Contingencies:	\$2,770,000								
Indirects:	\$1,407,160								
Bond Financing:	---								
Total Project Cost:	\$34,342,460		Funding by Share:	---	---	---	---	\$27,700,000	\$27,700,000

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HOUSTON	HARRIS	1685-03-058	FM	C	HUMBLE	TXDOT HOUSTON DISTRICT	\$64,000,000
STREET:	FM 1960					REV DATE: 07/2020	
LIMITS FROM:	BF 1960A					MPO PROJECT ID: 204	
LIMITS TO:	E OF TWIGSWORTH LN					FUNDING CATEGORY: 2	
TIP	WIDEN FROM 4-LANE TO 6-LANE DIVIDED WITH RAISED MEDIAN, CHANNELIZED TURN LANES					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$64,000,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$3,136,000								
Right Of Way:	\$28,350,000								
Construction:	\$64,000,000	2-METRO-TMA:	---	\$64,000,000	---	---	---	\$64,000,000	
Construction Engineering:	\$2,560,000	Funding by Share:	---	\$64,000,000	---	---	---	\$64,000,000	
Contingencies:	\$6,400,000								
Indirects:	\$3,251,200								
Bond Financing:	---								
Total Project Cost:	\$107,697,200								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-090	FM 1960	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$16,575,000
STREET:	FM 1960					REV DATE: 07/2020	
LIMITS FROM:	SH 249					MPO PROJECT ID: 14173	
LIMITS TO:	CUTTEN RD					FUNDING CATEGORY: 5	
TIP	INTERSECTION IMPROVEMENTS (RECONSTRUCT ROADWAY TO ADD TURNING LANES AND					MTP REFERENCE:	
DESCRIPTION:	PEDESTRIAN AND BICYCLE ACCOMMODATIONS)						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$16,575,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$812,175								
Right Of Way:	\$4,550,000								
Construction:	\$16,575,000	5-CMAQ:	\$13,260,000	\$3,315,000	---	---	---	\$16,575,000	
Construction Engineering:	\$828,750	Funding by Share:	\$13,260,000	\$3,315,000	---	---	---	\$16,575,000	
Contingencies:	\$1,657,500								
Indirects:	\$842,010								
Bond Financing:	---								
Total Project Cost:	\$25,265,435								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-092	FM 1960	C	NONE	TXDOT HOUSTON DISTRICT	\$14,991,000
STREET:	FM 1960					REV DATE: 07/2020	
LIMITS FROM:	AT ELDRIDGE PKWY					MPO PROJECT ID: 17051	
LIMITS TO:						FUNDING CATEGORY: 5	
TIP	INTERSECTION IMPROVEMENTS AND APPROACHES TO ADD RAISED MEDIAN, DUAL LEFT AND					MTP REFERENCE:	
DESCRIPTION:	RIGHT TURN LANES AND BICYCLE/PEDESTRIAN ACCOMMODATIONS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$14,991,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$734,559								
Right Of Way:	\$4,166,000								
Construction:	\$14,991,000	5-CMAQ:	\$11,992,800	\$2,998,200	---	---	---	\$14,991,000	
Construction Engineering:	\$749,550	Funding by Share:	\$11,992,800	\$2,998,200	---	---	---	\$14,991,000	
Contingencies:	\$1,499,100								
Indirects:	\$761,543								
Bond Financing:	---								
Total Project Cost:	\$22,901,752								

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HOUSTON	HARRIS	1685-01-107	FM 1960	C	HOUSTON	CITY OF HOUSTON - PARKS & RECREATION	\$1,000,000
STREET: FM 1960						REV DATE: 07/2020	
LIMITS FROM: MILLS RD						MPO PROJECT ID: 17087	
LIMITS TO: SH 249						FUNDING CATEGORY: 9	
TIP: CONSTRUCT SHARED USE PATH						MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			9-TASA:	Federal	State	Regional	Local		
Preliminary Engineering:	\$49,000	\$1,000,000							
Right Of Way:	---			\$800,000	\$200,000	---	---	\$1,000,000	
Construction:	\$1,000,000								
Construction Engineering:	\$60,000		Funding by Share:	\$800,000	\$200,000	---	---	\$1,000,000	
Contingencies:	\$100,000								
Indirects:	\$50,800								
Bond Financing:	---								
Total Project Cost:	\$1,259,800								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-03-098	FM 1960	C	NONE	TXDOT HOUSTON DISTRICT	\$69,200,000
STREET: FM 1960						REV DATE: 07/2020	
LIMITS FROM: E OF TWIGSWORTH LN						MPO PROJECT ID: 16316	
LIMITS TO: W OF SAN JACINTO RIVER BRIDGE						FUNDING CATEGORY: 2	
TIP: WIDEN FROM 4 TO 6 LANES AND CONSTRUCT 4 LANE OVERPASS AT THE WEST LAKE HOUSTON						MTP REFERENCE:	
DESCRIPTION: PKWY							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			2-METRO-TMA:	Federal	State	Regional	Local		
Preliminary Engineering:	\$3,390,800	\$69,200,000							
Right Of Way:	\$24,090,000			---	\$69,200,000	---	---	\$69,200,000	
Construction:	\$69,200,000								
Construction Engineering:	\$2,768,000		Funding by Share:	---	\$69,200,000	---	---	\$69,200,000	
Contingencies:	\$6,920,000								
Indirects:	\$3,515,360								
Bond Financing:	---								
Total Project Cost:	\$109,884,160								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1062-02-009	FM 2100	C	NONE	TXDOT HOUSTON DISTRICT	\$86,000,000
STREET: FM 2100						REV DATE: 07/2020	
LIMITS FROM: HUFFMAN-CLEVELAND RD						MPO PROJECT ID: 537	
LIMITS TO: FM 1960						FUNDING CATEGORY: 2	
TIP: RECONSTRUCT AND WIDEN FROM 2 TO 4-LANE DIVIDED						MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			2-METRO-TMA:	Federal	State	Regional	Local		
Preliminary Engineering:	\$4,214,000	\$86,000,000							
Right Of Way:	---			\$68,800,000	\$17,200,000	---	---	\$86,000,000	
Construction:	\$86,000,000								
Construction Engineering:	\$3,440,000		Funding by Share:	\$68,800,000	\$17,200,000	---	---	\$86,000,000	
Contingencies:	\$8,600,000								
Indirects:	\$4,368,800								
Bond Financing:	---								
Total Project Cost:	\$106,622,800								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	HARRIS	0980-02-018	FM 526	C	HOUSTON	CITY OF HOUSTON	\$1,434,873	
STREET:	FM 526					REV DATE: 07/2020		
LIMITS FROM:	NOLA CT					MPO PROJECT ID: 17074		
LIMITS TO:	IH 10					FUNDING CATEGORY: 9,10		
TIP	CONSTRUCT 10 FT SHARED USED PATH AND 5-6 FT SIDEWALKS IN SECTIONS						MTP REFERENCE:	
DESCRIPTION:								
REMARKS:								

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
Preliminary Engineering:	\$70,309		Federal	State	Regional	Local		
Right Of Way:	---		9-TASA:	\$800,000	\$200,000	---	---	\$1,000,000
Construction:	\$1,434,873	\$1,434,873	10-MISC:	\$347,898	\$86,975	---	---	\$434,873
Construction Engineering:	\$86,092		Funding by Share:	\$1,147,898	\$286,975	---	---	\$1,434,873
Contingencies:	\$143,487							
Indirects:	\$72,892							
Bond Financing:	---							
Total Project Cost:	\$1,807,653							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0508-01-345	IH 10	C	BAYTOWN	TXDOT HOUSTON DISTRICT	\$8,244,000
STREET:	IH 10 E					REV DATE: 07/2020	
LIMITS FROM:	SPUR 330					MPO PROJECT ID: 16324	
LIMITS TO:	THOMPSON RD					FUNDING CATEGORY: 11	
TIP	CONSTRUCT EAST BOUND ENTRANCE RAMP						MTP REFERENCE:
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
Preliminary Engineering:	\$403,956		Federal	State	Regional	Local		
Right Of Way:	---		11-ST DIST DISC:	---	\$8,244,000	---	---	\$8,244,000
Construction:	\$8,244,000	\$8,244,000	Funding by Share:	---	\$8,244,000	---	---	\$8,244,000
Construction Engineering:	\$412,200							
Contingencies:	\$824,400							
Indirects:	\$418,795							
Bond Financing:	---							
Total Project Cost:	\$10,303,351							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-574	SL	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$1,000,000
STREET:	SL 8					REV DATE: 07/2020	
LIMITS FROM:	W OF HARDY TOLL RD					MPO PROJECT ID: 18503	
LIMITS TO:	E OF ALDINE WESTFIELD RD					FUNDING CATEGORY: 1	
TIP	RESTRIPE TO WIDEN FROM 6 TO 8 MAIN LANES						MTP REFERENCE:
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
Preliminary Engineering:	\$49,000		Federal	State	Regional	Local		
Right Of Way:	---		I-PREV-M:	---	\$1,000,000	---	---	\$1,000,000
Construction:	\$1,000,000	\$1,000,000	Funding by Share:	---	\$1,000,000	---	---	\$1,000,000
Construction Engineering:	\$60,000							
Contingencies:	\$100,000							
Indirects:	\$50,800							
Bond Financing:	---							
Total Project Cost:	\$1,259,800							

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	3256-03-096	SL 8	C	NONE	TXDOT HOUSTON DISTRICT	\$500,000
STREET:	SL 8					REV DATE: 07/2020	
LIMITS FROM:	US 90					MPO PROJECT ID: 16344	
LIMITS TO:	S OF IH 10 E					FUNDING CATEGORY: 11	
TIP	WIDEN FROM 6 TO 8 LANES (RE-STRIPE EXISTING PAVEMENT)					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$500,000	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	\$24,500							
Right Of Way:	---							
Construction:	\$500,000							
Construction Engineering:	\$45,000							
Contingencies:	\$50,000							
Indirects:	\$25,400							
Bond Financing:	---							
Total Project Cost:	\$644,900							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		SS 548	C	HOUSTON	HCTRA	\$250,000,000
STREET:	HARDY TOLL RD					REV DATE: 07/2020	
LIMITS FROM:	IH 610/SS 548					MPO PROJECT ID: 15208	
LIMITS TO:	IH 69					FUNDING CATEGORY: 3	
TIP	CONSTRUCT 4-LANE TOLL ROAD TO COMPLETE HARDY "TOLL" ROAD					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$250,000,000	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	\$12,250,000							
Right Of Way:	---							
Construction:	\$250,000,000							
Construction Engineering:	\$10,000,000							
Contingencies:	\$25,000,000							
Indirects:	\$12,700,000							
Bond Financing:	---							
Total Project Cost:	\$309,950,000							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		SS 548	C,E,R	NONE	HCTRA	\$71,000,000
STREET:	HARDY TOLL RD					REV DATE: 07/2020	
LIMITS FROM:	AT SL 8					MPO PROJECT ID: 16076	
LIMITS TO:						FUNDING CATEGORY: 3	
TIP	CONSTRUCT EB-SB, SB-WB AND NB-WB DIRECT CONNECTORS					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$71,000,000	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	\$2,335,213							
Right Of Way:	\$11,914,351							
Construction:	\$47,657,404							
Construction Engineering:	\$1,906,296							
Contingencies:	\$4,765,740							
Indirects:	\$2,420,996							
Bond Financing:	---							
Total Project Cost:	\$71,000,000							

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HOUSTON	HARRIS	0912-72-592	VA	T	HOUSTON	WESTCHASE MANAGEMENT DISTRICT	\$1,300,083
STREET:	DEERWOOD SHARED USE PATH					REV DATE:	07/2020
LIMITS FROM:	On CITYWEST BLVD, BRIAR FOREST DR, WALNUT BEND LN,					MPO PROJECT ID:	18038
LIMITS TO:	BLUE WILLOW, DEERWOOD, SL 8, TERRY HERSHEY TRAIL					FUNDING CATEGORY:	9
TIP	CONSTRUCT 8' SHARED USE PATH REPLACING EXISTING SIDEWALK IN SECTIONS. REPAIR					MTP REFERENCE:	
DESCRIPTION:	SIDEWALK AND SHARED USE PATH IN SECTIONS. INSTALL SUPPLEMENTAL BIKEWAY/WAY-FINDING SIGNAGE						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			9-TASA:	Federal	State	Regional	Local		
Preliminary Engineering:	---	\$1,300,083		\$1,040,036	---	---	\$260,047	---	\$1,300,083
Right Of Way:	---								
Construction:	\$1,300,083								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,300,083								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-398	VA	E	HOUSTON	CITY OF HOUSTON - PARKS & RECREATION	\$439,000
STREET:	HCFC D CHANNEL					REV DATE:	07/2020
LIMITS FROM:	DAIRY ASHFORD RD S					MPO PROJECT ID:	17123
LIMITS TO:	SL 8/ARTHUR STOREY PARK					FUNDING CATEGORY:	9
TIP	DESIGN FOR 10-FOOT MULTIUSE TRAIL AND ASSOCIATED INTERSECTION, SAFETY, SIGNAGE, AND					MTP REFERENCE:	17120
DESCRIPTION:	AMENITIES (LANDSCAPING, BENCHES, ETC.)						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			9-TASA:	Federal	State	Regional	Local		
Preliminary Engineering:	\$439,000	\$439,000		\$351,200	---	---	\$87,800	---	\$439,000
Right Of Way:	---								
Construction:	\$2,564,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$3,003,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-600	VA	C	HOUSTON	METRO	\$2,400,000
STREET:	METRO SERVICE AREA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	11760
LIMITS TO:	VA					FUNDING CATEGORY:	5
TIP	METRO STAR VANPOOL (CMAQ): FY 2020					MTP REFERENCE:	
DESCRIPTION:							

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			5-CMAQ:	Federal	State	Regional	Local		
Preliminary Engineering:	---	\$2,400,000		\$2,400,000	---	---	---	---	\$2,400,000
Right Of Way:	---								
Construction:	\$2,400,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$2,400,000								

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HOUSTON	HARRIS	0912-00-601	VA	C	HOUSTON	METRO	\$2,400,000
STREET:	METRO SERVICE AREA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	11762
LIMITS TO:	VA					FUNDING CATEGORY:	5
TIP	METRO STAR VANPOOL (CMAQ): FY 2021					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$2,400,000	5-CMAQ:	\$2,400,000	---	---	---	\$2,400,000	
Right Of Way:	---		Funding by Share:	\$2,400,000	---	---	---	\$2,400,000	
Construction:	\$2,400,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$2,400,000								

HOUSTON	HARRIS	0912-00-603	VA	C	HOUSTON	METRO	\$3,750,000
STREET:	METRO SERVICE AREA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	11808
LIMITS TO:	VA					FUNDING CATEGORY:	7
TIP	METRO STAR VANPOOL (STBG): FY 2021					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$3,750,000	7-STBG:	\$3,000,000	---	---	\$750,000	\$3,750,000	
Right Of Way:	---		Funding by Share:	\$3,000,000	---	---	\$750,000	\$3,750,000	
Construction:	\$3,750,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$3,750,000								

HOUSTON	MONTGOMERY		CS	C	CONROE	CITY OF CONROE	\$2,208,770
STREET:	CITY OF CONROE					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	17132
LIMITS TO:	VA					FUNDING CATEGORY:	3
TIP	CONSTRUCT SIDEWALKS ALONG SILVERDALE DR, SGT. ED HOLCOMB BLVD, RIVER POINTE DR,					MTP REFERENCE:	
DESCRIPTION:	CAMELOT ST AND WESTVIEW BLVD.						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$108,230	\$2,208,770	3-LOCAL CONT	---	---	---	\$2,208,770	\$2,208,770	
Right Of Way:	---		Funding by Share:	---	---	---	\$2,208,770	\$2,208,770	
Construction:	\$2,208,770								
Construction Engineering:	\$132,526								
Contingencies:	\$220,877								
Indirects:	\$112,206								
Bond Financing:	---								
Total Project Cost:	\$2,782,608								

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HOUSTON	MONTGOMERY	0523-08-007	FM	C	MAGNOLIA	TXDOT HOUSTON DISTRICT	\$26,900,000
STREET:	FM 1488					REV DATE: 07/2020	
LIMITS FROM:	WALLER C/L					MPO PROJECT ID: 501	
LIMITS TO:	FM 1774					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	\$1,318,100	\$26,900,000	2-METRO-TMA:	---	\$26,900,000	---	---	\$26,900,000
Right Of Way:	\$14,718,000							
Construction:	\$26,900,000		Funding by Share:	---	\$26,900,000	---	---	\$26,900,000
Construction Engineering:	\$1,076,000							
Contingencies:	\$2,690,000							
Indirects:	\$1,366,520							
Bond Financing:	---							
Total Project Cost:	\$48,068,620							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	1259-01-043	FM 1097	C	NONE	TXDOT HOUSTON DISTRICT	\$16,900,000
STREET:	FM 1097					REV DATE: 07/2020	
LIMITS FROM:	LAKE CONROE HILLS DR					MPO PROJECT ID: 17114	
LIMITS TO:	ANDERSON RD					FUNDING CATEGORY: 2,3	
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS LEFT TURN LANE (17091)					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	\$828,100	\$16,900,000	2-METRO-TMA:	\$11,920,000	\$2,980,000	---	---	\$14,900,000
Right Of Way:	\$3,100,000							
Construction:	\$16,900,000		3-LOCAL CONT:	---	---	---	\$2,000,000	\$2,000,000
Construction Engineering:	\$845,000		Funding by Share:	\$11,920,000	\$2,980,000	---	\$2,000,000	\$16,900,000
Contingencies:	\$1,690,000							
Indirects:	\$858,520							
Bond Financing:	---							
Total Project Cost:	\$24,221,620							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0523-09-009	FM 1488	C	MAGNOLIA	TXDOT HOUSTON DISTRICT	\$46,040,000
STREET:	FM 1488					REV DATE: 07/2020	
LIMITS FROM:	FM 1774					MPO PROJECT ID: 499	
LIMITS TO:	W OF FM 149					FUNDING CATEGORY: 2	
TIP	WIDEN FROM 2 TO 4-LANES WITH BICYCLE ACCOMMODATIONS					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	\$2,255,960	\$46,040,000	2-METRO-TMA:	\$36,832,000	\$9,208,000	---	---	\$46,040,000
Right Of Way:	\$4,962,797							
Construction:	\$46,040,000		Funding by Share:	\$36,832,000	\$9,208,000	---	---	\$46,040,000
Construction Engineering:	\$1,841,600							
Contingencies:	\$4,604,000							
Indirects:	\$2,338,832							
Bond Financing:	---							
Total Project Cost:	\$62,043,189							

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HOUSTON	MONTGOMERY	0675-08-111	IH 45	C	CONROE	TXDOT HOUSTON DISTRICT	\$7,333,000
STREET:	IH 45					REV DATE:	07/2020
LIMITS FROM:	WALKER C/L					MPO PROJECT ID:	17064
LIMITS TO:	LEAGUE LINE RD					FUNDING CATEGORY:	5
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$359,317	5-CMAO: \$7,333,000							
Right Of Way:	---		Funding by Share:	\$5,866,400	\$1,466,600	---	---	---	\$7,333,000
Construction:	\$7,333,000								
Construction Engineering:	\$366,650								
Contingencies:	\$733,300								
Indirects:	\$372,516								
Bond Financing:	---								
Total Project Cost:	\$9,164,783								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-541	VA	C	NONE	HOUSTON TRANSTAR	\$2,000,000
STREET:	HOUSTON TRANSTAR					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	17023
LIMITS TO:	VA					FUNDING CATEGORY:	7
TIP	REGIONAL ITS INFRASTRUCTURE - HARDWARE/SOFTWARE, UTILITIES AND COMMUNICATIONS					MTP REFERENCE:	
DESCRIPTION:	(FY 2018)						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	7-STBG: \$2,000,000							
Right Of Way:	---		Funding by Share:	\$1,600,000	\$400,000	---	---	---	\$2,000,000
Construction:	\$2,000,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$2,000,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-555	VA	C	NONE	HOUSTON TRANSTAR	\$2,000,000
STREET:	HOUSTON TRANSTAR					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	11081
LIMITS TO:	VA					FUNDING CATEGORY:	7
TIP	REGIONAL ITS INFRASTRUCTURE - HARDWARE/SOFTWARE, UTILITIES AND COMMUNICATIONS:					MTP REFERENCE:	
DESCRIPTION:	FY 2020						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$98,000	7-STBG: \$2,000,000							
Right Of Way:	---		Funding by Share:	\$1,600,000	---	---	\$400,000	---	\$2,000,000
Construction:	\$2,000,000								
Construction Engineering:	\$120,000								
Contingencies:	\$200,000								
Indirects:	\$101,600								
Bond Financing:	---								
Total Project Cost:	\$2,519,600								

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HOUSTON	MULTIPLE		VA	T	NONE	METRO	\$1,250,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	18361
LIMITS TO:	VA					FUNDING CATEGORY:	5
TIP	REGIONAL VANPOOL PROGRAM: CMAQ FY 2021					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$1,250,000	\$1,250,000	5-CMAQ: \$1,250,000	---	---	---	---	\$1,250,000	
Construction Engineering:	---		Funding by Share: \$1,250,000	---	---	---	---	\$1,250,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,250,000								

HOUSTON	MULTIPLE		VA	T	NONE	METRO	\$3,750,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	18365
LIMITS TO:	VA					FUNDING CATEGORY:	7
TIP	REGIONAL VANPOOL: STBG FY 2021					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$3,750,000	\$3,750,000	7-STBG: \$3,750,000	---	---	---	---	\$3,750,000	
Construction Engineering:	---		Funding by Share: \$3,750,000	---	---	---	---	\$3,750,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$3,750,000								

HOUSTON	MULTIPLE	0912-00-539	VA	C	NONE	H-GAC	\$8,000,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	17020
LIMITS TO:	VA					FUNDING CATEGORY:	7
TIP	REGIONAL FREEWAY INCIDENT MANAGEMENT - TOWING (FY 2017 - 2018)					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$8,000,000	\$8,000,000	7-STBG: \$8,000,000	---	---	---	---	\$8,000,000	
Construction Engineering:	---		Funding by Share: \$8,000,000	---	---	---	---	\$8,000,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$8,000,000								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-552	VA	C	NONE	H-GAC	\$10,000,000
STREET: HOUSTON-GALVESTON TMA						REV DATE: 07/2020	
LIMITS FROM: VA						MPO PROJECT ID: 12092	
LIMITS TO: VA						FUNDING CATEGORY: 5	
TIP CLEAN VEHICLES PROGRAM (ENGINE/VEHICLE REPLACEMENT, ALTERNATE FUELS, EDUCATION):						MTP REFERENCE:	
DESCRIPTION: FY 2021 - 2022							
REMARKS:						Project History:	
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				
Preliminary Engineering: ---			Federal	State	Regional	Local	Funding By Category
Right Of Way: ---			5-CMAQ:			Local Contribution	
Construction: \$10,000,000	\$10,000,000	\$10,000,000	\$8,000,000	---	---	\$2,000,000	---
Construction Engineering: ---			Funding by Share:	\$8,000,000	---	---	\$2,000,000
Contingencies: ---							
Indirects: ---							
Bond Financing: ---							
Total Project Cost:	\$10,000,000						\$10,000,000
HOUSTON	MULTIPLE	0912-00-558	VA	C	NONE	H-GAC	\$8,000,000
STREET: HOUSTON-GALVESTON TMA						REV DATE: 07/2020	
LIMITS FROM: VA						MPO PROJECT ID: 11916	
LIMITS TO: VA						FUNDING CATEGORY: 5	
TIP REGIONAL FREEWAY INCIDENT MANAGEMENT-TOWING (FY 2020-2022)						MTP REFERENCE:	
DESCRIPTION:							
REMARKS:						Project History:	
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				
Preliminary Engineering: ---			Federal	State	Regional	Local	Funding By Category
Right Of Way: ---			5-CMAQ:			Local Contribution	
Construction: \$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	---	---	---	---
Construction Engineering: ---			Funding by Share:	\$8,000,000	---	---	\$8,000,000
Contingencies: ---							
Indirects: ---							
Bond Financing: ---							
Total Project Cost:	\$8,000,000						\$8,000,000
HOUSTON	MULTIPLE	0912-00-562	VA	C	NONE	METRO	\$3,750,000
STREET: HOUSTON-GALVESTON TMA						REV DATE: 07/2020	
LIMITS FROM: VA						MPO PROJECT ID: 17134	
LIMITS TO: VA						FUNDING CATEGORY: 7	
TIP REGIONAL VANPOOL PROGRAM: STBG FY 2019						MTP REFERENCE:	
DESCRIPTION:							
REMARKS:						Project History:	
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				
Preliminary Engineering: ---			Federal	State	Regional	Local	Funding By Category
Right Of Way: ---			7-STBG:			Local Contribution	
Construction: \$3,750,000	\$3,750,000	\$3,750,000	\$3,000,000	---	---	\$750,000	---
Construction Engineering: ---			Funding by Share:	\$3,000,000	---	\$750,000	---
Contingencies: ---							
Indirects: ---							
Bond Financing: ---							
Total Project Cost:	\$3,750,000						\$3,750,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	MULTIPLE	0912-00-563	VA	C	NONE	METRO	\$1,250,000	
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020	
LIMITS FROM:	VA						MPO PROJECT ID:	17135
LIMITS TO:	VA						FUNDING CATEGORY:	5
TIP	REGIONAL VANPOOL PROGRAM: CMAQ FY 2019					MTP REFERENCE:		
DESCRIPTION:								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>							

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$1,250,000	5-CMAQ:	\$1,250,000	---	---	---	\$1,250,000	
Right Of Way:	---		Funding by Share:	\$1,250,000	---	---	---	\$1,250,000	
Construction:	\$1,250,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,250,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	MULTIPLE	0912-00-568	VA	C	NONE	METRO	\$1,250,000	
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020	
LIMITS FROM:	VA						MPO PROJECT ID:	17141
LIMITS TO:	VA						FUNDING CATEGORY:	5
TIP	REGIONAL VANPOOL: CMAQ FY 2020					MTP REFERENCE:		
DESCRIPTION:								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>							

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$1,250,000	5-CMAQ:	\$1,250,000	---	---	---	\$1,250,000	
Right Of Way:	---		Funding by Share:	\$1,250,000	---	---	---	\$1,250,000	
Construction:	\$1,250,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,250,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	MULTIPLE	0912-00-569	VA	C	NONE	METRO	\$3,750,000	
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020	
LIMITS FROM:	VA						MPO PROJECT ID:	17140
LIMITS TO:	VA						FUNDING CATEGORY:	7
TIP	REGIONAL VANPOOL: STBG FY 2020					MTP REFERENCE:		
DESCRIPTION:								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>							

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$3,750,000	7-STBG:	\$3,000,000	---	---	\$750,000	\$3,750,000	
Right Of Way:	---		Funding by Share:	\$3,000,000	---	---	\$750,000	\$3,750,000	
Construction:	\$3,750,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$3,750,000								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	MULTIPLE	0912-00-614	VA	C	NONE	H-GAC	\$1,150,000	
STREET: HOUSTON-GALVESTON TMA						REV DATE: 07/2020		
LIMITS FROM: VA						MPO PROJECT ID: 16354		
LIMITS TO: VA						FUNDING CATEGORY: 7		
TIP DEVELOP LIBERTY COUNTY MOBILITY PLAN AND MONTGOMERY COUNTY PRECINCT 2 MOBILITY						MTP REFERENCE:		
DESCRIPTION: PLAN								
REMARKS:						Project History:		
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					
Preliminary Engineering: ---			Federal	State	Regional	Local	Local Contribution	Funding By Category
Right Of Way: ---			7-STBG: \$1,150,000	---	---	---	---	\$1,150,000
Construction: \$1,150,000	\$1,150,000		Funding by Share:					
Construction Engineering: ---			\$1,150,000	---	---	---	---	\$1,150,000
Contingencies: ---								
Indirects: ---								
Bond Financing: ---								
Total Project Cost: \$1,150,000								
HOUSTON	MULTIPLE	0912-00-623	VA	T	NONE	METRO	\$2,344,000	
STREET: HOUSTON-GALVESTON TMA						REV DATE: 07/2020		
LIMITS FROM: VA						MPO PROJECT ID: 18163		
LIMITS TO: VA						FUNDING CATEGORY: 5		
TIP REGIONAL TRANSIT FARE COLLECTION SYSTEM: FY 2020						MTP REFERENCE:		
DESCRIPTION:								
REMARKS:						Project History:		
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					
Preliminary Engineering: ---			Federal	State	Regional	Local	Local Contribution	Funding By Category
Right Of Way: ---			5-CMAQ: \$2,344,000	---	---	---	---	\$2,344,000
Construction: \$2,344,000	\$2,344,000		Funding by Share:					
Construction Engineering: ---			\$2,344,000	---	---	---	---	\$2,344,000
Contingencies: ---								
Indirects: ---								
Bond Financing: ---								
Total Project Cost: \$2,344,000								
HOUSTON	MULTIPLE	0912-00-546	VA	C	HOUSTON	METRO	\$5,625,000	
STREET: METRO SERVICE AREA						REV DATE: 07/2020		
LIMITS FROM: VA						MPO PROJECT ID: 11716		
LIMITS TO: VA						FUNDING CATEGORY: 7		
TIP METRO STAR VANPOOL (STBG): FY 2019						MTP REFERENCE:		
DESCRIPTION:								
REMARKS:						Project History:		
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					
Preliminary Engineering: ---			Federal	State	Regional	Local	Local Contribution	Funding By Category
Right Of Way: ---			7-STBG: \$4,500,000	---	---	\$1,125,000	---	\$5,625,000
Construction: \$5,625,000	\$5,625,000		Funding by Share:					
Construction Engineering: ---			\$4,500,000	---	---	\$1,125,000	---	\$5,625,000
Contingencies: ---								
Indirects: ---								
Bond Financing: ---								
Total Project Cost: \$5,625,000								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
HOUSTON	MULTIPLE	0912-00-548	VA	C	HOUSTON	METRO	\$3,750,000		
STREET:	METRO SERVICE AREA					REV DATE: 07/2020			
LIMITS FROM:	VA					MPO PROJECT ID: 11718			
LIMITS TO:	VA					FUNDING CATEGORY: 7			
TIP	METRO STAR VANPOOL (STBG): FY 2020					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:	Project History:								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	---	\$3,750,000	7-STBG:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---			\$3,000,000	---	---	\$750,000	---	\$3,750,000
Construction:	\$3,750,000		Funding by Share:	\$3,000,000	---	---	\$750,000	---	\$3,750,000
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$3,750,000								
HOUSTON	MULTIPLE	0912-00-617	VA	T	SUGAR LAND	FORT BEND COUNTY PUBLIC TRANSPORTA	\$4,504,864		
STREET:	VA					REV DATE: 07/2020			
LIMITS FROM:	UNIVERSITY BLVD					MPO PROJECT ID: 18012			
LIMITS TO:	DOWNTOWN HOUSTON					FUNDING CATEGORY: 5			
TIP	PURCHASE 28 NEW COMMUTER BUSES FOR NEW SERVICE FROM FBC TO DOWNTOWN HOUSTON					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:	Project History:								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	---	\$4,504,864	5-CMAQ:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---			\$4,504,864	---	---	---	---	\$4,504,864
Construction:	\$4,504,864		Funding by Share:	\$4,504,864	---	---	---	---	\$4,504,864
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$4,504,864								
HOUSTON	WALLER	0912-00-580	CS	C,E	WALLER	CITY OF WALLER	\$1,383,770		
STREET:	1) FARR ST; 2) WALLER ST					REV DATE: 07/2020			
LIMITS FROM:	1) WALLER ST; 2) FM 362					MPO PROJECT ID: 5055			
LIMITS TO:	1) S OF TAYLOR ST; 2) FARR ST					FUNDING CATEGORY: 9			
TIP	SIDEWALK AND ADA RAMP CONSTRUCTION					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:	Project History:								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$122,685	\$1,383,770	9-TASA:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---			\$1,107,016	\$171,188	---	\$105,566	---	\$1,383,770
Construction:	\$1,243,966		Funding by Share:	\$1,107,016	\$171,188	---	\$105,566	---	\$1,383,770
Construction Engineering:	\$17,119								
Contingencies:	\$14,578								
Indirects:	\$63,558								
Bond Financing:	---								
Total Project Cost:	\$1,461,906								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	WALLER	0523-04-017	FM	C	NONE	TXDOT HOUSTON DISTRICT	\$2,000,000
STREET: FM 1488						REV DATE: 07/2020	
LIMITS FROM: W OF JOSEPH RD						MPO PROJECT ID: 16315	
LIMITS TO: MONTGOMERY C/L						FUNDING CATEGORY: 2	
TIP RECONSTRUCT AND WIDEN FROM 2-LANE TO 4-LANE DIVIDED						MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$2,000,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$98,000								
Right Of Way:	\$195,000								
Construction:	\$2,000,000								
Construction Engineering:	\$120,000								
Contingencies:	\$200,000								
Indirects:	\$101,600								
Bond Financing:	---								
Total Project Cost:	\$2,714,600								
			2-METRO-TMA: --- \$2,000,000 --- ---						\$2,000,000
			Funding by Share: --- \$2,000,000 --- ---						\$2,000,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
HOUSTON	BRAZORIA	0598-02-111	SH	C	MANVEL	TXDOT HOUSTON DISTRICT	\$30,400,000		
STREET:	SH 288					REV DATE: 07/2020			
LIMITS FROM:	RODEO PALMS PKWY					MPO PROJECT ID: 18401			
LIMITS TO:	SH6					FUNDING CATEGORY: 7			
TIP	CONSTRUCT GRADE SEPARATION AND NEW SB 2-LANE FRONTAGE ROAD					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:									
Project History:									
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$1,489,600	\$30,400,000	7-STBG:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---			\$24,320,000	\$6,080,000	---	---	---	\$30,400,000
Construction:	\$30,400,000								
Construction Engineering:	\$1,216,000								
Contingencies:	\$3,040,000								
Indirects:	\$1,544,320								
Bond Financing:	---								
Total Project Cost:	\$37,689,920		Funding by Share:	\$24,320,000	\$6,080,000	---	---	---	\$30,400,000
HOUSTON	BRAZORIA		CS	C	PEARLAND	CITY OF PEARLAND	\$19,545,000		
STREET:	BAILEY RD					REV DATE: 07/2020			
LIMITS FROM:	VETERANS DR					MPO PROJECT ID: 18134			
LIMITS TO:	MAIN ST (SH 35)					FUNDING CATEGORY: 3			
TIP	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH IMPROVED DRAINAGE					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:									
Project History:									
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$957,705	\$19,545,000	3-LOCAL CONT	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---			---	---	---	---	\$19,545,000	\$19,545,000
Construction:	\$19,545,000								
Construction Engineering:	\$977,250								
Contingencies:	\$1,954,500								
Indirects:	\$992,886								
Bond Financing:	---								
Total Project Cost:	\$24,427,341		Funding by Share:	---	---	---	---	\$19,545,000	\$19,545,000
HOUSTON	BRAZORIA	0912-31-293	CS	C,R	PEARLAND	CITY OF PEARLAND	\$4,655,822		
STREET:	SMITH RANCH RD					REV DATE: 07/2020			
LIMITS FROM:	HUGHES RANCH RD					MPO PROJECT ID: 11654			
LIMITS TO:	N OF BROADWAY (FM 518)					FUNDING CATEGORY: 7			
TIP	WIDEN FROM 2 TO 4 LANES DIVIDED					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:									
Project History:									
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$171,101	\$4,655,822	7-STBG:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	\$1,163,956			\$3,724,657	---	---	\$931,165	---	\$4,655,822
Construction:	\$3,491,867								
Construction Engineering:	\$209,512								
Contingencies:	\$349,187								
Indirects:	\$177,387								
Bond Financing:	---								
Total Project Cost:	\$5,563,009		Funding by Share:	\$3,724,657	---	---	\$931,165	---	\$4,655,822

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	BRAZORIA	0598-02-120	SH 288	C	IOWA COLONY	TXDOT HOUSTON DISTRICT	\$8,032,000	
STREET:	SH 288					REV DATE: 07/2020		
LIMITS FROM:	SH 6					MPO PROJECT ID: 17090		
LIMITS TO:	FM 1462					FUNDING CATEGORY: 2		
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE						MTP REFERENCE:	
DESCRIPTION:								
REMARKS:								

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$393,568	\$8,032,000	2-METRO-TMA:	\$6,425,600	\$1,606,400	---	---	---	\$8,032,000
Right Of Way:	---		Funding by Share:	\$6,425,600	\$1,606,400	---	---	---	\$8,032,000
Construction:	\$8,032,000								
Construction Engineering:	\$401,600								
Contingencies:	\$803,200								
Indirects:	\$408,026								
Bond Financing:	---								
Total Project Cost:	\$10,038,394								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	BRAZORIA	0188-03-022	SH 36	C	WEST COLUMBIA	TXDOT HOUSTON DISTRICT	\$8,300,000	
STREET:	SH 36					REV DATE: 07/2020		
LIMITS FROM:	N OF CR 467/HOGG RANCH RD					MPO PROJECT ID: 14712		
LIMITS TO:	SH 35					FUNDING CATEGORY: 2		
TIP	GRADE SEPARATION OVER NEW SH 35 AND RESTRIPE PAVEMENT FROM 2 TO 4 LANES						MTP REFERENCE:	
DESCRIPTION:								
REMARKS:								

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$377,643	\$8,300,000	2-METRO-TMA:	\$6,640,000	\$1,660,000	---	---	---	\$8,300,000
Right Of Way:	\$1,686,177		Funding by Share:	\$6,640,000	\$1,660,000	---	---	---	\$8,300,000
Construction:	\$7,707,000								
Construction Engineering:	\$361,458								
Contingencies:	\$576,483								
Indirects:	\$364,541								
Bond Financing:	---								
Total Project Cost:	\$11,073,302								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	BRAZORIA	0188-04-025	SH 36	C	NONE	TXDOT HOUSTON DISTRICT	\$37,400,000	
STREET:	SH 36					REV DATE: 07/2020		
LIMITS FROM:	SH 35					MPO PROJECT ID: 252		
LIMITS TO:	N OF SH 332					FUNDING CATEGORY: 2		
TIP	WIDEN FROM 2 TO 4 LANES DIVIDED						MTP REFERENCE:	
DESCRIPTION:								
REMARKS:								

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$1,832,600	\$37,400,000	2-METRO-TMA:	\$29,920,000	\$7,480,000	---	---	---	\$37,400,000
Right Of Way:	\$6,160,000		Funding by Share:	\$29,920,000	\$7,480,000	---	---	---	\$37,400,000
Construction:	\$37,400,000								
Construction Engineering:	\$1,496,000								
Contingencies:	\$3,740,000								
Indirects:	\$1,899,920								
Bond Financing:	---								
Total Project Cost:	\$52,528,520								

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HOUSTON	BRAZORIA	0188-04-035	SH 36	C	WEST COLUMBIA	TXDOT HOUSTON DISTRICT	\$28,000,000			
STREET:	SH 36					REV DATE: 07/2020				
LIMITS FROM:	S OF SH 35					MPO PROJECT ID: 256				
LIMITS TO:	FM 522					FUNDING CATEGORY: 2				
TIP	RECONSTRUCT TO 4 LANE DIVIDED WITH CLTL, INTERSECTION IMPROVEMENTS AND BICYCLE					MTP REFERENCE:				
DESCRIPTION:	ACCOMMODATIONS									
REMARKS:										
Project History:										
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:							
Preliminary Engineering:	\$1,372,000	\$28,000,000	2-METRO-TMA:	Federal	State	Regional	Local	Local Contribution	Funding By Category	
Right Of Way:	\$9,070,000			\$22,400,000	\$5,600,000	---	---	---	\$28,000,000	
Construction:	\$28,000,000									
Construction Engineering:	\$1,120,000			Funding by Share:	\$22,400,000	\$5,600,000	---	---	---	\$28,000,000
Contingencies:	\$2,800,000									
Indirects:	\$1,422,400									
Bond Financing:	---									
Total Project Cost:	\$43,784,400									
HOUSTON	BRAZORIA	0188-04-050	SH 36	C	WEST COLUMBIA	TXDOT HOUSTON DISTRICT	\$9,600,000			
STREET:	SH 36					REV DATE: 07/2020				
LIMITS FROM:	SH 35					MPO PROJECT ID: 14258				
LIMITS TO:	S OF SH 35					FUNDING CATEGORY: 2				
TIP	GRADE SEPARATION OVER NEW SH 35 AND RESTRIPE PAVEMENT FROM 2 TO 4 LANES					MTP REFERENCE:				
DESCRIPTION:										
REMARKS:										
Project History:										
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:							
Preliminary Engineering:	\$470,400	\$9,600,000	2-METRO-TMA:	Federal	State	Regional	Local	Local Contribution	Funding By Category	
Right Of Way:	\$721,750			\$7,680,000	\$1,920,000	---	---	---	\$9,600,000	
Construction:	\$9,600,000									
Construction Engineering:	\$480,000			Funding by Share:	\$7,680,000	\$1,920,000	---	---	---	\$9,600,000
Contingencies:	\$960,000									
Indirects:	\$487,680									
Bond Financing:	---									
Total Project Cost:	\$12,719,830									
HOUSTON	BRAZORIA	0912-00-560	VA	C,E (REVIEW)	PEARLAND	CITY OF PEARLAND	\$8,098,000			
STREET:	CLEAR CREEK TRAIL					REV DATE: 07/2020				
LIMITS FROM:	UH CLEAR LAKE PEARLAND CAMPUS					MPO PROJECT ID: 7641				
LIMITS TO:	N OF HUGHES RD					FUNDING CATEGORY: 9				
TIP	CONSTRUCT 10 FOOT MULTIUSE TRAIL					MTP REFERENCE:				
DESCRIPTION:										
REMARKS:										
Project History:										
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:							
Preliminary Engineering:	\$1,060,000	\$8,098,000	9-TASA:	Federal	State	Regional	Local	Local Contribution	Funding By Category	
Right Of Way:	\$7,948,000			\$6,478,400	---	---	\$1,619,600	---	\$8,098,000	
Construction:	\$7,948,000									
Construction Engineering:	\$404,900			Funding by Share:	\$6,478,400	---	---	\$1,619,600	---	\$8,098,000
Contingencies:	\$809,800									
Indirects:	\$411,378									
Bond Financing:	---									
Total Project Cost:	\$10,634,078									

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HOUSTON	FORT BEND		CS	C	SUGAR LAND	CITY OF SUGAR LAND	\$2,500,000
STREET:	UNIVERSITY BLVD					REV DATE: 07/2020	
LIMITS FROM:	US 59					MPO PROJECT ID: 11196	
LIMITS TO:	SH 6					FUNDING CATEGORY: 3	
TIP	WIDEN 4-LANE TO 6-LANE (PHASE 2)					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$122,500	\$2,500,000	3-LOCAL CONT	---	---	---	---	\$2,500,000	\$2,500,000
Right Of Way:	---								
Construction:	\$2,500,000								
Construction Engineering:	\$150,000								
Contingencies:	\$250,000								
Indirects:	\$127,000								
Bond Financing:	---								
Total Project Cost:	\$3,149,500								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0188-09-051	FM	C	NONE	TXDOT HOUSTON DISTRICT	\$57,000,000
STREET:	FM 723					REV DATE: 07/2020	
LIMITS FROM:	BEADLE LN					MPO PROJECT ID: 18515	
LIMITS TO:	N OF BRAZOS RIVER					FUNDING CATEGORY: 2	
TIP	WIDEN FROM 2 TO 4-LANES DIVIDED ROADWAY					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,793,000	\$57,000,000	2-METRO-TMA:	\$45,600,000	\$11,400,000	---	---	---	\$57,000,000
Right Of Way:	---								
Construction:	\$57,000,000								
Construction Engineering:	\$2,280,000								
Contingencies:	\$5,700,000								
Indirects:	\$2,895,600								
Bond Financing:	---								
Total Project Cost:	\$70,668,600								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0188-10-028	FM 1463	C	NONE	TXDOT HOUSTON DISTRICT	\$41,300,000
STREET:	FM 1463					REV DATE: 07/2020	
LIMITS FROM:	N OF WESTRIDGE CREEK LN					MPO PROJECT ID: 11	
LIMITS TO:	FM 1093					FUNDING CATEGORY: 2	
TIP	WIDEN FROM 2 TO 4 -LANES FROM N OF WESTRIDGE CREEK LANE TO TAMARRON PKWY (0.56 M)					MTP REFERENCE:	
DESCRIPTION:	AND CORBITT RD TO CINCO RANCH BLVD (1.14 M), 2 TO 6-LANES FROM TAMARRON PKWY TO CORBITT RD (0.4 M) AND CINCO RANCH BLVD TO FM 1093 (1.58 M) WITH RAISED MEDIAN, INTERSECTION IMPROVEMENTS AND PEDESTRIAN AND BICYCLE ACCOMMODATIONS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,023,700	\$41,300,000	2-METRO-TMA:	\$33,040,000	\$8,260,000	---	---	---	\$41,300,000
Right Of Way:	\$3,890,000								
Construction:	\$41,300,000								
Construction Engineering:	\$1,652,000								
Contingencies:	\$4,130,000								
Indirects:	\$2,098,040								
Bond Financing:	---								
Total Project Cost:	\$55,093,740								

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HOUSTON	FORT BEND		SH 99	C		FORT BEND COUNTY	\$17,343,154
STREET:	SH 99					REV DATE: 07/2020	
LIMITS FROM:	AT PEEK RD					MPO PROJECT ID: 18032	
LIMITS TO:						FUNDING CATEGORY: 5	
TIP	RECONSTRUCTION OF OVERPASS. INSTALL TRAFFIC SIGNALS FOR AT-GRADE PORTION OF					MTP REFERENCE:	
DESCRIPTION:	INTERSECTION AND RECONFIGURE EXISTING ENTRANCE AND EXIT RAMP FOR SH 99.						
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$849,815	\$17,343,154	5-CMAO:	\$13,874,523	\$3,468,631	---	---	---	\$17,343,154
Right Of Way:	---								
Construction:	\$17,343,154								
Construction Engineering:	\$867,158								
Contingencies:	\$1,734,315								
Indirects:	\$881,032								
Bond Financing:	---								
Total Project Cost:	\$21,675,474		Funding by Share:	\$13,874,523	\$3,468,631	---	---	---	\$17,343,154

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C,E,R	GALVESTON	CITY OF GALVESTON	\$17,300,000
STREET:	61ST ST					REV DATE: 07/2020	
LIMITS FROM:	BROADWAY ST/SH 87					MPO PROJECT ID: 9403	
LIMITS TO:	HARBORSIDE DR/SH 275					FUNDING CATEGORY: 3	
TIP	4 LANE EXTENSION TO HARBORSIDE DR					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$565,209	\$17,300,000	3-LOCAL CONT	---	---	---	---	\$17,300,000	\$17,300,000
Right Of Way:	\$2,883,718								
Construction:	\$11,534,871								
Construction Engineering:	\$576,744								
Contingencies:	\$1,153,487								
Indirects:	\$585,971								
Bond Financing:	---								
Total Project Cost:	\$17,300,000		Funding by Share:	---	---	---	---	\$17,300,000	\$17,300,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	3049-01-022	FM 646	C	LEAGUE CITY	TXDOT HOUSTON DISTRICT	\$31,127,000
STREET:	FM 646					REV DATE: 07/2020	
LIMITS FROM:	EDMUNDS WAY					MPO PROJECT ID: 514	
LIMITS TO:	FM 1266					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIAN					MTP REFERENCE:	
DESCRIPTION:	AND RAILROAD OVERPASS						
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,525,223	\$31,127,000	2-METRO-TMA:	\$24,901,600	\$6,225,400	---	---	---	\$31,127,000
Right Of Way:	\$6,150,000								
Construction:	\$31,127,000								
Construction Engineering:	\$1,245,080								
Contingencies:	\$3,112,700								
Indirects:	\$1,581,252								
Bond Financing:	---								
Total Project Cost:	\$44,741,255		Funding by Share:	\$24,901,600	\$6,225,400	---	---	---	\$31,127,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0500-01-119	IH 45	C	GALVESTON	TXDOT HOUSTON DISTRICT	\$114,000,000
STREET:	IH 45 S					REV DATE: 07/2020	
LIMITS FROM:	S OF CAUSEWAY					MPO PROJECT ID: 282	
LIMITS TO:	61ST ST					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 6 TO 8 MAIN LANES AND BOTH 2 LANE FRONTAGE ROADS						MTP REFERENCE:
DESCRIPTION:							
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$5,586,000	\$114,000,000	2-METRO-TMA:	\$91,200,000	\$22,800,000	---	---	\$114,000,000	
Right Of Way:	\$36,400,000								
Construction:	\$114,000,000		Funding by Share:	\$91,200,000	\$22,800,000	---	---	\$114,000,000	
Construction Engineering:	\$4,560,000								
Contingencies:	\$11,400,000								
Indirects:	\$5,791,200								
Bond Financing:	---								
Total Project Cost:	\$177,737,200								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON	0389-06-088	SH 146	C	KEMAH	TXDOT HOUSTON DISTRICT	\$102,000,000
STREET:	SH 146					REV DATE: 07/2020	
LIMITS FROM:	FM 518					MPO PROJECT ID: 468	
LIMITS TO:	FM 517					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES WITH GRADE SEPARATION AT SH 96						MTP REFERENCE:
DESCRIPTION:							
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$4,998,000	\$102,000,000	2-METRO-TMA:	\$81,600,000	\$20,400,000	---	---	\$102,000,000	
Right Of Way:	\$60,705,000								
Construction:	\$102,000,000		Funding by Share:	\$81,600,000	\$20,400,000	---	---	\$102,000,000	
Construction Engineering:	\$4,080,000								
Contingencies:	\$10,200,000								
Indirects:	\$5,181,600								
Bond Financing:	---								
Total Project Cost:	\$187,164,600								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0271-07-323		C,E,R	HOUSTON	CITY OF HOUSTON - HOUSTON PUBLIC WO	\$3,224,995
STREET:	MEMORIAL PARK BICYCLE PEDESTRIAN CONNNECTION					REV DATE: 07/2020	
LIMITS FROM:	WESTCOTT ST					MPO PROJECT ID: 18146	
LIMITS TO:	COHN ST					FUNDING CATEGORY: 9	
TIP	CONSTRUCT 10' CONCRETE SHARED USE PATH INCLUDES STRIPING, BRIDGE RAILING, PAVEMENT						MTP REFERENCE:
DESCRIPTION:	MARKINGS, SIGNAGE, LANDSCAPE/HARDSCAPE AS WELL AS ASSOCIATED INTERSECTION IMPROVEMENTS.						
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$120,648	\$3,224,995	9-TASA:	\$2,579,996	\$644,999	---	---	\$3,224,995	
Right Of Way:	\$123,110								
Construction:	\$2,462,204		Funding by Share:	\$2,579,996	\$644,999	---	---	\$3,224,995	
Construction Engineering:	\$147,732								
Contingencies:	\$246,220								
Indirects:	\$125,080								
Bond Financing:	---								
Total Project Cost:	\$3,224,995								

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HOUSTON	HARRIS	0912-72-381	CS	C	HOUSTON	CITY OF HOUSTON	\$25,465,000
STREET:	FONDREN RD					REV DATE: 07/2020	
LIMITS FROM:	BRAESWOOD BLVD S					MPO PROJECT ID: 17093	
LIMITS TO:	AIRPORT BLVD W					FUNDING CATEGORY: 7	
TIP	WIDEN FROM 4 TO 6 LANES WITH TRAFFIC SIGNAL AND DRAINAGE IMPROVEMENTS						MTP REFERENCE:
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$25,465,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,247,785								
Right Of Way:	---								
Construction:	\$25,465,000	7-STBG:	\$20,372,000	---	---	\$5,093,000	---	\$25,465,000	
Construction Engineering:	\$1,018,600	Funding by Share:	\$20,372,000	---	---	\$5,093,000	---	\$25,465,000	
Contingencies:	\$2,546,500								
Indirects:	\$1,293,622								
Bond Financing:	---								
Total Project Cost:	\$31,571,507								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-583	CS	C,E,R	HOUSTON	CITY OF HOUSTON - HOUSTON PUBLIC WO	\$736,806
STREET:	GALVESTON RD					REV DATE: 07/2020	
LIMITS FROM:	SIMS BAYOU NORTH BANK					MPO PROJECT ID: 18030	
LIMITS TO:	SIMS BAYOU SOUTH BANK					FUNDING CATEGORY: 9	
TIP	CONSTRUCT PED/BIKE BRIDGE WITH RAILINGS AND SIGNAGE.						MTP REFERENCE:
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$736,806	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$26,947								
Right Of Way:	\$27,497								
Construction:	\$549,937	9-TASA:	\$589,441	\$147,365	---	---	---	\$736,806	
Construction Engineering:	\$49,494	Funding by Share:	\$589,441	\$147,365	---	---	---	\$736,806	
Contingencies:	\$54,994								
Indirects:	\$27,937								
Bond Financing:	---								
Total Project Cost:	\$736,806								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-359	CS	C,E (REVIEW)	BAYTOWN	CITY OF BAYTOWN	\$16,012,000
STREET:	GARTH RD					REV DATE: 07/2020	
LIMITS FROM:	IH 10					MPO PROJECT ID: 17096	
LIMITS TO:	BAKER RD					FUNDING CATEGORY: 7	
TIP	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS						MTP REFERENCE:
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases: \$16,012,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,641,000								
Right Of Way:	\$1,090,000								
Construction:	\$15,862,000	7-STBG:	\$12,809,600	---	---	\$3,202,400	---	\$16,012,000	
Construction Engineering:	\$800,600	Funding by Share:	\$12,809,600	---	---	\$3,202,400	---	\$16,012,000	
Contingencies:	\$1,601,200								
Indirects:	\$813,410								
Bond Financing:	---								
Total Project Cost:	\$21,808,210								

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HOUSTON	HARRIS	0912-71-836	CS	C,E (REVIEW)	HOUSTON	CITY OF HOUSTON	\$16,000,000
STREET:	GREENS RD					REV DATE: 07/2020	
LIMITS FROM:	JFK BLVD					MPO PROJECT ID: 5030	
LIMITS TO:	IH 69					FUNDING CATEGORY: 7	
TIP	RECONSTRUCT AND WIDEN FROM 2 LANE TO 4-LANES DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$859,000	\$16,000,000	7-STBG:	\$12,800,000	---	---	\$3,200,000	---	\$16,000,000
Right Of Way:	---								
Construction:	\$15,925,000								
Construction Engineering:	\$800,000								
Contingencies:	\$1,600,000								
Indirects:	\$812,800								
Bond Financing:	---								
Total Project Cost:	\$19,996,800		Funding by Share:	\$12,800,000	---	---	\$3,200,000	---	\$16,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	T	HOUSTON	GREATER EAST END MANAGEMENT DISTRICT	\$8,963,456
STREET:	HARRISBURG BLVD					REV DATE: 07/2020	
LIMITS FROM:	AT 4500 HARRISBURG BLVD					MPO PROJECT ID: 18144	
LIMITS TO:						FUNDING CATEGORY: 5	
TIP	PURCHASE LONG-TERM CAPITAL LEASE OF 250 PARKING SPACES AND ASSOCIATED INCIDENTAL					MTP REFERENCE:	
DESCRIPTION:	SPACE FOR THE EASTWOOD INTERMODAL TERMINAL						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$8,963,456	5-CMAQ:	\$5,839,934	---	---	\$3,123,522	---	\$8,963,456
Right Of Way:	---								
Construction:	\$8,963,456								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$8,963,456		Funding by Share:	\$5,839,934	---	---	\$3,123,522	---	\$8,963,456

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-365	CS	C,E (REVIEW)	HOUSTON	CITY OF HOUSTON	\$4,031,000
STREET:	HOUSTON CBD					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 17047	
LIMITS TO:	VA					FUNDING CATEGORY: 5	
TIP	IMPLEMENTATION OF AUTOMATED PARKING GUIDANCE SYSTEM (AGPS) INCLUDING DYNAMIC					MTP REFERENCE:	
DESCRIPTION:	MESSAGE SIGNS AND INFORMATION SYSTEMS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$272,519	\$4,031,000	5-CMAQ:	\$3,224,800	---	---	\$806,200	---	\$4,031,000
Right Of Way:	---								
Construction:	\$3,956,000								
Construction Engineering:	\$241,860								
Contingencies:	\$403,100								
Indirects:	\$204,775								
Bond Financing:	---								
Total Project Cost:	\$5,078,254		Funding by Share:	\$3,224,800	---	---	\$806,200	---	\$4,031,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-541	CS	C,E,R	WEBSTER	CITY OF WEBSTER	\$7,962,692
STREET:	NASA RD I BYPASS					REV DATE:	07/2020
LIMITS FROM:	FM 528					MPO PROJECT ID:	17081
LIMITS TO:	LANDING BLVD/NASA I BYPASS AT IH 455					FUNDING CATEGORY:	7
TIP	CONSTRUCT 4-LANE DIVIDED ROADWAY ON NEW ALIGNMENT WITH PEDESTRIAN/BICYCLE					MTP REFERENCE:	
DESCRIPTION:	ACCOMODATIONS						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
				Federal	State	Regional	Local		
Preliminary Engineering:	\$260,149	\$7,962,692	7-STBG:	\$5,512,846	---	---	\$2,449,846	---	\$7,962,692
Right Of Way:	\$1,327,292								
Construction:	\$5,309,169								
Construction Engineering:	\$265,458								
Contingencies:	\$530,917								
Indirects:	\$269,706								
Bond Financing:	---								
Total Project Cost:	\$7,962,692		Funding by Share:	\$5,512,846	---	---	\$2,449,846	---	\$7,962,692

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	PASADENA	CITY OF PASADENA	\$3,410,975
STREET:	RED BLUFF RD					REV DATE:	07/2020
LIMITS FROM:	SH 225					MPO PROJECT ID:	11058
LIMITS TO:	BEARLE ST					FUNDING CATEGORY:	3
TIP	DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT SH					MTP REFERENCE:	
DESCRIPTION:	225, BEARLE AND THOMAS						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
				Federal	State	Regional	Local		
Preliminary Engineering:	\$167,138	\$3,410,975	3-LOCALCONT	---	---	---	\$3,410,975	---	\$3,410,975
Right Of Way:	---								
Construction:	\$3,410,975								
Construction Engineering:	\$204,659								
Contingencies:	\$341,098								
Indirects:	\$173,278								
Bond Financing:	---								
Total Project Cost:	\$4,297,146		Funding by Share:	---	---	---	\$3,410,975	---	\$3,410,975

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	PASADENA	CITY OF PASADENA	\$10,100,000
STREET:	RED BLUFF RD					REV DATE:	07/2020
LIMITS FROM:	BEARLE ST					MPO PROJECT ID:	11060
LIMITS TO:	SOUTH ST					FUNDING CATEGORY:	3
TIP	DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT					MTP REFERENCE:	
DESCRIPTION:	BURKE/GRAND, HARRIS/NORTH, PRESTON AND SOUTH						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
				Federal	State	Regional	Local		
Preliminary Engineering:	\$494,900	\$10,100,000	3-LOCAL CONT	---	---	---	\$10,100,000	---	\$10,100,000
Right Of Way:	---								
Construction:	\$10,100,000								
Construction Engineering:	\$505,000								
Contingencies:	\$1,010,000								
Indirects:	\$513,080								
Bond Financing:	---								
Total Project Cost:	\$12,622,980		Funding by Share:	---	---	---	\$10,100,000	---	\$10,100,000

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HOUSTON	HARRIS		CS	C	PASADENA	CITY OF PASADENA	\$3,842,079
STREET:	RED BLUFF RD					REV DATE: 07/2020	
LIMITS FROM:	SOUTH ST					MPO PROJECT ID: 11061	
LIMITS TO:	BW 8					FUNDING CATEGORY: 3	
TIP	DESIGN AND RECONSTRUCT 4-LANE DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT SAN					MTP REFERENCE:	
DESCRIPTION:	AUGUSTINE/ORREL AND BW 8						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases: \$3,842,079	Authorized Funding by Category/Share:					Local Contribution \$3,842,079	Funding By Category \$3,842,079
			Federal	State	Regional	Local			
Preliminary Engineering:	\$188,262								
Right Of Way:	---								
Construction:	\$3,842,079	3-LOCAL CONT	---	---	---	---			
Construction Engineering:	\$230,525								
Contingencies:	\$384,208								
Indirects:	\$195,178								
Bond Financing:	---								
Total Project Cost:	\$4,840,251	Funding by Share:	---	---	---	---	\$3,842,079	\$3,842,079	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-385	CS	C	HOUSTON	CITY OF HOUSTON	\$12,176,000
STREET:	WESTPARK DR					REV DATE: 07/2020	
LIMITS FROM:	DAIRY ASHFORD RD					MPO PROJECT ID: 17094	
LIMITS TO:	WILCREST ST					FUNDING CATEGORY: 7	
TIP	WIDEN TO 4-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE AND					MTP REFERENCE:	
DESCRIPTION:	PUBLIC UTILITY IMPROVEMENTS						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases: \$12,176,000	Authorized Funding by Category/Share:					Local Contribution ---	Funding By Category \$12,176,000
			Federal	State	Regional	Local			
Preliminary Engineering:	\$596,624								
Right Of Way:	---								
Construction:	\$12,176,000	7-STBG:	\$9,740,800	---	---	\$2,435,200			
Construction Engineering:	\$608,800								
Contingencies:	\$1,217,600								
Indirects:	\$618,541								
Bond Financing:	---								
Total Project Cost:	\$15,217,565	Funding by Share:	\$9,740,800	---	---	\$2,435,200	---	\$12,176,000	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	2941-02-062	FM 2920	C	NONE	TXDOT HOUSTON DISTRICT	\$968,643
STREET:	FM 2920					REV DATE: 07/2020	
LIMITS FROM:	KUYKENDAHL RD					MPO PROJECT ID: 18019	
LIMITS TO:	WILLOW ST					FUNDING CATEGORY: 5	
TIP	ACCESS MANAGEMENT TREATMENTS INCLUDE CONSTRUCTION OF A RAISED MEDIAN WITH					MTP REFERENCE:	
DESCRIPTION:	CHANNELIZATION, CONSTRUCTION OF RIGHT TURN LANES, OPTIMIZED SIGNAL TIMING AND IMPROVED SIGNAGE						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases: \$968,643	Authorized Funding by Category/Share:					Local Contribution ---	Funding By Category \$968,643
			Federal	State	Regional	Local			
Preliminary Engineering:	\$47,464								
Right Of Way:	---								
Construction:	\$968,643	5-CMAO:	\$774,914	\$193,729	---	---			
Construction Engineering:	\$87,178								
Contingencies:	\$96,864								
Indirects:	\$49,207								
Bond Financing:	---								
Total Project Cost:	\$1,249,356	Funding by Share:	\$774,914	\$193,729	---	---	---	\$968,643	

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HOUSTON	HARRIS	2941-02-062	FM 2920	C	NONE	TXDOT HOUSTON DISTRICT	\$1,411,259
STREET:	FM 2920					REV DATE: 07/2020	
LIMITS FROM:	KUYKENDAHL RD					MPO PROJECT ID: 18145	
LIMITS TO:	LEXINGTON RD					FUNDING CATEGORY: 7	
TIP	VARIOUS ACCESS MANAGEMENT TREATMENTS ALONG FM 2920 FROM LEXINGTON ROAD TO					MTP REFERENCE:	
DESCRIPTION:	KUYKENDAHL ROAD. TREATMENTS INCLUDE CONSTRUCTION OF A RAISED MEDIAN WITH CHANNELIZATION, CONSTRUCTION OF RIGHT TURN LANES, OPTIMIZED SIGNAL TIMING AND IMPROVED SIGNAGE.						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category
			7-STBG:	Federal	State	Regional	Local	Local Contribution
Preliminary Engineering:	\$69,152			\$1,129,007	\$282,252	---	---	---
Right Of Way:	---							
Construction:	\$1,411,259	\$1,411,259						\$1,411,259
Construction Engineering:	\$84,676		Funding by Share:	\$1,129,007	\$282,252	---	---	---
Contingencies:	\$141,126							
Indirects:	\$71,692							
Bond Financing:	---							
Total Project Cost:	\$1,777,904							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0500-03-601	IH	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$1,143,770,000
STREET:	IH 45					REV DATE: 07/2020	
LIMITS FROM:	AT IH 69 S					MPO PROJECT ID: 16329	
LIMITS TO:						FUNDING CATEGORY: 3,4,12	
TIP	RECONSTRUCT IH45/IH69 INTERCHANGE. IH45 REALIGN/WIDEN FROM 6 TO 7 MAINLANES					MTP REFERENCE:	
DESCRIPTION:	(ML)INCLUDING 3 ML NB AND 4 ML SB FROM SAUER ST. TO RUNNELS ST.; IH69 RECONSTRUCT FROM 8 TO 8 ML FROM W. OF PIERCE ST. TO S. OF RUNNEL ST. W/ 2, 3-LANE CONTINUOUS FRONTAGE ROADS.						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category
			3-DB:	Federal	State	Regional	Local	Local Contribution
Preliminary Engineering:	\$56,044,730			\$222,960,000	\$55,740,000	---	---	---
Right Of Way:	\$423,600,000							
Construction:	\$1,143,770,000	\$1,143,770,000		\$286,664,000	\$71,666,000	---	---	\$358,330,000
Construction Engineering:	\$45,750,800			\$405,392,000	\$101,348,000	---	---	\$506,740,000
Contingencies:	\$114,377,000		Funding by Share:	\$915,016,000	\$228,754,000	---	---	---
Indirects:	\$58,103,516							
Bond Financing:	---							
Total Project Cost:	\$1,841,646,046							

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HOUSTON	HARRIS	0500-08-001	IH	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$1,064,933,000
STREET:	IH 45						
LIMITS FROM:	AT IH 69/IH 10						
LIMITS TO:							
TIP	RECONSTRUCT IH45/IH10/IH69 INTERCHANGES. IH10 REALIGN/RECONSTRUCT 8 MAINLANES (ML)						
DESCRIPTION:	FROM W. OF MAIN ST. TO WACO ST.; CONSTRUCT 4 IH10 EXPRESS LANES FROM W. OF MAIN ST. TO W. OF WACO ST.; REALIGN/WIDEN IH45 FROM 6 TO 7 ML INCLUDING 3 LANES EB AND 4 LANES WB FROM S. OF RUNNELS ST. TO W. OF MAIN ST.; RECONSTRUCT IH-69 FROM 8 TO 8 ML FROM S. OF RUNNELS ST. TO N. OF LYONS AVE.						

REMARKS: **Project History:**

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
				Federal	State	Regional	Local		
Preliminary Engineering:	\$52,181,717	\$1,064,933,000	3-DB:	\$146,400,000	\$36,600,000	---	---	---	\$183,000,000
Right Of Way:	\$118,700,000		4-ST-WIDE:	\$349,234,400	\$87,308,600	---	---	---	\$436,543,000
Construction:	\$1,064,933,000		12-STRATEGIC:	\$356,312,000	\$89,078,000	---	---	---	\$445,390,000
Construction Engineering:	\$42,597,320		Funding by Share:	\$851,946,400	\$212,986,600	---	---	---	\$1,064,933,000
Contingencies:	\$106,493,300								
Indirects:	\$54,098,596								
Bond Financing:	---								
Total Project Cost:	\$1,439,003,933								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0500-03-598	IH 45	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$242,700,000
STREET:	IH 45 S						
LIMITS FROM:	IH 69						
LIMITS TO:	IH 10						
TIP	CONSTRUCT PARKWAY CONNECTORS INTO DOWNTOWN HOUSTON AND REMOVE EXISTING						
DESCRIPTION:	PIERCE ELEVATED (NHHIP SEG - 3)						

REMARKS: **Project History:**

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
				Federal	State	Regional	Local		
Preliminary Engineering:	\$11,892,300	\$242,700,000	4-ST-WIDE:	\$194,160,000	\$48,540,000	---	---	---	\$242,700,000
Right Of Way:	\$14,600,000		Funding by Share:	\$194,160,000	\$48,540,000	---	---	---	\$242,700,000
Construction:	\$242,700,000								
Construction Engineering:	\$9,708,000								
Contingencies:	\$24,270,000								
Indirects:	\$12,329,160								
Bond Financing:	---								
Total Project Cost:	\$315,499,460								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0027-13-200	IH 69	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$260,740,000
STREET:	IH 69 S						
LIMITS FROM:	IH 45						
LIMITS TO:	SH 288						
TIP	RECONSTRUCT AND WIDEN FROM 8 TO 12 MAIN LANES AND RECONSTRUCT IH 69/SH 288						
DESCRIPTION:	INTERCHANGE (NHHIP SEG-3)						

REMARKS: **Project History:**

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
				Federal	State	Regional	Local		
Preliminary Engineering:	\$12,776,260	\$260,740,000	12-STRATEGIC:	\$140,192,000	\$120,548,000	---	---	---	\$260,740,000
Right Of Way:	\$24,055,000		Funding by Share:	\$140,192,000	\$120,548,000	---	---	---	\$260,740,000
Construction:	\$260,740,000								
Construction Engineering:	\$10,429,600								
Contingencies:	\$26,074,000								
Indirects:	\$13,245,592								
Bond Financing:	---								
Total Project Cost:	\$347,320,452								

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HOUSTON	HARRIS	0027-13-201	IH 69	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$260,000,000		
STREET: IH 69 S						REV DATE: 07/2020			
LIMITS FROM: SH 288						MPO PROJECT ID: 155			
LIMITS TO: SP 527						FUNDING CATEGORY: 12			
TIP RECONSTRUCT AND WIDEN FROM 6 TO 10 MAIN LANES (NHHIP SEG-3)						MTP REFERENCE:			
DESCRIPTION:									
REMARKS:									
						Project History:			
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category		
Preliminary Engineering:	\$12,740,000	\$260,000,000	12-STRATEGIC:	Federal \$208,000,000	State \$52,000,000	Regional ---	Local ---	Local Contribution ---	\$260,000,000
Right Of Way:	\$55,200,000		Funding by Share:	\$208,000,000	\$52,000,000	---	---	---	\$260,000,000
Construction:	\$260,000,000								
Construction Engineering:	\$10,400,000								
Contingencies:	\$26,000,000								
Indirects:	\$13,208,000								
Bond Financing:	---								
Total Project Cost:	\$377,548,000								
HOUSTON	HARRIS	0027-13-221	IH 69	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$65,500,000		
STREET: MCGOWEN, TUAM AND ELGIN ST						REV DATE: 07/2020			
LIMITS FROM: AT IH 69						MPO PROJECT ID: 16337			
LIMITS TO:						FUNDING CATEGORY: 12			
TIP RECONSTRUCT 3 BRIDGES (NHHIP SEG-3)						MTP REFERENCE:			
DESCRIPTION:									
REMARKS:									
						Project History:			
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category		
Preliminary Engineering:	\$3,209,500	\$65,500,000	12-STRATEGIC:	Federal \$52,400,000	State \$13,100,000	Regional ---	Local ---	Local Contribution ---	\$65,500,000
Right Of Way:	\$4,500,000		Funding by Share:	\$52,400,000	\$13,100,000	---	---	---	\$65,500,000
Construction:	\$65,500,000								
Construction Engineering:	\$2,620,000								
Contingencies:	\$6,550,000								
Indirects:	\$3,327,400								
Bond Financing:	---								
Total Project Cost:	\$85,706,900								
HOUSTON	HARRIS	0178-09-019	SH	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$28,000,000		
STREET: SH 35 (Spur 5)						REV DATE: 07/2020			
LIMITS FROM: LONG DR						MPO PROJECT ID: 210			
LIMITS TO: BELLFORT						FUNDING CATEGORY: 12			
TIP CONSTRUCT 2 LANE FRONTAGE ROADS ON NEW LOCATION						MTP REFERENCE:			
DESCRIPTION:									
REMARKS:									
						Project History:			
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category		
Preliminary Engineering:	\$1,372,000	\$28,000,000	12-STRATEGIC:	Federal \$22,400,000	State \$5,600,000	Regional ---	Local ---	Local Contribution ---	\$28,000,000
Right Of Way:	---		Funding by Share:	\$22,400,000	\$5,600,000	---	---	---	\$28,000,000
Construction:	\$28,000,000								
Construction Engineering:	\$1,120,000								
Contingencies:	\$2,800,000								
Indirects:	\$1,422,400								
Bond Financing:	---								
Total Project Cost:	\$34,714,400								

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HOUSTON	HARRIS	0389-05-087	SH 146	C	LA PORTE	TXDOT HOUSTON DISTRICT	\$92,800,000
STREET:	SH 146					REV DATE: 07/2020	
LIMITS FROM:	FAIRMONT PARKWAY					MPO PROJECT ID: 137	
LIMITS TO:	RED BLUFF RD					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 4 TO 6-LANES WITH TWO 2-LANE FRONTAGE ROADS					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$4,547,200	\$92,800,000	2-METRO-TMA:	\$74,240,000	\$18,560,000	---	---	---	\$92,800,000
Right Of Way:	\$40,780,000								
Construction:	\$92,800,000								
Construction Engineering:	\$3,712,000								
Contingencies:	\$9,280,000								
Indirects:	\$4,714,240								
Bond Financing:	---								
Total Project Cost:	\$155,833,440		Funding by Share:	\$74,240,000	\$18,560,000	---	---	---	\$92,800,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0389-05-127	SH 146	C	LA PORTE	TXDOT HOUSTON DISTRICT	\$3,000,000
STREET:	SH 146					REV DATE: 07/2020	
LIMITS FROM:	FAIRMONT PKWY W					MPO PROJECT ID: 17046	
LIMITS TO:	NASA I					FUNDING CATEGORY: 2	
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$147,000	\$3,000,000	2-METRO-TMA:	\$2,400,000	\$600,000	---	---	---	\$3,000,000
Right Of Way:	---								
Construction:	\$3,000,000								
Construction Engineering:	\$180,000								
Contingencies:	\$300,000								
Indirects:	\$152,400								
Bond Financing:	---								
Total Project Cost:	\$3,779,400		Funding by Share:	\$2,400,000	\$600,000	---	---	---	\$3,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0502-01-217	SH 225	C	PASADENA	TXDOT HOUSTON DISTRICT	\$116,000,000
STREET:	SH 225					REV DATE: 07/2020	
LIMITS FROM:	AT SL 8					MPO PROJECT ID: 16340	
LIMITS TO:						FUNDING CATEGORY: 3,4	
TIP	CONSTRUCT 5 DIRECT CONNECTORS (SH 225 WB-SL 8 NB, SH225 EB-SL 8 NB, SL 8 SB-SH 225 EB, SL 8 SB-SH 225 WB, SL 8 NB- SH 225 WB - [HCTRA PROJECT])					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$5,684,000	\$116,000,000	3-DB:	\$46,400,000	\$11,600,000	---	---	---	\$58,000,000
Right Of Way:	---		4-ST-WIDE:	\$46,400,000	\$11,600,000	---	---	---	\$58,000,000
Construction:	\$116,000,000								
Construction Engineering:	\$4,640,000								
Contingencies:	\$11,600,000								
Indirects:	\$5,892,800								
Bond Financing:	---								
Total Project Cost:	\$143,816,800		Funding by Share:	\$92,800,000	\$23,200,000	---	---	---	\$116,000,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
HOUSTON	HARRIS	0178-09-018	SH 35	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$71,000,000		
STREET:	SH 35 (Spur 5)					REV DATE:	07/2020		
LIMITS FROM:	IH 45					MPO PROJECT ID:	202		
LIMITS TO:	GRIGGS RD					FUNDING CATEGORY:	12		
TIP	CONSTRUCT 8 LANE FREEWAY ON NEW LOCATION, OVERPASSES, AND SB RAMP TO OLD					MTP REFERENCE:			
DESCRIPTION:	SPANISH TRAIL (US 90A)								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$3,479,000	\$71,000,000	12-STRATEGIC:	Federal	State	Regional	Local	Local Contribution	\$71,000,000
Right Of Way:	---			\$56,800,000	\$14,200,000	---	---	---	
Construction:	\$71,000,000		Funding by Share:	\$56,800,000	\$14,200,000	---	---	---	\$71,000,000
Construction Engineering:	\$2,840,000								
Contingencies:	\$7,100,000								
Indirects:	\$3,606,800								
Bond Financing:	---								
Total Project Cost:	\$88,025,800								
HOUSTON	HARRIS	3510-05-040	SH 99	C	NONE	TXDOT HOUSTON DISTRICT	\$4,487,000		
STREET:	SH 99					REV DATE:	07/2020		
LIMITS FROM:	IH 10					MPO PROJECT ID:	17075		
LIMITS TO:	FORT BEND C/L					FUNDING CATEGORY:	2		
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$219,863	\$4,487,000	2-METRO-TMA:	Federal	State	Regional	Local	Local Contribution	\$4,487,000
Right Of Way:	---			\$3,589,600	\$897,400	---	---	---	
Construction:	\$4,487,000		Funding by Share:	\$3,589,600	\$897,400	---	---	---	\$4,487,000
Construction Engineering:	\$269,220								
Contingencies:	\$448,700								
Indirects:	\$227,940								
Bond Financing:	---								
Total Project Cost:	\$5,652,723								
HOUSTON	HARRIS	1685-01-120	TRAIL	C,E,R	HOUSTON	HARRIS COUNTY	\$8,307,347		
STREET:	FM 1960/ CYPRESS CREEK PKWY SIDEWALKS					REV DATE:	07/2020		
LIMITS FROM:	SH 249					MPO PROJECT ID:	18049		
LIMITS TO:	IH 45					FUNDING CATEGORY:	9		
TIP	CONSTRUCTION OF ADA ACCESSIBLE SIDEWALKS					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$313,171	\$8,307,347	9-TASA:	Federal	State	Regional	Local	Local Contribution	\$8,307,347
Right Of Way:	\$319,563			\$6,645,878	\$1,661,469	---	---	---	
Construction:	\$6,391,250		Funding by Share:	\$6,645,878	\$1,661,469	---	---	---	\$8,307,347
Construction Engineering:	\$319,563								
Contingencies:	\$639,125								
Indirects:	\$324,676								
Bond Financing:	---								
Total Project Cost:	\$8,307,347								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-581	TRAIL	C,E,R	HOUSTON	CITY OF HOUSTON - HOUSTON PUBLIC WO	\$2,987,240
STREET:	MKT-WHITE OAK BAYOU BICYCLE PEDESTRIAN CONNECTION					REV DATE:	07/2020
LIMITS FROM:	MKT TRAIL					MPO PROJECT ID:	18018
LIMITS TO:	WHITE OAK BAYOU TRAIL					FUNDING CATEGORY:	9
TIP	CONSTRUCT 10' SHARED USE PATH, STRIPING, BRIDGE RAILING, PAVEMENT MARKINGS, SIGNAGE,					MTP REFERENCE:	
DESCRIPTION:	LANDSCAPE/HARDSCAPE AND ASSOCIATED INTERSECTION IMPROVEMENTS.						

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			9-TASA:	Federal	State	Regional	Local		
Preliminary Engineering:	\$111,754	\$2,987,240		\$2,389,791	\$597,449	---	---	---	\$2,987,240
Right Of Way:	\$114,034								
Construction:	\$2,280,684								
Construction Engineering:	\$136,841								
Contingencies:	\$228,068								
Indirects:	\$115,859								
Bond Financing:	---								
Total Project Cost:	\$2,987,240								

HOUSTON	HARRIS	0271-14-240	TRAIL	C,E,R	HOUSTON	TXDOT HOUSTON DISTRICT	\$1,100,000
STREET:	NORTHWEST TRANSIT CONNNECTION					REV DATE:	07/2020
LIMITS FROM:	W 12TH ST					MPO PROJECT ID:	18024
LIMITS TO:	OLD KATY RD					FUNDING CATEGORY:	9
TIP	WIDEN EXISTING SIDEWALK TO 10'. INCLUDE 10' WIDE CONCRETE PATH ALONG THE IH 610					MTP REFERENCE:	
DESCRIPTION:	FRONTAGE ROAD, STRIPING, PAVEMENT MARKINGS, SIGNAGE, LANDSCAPE/HARDSCAPE AND ASSOCIATED INTERSECTION IMPROVEMENTS.						

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			9-TASA:	Federal	State	Regional	Local		
Preliminary Engineering:	\$41,151	\$1,100,000		\$880,000	\$220,000	---	---	---	\$1,100,000
Right Of Way:	\$41,991								
Construction:	\$839,823								
Construction Engineering:	\$50,389								
Contingencies:	\$83,982								
Indirects:	\$42,663								
Bond Financing:	---								
Total Project Cost:	\$1,100,000								

HOUSTON	HARRIS	0050-06-093	US 290	C,E,R	NONE	TXDOT HOUSTON DISTRICT	\$32,109,300
STREET:	US 290					REV DATE:	07/2020
LIMITS FROM:	AT CYPRESS P&R					MPO PROJECT ID:	17041
LIMITS TO:						FUNDING CATEGORY:	5
TIP	CONSTRUCT RAMP PROVIDING ACCESS TO THE US 290 HOV/HOT FACILITY					MTP REFERENCE:	
DESCRIPTION:							

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			5-CMAQ:	Federal	State	Regional	Local		
Preliminary Engineering:	\$4,032,500	\$32,109,300		\$25,687,440	---	---	\$6,421,860	---	\$32,109,300
Right Of Way:	---								
Construction:	\$34,169,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$38,201,500								

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HOUSTON	HARRIS	0027-09-104	US 90A	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$10,000,000
STREET:	US 90A					REV DATE: 07/2020	
LIMITS FROM:	FORT BEND C/L					MPO PROJECT ID: 17076	
LIMITS TO:	IH 610 S					FUNDING CATEGORY: 5	
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$490,000	\$10,000,000	5-CMAQ:	\$8,000,000	\$2,000,000	---	---	---	\$10,000,000
Right Of Way:	---								
Construction:	\$10,000,000								
Construction Engineering:	\$500,000								
Contingencies:	\$1,000,000								
Indirects:	\$508,000								
Bond Financing:	---								
Total Project Cost:	\$12,498,000		Funding by Share:	\$8,000,000	\$2,000,000	---	---	---	\$10,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-597	VA	C	BELLAIRE	CITY OF BELLAIRE	\$866,743
STREET:	BELLAIRE BLVD; BISSONNET ST; S RICE AVE; NEWCASTLE ST					REV DATE: 07/2020	
LIMITS FROM:	CHIMNEY ROCK TO NEWCASTLE; CHIMNEY ROCK TO NEWCASTLE					MPO PROJECT ID: 18020	
LIMITS TO:	FOURNACE PLACE TO BEECHNUT; BISSONNET TO BEECHNUT					FUNDING CATEGORY: 5	
TIP	INSTALLATION FIBER OPTIC CABLE, TWISTED-PAIR COMMUNICATION CABLE, CLOSED-CIRCUIT (CCTV) CAMERAS, DYNAMIC MESSAGE SIGNS AND LOOP DETECTOR SENSORS AT 14 EXISTING TRAFFIC SIGNALS MAINTAINED BY THE CITY OF BELLAIRE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$42,470	\$866,743	5-CMAQ:	\$693,394	---	---	\$173,349	---	\$866,743
Right Of Way:	---								
Construction:	\$866,743								
Construction Engineering:	\$78,007								
Contingencies:	\$86,674								
Indirects:	\$44,031								
Bond Financing:	---								
Total Project Cost:	\$1,117,925		Funding by Share:	\$693,394	---	---	\$173,349	---	\$866,743

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-602	VA	C	HOUSTON	METRO	\$1,200,000
STREET:	METRO SERVICE AREA					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 11763	
LIMITS TO:	VA					FUNDING CATEGORY: 5	
TIP	METRO STAR VANPOOL (CMAQ): FY 2022					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$1,200,000	5-CMAQ:	\$1,200,000	---	---	---	---	\$1,200,000
Right Of Way:	---								
Construction:	\$1,200,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,200,000		Funding by Share:	\$1,200,000	---	---	---	---	\$1,200,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
HOUSTON	HARRIS	0912-00-604	VA	C	HOUSTON	METRO	\$1,875,000		
STREET:		METRO SERVICE AREA		REV DATE:		07/2020			
LIMITS FROM:		VA		MPO PROJECT ID:		11809			
LIMITS TO:		VA		FUNDING CATEGORY:		7			
TIP		METRO STAR VANPOOL (STBG): FY 2022		MTP REFERENCE:					
DESCRIPTION:									
REMARKS:		Project History:							
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category		
Preliminary Engineering:	---	\$1,875,000	7-STBG:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---			\$1,500,000	---	---	\$375,000	---	\$1,875,000
Construction:	\$1,875,000		Funding by Share:	\$1,500,000	---	---	\$375,000	---	\$1,875,000
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,875,000								
HOUSTON	MONTGOMERY	0912-37-231	CS	C,E	CONROE	CITY OF CONROE	\$101,230,000		
STREET:		OLD CONROE RD		REV DATE:		07/2020			
LIMITS FROM:		SL 336 S		MPO PROJECT ID:		17101			
LIMITS TO:		FM 1488		FUNDING CATEGORY:		7			
TIP		WIDEN TO 4-LANES AND EXTEND ROADWAY INCLUDING BRIDGE OVER WEST FORK OF SAN		MTP REFERENCE:					
DESCRIPTION:		JACINTO RIVER							
REMARKS:		Project History:							
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category		
Preliminary Engineering:	\$4,728,570	\$101,230,000	7-STBG:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---			\$77,984,000	---	---	\$23,246,000	---	\$101,230,000
Construction:	\$96,501,430		Funding by Share:	\$77,984,000	---	---	\$23,246,000	---	\$101,230,000
Construction Engineering:	\$3,860,057								
Contingencies:	\$9,650,143								
Indirects:	\$4,902,273								
Bond Financing:	---								
Total Project Cost:	\$119,642,473								
HOUSTON	MONTGOMERY	1259-01-044	FM 1097	C	NONE	TXDOT HOUSTON DISTRICT	\$14,880,000		
STREET:		FM 1097		REV DATE:		07/2020			
LIMITS FROM:		BLUEBERRY HILLS DR		MPO PROJECT ID:		17115			
LIMITS TO:		LAKE CONROE HILLS DR		FUNDING CATEGORY:		2			
TIP		RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS LEFT TURN LANE (PMPOID		MTP REFERENCE:					
DESCRIPTION:		17091)							
REMARKS:		Project History:							
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category		
Preliminary Engineering:	\$729,120	\$14,880,000	2-METRO-TMA:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	\$3,640,000			\$11,904,000	\$2,976,000	---	---	---	\$14,880,000
Construction:	\$14,880,000		Funding by Share:	\$11,904,000	\$2,976,000	---	---	---	\$14,880,000
Construction Engineering:	\$744,000								
Contingencies:	\$1,488,000								
Indirects:	\$755,904								
Bond Financing:	---								
Total Project Cost:	\$22,237,024								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-04-060	SH 105	C	CONROE	TXDOT HOUSTON DISTRICT	\$30,800,000
STREET:	SH 105					REV DATE: 07/2020	
LIMITS FROM:	10TH ST					MPO PROJECT ID: 504	
LIMITS TO:	SL 336					FUNDING CATEGORY: 2.4	
TIP	WIDEN FROM 2 TO 4 LANE DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,509,200	\$30,800,000	2-METRO-TMA:	\$7,520,000	\$1,880,000	---	---	---	\$9,400,000
Right Of Way:	\$1,305,970		4-ST-WIDE:	\$17,120,000	\$4,280,000	---	---	---	\$21,400,000
Construction:	\$30,800,000		Funding by Share:	\$24,640,000	\$6,160,000	---	---	---	\$30,800,000
Construction Engineering:	\$1,232,000								
Contingencies:	\$3,080,000								
Indirects:	\$1,564,640								
Bond Financing:	---								
Total Project Cost:	\$39,491,810								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-04-066	SH 105	C	CONROE	TXDOT HOUSTON DISTRICT	\$72,000,000
STREET:	SH 105					REV DATE: 07/2020	
LIMITS FROM:	FM 1484					MPO PROJECT ID: 10124	
LIMITS TO:	SAN JACINTO C/L					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$3,528,000	\$72,000,000	2-METRO-TMA:	\$57,600,000	\$14,400,000	---	---	---	\$72,000,000
Right Of Way:	\$13,560,000		Funding by Share:	\$57,600,000	\$14,400,000	---	---	---	\$72,000,000
Construction:	\$72,000,000								
Construction Engineering:	\$2,880,000								
Contingencies:	\$7,200,000								
Indirects:	\$3,657,600								
Bond Financing:	---								
Total Project Cost:	\$102,825,600								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	\$1,250,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 18362	
LIMITS TO:	VA					FUNDING CATEGORY: 5	
TIP	REGIONAL VANPOOL PROGRAM: CMAQ FY 2022					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---	\$1,250,000	5-CMAQ:	\$1,250,000	---	---	---	---	\$1,250,000
Right Of Way:	---		Funding by Share:	\$1,250,000	---	---	---	---	\$1,250,000
Construction:	\$1,250,000								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,250,000								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE		VA	T	NONE	METRO	\$3,750,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	18366
LIMITS TO:	VA					FUNDING CATEGORY:	7
TIP	REGIONAL VANPOOL: STBG FY 2022					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	---							
Right Of Way:	---							
Construction:	\$3,750,000	\$3,750,000	7-STBG: \$3,750,000	---	---	---	\$3,750,000	
Construction Engineering:	---							
Contingencies:	---							
Indirects:	---							
Bond Financing:	---							
Total Project Cost:	\$3,750,000		Funding by Share: \$3,750,000	---	---	---	\$3,750,000	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-559	VA	C	NONE	H-GAC	\$10,000,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	11917
LIMITS TO:	VA					FUNDING CATEGORY:	7
TIP	REGIONAL FREEWAY INCIDENT MANAGEMENT - TOWING (FY 2022-2024)					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	---							
Right Of Way:	---							
Construction:	\$10,000,000	\$10,000,000	7-STBG: \$10,000,000	---	---	---	\$10,000,000	
Construction Engineering:	---							
Contingencies:	---							
Indirects:	---							
Bond Financing:	---							
Total Project Cost:	\$10,000,000		Funding by Share: \$10,000,000	---	---	---	\$10,000,000	

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MULTIPLE	0912-00-566	VA	C	NONE	H-GAC	\$2,500,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	17138
LIMITS TO:	VA					FUNDING CATEGORY:	5
TIP	TRAVEL DEMAND MANAGEMENT, RIDESHARING PLATFORM AND OUTREACH					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
			Federal	State	Regional	Local		
Preliminary Engineering:	---							
Right Of Way:	---							
Construction:	\$2,500,000	\$2,500,000	5-CMAO: \$2,500,000	---	---	---	\$2,500,000	
Construction Engineering:	---							
Contingencies:	---							
Indirects:	---							
Bond Financing:	---							
Total Project Cost:	\$2,500,000		Funding by Share: \$2,500,000	---	---	---	\$2,500,000	

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA		CR	C	ANGLETON	BRAZORIA COUNTY	\$8,170,000
STREET:	CR 220					REV DATE: 07/2020	
LIMITS FROM:	SH 288					MPO PROJECT ID: 15315	
LIMITS TO:	FM 523					FUNDING CATEGORY: 3	
TIP	WIDEN EXISTING ROADWAY TO 4 LANES (PHASE 2)					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							
Project History:							
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category
Preliminary Engineering:	\$400,330		Federal	State	Regional	Local	Local Contribution
Right Of Way:	---						
Construction:	\$8,170,000	3-LOCAL CONT	---	---	---	---	\$8,170,000
Construction Engineering:	\$408,500						
Contingencies:	\$817,000						
Indirects:	\$415,036						
Bond Financing:	---						
Total Project Cost:	\$10,210,866	Funding by Share:	---	---	---	---	\$8,170,000
							\$8,170,000
HOUSTON	BRAZORIA	0598-02-112	SH 288	C	PEARLAND	TXDOT HOUSTON DISTRICT	\$21,700,000
STREET:	SH 288					REV DATE: 07/2020	
LIMITS FROM:	CR 48					MPO PROJECT ID: 18023	
LIMITS TO:						FUNDING CATEGORY: 2	
TIP	CONSTRUCT GRADE SEPARATION					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							
Project History:							
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category
Preliminary Engineering:	\$1,063,300		Federal	State	Regional	Local	Local Contribution
Right Of Way:	---						
Construction:	\$21,700,000	2-METRO-TMA:	\$17,360,000	\$4,340,000	---	---	---
Construction Engineering:	\$1,085,000						
Contingencies:	\$2,170,000						
Indirects:	\$1,102,360						
Bond Financing:	---						
Total Project Cost:	\$27,120,660	Funding by Share:	\$17,360,000	\$4,340,000	---	---	---
							\$21,700,000
HOUSTON	BRAZORIA	0598-02-113	SH 288	C	PEARLAND	TXDOT HOUSTON DISTRICT	\$15,000,000
STREET:	SH 288					REV DATE: 07/2020	
LIMITS FROM:	CR 57					MPO PROJECT ID: 18014	
LIMITS TO:						FUNDING CATEGORY: 2	
TIP	CONSTRUCT GRADE SEPARATION					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							
Project History:							
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Funding By Category
Preliminary Engineering:	\$735,000		Federal	State	Regional	Local	Local Contribution
Right Of Way:	---						
Construction:	\$15,000,000	2-METRO-TMA:	\$12,000,000	\$3,000,000	---	---	---
Construction Engineering:	\$750,000						
Contingencies:	\$1,500,000						
Indirects:	\$762,000						
Bond Financing:	---						
Total Project Cost:	\$18,747,000	Funding by Share:	\$12,000,000	\$3,000,000	---	---	---
							\$15,000,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0598-02-114	SH 288	C	NONE	TXDOT HOUSTON DISTRICT	\$16,000,000
STREET:	SH 288					REV DATE: 07/2020	
LIMITS FROM:	CR 64					MPO PROJECT ID: 18037	
LIMITS TO:						FUNDING CATEGORY: 2	
TIP	CONSTRUCT GRADE SEPARATION					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			2-METRO-TMA:	Federal	State	Regional	Local		
Preliminary Engineering:	\$784,000	\$16,000,000		\$12,800,000	\$3,200,000	---	---	\$16,000,000	
Right Of Way:	---								
Construction:	\$16,000,000		Funding by Share:	\$12,800,000	\$3,200,000	---	---	\$16,000,000	
Construction Engineering:	\$800,000								
Contingencies:	\$1,600,000								
Indirects:	\$812,800								
Bond Financing:	---								
Total Project Cost:	\$19,996,800								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	BRAZORIA	0188-06-046	SH 36	C	NONE	TXDOT HOUSTON DISTRICT	\$20,800,000
STREET:	SH 36					REV DATE: 07/2020	
LIMITS FROM:	S OF JONES CREEK BRIDGE					MPO PROJECT ID: 254	
LIMITS TO:	N OF BRAZOS RIVER DIVERSION CHANNEL					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			2-METRO-TMA:	Federal	State	Regional	Local		
Preliminary Engineering:	\$1,019,200	\$20,800,000		\$16,640,000	\$4,160,000	---	---	\$20,800,000	
Right Of Way:	\$2,051,500								
Construction:	\$20,800,000		Funding by Share:	\$16,640,000	\$4,160,000	---	---	\$20,800,000	
Construction Engineering:	\$1,040,000								
Contingencies:	\$2,080,000								
Indirects:	\$1,056,640								
Bond Financing:	---								
Total Project Cost:	\$28,047,340								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0271-05-025		C		TXDOT HOUSTON DISTRICT	\$106,000,000
STREET:	IH 10 W					REV DATE: 07/2020	
LIMITS FROM:	W OF SNAKE CREEK					MPO PROJECT ID: 10334	
LIMITS TO:	FORT BEND / HARRIS COUNTY LINE					FUNDING CATEGORY: 4,12	
TIP	RECONSTRUCT AND WIDEN FROM 6 TO 10 LANES (ADD 2 MANAGED LANES AND 2 GENERAL PURPOSE LANES)					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			4-ST-WIDE:	Federal	State	Regional	Local		
Preliminary Engineering:	\$5,194,000	\$106,000,000		\$68,800,000	\$17,200,000	---	---	\$86,000,000	
Right Of Way:	---		12-STRATEGIC:	\$16,000,000	\$4,000,000	---	---	\$20,000,000	
Construction:	\$106,000,000		Funding by Share:	\$84,800,000	\$21,200,000	---	---	\$106,000,000	
Construction Engineering:	\$4,240,000								
Contingencies:	\$10,600,000								
Indirects:	\$5,384,800								
Bond Financing:	---								
Total Project Cost:	\$131,418,800								

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HOUSTON	FORT BEND		CR	C	NONE	FORT BEND COUNTY	\$6,173,526
STREET:	BEECHNUT ST					REV DATE: 07/2020	
LIMITS FROM:	ADDICKS CLODINE RD					MPO PROJECT ID: 972	
LIMITS TO:	HARRIS C/L					FUNDING CATEGORY: 3	
TIP	WIDEN FROM 4 TO 6-LANE DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$302,503	\$6,173,526	3-LOCAL CONT	---	---	---	---	\$6,173,526	\$6,173,526
Right Of Way:	---								
Construction:	\$6,173,526								
Construction Engineering:	\$308,676								
Contingencies:	\$617,353								
Indirects:	\$313,615								
Bond Financing:	---								
Total Project Cost:	\$7,715,673								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CR	C	NONE	FORT BEND COUNTY	\$24,492,685
STREET:	HARLEM RD					REV DATE: 07/2020	
LIMITS FROM:	SH 99					MPO PROJECT ID: 12622	
LIMITS TO:	US 90A					FUNDING CATEGORY: 3	
TIP	WIDEN FROM 4 TO 6 LANES W/BRIDGES					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,200,142	\$24,492,685	3-LOCAL CONT	---	---	---	---	\$24,492,685	\$24,492,685
Right Of Way:	---								
Construction:	\$24,492,685								
Construction Engineering:	\$1,224,634								
Contingencies:	\$2,449,269								
Indirects:	\$1,244,228								
Bond Financing:	---								
Total Project Cost:	\$30,610,958								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND		CS	C	MISSOURI CITY	CITY OF MISSOURI CITY	\$11,450,000
STREET:	WATERS LAKE BLVD					REV DATE: 07/2020	
LIMITS FROM:	SIENNA PKWY					MPO PROJECT ID: 13728	
LIMITS TO:	FORT BEND/BRAZORIA COUNTY LINE					FUNDING CATEGORY: 3	
TIP	CONSTRUCT 4-LANE ROADWAY					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$561,050	\$11,450,000	3-LOCAL CONT	---	---	---	---	\$11,450,000	\$11,450,000
Right Of Way:	---								
Construction:	\$11,450,000								
Construction Engineering:	\$572,500								
Contingencies:	\$1,145,000								
Indirects:	\$581,660								
Bond Financing:	---								
Total Project Cost:	\$14,310,210								

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HOUSTON	FORT BEND	1258-03-045	FM	C,E	NONE	FORT BEND COUNTY	\$15,207,078
STREET:	FM 1093					REV DATE: 07/2020	
LIMITS FROM:	FM 1463/FM 359					MPO PROJECT ID: 16192	
LIMITS TO:	W OF FM 723					FUNDING CATEGORY: 3	
TIP	CONSTRUCT 4 TOLL LANES					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category	
			Federal	State	Regional	Local			
Preliminary Engineering:	\$710,340	\$15,207,078	3-TOLL:	---	---	---	---	\$15,207,078	\$15,207,078
Right Of Way:	---								
Construction:	\$14,496,738								
Construction Engineering:	\$724,837								
Contingencies:	\$1,449,674								
Indirects:	\$736,434								
Bond Financing:	---								
Total Project Cost:	\$18,118,023		Funding by Share:	---	---	---	---	\$15,207,078	\$15,207,078

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0543-02-064	FM 359	C,E,R	NONE	FORT BEND COUNTY	\$19,011,508
STREET:	FM 359					REV DATE: 07/2020	
LIMITS FROM:	W OF CROSS CREEK RANCH BLVD					MPO PROJECT ID: 8014	
LIMITS TO:	FM 1463/FM 359					FUNDING CATEGORY: 3	
TIP	CONSTRUCT NEW 4-LANES TOLLWAY					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category	
			Federal	State	Regional	Local			
Preliminary Engineering:	\$621,125	\$19,011,508	3-TOLL:	---	---	---	---	\$19,011,508	\$19,011,508
Right Of Way:	\$3,169,007								
Construction:	\$12,676,029								
Construction Engineering:	\$633,801								
Contingencies:	\$1,267,603								
Indirects:	\$643,942								
Bond Financing:	---								
Total Project Cost:	\$19,011,508		Funding by Share:	---	---	---	---	\$19,011,508	\$19,011,508

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0271-05-049	IH 10	C	KATY	TXDOT HOUSTON DISTRICT	\$54,000,000
STREET:	IH 10 W					REV DATE: 07/2020	
LIMITS FROM:	WALLER C/L					MPO PROJECT ID: 18402	
LIMITS TO:	W OF SNAKE CREEK					FUNDING CATEGORY: 12	
TIP	RECONSTRUCT AND WIDEN FROM 6 TO 10 LANE (ADD 2 MANAGED LANES AND 2 GENERAL PURPOSE LANES)					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category	
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,646,000	\$54,000,000	12-STRATEGIC:	\$43,200,000	\$10,800,000	---	---	---	\$54,000,000
Right Of Way:	---								
Construction:	\$54,000,000								
Construction Engineering:	\$2,160,000								
Contingencies:	\$5,400,000								
Indirects:	\$2,743,200								
Bond Financing:	---								
Total Project Cost:	\$66,949,200		Funding by Share:	\$43,200,000	\$10,800,000	---	---	---	\$54,000,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
HOUSTON	FORT BEND	0187-05-061	SH 36	C	ROSENBERG	TXDOT HOUSTON DISTRICT	\$14,360,000		
STREET:	SH 36/SS 10					REV DATE: 07/2020			
LIMITS FROM:	AUSTIN C/L					MPO PROJECT ID: 17100			
LIMITS TO:	IH 69					FUNDING CATEGORY: 2			
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:									
Project History:									
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$703,640	\$14,360,000	2-METRO-TMA:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---			\$11,488,000	\$2,872,000	---	---	---	\$14,360,000
Construction:	\$14,360,000		Funding by Share:	\$11,488,000	\$2,872,000	---	---	---	\$14,360,000
Construction Engineering:	\$718,000								
Contingencies:	\$1,436,000								
Indirects:	\$729,488								
Bond Financing:	---								
Total Project Cost:	\$17,947,128								
HOUSTON	FORT BEND	3510-04-019	SH 99	C	NONE	TXDOT HOUSTON DISTRICT	\$59,000,000		
STREET:	SH 99					REV DATE: 07/2020			
LIMITS FROM:	HARRIS COUNTY LINE					MPO PROJECT ID: 18022			
LIMITS TO:	TO FM 1093					FUNDING CATEGORY: 7			
TIP	WIDEN FROM 4 LANES TO 6 LANES (SEG D)					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:									
Project History:									
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$2,891,000	\$59,000,000	7-STBG:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	---			---	\$59,000,000	---	---	---	\$59,000,000
Construction:	\$59,000,000		Funding by Share:	---	\$59,000,000	---	---	---	\$59,000,000
Construction Engineering:	\$2,360,000								
Contingencies:	\$5,900,000								
Indirects:	\$2,997,200								
Bond Financing:	---								
Total Project Cost:	\$73,148,200								
HOUSTON	FORT BEND	3510-04-058	SH 99	C,E,R	NONE	FBCTRA	\$78,800,000		
STREET:	SH 99					REV DATE: 07/2020			
LIMITS FROM:	AT FM 1093 (WESTPARK TOLLWAY) INTERCHANGE					MPO PROJECT ID: 11378			
LIMITS TO:						FUNDING CATEGORY: 3			
TIP	SEG D: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (SB-WB,WB-SB,NB-WB,EB-SB)					MTP REFERENCE:			
DESCRIPTION:									
REMARKS:									
Project History:									
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$2,591,757	\$78,800,000	3-TOLL:	Federal	State	Regional	Local	Local Contribution	
Right Of Way:	\$13,223,251			---	---	---	---	\$78,800,000	\$78,800,000
Construction:	\$52,893,006		Funding by Share:	---	---	---	---	\$78,800,000	\$78,800,000
Construction Engineering:	\$2,115,720								
Contingencies:	\$5,289,301								
Indirects:	\$2,686,965								
Bond Financing:	---								
Total Project Cost:	\$78,800,000								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0027-08-147	US 90A	C	NONE	TXDOT HOUSTON DISTRICT	\$35,000,000
STREET:	US 90A					REV DATE: 07/2020	
LIMITS FROM:	FM 359					MPO PROJECT ID: 18029	
LIMITS TO:	SH 99					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,715,000	\$35,000,000	2-METRO-TMA:	\$28,000,000	\$7,000,000	---	---	---	\$35,000,000
Right Of Way:	---		Funding by Share:	\$28,000,000	\$7,000,000	---	---	---	\$35,000,000
Construction:	\$35,000,000								
Construction Engineering:	\$1,400,000								
Contingencies:	\$3,500,000								
Indirects:	\$1,778,000								
Bond Financing:	---								
Total Project Cost:	\$43,393,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	E	GALVESTON	CITY OF GALVESTON	\$3,459,716
STREET:	GALVESTON CBD					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 7739	
LIMITS TO:	VA					FUNDING CATEGORY: 7	
TIP	DOWNTOWN LIVABLE COMMUNITIES INITIATIVE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$3,459,716	\$3,459,716	7-STBG:	\$3,100,000	---	---	\$359,716	---	\$3,459,716
Right Of Way:	---		Funding by Share:	\$3,100,000	---	---	\$359,716	---	\$3,459,716
Construction:	---								
Construction Engineering:	---								
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$3,459,716								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C	GALVESTON	CITY OF GALVESTON	\$3,000,000
STREET:	GALVESTON STRAND					REV DATE: 07/2020	
LIMITS FROM:	DOWNTOWN					MPO PROJECT ID: 11207	
LIMITS TO:	UTMB					FUNDING CATEGORY: 3	
TIP	STREETSCAPING					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$147,000	\$3,000,000	3-LOCAL CONT	---	---	---	---	\$3,000,000	\$3,000,000
Right Of Way:	---		Funding by Share:	---	---	---	\$3,000,000	---	\$3,000,000
Construction:	\$3,000,000								
Construction Engineering:	\$180,000								
Contingencies:	\$300,000								
Indirects:	\$152,400								
Bond Financing:	---								
Total Project Cost:	\$3,779,400								

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HOUSTON	GALVESTON		CS	C,E,R	GALVESTON	CITY OF GALVESTON	\$8,000,000
STREET:	IH 45 S					REV DATE: 07/2020	
LIMITS FROM:	IH 45					MPO PROJECT ID: 15490	
LIMITS TO:	61ST ST/SH 342					FUNDING CATEGORY: 3	
TIP	61ST STREET FLYOVER/DIRECT CONNECTOR-FLYOVER FINAL DESIGN & CONSTRUCTION					MTP REFERENCE:	
DESCRIPTION:	INCLUDES ONE LANE FLYOVER WITH SHOULDERS FROM 61ST ST NB TO IH 45 WB AND ONE FREE-FLOWING LANE AT-GRADE FROM IH 45 EB TO 61ST ST SB.						

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases: \$8,000,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$261,368								
Right Of Way:	\$1,333,511								
Construction:	\$5,334,045	3-LOCAL CONT	---	---	---	---	\$8,000,000	\$8,000,000	
Construction Engineering:	\$266,702	Funding by Share:	---	---	---	---	\$8,000,000	\$8,000,000	
Contingencies:	\$533,404								
Indirects:	\$270,969								
Bond Financing:	---								
Total Project Cost:	\$8,000,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		CS	C,E,R	GALVESTON	CITY OF GALVESTON	\$17,000,000
STREET:	PORT OF GALVESTON					REV DATE: 07/2020	
LIMITS FROM:	51ST ST					MPO PROJECT ID: 15492	
LIMITS TO:	HARBORSIDE DR					FUNDING CATEGORY: 3	
TIP	51ST ST FLYOVER TO HARBORSIDE DR					MTP REFERENCE:	
DESCRIPTION:							

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases: \$17,000,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$555,407								
Right Of Way:	\$2,833,711								
Construction:	\$11,334,845	3-LOCAL CONT	---	---	---	---	\$17,000,000	\$17,000,000	
Construction Engineering:	\$566,742	Funding by Share:	---	---	---	---	\$17,000,000	\$17,000,000	
Contingencies:	\$1,133,484								
Indirects:	\$575,810								
Bond Financing:	---								
Total Project Cost:	\$17,000,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		FM 517	C	TEXAS CITY	GALVESTON COUNTY	\$12,208,000
STREET:	FM 517					REV DATE: 07/2020	
LIMITS FROM:	FM 3436					MPO PROJECT ID: 39	
LIMITS TO:	SH 146					FUNDING CATEGORY: 3	
TIP	WIDEN FROM 2 TO 4 LANES DIVIDED WITH CURB AND GUTTER					MTP REFERENCE:	
DESCRIPTION:							

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases: \$12,208,000	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$598,192								
Right Of Way:	---								
Construction:	\$12,208,000	3-LOCAL CONT	---	---	---	---	\$12,208,000	\$12,208,000	
Construction Engineering:	\$610,400	Funding by Share:	---	---	---	---	\$12,208,000	\$12,208,000	
Contingencies:	\$1,220,800								
Indirects:	\$620,166								
Bond Financing:	---								
Total Project Cost:	\$15,257,558								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	GALVESTON	0976-03-109	FM 518	C	LEAGUE CITY	CITY OF LEAGUE CITY	\$5,039,000	
STREET:	FM 518					REV DATE: 07/2020		
LIMITS FROM:	MAGNOLIA ESTATES DR					MPO PROJECT ID: 17122		
LIMITS TO:	PALOMINO RD					FUNDING CATEGORY: 5		
TIP	CONSTRUCT 8 FOOT WIDE SHARED PATH WITH INTERSECTION IMPROVEMENTS AND					MTP REFERENCE:		
DESCRIPTION:	PEDESTRIAN CROSSINGS							
REMARKS:								
Project History:								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					
Preliminary Engineering:	\$246,911		Federal	State	Regional	Local	Funding By Category	
Right Of Way:	---		5-CMAQ:			Local Contribution		
Construction:	\$5,039,000	\$5,039,000	\$4,031,200	---	---	\$1,007,800	---	
Construction Engineering:	\$251,950							
Contingencies:	\$503,900		Funding by Share:	\$4,031,200	---	---	\$1,007,800	
Indirects:	\$255,981						---	
Bond Financing:	---						\$5,039,000	
Total Project Cost:	\$6,297,742							
HOUSTON	GALVESTON	0978-02-053	FM 646	C		TXDOT HOUSTON DISTRICT	\$7,000,000	
STREET:	FM 646					REV DATE: 07/2020		
LIMITS FROM:	FM 3436					MPO PROJECT ID: 10144		
LIMITS TO:	SH 146					FUNDING CATEGORY: 2		
TIP	WIDEN FROM 2 LANE TO 4 LANE DIVIDED					MTP REFERENCE:		
DESCRIPTION:								
REMARKS:								
Project History:								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					
Preliminary Engineering:	\$343,000		Federal	State	Regional	Local	Funding By Category	
Right Of Way:	\$4,220,000		2-METRO-TMA:			Local Contribution		
Construction:	\$7,000,000	\$7,000,000	\$5,600,000	\$1,400,000	---	---	---	
Construction Engineering:	\$350,000		Funding by Share:	\$5,600,000	\$1,400,000	---	---	
Contingencies:	\$700,000						---	
Indirects:	\$355,600						\$7,000,000	
Bond Financing:	---							
Total Project Cost:	\$12,968,600							
HOUSTON	GALVESTON	3049-01-023	FM 646	C	LEAGUE CITY	TXDOT HOUSTON DISTRICT	\$21,200,000	
STREET:	FM 646					REV DATE: 07/2020		
LIMITS FROM:	FM 1266					MPO PROJECT ID: 10920		
LIMITS TO:	FM 3436					FUNDING CATEGORY: 2		
TIP	WIDEN FROM 2 LANE TO 4 LANE DIVIDED					MTP REFERENCE:		
DESCRIPTION:								
REMARKS:								
Project History:								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					
Preliminary Engineering:	\$1,038,800		Federal	State	Regional	Local	Funding By Category	
Right Of Way:	\$8,400,000		2-METRO-TMA:			Local Contribution		
Construction:	\$21,200,000	\$21,200,000	\$16,960,000	\$4,240,000	---	---	---	
Construction Engineering:	\$1,060,000		Funding by Share:	\$16,960,000	\$4,240,000	---	---	
Contingencies:	\$2,120,000						---	
Indirects:	\$1,076,960						\$21,200,000	
Bond Financing:	---							
Total Project Cost:	\$34,895,760							

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	GALVESTON		VA	C	GALVESTON	CITY OF GALVESTON	\$7,910,000
STREET:	GALVESTON CBD					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 7566	
LIMITS TO:	VA					FUNDING CATEGORY: 3	
TIP	LONG TERM CRUISE PARKING MULTISTORY GARAGE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$387,590	\$7,910,000	3-LOCAL CONT	---	---	---	---	\$7,910,000	\$7,910,000
Right Of Way:	---								
Construction:	\$7,910,000								
Construction Engineering:	\$395,500								
Contingencies:	\$791,000								
Indirects:	\$401,828								
Bond Financing:	---								
Total Project Cost:	\$9,885,918		Funding by Share:	---	---	---	---	\$7,910,000	\$7,910,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0271-06-117	IH 10	C		TXDOT HOUSTON DISTRICT	\$63,000,000
STREET:	IH 10 W					REV DATE: 07/2020	
LIMITS FROM:	FORT BEND C/L					MPO PROJECT ID: 13864	
LIMITS TO:	MASON RD					FUNDING CATEGORY: 4	
TIP	RESTRIPE AND WIDEN FROM 10 MAIN LANES TO 10 MAIN AND 2 MANAGED LANES					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$3,087,000	\$63,000,000	4-ST-WIDE:	\$50,400,000	\$12,600,000	---	---	---	\$63,000,000
Right Of Way:	---								
Construction:	\$63,000,000								
Construction Engineering:	\$2,520,000								
Contingencies:	\$6,300,000								
Indirects:	\$3,200,400								
Bond Financing:	---								
Total Project Cost:	\$78,107,400		Funding by Share:	\$50,400,000	\$12,600,000	---	---	---	\$63,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0110-04-202	IH 45	C		TXDOT HOUSTON DISTRICT	\$13,598,102
STREET:	IH 45					REV DATE: 07/2020	
LIMITS FROM:	S OF SHENANDOAH PARK DR					MPO PROJECT ID: 17221	
LIMITS TO:	SH 242					FUNDING CATEGORY: 7	
TIP	RAISE NORTHBOUND AND SOUTHBOUND FRONTAGE ROADS, OPERATIONAL IMPROVEMENTS					MTP REFERENCE:	
DESCRIPTION:	AND DRAINAGE IMPROVEMENTS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$666,307	\$13,598,102	7-STBG:	\$10,878,482	\$2,719,620	---	---	---	\$13,598,102
Right Of Way:	---								
Construction:	\$13,598,102								
Construction Engineering:	\$679,905								
Contingencies:	\$1,359,810								
Indirects:	\$690,784								
Bond Financing:	---								
Total Project Cost:	\$16,994,908		Funding by Share:	\$10,878,482	\$2,719,620	---	---	---	\$13,598,102

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C		HARRIS COUNTY	\$60,000,000
STREET:	KATY HOCKLEY CUTOFF					REV DATE:	07/2020
LIMITS FROM:	US 290					MPO PROJECT ID:	7474
LIMITS TO:	MORTON RD					FUNDING CATEGORY:	3
TIP	WIDEN TO 4-LANE DIVIDED BLVD					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category	
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,940,000	\$60,000,000	3-LOCAL CONT	---	---	---	---	\$60,000,000	\$60,000,000
Right Of Way:	---		Funding by Share:	---	---	---	---	\$60,000,000	\$60,000,000
Construction:	\$60,000,000								
Construction Engineering:	\$2,400,000								
Contingencies:	\$6,000,000								
Indirects:	\$3,048,000								
Bond Financing:	---								
Total Project Cost:	\$74,388,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C		HARRIS COUNTY	\$1,067,000
STREET:	N DIAMONDHEAD BLVD					REV DATE:	07/2020
LIMITS FROM:	GOLF CLUB DR					MPO PROJECT ID:	8047
LIMITS TO:	PORT OF CALL					FUNDING CATEGORY:	3
TIP	WIDEN TO 4-LANE BLVD W/ CURBS, STROM SEWERS					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category	
			Federal	State	Regional	Local			
Preliminary Engineering:	\$52,283	\$1,067,000	3-LOCAL CONT	---	---	---	---	\$1,067,000	\$1,067,000
Right Of Way:	---		Funding by Share:	---	---	---	---	\$1,067,000	\$1,067,000
Construction:	\$1,067,000								
Construction Engineering:	\$64,020								
Contingencies:	\$106,700								
Indirects:	\$54,204								
Bond Financing:	---								
Total Project Cost:	\$1,344,207								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS			C		HARRIS COUNTY	\$1,326,000
STREET:	PARK ROW BLVD					REV DATE:	07/2020
LIMITS FROM:	SUMMITRY CIRCLE					MPO PROJECT ID:	7762
LIMITS TO:	WESTGREEN BLVD					FUNDING CATEGORY:	3
TIP	WIDEN TO 4-LANE UNDIVIDED ASPHALT					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category	
			Federal	State	Regional	Local			
Preliminary Engineering:	\$64,974	\$1,326,000	3-LOCAL CONT	---	---	---	---	\$1,326,000	\$1,326,000
Right Of Way:	---		Funding by Share:	---	---	---	---	\$1,326,000	\$1,326,000
Construction:	\$1,326,000								
Construction Engineering:	\$79,560								
Contingencies:	\$132,600								
Indirects:	\$67,361								
Bond Financing:	---								
Total Project Cost:	\$1,670,495								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		BRT	T	HOUSTON	METRO	\$189,652,070
STREET:	INNER KATY CORRIDOR					REV DATE:	07/2020
LIMITS FROM:	IH 610 W					MPO PROJECT ID:	11473
LIMITS TO:	KATY FREEWAY-DOWNTOWN CONNECTOR TWO-WAY RAMP					FUNDING CATEGORY:	5
TIP	CONSTRUCT MULTIMODAL DEDICATED BUS RAPID TRANSIT (BRT) BUSWAY, INCLUDING GRADE-					MTP REFERENCE:	
DESCRIPTION:	SEPARATION AND CONNECTION TO HOV LANES AND TRANSIT CENTER.						

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						Local Contribution	Funding By Category
			5-CMAQ:	Federal	State	Regional	Local			
Preliminary Engineering:	---	\$189,652,070					\$75,860,828	---	\$189,652,070	
Right Of Way:	---			\$113,791,242	---	---				
Construction:	\$189,652,070									
Construction Engineering:	---						\$75,860,828	---	\$189,652,070	
Contingencies:	---									
Indirects:	---									
Bond Financing:	---									
Total Project Cost:	\$189,652,070									

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C		HARRIS COUNTY	\$10,000,000
STREET:	RICHEY RD W					REV DATE:	07/2020
LIMITS FROM:	CUTTEN RD					MPO PROJECT ID:	8067
LIMITS TO:	CHAMPION FOREST					FUNDING CATEGORY:	3
TIP	WIDEN TO 4-LANE CONCRETE BLVD W/ CURBS, STORM SEWERS & TURN LANES ON NEW					MTP REFERENCE:	
DESCRIPTION:	LOCATION (NORTH OF EXISTING WEST RICHEY ROAD AND PARALLEL TO BOURGEOIS)						

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						Local Contribution	Funding By Category
			3-LOCAL CONT	Federal	State	Regional	Local			
Preliminary Engineering:	\$490,000	\$10,000,000					\$10,000,000	---	\$10,000,000	
Right Of Way:	---									
Construction:	\$10,000,000									
Construction Engineering:	\$500,000									
Contingencies:	\$1,000,000									
Indirects:	\$508,000									
Bond Financing:	---									
Total Project Cost:	\$12,498,000									

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C	PASADENA	HARRIS COUNTY	\$4,830,000
STREET:	UNDERWOOD RD					REV DATE:	07/2020
LIMITS FROM:	FAIRMONT PKWY					MPO PROJECT ID:	147
LIMITS TO:	RED BLUFF					FUNDING CATEGORY:	3
TIP	DESIGN, ACQUIRE ROW AND CONSTRUCT 6-LANE ROADWAY, INCLUDING DRAINAGE AND					MTP REFERENCE:	
DESCRIPTION:	SIGNALS AT UNDERWOOD						

REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						Local Contribution	Funding By Category
			3-LOCAL CONT	Federal	State	Regional	Local			
Preliminary Engineering:	\$236,670	\$4,830,000					\$4,830,000	---	\$4,830,000	
Right Of Way:	---									
Construction:	\$4,830,000									
Construction Engineering:	\$289,800									
Contingencies:	\$483,000									
Indirects:	\$245,364									
Bond Financing:	---									
Total Project Cost:	\$6,084,834									

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	HOUSTON	PORT OF HOUSTON AUTHORITY	\$2,632,382
STREET:	BROADWAY ST					REV DATE: 07/2020	
LIMITS FROM:	BARBOURS CUT BLVD					MPO PROJECT ID: 7510	
LIMITS TO:	L ST N					FUNDING CATEGORY: 3	
TIP	WIDEN FROM 2 TO 4-LANES ROADWAY					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$128,987	\$2,632,382	3-LOCAL CONT	---	---	---	---	\$2,632,382	\$2,632,382
Right Of Way:	---								
Construction:	\$2,632,382								
Construction Engineering:	\$157,943								
Contingencies:	\$263,238								
Indirects:	\$133,725								
Bond Financing:	---								
Total Project Cost:	\$3,316,275								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CS	C	HOUSTON	LAKE HOUSTON REDEVELOPMENT AUTHORI	\$43,134,908
STREET:	NORTHPARK DR					REV DATE: 07/2020	
LIMITS FROM:	RUSSELL PALMER RD					MPO PROJECT ID: 18033	
LIMITS TO:	WOODLAND HILLS DR					FUNDING CATEGORY: 7	
TIP	WIDEN FROM 4 TO 6 LANE BOULEVARD SECTION INCLUDING DRAINAGE, RECONSTRUCTION OF					MTP REFERENCE:	
DESCRIPTION:	TWO BRIDGES OVER THE KINGWOOD CHANNEL, PEDESTRIAN BRIDGE AT GLADE VALLEY DRIVE AND INTERSECTION IMPROVEMENTS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,113,610	\$43,134,908	7-STBG:	\$34,507,926	---	---	\$8,626,982	---	\$43,134,908
Right Of Way:	---								
Construction:	\$43,134,908								
Construction Engineering:	\$1,725,396								
Contingencies:	\$4,313,491								
Indirects:	\$2,191,253								
Bond Financing:	---								
Total Project Cost:	\$53,478,659								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	2941-02-054	FM 2920	C	TOMBALL	TXDOT HOUSTON DISTRICT	\$1,371,000
STREET:	FM 2920					REV DATE: 07/2020	
LIMITS FROM:	SH 249					MPO PROJECT ID: 17045	
LIMITS TO:	WILLOW ST					FUNDING CATEGORY: 5	
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$67,179	\$1,371,000	5-CMAO:	\$1,096,800	\$274,200	---	---	---	\$1,371,000
Right Of Way:	---								
Construction:	\$1,371,000								
Construction Engineering:	\$82,260								
Contingencies:	\$137,100								
Indirects:	\$69,647								
Bond Financing:	---								
Total Project Cost:	\$1,727,186								

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HOUSTON	HARRIS	2941-02-056	FM 2920	C,R	TOMBALL	CITY OF TOMBALL	\$28,613,000		
STREET: FM 2920						REV DATE: 07/2020			
LIMITS FROM: BS 249						MPO PROJECT ID: 17085			
LIMITS TO: WILLOW ST						FUNDING CATEGORY: 2			
TIP RECONSTRUCT 4-LANE ROADWAY WITH RAISED MEDIANS, DRAINAGE, SIGNAL IMPROVEMENTS AND SIDEWALKS						MTP REFERENCE:			
DESCRIPTION: AND SIDEWALKS									
REMARKS:						Project History:			
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						
Preliminary Engineering:	\$1,335,275	\$28,613,000	2-METRO-TMA:	Federal \$22,890,400	State \$5,722,600	Regional ---	Local ---	Local Contribution ---	Funding By Category \$28,613,000
Right Of Way:	\$1,362,500		Funding by Share:	\$22,890,400	\$5,722,600	---	---	---	\$28,613,000
Construction:	\$27,250,500								
Construction Engineering:	\$1,090,020								
Contingencies:	\$2,725,050								
Indirects:	\$1,384,325								
Bond Financing:	---								
Total Project Cost:	\$35,147,670								
HOUSTON	HARRIS	0178-09-020	SH	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$82,000,000		
STREET: SH 35 (Spur 5)						REV DATE: 07/2020			
LIMITS FROM: GRIGGS RD						MPO PROJECT ID: 209			
LIMITS TO: BELLFORT						FUNDING CATEGORY: 12			
TIP CONSTRUCT 8 LANE FREEWAY ON NEW LOCATION						MTP REFERENCE:			
DESCRIPTION:									
REMARKS:						Project History:			
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						
Preliminary Engineering:	\$4,018,000	\$82,000,000	12-STRATEGIC:	Federal \$65,600,000	State \$16,400,000	Regional ---	Local ---	Local Contribution ---	Funding By Category \$82,000,000
Right Of Way:	---		Funding by Share:	\$65,600,000	\$16,400,000	---	---	---	\$82,000,000
Construction:	\$82,000,000								
Construction Engineering:	\$3,280,000								
Contingencies:	\$8,200,000								
Indirects:	\$4,165,600								
Bond Financing:	---								
Total Project Cost:	\$101,663,600								
HOUSTON	HARRIS	3510-05-041	SH 99	C	NONE	TXDOT HOUSTON DISTRICT	\$16,100,000		
STREET: SH 99						REV DATE: 07/2020			
LIMITS FROM: N OF KINGSLAND BLVD						MPO PROJECT ID: 18021			
LIMITS TO: FORT BEND COUNTY LINE						FUNDING CATEGORY: 7			
TIP WIDEN FROM 4 LANES TO 6 LANES (SEG D)						MTP REFERENCE:			
DESCRIPTION:									
REMARKS:						Project History:			
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						
Preliminary Engineering:	\$788,900	\$16,100,000	7-STBG:	Federal \$12,880,000	State \$3,220,000	Regional ---	Local ---	Local Contribution ---	Funding By Category \$16,100,000
Right Of Way:	---		Funding by Share:	\$12,880,000	\$3,220,000	---	---	---	\$16,100,000
Construction:	\$16,100,000								
Construction Engineering:	\$805,000								
Contingencies:	\$1,610,000								
Indirects:	\$817,880								
Bond Financing:	---								
Total Project Cost:	\$20,121,780								

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HOUSTON	HARRIS	0050-06-089	US 290	C	NONE	TXDOT HOUSTON DISTRICT	\$26,932,000
STREET:	US 290					REV DATE: 07/2020	
LIMITS FROM:	MUESCHKE RD TO WASHINGTON C/L					MPO PROJECT ID: 17099	
LIMITS TO:	AND SH 6 FROM US 290 TO GRIMES C/L					FUNDING CATEGORY: 2	
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
Preliminary Engineering:	\$1,319,668	\$26,932,000	2-METRO-TMA:	Federal \$21,545,600	State \$5,386,400	Regional ---	Local ---	\$26,932,000
Right Of Way:	---		Funding by Share:	\$21,545,600	\$5,386,400	---	---	\$26,932,000
Construction:	\$26,932,000							
Construction Engineering:	\$1,077,280							
Contingencies:	\$2,693,200							
Indirects:	\$1,368,146							
Bond Financing:	---							
Total Project Cost:	\$33,390,294							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-398	VA	C	HOUSTON	CITY OF HOUSTON	\$2,564,000
STREET:	HCFC CHANNEL					REV DATE: 07/2020	
LIMITS FROM:	DAIRY ASHFORD RD S					MPO PROJECT ID: 17120	
LIMITS TO:	SL 8/ARTHUR STOREY PARK					FUNDING CATEGORY: 9	
TIP	CONSTRUCT 10-FOOT MULTIUSE TRAIL AND ASSOCIATED INTERSECTION, SAFETY, SIGNAGE,					MTP REFERENCE:	
DESCRIPTION:	AND AMENITIES (LANDSCAPING, BENCHES, ETC.)						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
Preliminary Engineering:	\$125,636	\$2,564,000	9-TASA:	Federal \$2,051,200	State ---	Regional ---	Local \$512,800	\$2,564,000
Right Of Way:	---		Funding by Share:	\$2,051,200	---	---	\$512,800	\$2,564,000
Construction:	\$2,564,000							
Construction Engineering:	\$153,840							
Contingencies:	\$256,400							
Indirects:	\$130,251							
Bond Financing:	---							
Total Project Cost:	\$3,230,127							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-00-542	VA	C	HOUSTON	CITY OF HOUSTON - PARKS & RECREATION	\$11,384,000
STREET:	MEMORIAL TO SAN FELIPE HIKE & BIKE TRAIL					REV DATE: 07/2020	
LIMITS FROM:	MEMORIAL DR					MPO PROJECT ID: 17103	
LIMITS TO:	SAN FELIPE ST					FUNDING CATEGORY: 9	
TIP	CONSTRUCT 10FT MULTI-USE TRAIL WITHIN CENTERPOINT UTILITY CORRIDOR					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:				Local Contribution	Funding By Category
Preliminary Engineering:	\$557,816	\$11,384,000	9-TASA:	Federal \$9,107,200	State ---	Regional ---	Local \$2,276,800	\$11,384,000
Right Of Way:	---		Funding by Share:	\$9,107,200	---	---	\$2,276,800	\$11,384,000
Construction:	\$11,384,000							
Construction Engineering:	\$569,200							
Contingencies:	\$1,138,400							
Indirects:	\$578,307							
Bond Financing:	---							
Total Project Cost:	\$14,227,723							

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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HOUSTON	HARRIS		VA	T	HOUSTON	METRO	\$2,400,000
STREET:	METRO SERVICE AREA					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 18355	
LIMITS TO:	VA					FUNDING CATEGORY: 5	
TIP	METRO STAR VANPOOL PROGRAM: CMAQ FY 2023					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$2,400,000	\$2,400,000	5-CMAQ: \$2,400,000	---	---	---	---	\$2,400,000	
Construction Engineering:	---		Funding by Share: \$2,400,000	---	---	---	---	\$2,400,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$2,400,000								

HOUSTON	HARRIS		VA	T	HOUSTON	METRO	\$3,750,000
STREET:	METRO SERVICE AREA					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 18357	
LIMITS TO:	VA					FUNDING CATEGORY: 7	
TIP	METRO STAR VANPOOL PROGRAM: STBG FY 2023					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$3,750,000	\$3,750,000	7-STBG: \$3,000,000	---	---	\$750,000	---	\$3,750,000	
Construction Engineering:	---		Funding by Share: \$3,000,000	---	---	\$750,000	---	\$3,750,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$3,750,000								

HOUSTON	MONTGOMERY		CS	C	CONROE	CITY OF CONROE	\$15,000,000
STREET:	Industrial Park Dr					REV DATE: 07/2020	
LIMITS FROM:	Conroe Park W Dr					MPO PROJECT ID: 15470	
LIMITS TO:	Seven Coves Rd					FUNDING CATEGORY: 3	
TIP	CONSTRUCT 4-LANE DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$735,000								
Right Of Way:	---								
Construction:	\$15,000,000	\$15,000,000	3-LOCAL CONT ---	---	---	---	\$15,000,000	\$15,000,000	
Construction Engineering:	\$750,000		Funding by Share: ---	---	---	---	\$15,000,000	\$15,000,000	
Contingencies:	\$1,500,000								
Indirects:	\$762,000								
Bond Financing:	---								
Total Project Cost:	\$18,747,000								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
HOUSTON	MONTGOMERY	0912-37-232	CS	C,E	HOUSTON	LAKE HOUSTON REDEVELOPMENT AUTHORI	\$65,000,000		
STREET:	NORTHPARK DR					REV DATE: 07/2020			
LIMITS FROM:	IH 69					MPO PROJECT ID: 87			
LIMITS TO:	RUSSELL PALMER RD					FUNDING CATEGORY: 3			
TIP	WIDEN FROM 4 TO 6 LANES BOULEVARD SECTION INCLUDING DRAINAGE, GRADE SEPARATION						MTP REFERENCE:		
DESCRIPTION:	AT UPRR/SL 494, AND INTERSECTION IMPROVEMENTS								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						
Preliminary Engineering:	\$3,036,225	\$65,000,000	3-LOCAL CONT	Federal	State	Regional	Local	Local Contribution	Funding By Category
Right Of Way:	---		---	---	---	---	---	\$65,000,000	\$65,000,000
Construction:	\$61,963,775		Funding by Share:	---	---	---	---	\$65,000,000	\$65,000,000
Construction Engineering:	\$2,478,551								
Contingencies:	\$6,196,378								
Indirects:	\$3,147,760								
Bond Financing:	---								
Total Project Cost:	\$76,822,688								
HOUSTON	MONTGOMERY	0177-05-112	IH 69	C	SPLENDORA	TXDOT HOUSTON DISTRICT	\$13,912,000		
STREET:	IH 69 N					REV DATE: 07/2020			
LIMITS FROM:	LIBERTY C/L					MPO PROJECT ID: 17089			
LIMITS TO:	HARRIS C/L					FUNDING CATEGORY: 2			
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE						MTP REFERENCE:		
DESCRIPTION:									
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						
Preliminary Engineering:	\$681,688	\$13,912,000	2-METRO-TMA:	Federal	State	Regional	Local	Local Contribution	Funding By Category
Right Of Way:	---		\$11,129,600	\$2,782,400	---	---	---	---	\$13,912,000
Construction:	\$13,912,000		Funding by Share:	\$11,129,600	\$2,782,400	---	---	---	\$13,912,000
Construction Engineering:	\$695,600								
Contingencies:	\$1,391,200								
Indirects:	\$706,730								
Bond Financing:	---								
Total Project Cost:	\$17,387,218								
HOUSTON	MONTGOMERY	0338-02-032	SH	C	MONTGOMERY	TXDOT HOUSTON DISTRICT	\$91,200,000		
STREET:	SH 105					REV DATE: 07/2020			
LIMITS FROM:	GRIMES C/L					MPO PROJECT ID: 965			
LIMITS TO:	FM 149					FUNDING CATEGORY: 2			
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES DIVIDED						MTP REFERENCE:		
DESCRIPTION:									
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:						
Preliminary Engineering:	\$4,468,800	\$91,200,000	2-METRO-TMA:	Federal	State	Regional	Local	Local Contribution	Funding By Category
Right Of Way:	\$21,180,000		\$72,960,000	\$18,240,000	---	---	---	---	\$91,200,000
Construction:	\$91,200,000		Funding by Share:	\$72,960,000	\$18,240,000	---	---	---	\$91,200,000
Construction Engineering:	\$3,648,000								
Contingencies:	\$9,120,000								
Indirects:	\$4,632,960								
Bond Financing:	---								
Total Project Cost:	\$134,249,760								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	3538-01-034	SH	C	NONE	TXDOT HOUSTON DISTRICT	\$20,500,000
STREET:	SH 242					REV DATE: 07/2020	
LIMITS FROM:	FM 1488					MPO PROJECT ID: 967	
LIMITS TO:	IH 45 N					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 4-LANES TO 6-LANES DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$1,004,500	\$20,500,000	2-METRO-TMA:	\$16,400,000	\$4,100,000	---	---	---	\$20,500,000
Right Of Way:	---								
Construction:	\$20,500,000								
Construction Engineering:	\$1,025,000								
Contingencies:	\$2,050,000								
Indirects:	\$1,041,400								
Bond Financing:	---								
Total Project Cost:	\$25,620,900		Funding by Share:	\$16,400,000	\$4,100,000	---	---	---	\$20,500,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-04-065	SH 105	C	CUT AND SHOOT	TXDOT HOUSTON DISTRICT	\$75,000,000
STREET:	SH 105					REV DATE: 07/2020	
LIMITS FROM:	LP 336					MPO PROJECT ID: 10125	
LIMITS TO:	FM 1484					FUNDING CATEGORY: 2,4	
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$3,675,000	\$75,000,000	2-METRO-TMA:	\$3,520,000	\$880,000	---	---	---	\$4,400,000
Right Of Way:	\$13,180,000								
Construction:	\$75,000,000								
Construction Engineering:	\$3,000,000								
Contingencies:	\$7,500,000								
Indirects:	\$3,810,000								
Bond Financing:	---								
Total Project Cost:	\$106,165,000		Funding by Share:	\$60,000,000	\$15,000,000	---	---	---	\$75,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	MONTGOMERY	0338-07-019	SH 105	C	NONE	TXDOT HOUSTON DISTRICT	\$32,560,000
STREET:	SH 105					REV DATE: 07/2020	
LIMITS FROM:	SAN JACINTO C/L					MPO PROJECT ID: 7706	
LIMITS TO:	LIBERTY C/L					FUNDING CATEGORY: 2	
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$1,595,440	\$32,560,000	2-METRO-TMA:	\$26,048,000	\$6,512,000	---	---	---	\$32,560,000
Right Of Way:	\$724,320								
Construction:	\$32,560,000								
Construction Engineering:	\$1,302,400								
Contingencies:	\$3,256,000								
Indirects:	\$1,654,048								
Bond Financing:	---								
Total Project Cost:	\$41,092,208		Funding by Share:	\$26,048,000	\$6,512,000	---	---	---	\$32,560,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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HOUSTON	MULTIPLE		VA	T	NONE	METRO	\$1,250,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	18363
LIMITS TO:	VA					FUNDING CATEGORY:	5
TIP	REGIONAL VANPOOL PROGRAM: CMAQ FY 2023					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$1,250,000	\$1,250,000	5-CMAQ: \$1,250,000	---	---	---	---	\$1,250,000	
Construction Engineering:	---		Funding by Share: \$1,250,000	---	---	---	---	\$1,250,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,250,000								

HOUSTON	MULTIPLE		VA	T	NONE	METRO	\$3,750,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	18367
LIMITS TO:	VA					FUNDING CATEGORY:	7
TIP	REGIONAL VANPOOL PROGRAM: STBGP FY 2023					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$3,750,000	\$3,750,000	7-STBG: \$3,000,000	---	---	\$750,000	---	\$3,750,000	
Construction Engineering:	---		Funding by Share: \$3,000,000	---	---	\$750,000	---	\$3,750,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$3,750,000								

HOUSTON	MULTIPLE	0912-00-500	VA	C	NONE	H-GAC	\$1,380,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	16088
LIMITS TO:	VA					FUNDING CATEGORY:	5
TIP	TRAVEL DEMAND MANAGEMENT, MARKETING, OUTREACH AND PUBLIC EDUCATION					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$1,380,000	\$1,380,000	5-CMAQ: \$1,380,000	---	---	---	---	\$1,380,000	
Construction Engineering:	---		Funding by Share: \$1,380,000	---	---	---	---	\$1,380,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,380,000								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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HOUSTON	WALLER	0271-04-070	IH 10	C		TXDOT HOUSTON DISTRICT	\$225,000,000
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STREET:	IH 10 W					REV DATE: 07/2020	
LIMITS FROM:	FM 359					MPO PROJECT ID: 6056	
LIMITS TO:	FORT BEND C/L					FUNDING CATEGORY: 12	
TIP	WIDEN FROM 6 TO 8 MAINLANES AND RECONSTRUCT BOTH 2-LANE FRONTAGE ROADS					MTP REFERENCE:	

DESCRIPTION:
 REMARKS:

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$11,025,000	\$225,000,000							
Right Of Way:	---		I2-STRATEGIC:	\$180,000,000	\$45,000,000	---	---	---	\$225,000,000
Construction:	\$225,000,000		Funding by Share:	\$180,000,000	\$45,000,000	---	---	---	\$225,000,000
Construction Engineering:	\$9,000,000								
Contingencies:	\$22,500,000								
Indirects:	\$11,430,000								
Bond Financing:	---								
Total Project Cost:	\$278,955,000								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	BRAZORIA	3416-01-012	FM	C	PEARLAND	TXDOT HOUSTON DISTRICT	\$41,200,000	
STREET:	FM 518					REV DATE: 07/2020		
LIMITS FROM:	SH 288					MPO PROJECT ID: 10132		
LIMITS TO:	FM 865					FUNDING CATEGORY: 2		
TIP	RECONSTRUCT AND WIDEN FROM 4 AND 6 LANES TO 6 LANES DIVIDED						MTP REFERENCE:	
DESCRIPTION:								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>							

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,018,800	\$41,200,000	2-METRO-TMA:	\$32,960,000	\$8,240,000	---	---	---	\$41,200,000
Right Of Way:	---		Funding by Share:	\$32,960,000	\$8,240,000	---	---	---	\$41,200,000
Construction:	\$41,200,000								
Construction Engineering:	\$1,648,000								
Contingencies:	\$4,120,000								
Indirects:	\$2,092,960								
Bond Financing:	---								
Total Project Cost:	\$51,079,760								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	BRAZORIA	0178-02-092	SH 35	C	ALVIN	TXDOT HOUSTON DISTRICT	\$45,000,000	
STREET:	SH 35					REV DATE: 07/2020		
LIMITS FROM:	BS 35 C N (NORTH GORDON ST)					MPO PROJECT ID: 18027		
LIMITS TO:	STEELE RD					FUNDING CATEGORY: 2		
TIP	CONSTRUCT 4 MAIN LANES AND OVERPASSES						MTP REFERENCE:	
DESCRIPTION:								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>							

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$2,205,000	\$45,000,000	2-METRO-TMA:	\$36,000,000	\$9,000,000	---	---	---	\$45,000,000
Right Of Way:	---		Funding by Share:	\$36,000,000	\$9,000,000	---	---	---	\$45,000,000
Construction:	\$45,000,000								
Construction Engineering:	\$1,800,000								
Contingencies:	\$4,500,000								
Indirects:	\$2,286,000								
Bond Financing:	---								
Total Project Cost:	\$55,791,000								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
HOUSTON	FORT BEND		CS	C	MISSOURI CITY	CITY OF MISSOURI CITY	\$1,200,000	
STREET:	WATTS PLANTATION					REV DATE: 07/2020		
LIMITS FROM:	KNIGHT RD					MPO PROJECT ID: 13739		
LIMITS TO:	SH 6					FUNDING CATEGORY: 3		
TIP	EXTEND 2-LANE ROADWAY						MTP REFERENCE:	
DESCRIPTION:								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>							

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$58,800	\$1,200,000	3-LOCAL CONT	---	---	---	---	\$1,200,000	\$1,200,000
Right Of Way:	---		Funding by Share:	---	---	---	---	\$1,200,000	\$1,200,000
Construction:	\$1,200,000								
Construction Engineering:	\$72,000								
Contingencies:	\$120,000								
Indirects:	\$60,960								
Bond Financing:	---								
Total Project Cost:	\$1,511,760								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
HOUSTON	FORT BEND	0111-03-059	FM 521	C	ARCOLA	FORT BEND COUNTY	\$75,227,000		
STREET:	FM 521					REV DATE: 07/2020			
LIMITS FROM:	SH 6					MPO PROJECT ID: 17110			
LIMITS TO:	FM 2234					FUNDING CATEGORY: 2			
TIP	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES WITH RAISED MEDIANS, INTERSECTION						MTP REFERENCE:		
DESCRIPTION:	IMPROVEMENTS, SIGNAL IMPROVEMENTS AND PEDESTRIAN ACCESS								
REMARKS:	Project History:								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$3,686,123	\$75,227,000	2-METRO-TMA:	Federal \$60,181,600	State \$15,045,400	Regional ---	Local ---	Local Contribution ---	\$75,227,000
Right Of Way:	---		Funding by Share:	\$60,181,600	\$15,045,400	---	---	---	\$75,227,000
Construction:	\$75,227,000								
Construction Engineering:	\$3,009,080								
Contingencies:	\$7,522,700								
Indirects:	\$3,821,532								
Bond Financing:	---								
Total Project Cost:	\$93,266,435								
HOUSTON	GALVESTON		CR	C	GALVESTON	GALVESTON COUNTY	\$105,872,200		
STREET:	PELICAN ISLAND BRIDGE					REV DATE: 07/2020			
LIMITS FROM:	SH 275					MPO PROJECT ID: 18085			
LIMITS TO:	SEAWOLF PKWY					FUNDING CATEGORY: 3,6,7			
TIP	RECONSTRUCT AND WIDEN BRIDGE FROM 2 TO 4 LANES						MTP REFERENCE:		
DESCRIPTION:									
REMARKS:	Project History:								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$5,187,738	\$105,872,200	3-LOCAL CONT	Federal ---	State ---	Regional ---	Local ---	Local Contribution \$26,906,747	\$26,906,747
Right Of Way:	---		6-BRIDGE:	---	\$52,643,635	---	---	---	\$52,643,635
Construction:	\$105,872,200		7-STBG:	\$21,057,454	---	---	\$5,264,364	---	\$26,321,818
Construction Engineering:	\$4,234,888		Funding by Share:	\$21,057,454	\$52,643,635	---	\$32,171,111	---	\$105,872,200
Contingencies:	\$10,587,220								
Indirects:	\$5,378,308								
Bond Financing:	---								
Total Project Cost:	\$131,260,354								
HOUSTON	GALVESTON	1002-02-016	FM	C	LEAGUE CITY	TXDOT HOUSTON DISTRICT	\$87,816,050		
STREET:	FM 517					REV DATE: 07/2020			
LIMITS FROM:	FM 646					MPO PROJECT ID: 38			
LIMITS TO:	BRAZORIA C/L					FUNDING CATEGORY: 2			
TIP	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES AND ACCESS MANAGEMENT						MTP REFERENCE:		
DESCRIPTION:	TREATMENTS								
REMARKS:	Project History:								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$4,302,986	\$87,816,050	2-METRO-TMA:	Federal \$70,252,840	State \$17,563,210	Regional ---	Local ---	Local Contribution ---	\$87,816,050
Right Of Way:	---		Funding by Share:	\$70,252,840	\$17,563,210	---	---	---	\$87,816,050
Construction:	\$87,816,050								
Construction Engineering:	\$3,512,642								
Contingencies:	\$8,781,605								
Indirects:	\$4,461,055								
Bond Financing:	---								
Total Project Cost:	\$108,874,339								

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HOUSTON DISTRICT
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Projects grouped by TxDOT District and Fiscal Year,
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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
HOUSTON	GALVESTON	0389-07-025	SH	C	TEXAS CITY	TXDOT HOUSTON DISTRICT	\$15,000,000		
STREET:	SH 146					REV DATE: 07/2020			
LIMITS FROM:	FM 519					MPO PROJECT ID: 467			
LIMITS TO:	N OF SL 197					FUNDING CATEGORY: 6			
TIP	CONSTRUCT RR OVERPASS AND WIDEN FROM 2 TO 4 LANES						MTP REFERENCE:		
DESCRIPTION:									
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$735,000	\$15,000,000	6-BRIDGE:	Federal \$12,000,000	State \$3,000,000	Regional ---	Local ---	Local Contribution ---	\$15,000,000
Right Of Way:	\$280,732		Funding by Share:	\$12,000,000	\$3,000,000	---	---	---	\$15,000,000
Construction:	\$15,000,000								
Construction Engineering:	\$750,000								
Contingencies:	\$1,500,000								
Indirects:	\$762,000								
Bond Financing:	---								
Total Project Cost:	\$19,027,732								
HOUSTON	HARRIS	0028-01-067	BU 90-U	C	HOUSTON	TXDOT HOUSTON DISTRICT	\$24,500,000		
STREET:	BU 90-U					REV DATE: 07/2020			
LIMITS FROM:	IH 610 NE					MPO PROJECT ID: 60			
LIMITS TO:	E OF MESA RD (OLD FM 527)					FUNDING CATEGORY: 2			
TIP	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED						MTP REFERENCE:		
DESCRIPTION:									
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$1,200,500	\$24,500,000	2-METRO-TMA:	Federal \$19,600,000	State \$4,900,000	Regional ---	Local ---	Local Contribution ---	\$24,500,000
Right Of Way:	\$8,775,198		Funding by Share:	\$19,600,000	\$4,900,000	---	---	---	\$24,500,000
Construction:	\$24,500,000								
Construction Engineering:	\$1,225,000								
Contingencies:	\$2,450,000								
Indirects:	\$1,244,600								
Bond Financing:	---								
Total Project Cost:	\$39,395,298								
HOUSTON	HARRIS	0050-06-092	CR	C	HOUSTON	HARRIS COUNTY MUD #500	\$37,959,571		
STREET:	GREENHOUSE RD					REV DATE: 07/2020			
LIMITS FROM:	MOUND RD					MPO PROJECT ID: 18052			
LIMITS TO:	SKINNER RD AT US 290					FUNDING CATEGORY: 5			
TIP	CONSTRUCT 6-LANE UNDERPASS WITH PEDESTRIAN AND BIKEWAYS WITHIN THE ROW						MTP REFERENCE:		
DESCRIPTION:	EXTENDING UNDER US 290 AND THE UPRR CONNECTING TO SKINNER RD ON THE NORTH.								
REMARKS:	<div style="border: 1px dashed black; padding: 5px;"> Project History: </div>								
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$1,860,019	\$37,959,571	5-CMAQ:	Federal \$28,469,678	State ---	Regional ---	Local \$9,489,893	Local Contribution ---	\$37,959,571
Right Of Way:	---		Funding by Share:	\$28,469,678	---	---	\$9,489,893	---	\$37,959,571
Construction:	\$37,959,571								
Construction Engineering:	\$1,518,383								
Contingencies:	\$3,795,957								
Indirects:	\$1,928,346								
Bond Financing:	---								
Total Project Cost:	\$47,062,276								

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS		CR	C	LA PORTE	PORT OF HOUSTON AUTHORITY	\$13,020,000
STREET:	SPENCER HWY					REV DATE:	07/2020
LIMITS FROM:	AT MAINLINE DOUBLE-RAILTRACK					MPO PROJECT ID:	10532
LIMITS TO:						FUNDING CATEGORY:	3
TIP	CONSTRUCT GRADE SEPARATION OVER MAINLINE DOUBLE-RAIL TRACK					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			3-LOCAL CONT	Federal	State	Regional	Local		
Preliminary Engineering:	\$637,980		---	---	---	---	---	\$13,020,000	\$13,020,000
Right Of Way:	---	\$13,020,000							
Construction:	\$13,020,000	\$13,020,000							
Construction Engineering:	\$651,000								
Contingencies:	\$1,302,000								
Indirects:	\$661,416								
Bond Financing:	---								
Total Project Cost:	\$16,272,396							\$13,020,000	\$13,020,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-382	CS	C	HOUSTON	CITY OF HOUSTON	\$29,010,000
STREET:	GESSNER DR					REV DATE:	07/2020
LIMITS FROM:	N OF BRIAR FOREST					MPO PROJECT ID:	77
LIMITS TO:	WESTHEIMER ST					FUNDING CATEGORY:	7
TIP	WIDEN FROM 4 TO 6-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE					MTP REFERENCE:	
DESCRIPTION:	AND PUBLIC UTILITY IMPROVEMENTS						
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			7-STBG:	Federal	State	Regional	Local		
Preliminary Engineering:	\$1,421,490			\$23,208,000	---	---	\$5,802,000	---	\$29,010,000
Right Of Way:	---	\$29,010,000							
Construction:	\$29,010,000	\$29,010,000							
Construction Engineering:	\$1,160,400								
Contingencies:	\$2,901,000								
Indirects:	\$1,473,708								
Bond Financing:	---								
Total Project Cost:	\$35,966,598			\$23,208,000	---	---	\$5,802,000	---	\$29,010,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0912-72-383	CS	C,E (REVIEW)	HOUSTON	CITY OF HOUSTON	\$11,806,000
STREET:	GESSNER DR S					REV DATE:	07/2020
LIMITS FROM:	WESTHEIMER RD					MPO PROJECT ID:	17111
LIMITS TO:	RICHMOND AVE					FUNDING CATEGORY:	7
TIP	WIDEN FROM 4 TO 6-LANES AND REPLACE TRAFFIC SIGNALS IN CONJUNCTION WITH DRAINAGE					MTP REFERENCE:	
DESCRIPTION:	AND PUBLIC UTILITY IMPROVEMENTS						
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			7-STBG:	Federal	State	Regional	Local		
Preliminary Engineering:	\$653,494			\$9,444,800	---	---	\$2,361,200	---	\$11,806,000
Right Of Way:	---	\$11,806,000							
Construction:	\$11,731,000	\$11,806,000							
Construction Engineering:	\$590,300								
Contingencies:	\$1,180,600								
Indirects:	\$599,745								
Bond Financing:	---								
Total Project Cost:	\$14,755,139			\$9,444,800	---	---	\$2,361,200	---	\$11,806,000

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1685-01-108	FM 1960	C	NONE	TXDOT HOUSTON DISTRICT	\$10,904,000
STREET:	FM 1960					REV DATE: 07/2020	
LIMITS FROM:	SH 249					MPO PROJECT ID: 17088	
LIMITS TO:	IH 45 N					FUNDING CATEGORY: 5	
TIP	INSTALL NEW ITS EQUIPMENT AND INFRASTRUCTURE					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$534,296	\$10,904,000	5-CMAO:	\$8,723,200	\$2,180,800	---	---	---	\$10,904,000
Right Of Way:	---								
Construction:	\$10,904,000								
Construction Engineering:	\$545,200								
Contingencies:	\$1,090,400								
Indirects:	\$553,923								
Bond Financing:	---								
Total Project Cost:	\$13,627,819		Funding by Share:	\$8,723,200	\$2,180,800	---	---	---	\$10,904,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	1062-02-011	FM 2100	C	NONE	TXDOT HOUSTON DISTRICT	\$31,000,000
STREET:	FM 2100					REV DATE: 07/2020	
LIMITS FROM:	SH 99					MPO PROJECT ID: 290	
LIMITS TO:	HUFFMAN-CLEVELAND RD (NORTH)					FUNDING CATEGORY: 2	
TIP	WIDEN FROM 2 TO 4-LANES AND EXTEND DIVIDED					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,519,000	\$31,000,000	2-METRO-TMA:	\$24,800,000	\$6,200,000	---	---	---	\$31,000,000
Right Of Way:	---								
Construction:	\$31,000,000								
Construction Engineering:	\$1,240,000								
Contingencies:	\$3,100,000								
Indirects:	\$1,574,800								
Bond Financing:	---								
Total Project Cost:	\$38,433,800		Funding by Share:	\$24,800,000	\$6,200,000	---	---	---	\$31,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	HARRIS	0389-13-039	SH	C,E,R	BAYTOWN	CITY OF BAYTOWN	\$47,090,744
STREET:	SH 146					REV DATE: 07/2020	
LIMITS FROM:	AT BS 146E					MPO PROJECT ID: 536	
LIMITS TO:	FERRY RD					FUNDING CATEGORY: 3	
TIP	CONSTRUCT 4 MAINLANES AND GRADE SEPARATION					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$1,548,830	\$47,090,744	3-LOCALCONT	---	---	---	---	\$47,090,744	\$47,090,744
Right Of Way:	\$7,902,192								
Construction:	\$31,608,769								
Construction Engineering:	\$1,264,351								
Contingencies:	\$3,160,877								
Indirects:	\$1,605,725								
Bond Financing:	---								
Total Project Cost:	\$47,090,744		Funding by Share:	---	---	---	---	\$47,090,744	\$47,090,744

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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HOUSTON	HARRIS		VA	T	HOUSTON	METRO	\$2,400,000
STREET:	METRO SERVICE AREA					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 18356	
LIMITS TO:	VA					FUNDING CATEGORY: 5	
TIP	METRO STAR VANPOOL PROGRAM: CMAQ FY 2024					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$2,400,000		5-CMAQ: \$2,400,000	---	---	---	---	\$2,400,000	
Construction Engineering:	---		Funding by Share: \$2,400,000	---	---	---	---	\$2,400,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$2,400,000								

HOUSTON	HARRIS		VA	T	HOUSTON	METRO	\$3,750,000
STREET:	METRO SERVICE AREA					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 18358	
LIMITS TO:	VA					FUNDING CATEGORY: 7	
TIP	METRO STAR VANPOOL PROGRAM: STBG FY 2024					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$3,750,000		7-STBG: \$3,000,000	---	---	\$750,000	---	\$3,750,000	
Construction Engineering:	---		Funding by Share: \$3,000,000	---	---	\$750,000	---	\$3,750,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$3,750,000								

HOUSTON	MONTGOMERY	0912-37-237	VA	C	WILLIS	CITY OF CONROE	\$6,784,000
STREET:	ON SH 75, SH 242, FM 1484, FM 2432, FM 3083 AND FM 830					REV DATE: 07/2020	
LIMITS FROM:	VA					MPO PROJECT ID: 17121	
LIMITS TO:	VA					FUNDING CATEGORY: 9	
TIP	CONSTRUCT BIKE LANE (MILLING AND ASPHALT OVERLAY OF SHOULDERS, SHOULDER					MTP REFERENCE:	
DESCRIPTION:	WIDENING, PAVEMENT MARKINGS, STRIPING) WITH SIGNAGE AND ASSOCIATED INTERSECTION IMPROVEMENTS						
REMARKS:							

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$332,416								
Right Of Way:	---								
Construction:	\$6,784,000		9-TASA: \$5,427,200	\$1,356,800	---	---	---	\$6,784,000	
Construction Engineering:	\$339,200		Funding by Share: \$5,427,200	\$1,356,800	---	---	---	\$6,784,000	
Contingencies:	\$678,400								
Indirects:	\$344,627								
Bond Financing:	---								
Total Project Cost:	\$8,478,643								

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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HOUSTON	MULTIPLE		VA	T	NONE	METRO	\$1,250,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	18364
LIMITS TO:	VA					FUNDING CATEGORY:	5
TIP	REGIONAL VANPOOL PROGRAM: CMAQ FY 2024					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$1,250,000	\$1,250,000	5-CMAO:	\$1,250,000	---	---	---	\$1,250,000	
Construction Engineering:	---		Funding by Share:	\$1,250,000	---	---	---	\$1,250,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,250,000								

HOUSTON	MULTIPLE		VA	T	NONE	METRO	\$3,750,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	18368
LIMITS TO:	VA					FUNDING CATEGORY:	7
TIP	REGIONAL VANPOOL PROGRAM: STBG FY 2024					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$3,750,000	\$3,750,000	7-STBG:	\$3,000,000	---	---	\$750,000	\$3,750,000	
Construction Engineering:	---		Funding by Share:	\$3,000,000	---	---	\$750,000	\$3,750,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$3,750,000								

HOUSTON	MULTIPLE	0912-00-550	VA	C	NONE	H-GAC	\$1,380,000
STREET:	HOUSTON-GALVESTON TMA					REV DATE:	07/2020
LIMITS FROM:	VA					MPO PROJECT ID:	17125
LIMITS TO:	VA					FUNDING CATEGORY:	5
TIP	TRAVEL DEMAND MANAGEMENT, MARKETING, OUTREACH AND PUBLIC EDUCATION					MTP REFERENCE:	
DESCRIPTION:							
REMARKS:	Project History:						

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	---								
Right Of Way:	---								
Construction:	\$1,380,000	\$1,380,000	5-CMAO:	\$1,380,000	---	---	---	\$1,380,000	
Construction Engineering:	---		Funding by Share:	\$1,380,000	---	---	---	\$1,380,000	
Contingencies:	---								
Indirects:	---								
Bond Financing:	---								
Total Project Cost:	\$1,380,000								

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 sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
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HOUSTON	WALLER		CR	C,E,R	NONE	WALLER COUNTY	\$12,327,247
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STREET:	WOODS RD	REV DATE:	07/2020
LIMITS FROM:	US 90	MPO PROJECT ID:	241
LIMITS TO:	FORT BEND/WALLER C/L	FUNDING CATEGORY:	3
TIP	WIDEN FROM 2 TO 4 LANES	MTP REFERENCE:	

REMARKS: Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Local Contribution	Funding By Category
			Federal	State	Regional	Local			
Preliminary Engineering:	\$402,744	\$12,327,247	3-LOCAL CONT	---	---	---	---	\$12,327,247	\$12,327,247
Right Of Way:	\$2,054,815		Funding by Share:	---	---	---	---	\$12,327,247	\$12,327,247
Construction:	\$8,219,261								
Construction Engineering:	\$410,963								
Contingencies:	\$821,926								
Indirects:	\$417,538								
Bond Financing:	---								
Total Project Cost:	\$12,327,247								

Chapter 4

Transit Project Listing

Federal, State and Local Regionally Significant Projects

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Chapter 4 — Transit Project Listing

The 2021-2024 TIP details the program of projects from federal, state and local sources for the public transportation providers within the Houston region. A complete description of federal transit funding programs is provided in Appendix E.

PUBLIC TRANSPORTATION OVERVIEW

Within the Houston region, transportation services are provided by private for-profit, private nonprofit, and public entities such as regional transportation authorities, small urban providers, and rural providers. These entities coordinate the provision of transportation services to the general public in the Houston, Conroe--The Woodlands, Lake Jackson-Angleton, and Texas City Urbanized Areas (UZA) as well as to residents of the region's nonurbanized areas.

SERVICE PROVIDERS¹

Public service providers in the Houston-Galveston metropolitan region that provide fixed route, demand response, and/or paratransit services include:

A. **The Brazos Transit District** ("The District")

As a public transportation provider, The District operates demand response, paratransit, and fixed route services in 21 counties within central and eastern Texas. However, in the Houston-Galveston metropolitan planning area, The District provides mostly demand response service in rural areas of Montgomery County and limited fixed route and ADA services to residents in certain towns in Liberty County.

The District receives funding from the Texas Department of Transportation and Federal Transit Administration.

B. **Colorado Valley Transit District** ("CVTD")

Colorado Valley Transit (CVTD) is a Rural Transit District and provides demand response and limited fixed route transit services within Austin, Colorado, Waller, and Wharton Counties. CVTD receives funding from the Federal Transportation Administration and from the Texas Department of Transportation.

¹ The District, CVTD, Connect Transit and Island Transit receive FTA 5311 "Rural" program funds to support services provided within the 8-county H-GAC region. Section 5311 funds are programmed by TxDOT Public Transportation Division (PTN) directly in the Statewide TIP and are not shown in the H-GAC 2019-2022 TIP.

C. **Connect Transit**

Connect Transit is operated by the Gulf Coast Center and provides demand response service in Galveston and Brazoria Counties. Since 2008, Connect Transit has offered fixed route service in Texas City and La Marque. Connect Transit extended its fixed route service to southern Brazoria County in 2010, known as “Southern Brazoria County Transit.” In cooperation with Island Transit, Connect Transit operates Park and Ride service between League City and Galveston Island.

D. **Island Transit**

Island Transit provides fixed-route transit, dial-a-ride and trolley service in the Galveston area. The Galveston trolley has 20 stops that connect the City of Galveston downtown region, Seawall Boulevard, the Historic Strand, and UTMB. Island Traffic also offers “dial-a-ride” service to those that qualify.

E. **Metropolitan Transit Authority of Harris County** (METRO)

METRO is the largest transit provider in the Houston-Galveston metropolitan region and offers numerous transportation solutions to the travelling public, including traditional fixed-route bus service, light rail, over 100 miles of HOV/HOT lanes along six major corridors, 28 park and ride lots, 21 transit centers, paratransit service known as METROLift, and Rideshare programs, including vanpool operations.

F. **Harris County Transit**

Developed through the Community and Economic Development department of Harris County, Harris County Transit operates service in those areas within Harris County that are not served by METRO. Harris County Transit operates the following coordinated services: fixed route bus service in Eastern Harris County, the RIDES taxi voucher, shared ride and mobility management program, and a medical transportation program.

Harris County receives funding from the Houston Urbanized Area allocations from the Federal Transit Administration.

G. **Fort Bend County Transit**²

Fort Bend County Transit serves as a Rural Transit District for Fort Bend County and operates demand response service within Fort Bend County. The transit service however also provides service to Harris County destinations including the Texas Medical Center and the Houston Downtown Business District. Fort Bend County Transit also supports a commuter service known as TREKEXPRESS which provides commuter trips to Greenway Plaza and the Galleria.

Fort Bend County Transit receives Federal and state funding to support its rural transit services.

H. **Conroe Connection Transit:**

Conroe Connection Transit provides public transportation service within the Conroe-The Woodlands urbanized area. Conroe Connection Transit provides fixed bus routes that connect residents to housing, jobs, schools, social services, medical offices, and shopping throughout the city. This service is complemented by ADA service that operates within 3/4 miles of the fixed route.

The Metropolitan Transit Authority of Harris County (METRO) operates the Conroe Commuter Connection on behalf of Conroe Connection Transit. METRO provides bus service from the Conroe Park and Ride facility to Downtown Houston, Midtown, Texas Medical Center, and the VA Hospital

I. **The Woodland Transit**

The Woodlands Transit is an FTA grant recipient and provides transit services which include a park and ride operation and a fare-free urban circulator trolley service.

- **Park and Ride:** The Woodlands Express park and ride service provides round-trip transportation from the Woodlands to three employment centers in the City of Houston: The Texas Medical Center, Greenway Plaza, and the Downtown Business District. Service is provided Monday through Friday, excluding holidays. Within the Houston metropolitan area, the Woodlands Express is second only to METRO in the number of riders per day, and is operated by the Woodlands Township through a commuter bus operating contract. Users are charged a fee for the service.

² Fort Bend County receives FTA 5311 "Rural" program funds to support services provided within the 8-county H-GAC region. Section 5311 funds are programmed by TxDOT Public Transportation Division (PTN) directly in the Statewide TIP and are not shown in the H-GAC 2021-2024 TIP.

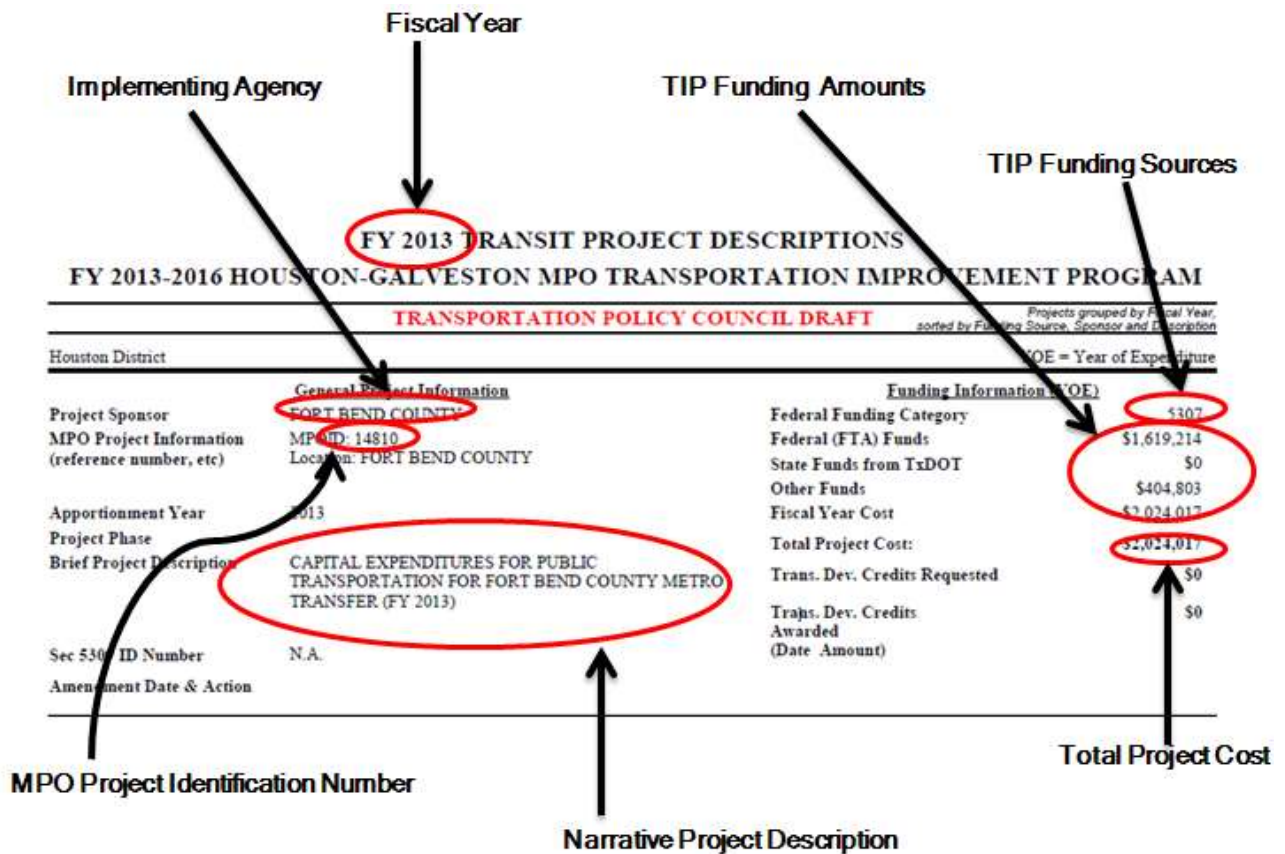
- Trolley Circulator:** The Woodlands Transit also operates a fare-free urban circulator trolley service which provides transportation to business locations and residences within the Woodlands Town Center. The trolley service connects Hughes Landing, the Woodlands Mall, Market Street, and Hughes Landing with businesses and residences in the Town Center. The service operates daily excepting certain holidays, and is complemented by ADA paratransit service.

PROJECT LISTING

The project listing in this chapter is provided in the format required by the Texas Department of Transportation (TxDOT) for inclusion in the Statewide Transportation Improvement Program (STIP). The listing is organized by TxDOT District (Beaumont and Houston), and fiscal year. Under each fiscal year, projects are sorted by county, highway name, and identification number (CSJ Number or MPOID).

The diagram below is a guide on how to interpret the tables and indicates where to find key project information within the listings.

Figure 4-1: Transit Project Listing Legend



FISCAL YEAR

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

Fiscal years are used in the TIP project listing to show the year in which funds are committed to a particular project or project phase. All projects in 2021-2024 TIP are fiscally constrained and have identified funding commitments.

TOTAL PROJECT COST

In addition to the funding programmed in the 2021-2024 TIP, an estimate of the total project cost is provided for each project. The total project cost estimate is provided to communicate the overall investment being made to the transportation system and may reflect work that has already occurred or that may occur after the time period covered by the TIP.

The total project cost estimate reflects all facets of the referenced project, including design and engineering costs, needed acquisition of rights-of-way or utility relocations, and construction contingencies.

YEAR OF EXPENDITURE (YOE)

Funding and costs for all projects is shown as nominal year of expenditure (YOE) dollars as opposed to current dollars or indexed dollars (such as “2010 dollars”).

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Houston District YOE = Year of Expenditure

	<u>General Project Information</u>		<u>Funding Information (YOE)</u>
Project Sponsor	MIDTOWN MANAGEMENT DISTRICT	Federal Funding Category	STBG (Transfer)
MPO Project Information	MPOID: 17092	Federal (FTA) Funds	\$4,115,200
(reference number, etc)	Location: BRAZOS ST	State Funds from TxDOT	\$0
		Other Funds	\$1,028,800
Apportionment Year	2021	Fiscal Year Cost	\$5,144,000
Project Phase		Total Project Cost:	\$5,144,000
Brief Project Description	RECONSTRUCT BACK OF CURB INFRASTRUCTURE (SIDEWALKS, CURBS, ADA RAMPS, PEDESTRIAN LIGHTING AND LANDSCAPING)	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

	<u>General Project Information</u>		<u>Funding Information (YOE)</u>
Project Sponsor	WESTCHASE MANAGEMENT DISTRICT	Federal Funding Category	STP-TAP (Transfer)
MPO Project Information	MPOID: 18038	Federal (FTA) Funds	\$1,040,036
(reference number, etc)	Location: DEERWOOD SHARED USE PATH	State Funds from TxDOT	\$0
		Other Funds	\$260,047
Apportionment Year	2021	Fiscal Year Cost	\$1,300,083
Project Phase		Total Project Cost:	\$1,300,083
Brief Project Description	CONSTRUCT 8' SHARED USE PATH REPLACING EXISTING SIDEWALK IN SECTIONS. REPAIR SIDEWALK AND SHARED USE PATH IN SECTIONS. INSTALL SUPPLEMENTAL BIKEWAY/WAY-FINDING SIGNAGE	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

	<u>General Project Information</u>		<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category	FTA Sec. 5312
MPO Project Information	MPOID: 18645	Federal (FTA) Funds	\$160,000
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$40,000
Apportionment Year	2021	Fiscal Year Cost	\$200,000
Project Phase		Total Project Cost:	\$200,000
Brief Project Description	Bus Monitoring Equipment to Deter Assaults on Operators	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category CMAQ (Transfer)
MPO Project Information	MPOID: 18012	Federal (FTA) Funds \$4,504,864
(reference number, etc)	Location: VA	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2021	Fiscal Year Cost \$4,504,864
Project Phase		Total Project Cost: \$4,504,864
Brief Project Description	PURCHASE 28 NEW COMMUTER BUSES FOR NEW SERVICE FROM FBC TO DOWNTOWN HOUSTON	Trans. Dev. Credits Requested 900,973
		Trans. Dev. Credits Awarded 900,973
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 14370	Federal (FTA) Funds \$209,163
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$52,291
Apportionment Year	2021	Fiscal Year Cost \$261,454
Project Phase		Total Project Cost: \$261,454
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR ASSOCIATED TRANSPORTATION IMPROVEMENTS	Trans. Dev. Credits Requested 116,056
		Trans. Dev. Credits Awarded 116,056
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 15218	Federal (FTA) Funds \$209,163
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$52,291
Apportionment Year	2021	Fiscal Year Cost \$261,454
Project Phase		Total Project Cost: \$261,454
Brief Project Description	Capital expenditures for public transportation and/or associated transportation improvements	Trans. Dev. Credits Requested 89,681
		Trans. Dev. Credits Awarded 89,681
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11432	Federal (FTA) Funds \$250,000
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$62,500
Apportionment Year	2020	Fiscal Year Cost \$312,500
Project Phase		Total Project Cost: \$312,500
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR TRANSPORTATION IMPROVEMENTS: FY 2020	Trans. Dev. Credits Requested 651,523
		Trans. Dev. Credits 651,523
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 14371	Federal (FTA) Funds \$131,000
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$131,000
Apportionment Year	2021	Fiscal Year Cost \$262,000
Project Phase		Total Project Cost: \$262,000
Brief Project Description	Operating expenditures for public transit	Trans. Dev. Credits Requested 45,000
		Trans. Dev. Credits 45,000
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11436	Federal (FTA) Funds \$153,911
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$153,911
Apportionment Year	2020	Fiscal Year Cost \$307,822
Project Phase		Total Project Cost: \$307,822
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

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Houston District

YOE = Year of Expenditure

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 15400 Location: CITY OF CONROE	Federal (FTA) Funds \$219,290
		State Funds from TxDOT \$0
		Other Funds \$54,823
Apportionment Year	2021	Fiscal Year Cost \$274,113
Project Phase		Total Project Cost: \$274,113
Brief Project Description	Planning expenditures for public transportation	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11437 Location: CITY OF CONROE	Federal (FTA) Funds \$165,000
		State Funds from TxDOT \$0
		Other Funds \$41,250
Apportionment Year	2020	Fiscal Year Cost \$206,250
Project Phase		Total Project Cost: \$206,250
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 15219 Location: CITY OF CONROE	Federal (FTA) Funds \$131,000
		State Funds from TxDOT \$0
		Other Funds \$131,000
Apportionment Year	2021	Fiscal Year Cost \$262,000
Project Phase		Total Project Cost: \$262,000
Brief Project Description	Transit Operating Expenditures for public transportation	Trans. Dev. Credits Requested 45,000
		Trans. Dev. Credits Awarded 45,000
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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Houston District YOE = Year of Expenditure

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF GALVESTON	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18602	Federal (FTA) Funds \$1,652,442
(reference number, etc)	Location: CITY OF GALVESTON	State Funds from TxDOT \$0
		Other Funds \$1,038,180
Apportionment Year	2020	Fiscal Year Cost \$2,690,622
Project Phase		Total Project Cost: \$2,600,000
Brief Project Description	TRANSIT CAPITAL, OPERATING, PLANNING AND ADMINISTRATION: FY 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF GALVESTON	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18614	Federal (FTA) Funds \$1,600,000
(reference number, etc)	Location: CITY OF GALVESTON	State Funds from TxDOT \$0
		Other Funds \$1,000,000
Apportionment Year	2021	Fiscal Year Cost \$2,600,000
Project Phase		Total Project Cost: \$2,600,000
Brief Project Description	TRANSIT CAPITAL, OPERATING, PLANNING AND ADMINISTRATION: FY 2021	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18333	Federal (FTA) Funds \$1,280,896
(reference number, etc)	Location: WESTPARK PARK & RIDE	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2020	Fiscal Year Cost \$1,280,896
Project Phase		Total Project Cost: \$1,280,986
Brief Project Description	BUS SUPPORT EQUIPMENT AND FACILITIES, CONSTRUCTION FOR WESTPARK PARK&RIDE: FY 2020	Trans. Dev. Credits Requested 256,179
		Trans. Dev. Credits 256,179
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 18609	Federal (FTA) Funds	\$431,515
(reference number, etc)	Location: FORT BEND COUNTY	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2019	Fiscal Year Cost	\$431,515
Project Phase		Total Project Cost:	\$431,515
Brief Project Description	BUS: SUPPORT AND FACILITIES, MISC SOFTWARE AND HARDWARE, BUS WRAPS AND SOFTWARE MAINTENANCE: FY 2019	Trans. Dev. Credits Requested	86,303
		Trans. Dev. Credits	86,303
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 18610	Federal (FTA) Funds	\$712,938
(reference number, etc)	Location: FORT BEND COUNTY	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2019	Fiscal Year Cost	\$712,938
Project Phase		Total Project Cost:	\$712,938
Brief Project Description	BUS: SUPPORT EQUIPMENT AND FACILITIES, CONSTRUCTION FOR WESTPARK PARK&RIDE: FY 2019	Trans. Dev. Credits Requested	142,588
		Trans. Dev. Credits	142,588
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 18613	Federal (FTA) Funds	\$1,037,686
(reference number, etc)	Location: FORT BEND COUNTY	State Funds from TxDOT	\$0
		Other Funds	\$4,048,243
Apportionment Year	2019	Fiscal Year Cost	\$5,085,929
Project Phase		Total Project Cost:	\$5,085,243
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2019	Trans. Dev. Credits Requested	518,843
		Trans. Dev. Credits	518,843
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 18611	Federal (FTA) Funds	\$1,723,062
(reference number, etc)	Location: FORT BEND COUNTY	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2019	Fiscal Year Cost	\$1,723,062
Project Phase		Total Project Cost:	\$1,723,062
Brief Project Description	OTHER CAPITAL ITEMS (BUS), CAPITAL PURCHASE OF SERVICE: FY 2019	Trans. Dev. Credits Requested	344,612
		Trans. Dev. Credits Awarded	344,612
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 18612	Federal (FTA) Funds	\$692,987
(reference number, etc)	Location: FORT BEND COUNTY	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2019	Fiscal Year Cost	\$692,987
Project Phase		Total Project Cost:	\$692,987
Brief Project Description	PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2019	Trans. Dev. Credits Requested	138,597
		Trans. Dev. Credits Awarded	138,597
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	GULF COAST CENTER	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 16361	Federal (FTA) Funds	\$986,283
(reference number, etc)	Location: LAKE JACKSON/ANGLETON UZA	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2018	Fiscal Year Cost	\$986,283
Project Phase		Total Project Cost:	\$986,283
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION LAKE JACKSON/ANGLETON: FY 2018	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	GULF COAST CENTER	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11721	Federal (FTA) Funds	\$385,000
(reference number, etc)	Location: TEXAS CITY/LA MARQUE UZA	State Funds from TxDOT	\$0
		Other Funds	\$96,250
Apportionment Year	2016	Fiscal Year Cost	\$481,250
Project Phase		Total Project Cost:	\$481,250
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION, CAPITAL COST OF CONTRACTING: FY 2016	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	GULF COAST CENTER	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 16355	Federal (FTA) Funds	\$580,281
(reference number, etc)	Location: TEXAS CITY/LA MARQUE UZA	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2018	Fiscal Year Cost	\$580,281
Project Phase		Total Project Cost:	\$580,281
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2018	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	GULF COAST CENTER	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 16358	Federal (FTA) Funds	\$448,406
(reference number, etc)	Location: TEXAS CITY/LA MARQUE UZA	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2019	Fiscal Year Cost	\$448,406
Project Phase		Total Project Cost:	\$448,406
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2019	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

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Houston District YOE = Year of Expenditure

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>	
Project Sponsor	GULF COAST CENTER	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11729	Federal (FTA) Funds	\$752,881
(reference number, etc)	Location: LAKE JACKSON/ANGLETON UZA	State Funds from TxDOT	\$0
Apportionment Year		Other Funds	\$752,881
Project Phase	2015	Fiscal Year Cost	\$1,505,762
Brief Project Description		Total Project Cost:	\$1,505,762
	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2015	Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	N.A.	Trans. Dev. Credits Awarded	\$0
Amendment Date & Action		(Date Amount)	

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>	
Project Sponsor	GULF COAST CENTER	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11726	Federal (FTA) Funds	\$913,432
(reference number, etc)	Location: TEXAS CITY/LA MARQUE UZA	State Funds from TxDOT	\$0
Apportionment Year	2016	Other Funds	\$913,432
Project Phase		Fiscal Year Cost	\$1,826,864
Brief Project Description		Total Project Cost:	\$1,826,864
	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2016	Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	N.A.	Trans. Dev. Credits Awarded	\$0
Amendment Date & Action		(Date Amount)	

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>	
Project Sponsor	GULF COAST CENTER	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 16357	Federal (FTA) Funds	\$651,523
(reference number, etc)	Location: TEXAS CITY/LA MARQUE UZA	State Funds from TxDOT	\$0
Apportionment Year	2018	Other Funds	\$0
Project Phase		Fiscal Year Cost	\$651,523
Brief Project Description		Total Project Cost:	\$651,523
	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2018	Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	N.A.	Trans. Dev. Credits Awarded	\$0
Amendment Date & Action		(Date Amount)	

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Houston District YOE = Year of Expenditure

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 16360	Federal (FTA) Funds \$810,656
(reference number, etc)	Location: TEXAS CITY/LA MARQUE UZA	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2019	Fiscal Year Cost \$810,656
Project Phase		Total Project Cost: \$810,656
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 16356	Federal (FTA) Funds \$225,000
(reference number, etc)	Location: TEXAS CITY/LA MARQUE UZA	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2018	Fiscal Year Cost \$225,000
Project Phase		Total Project Cost: \$225,000
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION GULF COAST CENTER: FY 2018	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 16362	Federal (FTA) Funds \$120,000
(reference number, etc)	Location: LAKE JACKSON/ANGLETON UZA	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2018	Fiscal Year Cost \$120,000
Project Phase		Total Project Cost: \$120,000
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION in LAKE JACKSON/ANGLETON: FY 2018	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

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Houston District YOE = Year of Expenditure

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11719	Federal (FTA) Funds \$100,000
(reference number, etc)	Location: TEXAS CITY/LA MARQUE UZA	State Funds from TxDOT \$0
		Other Funds \$25,000
Apportionment Year	2015	Fiscal Year Cost \$125,000
Project Phase		Total Project Cost: \$125,000
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2015	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11727	Federal (FTA) Funds \$100,000
(reference number, etc)	Location: TEXAS CITY/LA MARQUE UZA	State Funds from TxDOT \$0
		Other Funds \$25,000
Apportionment Year	2016	Fiscal Year Cost \$125,000
Project Phase		Total Project Cost: \$125,000
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2016	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 16359	Federal (FTA) Funds \$225,000
(reference number, etc)	Location: TEXAS CITY/LA MARQUE UZA	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2019	Fiscal Year Cost \$225,000
Project Phase		Total Project Cost: \$225,000
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	GULF COAST CENTER	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11761	Federal (FTA) Funds	\$271,614
(reference number, etc)	Location: TEXAS CITY/LAMARQUE	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2018	Fiscal Year Cost	\$271,614
Project Phase		Total Project Cost:	\$2,159,884
Brief Project Description	TEXAS CITY/LA MARQUE TRANSIT FLEET REPLACEMENT: FY 2018	Trans. Dev. Credits Requested	54,325
		Trans. Dev. Credits	54,325
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 18619	Federal (FTA) Funds	\$4,382,918
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT	\$0
		Other Funds	\$191,620
Apportionment Year	2019	Fiscal Year Cost	\$4,574,538
Project Phase		Total Project Cost:	\$4,574,538
Brief Project Description	TRANSIT CAPITAL EXPENSES: FY 2019	Trans. Dev. Credits Requested	876,584
		Trans. Dev. Credits	876,584
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 18621	Federal (FTA) Funds	\$1,143,543
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT	\$0
		Other Funds	\$479,050
Apportionment Year	2019	Fiscal Year Cost	\$1,622,593
Project Phase		Total Project Cost:	\$1,622,593
Brief Project Description	TRANSIT OPERATING EXPENSES: FY 2019	Trans. Dev. Credits Requested	572,772,
		Trans. Dev. Credits	571,772
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18620	Federal (FTA) Funds \$1,067,000
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2019	Fiscal Year Cost \$1,067,000
Project Phase		Total Project Cost: \$1,067,000
Brief Project Description	TRANSIT PLANNING EXPENSES: FY 2019	Trans. Dev. Credits Requested 213,400
		Trans. Dev. Credits 213,400
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11754	Federal (FTA) Funds \$65,429,304
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$16,357,326
Apportionment Year	2019	Fiscal Year Cost \$81,786,630
Project Phase		Total Project Cost: \$81,786,630
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2019 Apportionment	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18001	Federal (FTA) Funds \$65,429,304
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$16,357,326
Apportionment Year	2020	Fiscal Year Cost \$81,786,630
Project Phase		Total Project Cost: \$81,786,630
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18000 Location: METRO SERVICE AREA	Federal (FTA) Funds \$65,429,304
		State Funds from TxDOT \$0
		Other Funds \$16,357,326
Apportionment Year	2021	Fiscal Year Cost \$81,786,630
Project Phase		Total Project Cost: \$81,786,630
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2021 Apportionment	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11810 Location: METRO SERVICE AREA	Federal (FTA) Funds \$8,229,868
		State Funds from TxDOT \$0
		Other Funds \$2,057,467
Apportionment Year	2019	Fiscal Year Cost \$10,287,335
Project Phase		Total Project Cost: \$10,287,335
Brief Project Description	METROLift ADA Support: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18008 Location: METRO SERVICE AREA	Federal (FTA) Funds \$8,229,868
		State Funds from TxDOT \$0
		Other Funds \$2,057,467
Apportionment Year	2020	Fiscal Year Cost \$10,287,335
Project Phase		Total Project Cost: \$10,287,335
Brief Project Description	METROLift ADA Support: FY 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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Houston District YOE = Year of Expenditure

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18007	Federal (FTA) Funds \$8,229,868
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$2,057,467
Apportionment Year	2021	Fiscal Year Cost \$10,287,335
Project Phase		Total Project Cost: \$10,287,335
Brief Project Description	METROLift ADA Support: FY 2021	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11597	Federal (FTA) Funds \$2,043,275
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$4,024,261
Apportionment Year	2017	Fiscal Year Cost \$6,067,536
Project Phase		Total Project Cost: \$6,067,536
Brief Project Description	Capital Expenditures for Public Transportation, Capital Cost of Contracting: FY 2017	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11669	Federal (FTA) Funds \$1,889,012
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$3,717,273
Apportionment Year	2018	Fiscal Year Cost \$5,606,285
Project Phase		Total Project Cost: \$5,606,285
Brief Project Description	Capital Expenditures for Public Transportation: Capital Cost of Contracting: FY 2018	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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Houston District YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11518	Federal (FTA) Funds	\$280,000
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT	\$0
		Other Funds	\$280,000
Apportionment Year		Fiscal Year Cost	\$560,000
Project Phase	2016	Total Project Cost:	\$560,000
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2016	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number		(Date Amount)	
Amendment Date & Action	N.A.		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11660	Federal (FTA) Funds	\$927,094
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT	\$0
		Other Funds	\$927,094
Apportionment Year	2017	Fiscal Year Cost	\$1,854,188
Project Phase		Total Project Cost:	\$1,854,188
Brief Project Description	Operation Expenditures for Public Transportation: FY 2017	Trans. Dev. Credits Requested	\$0
	N.A.	Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number		(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11676	Federal (FTA) Funds	\$540,000
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT	\$0
		Other Funds	\$540,000
Apportionment Year	2018	Fiscal Year Cost	\$1,080,000
Project Phase		Total Project Cost:	\$1,080,000
Brief Project Description	Operation Expenditures for Public Transportation: FY 2018	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11521	Federal (FTA) Funds \$160,000
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$40,000
Apportionment Year		Fiscal Year Cost \$200,000
Project Phase	2016	Total Project Cost: \$200,000
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2016	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11668	Federal (FTA) Funds \$183,330
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$45,833
Apportionment Year	2018	Fiscal Year Cost \$229,163
Project Phase		Total Project Cost: \$229,163
Brief Project Description	Planning Expenditures for Public Transportation: FY 2018	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5310
MPO Project Information	MPOID: 11189	Federal (FTA) Funds \$172,626
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2017	Fiscal Year Cost \$172,626
Project Phase		Total Project Cost: \$172,626
Brief Project Description	Capital and program administration expenditures for Enhanced Mobility for Seniors and Individuals with Disabilities: FY 2017	Trans. Dev. Credits Requested 31,073
		Trans. Dev. Credits Awarded 31,073
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5310
MPO Project Information	MPOID: 11542	Federal (FTA) Funds	\$176,193
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2018	Fiscal Year Cost	\$176,193
Project Phase		Total Project Cost:	\$176,193
Brief Project Description	Capital and program administration expenditures for Enhanced Mobility for Seniors and Individuals with Disabilities: FY 2018	Trans. Dev. Credits Requested	31,715
	N.A.	Trans. Dev. Credits Awarded	31,715
Sec 5309 ID Number		(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5310
MPO Project Information	MPOID: 9349	Federal (FTA) Funds	\$158,574
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$39,643
Apportionment Year	2018	Fiscal Year Cost	\$198,217
Project Phase		Total Project Cost:	\$198,217
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2018	Trans. Dev. Credits Requested	\$0
	N.A.	Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number		(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5310
MPO Project Information	MPOID: 9410	Federal (FTA) Funds	\$164,556
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$41,139
Apportionment Year	2019	Fiscal Year Cost	\$205,695
Project Phase		Total Project Cost:	\$205,695
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2019	Trans. Dev. Credits Requested	\$0
	N.A.	Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number		(Date Amount)	
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Houston District YOE = Year of Expenditure

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5310
MPO Project Information	MPOID: 9730	Federal (FTA) Funds \$164,556
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$41,139
Apportionment Year	2020	Fiscal Year Cost \$205,695
Project Phase		Total Project Cost: \$205,695
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5310
MPO Project Information	MPOID: 10798	Federal (FTA) Funds \$164,556
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$41,139
Apportionment Year	2021	Fiscal Year Cost \$205,695
Project Phase		Total Project Cost: \$205,695
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2021	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5310
MPO Project Information	MPOID: 9409	Federal (FTA) Funds \$17,619
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2018	Fiscal Year Cost \$17,619
Project Phase		Total Project Cost: \$17,619
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2018	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5310
MPO Project Information	MPOID: 9412	Federal (FTA) Funds	\$18,284
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2019	Fiscal Year Cost	\$18,284
Project Phase		Total Project Cost:	\$18,284
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2019	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5310
MPO Project Information	MPOID: 10188	Federal (FTA) Funds	\$182,840
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2020	Fiscal Year Cost	\$182,840
Project Phase		Total Project Cost:	\$182,840
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2020	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5310
MPO Project Information	MPOID: 11009	Federal (FTA) Funds	\$18,284
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2021	Fiscal Year Cost	\$18,284
Project Phase		Total Project Cost:	\$18,284
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2021	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 11791 Location: FORT BEND COUNTY	Federal (FTA) Funds \$1,223,626
		State Funds from TxDOT \$0
		Other Funds \$434,344
Apportionment Year	2018	Fiscal Year Cost \$1,657,970
Project Phase		Total Project Cost: \$1,657,970
Brief Project Description	FORT BEND COUNTY PUBLIC TRANSPORTATION PROGRAM: PURCHASE OF SERVICE AND OPERATING: FY 2018	Trans. Dev. Credits Requested 296,100
		Trans. Dev. Credits Awarded 296,100
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 11789 Location: FORT BEND COUNTY	Federal (FTA) Funds \$1,052,376
		State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2016	Fiscal Year Cost \$1,052,376
Project Phase		Total Project Cost: \$1,052,376
Brief Project Description	FORT BEND COUNTY TRANSIT G.A.P.S PROGRAM: PURCHASE OF SERVICE (FY 2016)	Trans. Dev. Credits Requested 210,475
		Trans. Dev. Credits Awarded 210,475
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5310
MPO Project Information (reference number, etc)	MPOID: 11790 Location: FORT BEND COUNTY	Federal (FTA) Funds \$1,052,376
		State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2017	Fiscal Year Cost \$1,052,376
Project Phase		Total Project Cost: \$1,052,376
Brief Project Description	FORT BEND COUNTY TRANSIT G.A.P.S. PROGRAM: PURCHASE OF SERVICE (FY 2017)	Trans. Dev. Credits Requested
		Trans. Dev. Credits Awarded \$210,475
Sec 5309 ID Number	N.A.	(Date Amount) (4/24/2015 - M.O. 201509)
Amendment Date & Action		

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5310
MPO Project Information	MPOID: 18148	Federal (FTA) Funds \$329,751
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2018	Fiscal Year Cost \$329,751
Project Phase		Total Project Cost: \$329,751
Brief Project Description	5310 PROGRAM ADMINISTRATION: FY 2018	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5310
MPO Project Information	MPOID: 18643	Federal (FTA) Funds \$278,650
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$278,650
Apportionment Year	2021	Fiscal Year Cost \$557,300
Project Phase		Total Project Cost: \$557,300
Brief Project Description	Ride with H.E.A.R.T. Transit Services	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5310
MPO Project Information	MPOID: 18644	Federal (FTA) Funds \$52,340
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$13,085
Apportionment Year	2021	Fiscal Year Cost \$65,425
Project Phase		Total Project Cost: \$65,425
Brief Project Description	Ride with H.E.A.R.T. Vehicle Acquisition	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5337
MPO Project Information	MPOID: 11812	Federal (FTA) Funds \$6,822,182
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$1,705,546
Apportionment Year	2019	Fiscal Year Cost \$8,527,728
Project Phase		Total Project Cost: \$8,527,728
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5337
MPO Project Information	MPOID: 18149	Federal (FTA) Funds \$6,822,182
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$1,705,546
Apportionment Year	2019	Fiscal Year Cost \$8,527,728
Project Phase		Total Project Cost: \$8,527,728
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5337
MPO Project Information	MPOID: 18153	Federal (FTA) Funds \$6,822,182
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$1,705,546
Apportionment Year	2020	Fiscal Year Cost \$8,527,728
Project Phase		Total Project Cost: \$8,527,728
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5339
MPO Project Information	MPOID: 14373	Federal (FTA) Funds	\$65,964
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$16,491
Apportionment Year	2021	Fiscal Year Cost	\$82,455
Project Phase		Total Project Cost:	\$82,455
Brief Project Description	Bus and Bus Facilities Program.	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
		Awarded	
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5339
MPO Project Information	MPOID: 15557	Federal (FTA) Funds	\$65,964
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$16,491
Apportionment Year	2021	Fiscal Year Cost	\$82,455
Project Phase		Total Project Cost:	\$82,455
Brief Project Description	Capital expenditures for public transportation	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
		Awarded	
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5339
MPO Project Information	MPOID: 11440	Federal (FTA) Funds	\$60,850
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$15,213
Apportionment Year	2020	Fiscal Year Cost	\$76,063
Project Phase		Total Project Cost:	\$76,063
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
		Awarded	
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5339
MPO Project Information	MPOID: 11779	Federal (FTA) Funds \$166,900
(reference number, etc)	Location: GULF COAST CENTER SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2021	Fiscal Year Cost \$166,900
Project Phase		Total Project Cost: \$166,900
Brief Project Description	BUS & BUS FACILITIES PROGRAM (5339): FY 2017	Trans. Dev. Credits Requested 33,380
		Trans. Dev. Credits 33,380
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5339
MPO Project Information	MPOID: 11745	Federal (FTA) Funds \$7,543,669
(reference number, etc)	Location: NORTHWEST TRANSIT CENTER	State Funds from TxDOT \$0
		Other Funds \$1,885,918
Apportionment Year	2021	Fiscal Year Cost \$9,429,587
Project Phase		Total Project Cost: \$9,429,587
Brief Project Description	DESIGN, CONSTRUCTION, CONSTRUCTION MANAGEMENT, PROJECT MANAGEMENT	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5339
MPO Project Information	MPOID: 18237	Federal (FTA) Funds \$9,543,741
(reference number, etc)	Location: NORTHWEST TRANSIT CENTER	State Funds from TxDOT \$0
		Other Funds \$2,385,936
Apportionment Year	2019	Fiscal Year Cost \$11,929,677
Project Phase		Total Project Cost: \$11,929,677
Brief Project Description	Northwest Transit Center Improvements: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5339
MPO Project Information	MPOID: 15264	Federal (FTA) Funds \$9,463,799
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$2,365,950
Apportionment Year		Fiscal Year Cost \$11,829,749
Project Phase	2018	Total Project Cost: \$11,829,749
Brief Project Description	Universal Accessibility: FY 2018	Trans. Dev. Credits Requested 24,000
		Trans. Dev. Credits Awarded 24,000
Sec 5309 ID Number		(Date Amount)
Amendment Date & Action	N.A.	

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5339
MPO Project Information	MPOID: 16246	Federal (FTA) Funds \$7,317,848
(reference number, etc)	Location: WEST BELLFORT P&R	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2016	Fiscal Year Cost \$7,317,848
Project Phase		Total Project Cost: \$7,317,848
Brief Project Description	WEST BELLFORT PARK&RIDE MODIFICATIONS: FY 2016	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5339
MPO Project Information	MPOID: 11675	Federal (FTA) Funds \$311,570
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$77,892
Apportionment Year		Fiscal Year Cost \$389,462
Project Phase	2017	Total Project Cost: \$389,462
Brief Project Description	BUS AND BUS FACILITIES: FY 2017	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number		(Date Amount)
Amendment Date & Action	N.A.	

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category	FTA Sec. 5339
MPO Project Information	MPOID: 11678	Federal (FTA) Funds	\$360,124
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT	\$0
		Other Funds	\$90,031
Apportionment Year		Fiscal Year Cost	\$450,155
Project Phase	2018	Total Project Cost:	\$450,155
Brief Project Description	Bus and Bus Facilities: FY 2018	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number		(Date Amount)	
Amendment Date & Action	N.A.		

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	GULF COAST CENTER	Federal Funding Category	FTA Sec. 5,5307
MPO Project Information	MPOID: 16363	Federal (FTA) Funds	\$1,411,978
(reference number, etc)	Location: LAKE JACKSON/ANGLETON UZA	State Funds from TxDOT	\$0
		Other Funds	\$120,081
Apportionment Year	2019	Fiscal Year Cost	\$1,532,059
Project Phase		Total Project Cost:	\$1,532,059
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION IN LAKE JACKSON/ANGLETON & CONSTRUCTION OF TRANSIT OPERATIONS AND MAINTENANCE FACILITY: FY 2019	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	FTA Sec. 5307,5339
MPO Project Information	MPOID: 11735	Federal (FTA) Funds	\$5,802,295
(reference number, etc)	Location: POST OAK RD N	State Funds from TxDOT	\$0
		Other Funds	\$1,450,574
Apportionment Year	2021	Fiscal Year Cost	\$7,252,869
Project Phase		Total Project Cost:	\$7,252,869
Brief Project Description	DIAMOND BUS LANES CONSTRUCTION WITH BICYCLE AND PEDESTRIAN INFRASTRUCTURE ENHANCEMENTS	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	Local
MPO Project Information	MPOID: 18010	Federal (FTA) Funds	\$0
(reference number, etc)	Location: City of Conroe Transit Fleet Maintenance Facility	State Funds from TxDOT	\$0
		Other Funds	\$3,546,043
Apportionment Year	2021	Fiscal Year Cost	\$3,546,043
Project Phase		Total Project Cost:	\$3,546,043
Brief Project Description	Construct Transit Fleet Maintenance Facility	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF GALVESTON	Federal Funding Category	Local
MPO Project Information	MPOID: 16217	Federal (FTA) Funds	\$0
(reference number, etc)	Location: GALVESTON CBD	State Funds from TxDOT	\$0
		Other Funds	\$5,500,000
Apportionment Year	2021	Fiscal Year Cost	\$5,500,000
Project Phase		Total Project Cost:	\$3,000,000
Brief Project Description	PEDESTRIAN-TRANSIT ACCESS STREETSCAPE IMPROVEMENTS IN DOWNTOWN GALVESTON AND SURROUNDING AREAS ON TRANSIT CORRIDORS SLATED FOR DISASTERRELIEF FUNDED IMPROVEMENTS (CDBG)INCLUDING THE STRAND, MECHANIC, MARKET, POST OFFICE, CHURCH, 53RD AND 43RD.	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF GALVESTON	Federal Funding Category	Local
MPO Project Information	MPOID: 16224	Federal (FTA) Funds	\$0
(reference number, etc)	Location: UTMB MAIN CAMPUS	State Funds from TxDOT	\$0
		Other Funds	\$2,400,000
Apportionment Year	2021	Fiscal Year Cost	\$2,400,000
Project Phase		Total Project Cost:	\$2,400,000
Brief Project Description	Streetscape enhancements and pedestrian facilities to facilitate access to transit on the UTMB medical campus in Galveston, Texas. Includes extension of campus pedestrian mall and upgrade of adjacent high-utilization Island Transit stop.	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category	Local
MPO Project Information	MPOID: 11533	Federal (FTA) Funds	\$0
(reference number, etc)	Location: WESTPARK TOLLWAY P&R	State Funds from TxDOT	\$0
		Other Funds	\$549,566
Apportionment Year	2021	Fiscal Year Cost	\$549,566
Project Phase		Total Project Cost:	\$549,566
Brief Project Description	ACQUIRE 6 ADDITIONAL LARGE TRANSIT VEHICLES (PHASE I) FOR EXPRESS SERVICES FROM WESTPARK P&R	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 16207	Federal (FTA) Funds	\$0
(reference number, etc)	Location: UPTOWN MANAGEMENT DISTRICT	State Funds from TxDOT	\$0
		Other Funds	\$13,000,000
Apportionment Year	2019	Fiscal Year Cost	\$13,000,000
Project Phase		Total Project Cost:	\$13,000,000
Brief Project Description	ACQUIRE LOW-FLOOR ARTICULATED TRANSIT VEHICLES: FY 2019	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 11482	Federal (FTA) Funds	\$0
(reference number, etc)	Location: NORTHWEST TRANSIT CENTER	State Funds from TxDOT	\$0
		Other Funds	\$333,000
Apportionment Year	2021	Fiscal Year Cost	\$333,000
Project Phase		Total Project Cost:	\$313,000
Brief Project Description	ADVANCED HIGH CAPACITY TRANSIT IH- 610/NORTHWEST TRANSIT CENTER RAMP PROVISIONS	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15268	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$1,000,000
Apportionment Year	2020	Fiscal Year Cost	\$1,000,000
Project Phase		Total Project Cost:	\$1,000,000
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS (FY 2020)	Trans. Dev. Credits Requested	
		Trans. Dev. Credits	
		Awarded	
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15269	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$1,000,000
Apportionment Year	2021	Fiscal Year Cost	\$1,000,000
Project Phase		Total Project Cost:	\$1,000,000
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS (FY 2021)	Trans. Dev. Credits Requested	
		Trans. Dev. Credits	
		Awarded	
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15281	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$2,000,000
Apportionment Year	2020	Fiscal Year Cost	\$2,000,000
Project Phase		Total Project Cost:	\$2,000,000
Brief Project Description	FUTURE SIGNATURE BUS SERVICE (FY 2020)	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
		Awarded	
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information (reference number, etc)	MPOID: 15279 Location: METRO SERVICE AREA	Federal (FTA) Funds \$0
		State Funds from TxDOT \$0
		Other Funds \$2,000,000
Apportionment Year	2021	Fiscal Year Cost \$2,000,000
Project Phase		Total Project Cost: \$2,000,000
Brief Project Description	FUTURE SIGNATURE BUS SERVICE (FY 2021)	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information (reference number, etc)	MPOID: 15549 Location: NORTHLINE TRANSIT CENTER	Federal (FTA) Funds \$0
		State Funds from TxDOT \$0
		Other Funds \$15,000,000
Apportionment Year	2021	Fiscal Year Cost \$15,000,000
Project Phase		Total Project Cost: \$29,400,000
Brief Project Description	NORTHLINE TRANSIT CENTER: FY 2021	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information (reference number, etc)	MPOID: 15285 Location: METRO SERVICE AREA	Federal (FTA) Funds \$0
		State Funds from TxDOT \$0
		Other Funds \$4,000,000
Apportionment Year	2021	Fiscal Year Cost \$4,000,000
Project Phase		Total Project Cost: \$4,000,000
Brief Project Description	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS): FY 2021	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15286	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$4,000,000
Apportionment Year	2023	Fiscal Year Cost	\$4,000,000
Project Phase		Total Project Cost:	\$4,000,000
Brief Project Description	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS) : FY 2023	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15244	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$62,031,171
Apportionment Year	2021	Fiscal Year Cost	\$62,031,171
Project Phase		Total Project Cost:	\$62,031,171
Brief Project Description	REPLACEMENT BUSES (FY 2021)	Trans. Dev. Credits Requested	197,257
		Trans. Dev. Credits Awarded	197,257
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15296	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$1,420,000
Apportionment Year	2020	Fiscal Year Cost	\$1,420,000
Project Phase		Total Project Cost:	\$1,420,000
Brief Project Description	TRANSIT CENTER MODIFICATIONS (FY 2020)	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15294	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$1,420,000
Apportionment Year	2021	Fiscal Year Cost	\$1,420,000
Project Phase		Total Project Cost:	\$1,420,000
Brief Project Description	TRANSIT CENTER MODIFICATIONS (FY 2021)	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
		(Date Amount)	
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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15535	Federal (FTA) Funds	\$0
(reference number, etc)	Location: WHEELER INTERMODAL TERMINAL	State Funds from TxDOT	\$0
		Other Funds	\$5,000,000
Apportionment Year	2021	Fiscal Year Cost	\$5,000,000
Project Phase		Total Project Cost:	\$5,000,000
Brief Project Description	WHEELER INTERMODAL TERMINAL (FY 2021)	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
		(Date Amount)	
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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	GREATER EAST END MANAGEMENT DISTRICT	Federal Funding Category	CMAQ
MPO Project Information	MPOID: 18144	Federal (FTA) Funds	\$5,839,934
(reference number, etc)	Location: HARRISBURG BLVD	State Funds from TxDOT	\$0
		Other Funds	\$3,123,522
Apportionment Year	2022	Fiscal Year Cost	\$8,963,456
Project Phase		Total Project Cost:	\$8,963,456
Brief Project Description	PURCHASE LONG-TERM CAPITAL LEASE OF 250 PARKING SPACES AND ASSOCIATED INCIDENTAL SPACE FOR THE EASTWOOD INTERMODAL TERMINAL	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11452	Federal (FTA) Funds	\$250,000
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$62,500
Apportionment Year	2021	Fiscal Year Cost	\$312,500
Project Phase		Total Project Cost:	\$312,500
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR TRANSPORTATION IMPROVEMENTS: FY 2021	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11485	Federal (FTA) Funds	\$153,911
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$153,911
Apportionment Year	2021	Fiscal Year Cost	\$307,822
Project Phase		Total Project Cost:	\$307,822
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: 2021	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11498	Federal (FTA) Funds \$165,000
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$41,250
Apportionment Year	2021	Fiscal Year Cost \$206,250
Project Phase		Total Project Cost: \$206,250
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF GALVESTON	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18615	Federal (FTA) Funds \$1,600,000
(reference number, etc)	Location: CITY OF GALVESTON	State Funds from TxDOT \$0
		Other Funds \$1,000,000
Apportionment Year	2022	Fiscal Year Cost \$2,600,000
Project Phase		Total Project Cost: \$2,600,000
Brief Project Description	TRANSIT CAPITAL, OPERATING, PLANNING AND ADMINISTRATION: FY 2022	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18338	Federal (FTA) Funds \$580,797
(reference number, etc)	Location: FORT BEND COUNTY	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2021	Fiscal Year Cost \$580,797
Project Phase		Total Project Cost: \$580,797
Brief Project Description	BUS SUPPORT AND FACILITIES, MISC SOFTWARE AND HARDWARE, BUS WRAPS AND SOFTWARE MAINTENANCE: FY 2021	Trans. Dev. Credits Requested 116,159
		Trans. Dev. Credits Awarded 116,159
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18332 Location: FORT BEND COUNTY	Federal (FTA) Funds \$547,921
		State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2020	Fiscal Year Cost \$547,921
Project Phase		Total Project Cost: \$547,921
Brief Project Description	BUS SUPPORT EQUIPMENT AND FACILITIES, CONSTRUCTION FOR WESTPARK PARK&RIDE: FY 2020	Trans. Dev. Credits Requested 109,584
		Trans. Dev. Credits Awarded 109,584
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18336 Location: FORT BEND COUNTY	Federal (FTA) Funds \$1,068,815
		State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2020	Fiscal Year Cost \$1,068,815
Project Phase		Total Project Cost: \$1,068,815
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2020	Trans. Dev. Credits Requested 534,408
		Trans. Dev. Credits Awarded 534,408
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18341 Location: FORT BEND COUNTY	Federal (FTA) Funds \$1,100,910
		State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2021	Fiscal Year Cost \$1,100,910
Project Phase		Total Project Cost: \$1,100,910
Brief Project Description	OPERATING ASSISTANCE FOR FORT BEND COUNTY PUBLIC TRANSPORTATION: FY 2021	Trans. Dev. Credits Requested 550,455
		Trans. Dev. Credits Awarded 550,455
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18334 Location: FORT BEND COUNTY	Federal (FTA) Funds	\$1,826,448
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2020	Fiscal Year Cost	\$1,826,448
Project Phase		Total Project Cost:	\$1,826,448
Brief Project Description	OTHER CAPITAL ITEMS (BUS), CAPITAL PURCHASE OF SERVICE: FY 2020	Trans. Dev. Credits Requested	356,290
		Trans. Dev. Credits Awarded	356,290
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18339 Location: FORT BEND COUNTY	Federal (FTA) Funds	\$1,936,036
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2021	Fiscal Year Cost	\$1,936,036
Project Phase		Total Project Cost:	\$1,936,036
Brief Project Description	OTHER CAPITAL ITEMS (BUS), CAPITAL PURCHASE OF SERVICE: FY 2021	Trans. Dev. Credits Requested	387,207
		Trans. Dev. Credits Awarded	387,207
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>	
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category	FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18340 Location: FORT BEND COUNTY	Federal (FTA) Funds	\$998,239
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2021	Fiscal Year Cost	\$998,239
Project Phase		Total Project Cost:	\$998,239
Brief Project Description	PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION (FY 2021)	Trans. Dev. Credits Requested	199,648
		Trans. Dev. Credits Awarded	199,649
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18335 Location: FORT BEND COUNTY	Federal (FTA) Funds \$969,880
		State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2020	Fiscal Year Cost \$969,880
Project Phase		Total Project Cost: \$969,880
Brief Project Description	PLANNING EXPENDITURES FOR FORT BEND COUNTY PUBLIC TRANSPORTATION :FY 2020	Trans. Dev. Credits Requested 193,976
		Trans. Dev. Credits Awarded 193,976
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18331 Location: FORT BEND COUNTY	Federal (FTA) Funds \$462,085
		State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2020	Fiscal Year Cost \$462,085
Project Phase		Total Project Cost: \$462,085
Brief Project Description	PURCHASE OF ROLLING STOCK: FY 2020	Trans. Dev. Credits Requested 92,417
		Trans. Dev. Credits Awarded 92,417
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	FORT BEND COUNTY PUBLIC TRANSPORTATION	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18337 Location: FORT BEND COUNTY	Federal (FTA) Funds \$489,811
		State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2021	Fiscal Year Cost \$489,811
Project Phase		Total Project Cost: \$489,811
Brief Project Description	PURCHASE OF ROLLING STOCK: FY 2021	Trans. Dev. Credits Requested 97,962
		Trans. Dev. Credits Awarded 97,962
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11744 Location: LAKE JACKSON/ANGLETON UZA	Federal (FTA) Funds \$876,665
		State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2022	Fiscal Year Cost \$876,665
Project Phase		Total Project Cost: \$876,665
Brief Project Description	LAKE JACKSON/ANGLETON CAPITAL ENGINEERING, DESIGN, AND CONSTRUCTION	Trans. Dev. Credits Requested 175,333
		Trans. Dev. Credits Awarded 175,333
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 16365 Location: LAKE JACKSON/ANGLETON UZA	Federal (FTA) Funds \$70,767
		State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2019	Fiscal Year Cost \$70,767
Project Phase		Total Project Cost: \$70,767
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION LAKE JACKSON/ ANGLETON: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11732 Location: LAKE JACKSON/ANGLETON UZA	Federal (FTA) Funds \$774,930
		State Funds from TxDOT \$0
		Other Funds \$774,930
Apportionment Year		Fiscal Year Cost \$1,549,860
Project Phase	2016	Total Project Cost: \$1,549,860
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2016	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	GULF COAST CENTER	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 16364	Federal (FTA) Funds \$120,000
(reference number, etc)	Location: LAKE JACKSON/ANGLETON UZA	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2019	Fiscal Year Cost \$120,000
Project Phase		Total Project Cost: \$120,000
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION LAKE JACKSON/ANGLETON: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18622	Federal (FTA) Funds \$4,480,797
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT \$0
		Other Funds \$197,379
Apportionment Year	2020	Fiscal Year Cost \$4,678,176
Project Phase		Total Project Cost: \$4,678,176
Brief Project Description	TRANSIT CAPITAL EXPENSES: FY 2020	Trans. Dev. Credits Requested 896,159
		Trans. Dev. Credits Awarded 896,159
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18624	Federal (FTA) Funds \$1,178,424
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT \$0
		Other Funds \$493,448
Apportionment Year	2020	Fiscal Year Cost \$1,671,872
Project Phase		Total Project Cost: \$1,671,872
Brief Project Description	TRANSIT OPERATING EXPENSES: FY 2020	Trans. Dev. Credits Requested 589,212
		Trans. Dev. Credits Awarded 589,212
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18623	Federal (FTA) Funds \$1,099,010
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2020	Fiscal Year Cost \$1,099,010
Project Phase		Total Project Cost: \$1,099,010
Brief Project Description	TRANSIT PLANNING EXPENSES: FY 2020	Trans. Dev. Credits Requested 219,802
		Trans. Dev. Credits 219,802
		Awarded
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11759	Federal (FTA) Funds \$65,429,304
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$16,357,326
Apportionment Year	2022	Fiscal Year Cost \$81,786,630
Project Phase		Total Project Cost: \$81,786,630
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2022 Apportionment	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
		Awarded
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18002	Federal (FTA) Funds \$65,429,304
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$16,357,326
Apportionment Year	2023	Fiscal Year Cost \$81,786,630
Project Phase		Total Project Cost: \$81,786,630
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2023	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
		Awarded
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 11811 Location: METRO SERVICE AREA	Federal (FTA) Funds \$8,229,868
		State Funds from TxDOT \$0
		Other Funds \$2,057,467
Apportionment Year	2022	Fiscal Year Cost \$10,287,335
Project Phase		Total Project Cost: \$10,287,335
Brief Project Description	METROLift ADA Support: FY 2022 Apportionment	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18009 Location: METRO SERVICE AREA	Federal (FTA) Funds \$8,229,868
		State Funds from TxDOT \$0
		Other Funds \$2,057,467
Apportionment Year	2023	Fiscal Year Cost \$10,287,335
Project Phase		Total Project Cost: \$10,287,335
Brief Project Description	METROLift ADA Support: FY 2023	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18632 Location: THE WOODLANDS TOWNSHIP	Federal (FTA) Funds \$2,100,000
		State Funds from TxDOT \$0
		Other Funds \$4,088,886
Apportionment Year	2019	Fiscal Year Cost \$6,188,886
Project Phase		Total Project Cost: \$6,188,886
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18633	Federal (FTA) Funds \$625,000
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$625,000
Apportionment Year	2019	Fiscal Year Cost \$1,250,000
Project Phase		Total Project Cost: \$1,250,000
Brief Project Description	OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18631	Federal (FTA) Funds \$200,000
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$50,000
Apportionment Year	2019	Fiscal Year Cost \$250,000
Project Phase		Total Project Cost: \$250,000
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2019	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5310
MPO Project Information	MPOID: 11010	Federal (FTA) Funds \$164,556
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$41,139
Apportionment Year	2022	Fiscal Year Cost \$205,695
Project Phase		Total Project Cost: \$205,695
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES CAPITAL EXPENDITURES: FY 2022	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5310
MPO Project Information	MPOID: 11027	Federal (FTA) Funds	\$18,284
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2022	Fiscal Year Cost	\$18,284
Project Phase		Total Project Cost:	\$18,284
Brief Project Description	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM ADMINISTRATION: FY 2022	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	FTA Sec. 5337
MPO Project Information	MPOID: 11892	Federal (FTA) Funds	\$6,822,182
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$1,705,546
Apportionment Year	2022	Fiscal Year Cost	\$8,527,728
Project Phase		Total Project Cost:	\$4,500,000
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2022	Trans. Dev. Credits Requested	1,463,571
		Trans. Dev. Credits Awarded	1,463,571
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	FTA Sec. 5337
MPO Project Information	MPOID: 18155	Federal (FTA) Funds	\$6,822,182
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$1,705,546
Apportionment Year	2023	Fiscal Year Cost	\$8,527,728
Project Phase		Total Project Cost:	\$8,527,728
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2023	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5339
MPO Project Information	MPOID: 11500	Federal (FTA) Funds	\$60,850
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$15,213
Apportionment Year	2021	Fiscal Year Cost	\$76,063
Project Phase		Total Project Cost:	\$76,063
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category	FTA Sec. 5339
MPO Project Information	MPOID: 18634	Federal (FTA) Funds	\$260,000
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT	\$0
		Other Funds	\$65,000
Apportionment Year	2019	Fiscal Year Cost	\$325,000
Project Phase		Total Project Cost:	\$325,000
Brief Project Description	BUS ACQUISITION AND BUS FACILITIES: FY 2019	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 16240	Federal (FTA) Funds	\$0
(reference number, etc)	Location: BUFFALO BAYOU DAY LOT	State Funds from TxDOT	\$0
		Other Funds	\$4,146,000
Apportionment Year	2022	Fiscal Year Cost	\$4,146,000
Project Phase		Total Project Cost:	\$4,146,000
Brief Project Description	BUFFALO BAYOU DAY LOT: FY 2022	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15271	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$1,000,000
Apportionment Year	2022	Fiscal Year Cost	\$1,000,000
Project Phase		Total Project Cost:	\$1,000,000
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS: FY 2022	Trans. Dev. Credits Requested	
		Trans. Dev. Credits	
		Awarded	
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 11805	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$2,000,000
Apportionment Year	2022	Fiscal Year Cost	\$2,000,000
Project Phase		Total Project Cost:	\$2,000,000
Brief Project Description	FUTURE SIGNATURE BUS SERVICE: FY 2022	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
		Awarded	
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15284	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$4,000,000
Apportionment Year	2022	Fiscal Year Cost	\$4,000,000
Project Phase		Total Project Cost:	\$4,000,000
Brief Project Description	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS: FY 2022	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
		Awarded	
Sec 5309 ID Number	N.A.	(Date Amount)	
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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15243	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$60,335,736
Apportionment Year	2022	Fiscal Year Cost	\$60,335,736
Project Phase		Total Project Cost:	\$60,335,736
Brief Project Description	REPLACEMENT BUSES (FY 2022)	Trans. Dev. Credits Requested	810,656
		Trans. Dev. Credits	810,656
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 15293	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$1,420,000
Apportionment Year	2022	Fiscal Year Cost	\$1,420,000
Project Phase		Total Project Cost:	\$1,420,000
Brief Project Description	TRANSIT CENTER MODIFICATIONS (FY 2022)	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
Amendment Date & Action		(Date Amount)	

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	CMAQ
MPO Project Information	MPOID: 11473	Federal (FTA) Funds	\$113,791,242
(reference number, etc)	Location: INNER KATY CORRIDOR	State Funds from TxDOT	\$0
		Other Funds	\$75,860,828
Apportionment Year	2023	Fiscal Year Cost	\$189,652,070
Project Phase		Total Project Cost:	\$189,652,070
Brief Project Description	CONSTRUCT MULTIMODAL DEDICATED BUS RAPID TRANSIT (BRT) BUSWAY, INCLUDING GRADE-SEPARATION AND CONNECTION TO HOV LANES AND TRANSIT CENTER.	Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	N.A.	Trans. Dev. Credits Awarded	\$0
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11515	Federal (FTA) Funds	\$250,000
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$62,500
Apportionment Year	2022	Fiscal Year Cost	\$312,500
Project Phase		Total Project Cost:	\$312,500
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION AND/OR TRANSPORTATION IMPROVEMENTS: FY 2022	Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	N.A.	Trans. Dev. Credits Awarded	\$0
Amendment Date & Action		(Date Amount)	

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	CITY OF CONROE	Federal Funding Category	FTA Sec. 5307
MPO Project Information	MPOID: 11519	Federal (FTA) Funds	\$153,911
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT	\$0
		Other Funds	\$153,911
Apportionment Year	2022	Fiscal Year Cost	\$307,822
Project Phase		Total Project Cost:	\$307,822
Brief Project Description	OPERATING EXPENDITURES FOR PUBLIC TRANSPORTATION: 2022	Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	N.A.	Trans. Dev. Credits Awarded	\$0
Amendment Date & Action		(Date Amount)	

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11523	Federal (FTA) Funds \$165,000
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$41,250
Apportionment Year	2022	Fiscal Year Cost \$206,250
Project Phase		Total Project Cost: \$206,250
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2022	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF GALVESTON	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 11025	Federal (FTA) Funds \$3,531,534
(reference number, etc)	Location: CITY OF GALVESTON	State Funds from TxDOT \$0
		Other Funds \$942,884
Apportionment Year	2023	Fiscal Year Cost \$4,474,418
Project Phase		Total Project Cost: \$4,474,418
Brief Project Description	PURCHASE 10 NEW TRANSIT VEHICLES	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF GALVESTON	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18616	Federal (FTA) Funds \$1,600,000
(reference number, etc)	Location: CITY OF GALVESTON	State Funds from TxDOT \$0
		Other Funds \$1,000,000
Apportionment Year	2023	Fiscal Year Cost \$2,600,000
Project Phase		Total Project Cost: \$2,600,000
Brief Project Description	TRANSIT CAPITAL, OPERATING, PLANNING AND ADMINISTRATION: FY 2023	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits \$0
Sec 5309 ID Number	N.A.	Awarded
Amendment Date & Action		(Date Amount)

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18625	Federal (FTA) Funds \$4,581,490
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT \$0
		Other Funds \$203,298
Apportionment Year	2021	Fiscal Year Cost \$4,784,788
Project Phase		Total Project Cost: \$4,784,788
Brief Project Description	TRANSIT CAPITAL EXPENSES: FY 2021	Trans. Dev. Credits Requested 916,298
		Trans. Dev. Credits Awarded 916,298
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18627	Federal (FTA) Funds \$1,408,160
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT \$0
		Other Funds \$508,245
Apportionment Year	2021	Fiscal Year Cost \$1,916,405
Project Phase		Total Project Cost: \$1,916,405
Brief Project Description	TRANSIT OPERATING EXPENSES: FY 2021	Trans. Dev. Credits Requested 704,080
		Trans. Dev. Credits Awarded 704,080
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18626	Federal (FTA) Funds \$1,131,982
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2023	Fiscal Year Cost \$1,131,982
Project Phase		Total Project Cost: \$1,131,982
Brief Project Description	TRANSIT PLANNING EXPENSES: FY 2021	Trans. Dev. Credits Requested 226,396
		Trans. Dev. Credits Awarded 226,396
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18089	Federal (FTA) Funds \$8,229,868
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$2,057,467
Apportionment Year	2024	Fiscal Year Cost \$10,287,335
Project Phase		Total Project Cost: \$10,287,335
Brief Project Description	METROLift ADA Support: FY 2024	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18636	Federal (FTA) Funds \$2,300,000
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$4,512,664
Apportionment Year	2020	Fiscal Year Cost \$6,812,664
Project Phase		Total Project Cost: \$6,812,664
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING: FY 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18637	Federal (FTA) Funds \$675,000
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$675,000
Apportionment Year	2020	Fiscal Year Cost \$1,350,000
Project Phase		Total Project Cost: \$1,350,000
Brief Project Description	OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18635	Federal (FTA) Funds \$388,480
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$97,120
Apportionment Year		Fiscal Year Cost \$485,600
Project Phase	2020	Total Project Cost: \$485,600
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category FTA Sec. 5339
MPO Project Information	MPOID: 11535	Federal (FTA) Funds \$60,850
(reference number, etc)	Location: CITY OF CONROE	State Funds from TxDOT \$0
		Other Funds \$15,213
Apportionment Year	2022	Fiscal Year Cost \$76,063
Project Phase		Total Project Cost: \$76,063
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2022	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5339
MPO Project Information	MPOID: 18638	Federal (FTA) Funds \$260,000
(reference number, etc)	Location: THE WOODLANDS TOWNSHIP	State Funds from TxDOT \$0
		Other Funds \$65,000
Apportionment Year	2020	Fiscal Year Cost \$325,000
Project Phase		Total Project Cost: \$325,000
Brief Project Description	BUS ACQUISITION AND BUS FACILITIES: FY 2020	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	CITY OF CONROE	Federal Funding Category Local
MPO Project Information	MPOID: 15505	Federal (FTA) Funds \$0
(reference number, etc)	Location: CONROE TECH PARK TRANSIT TERMINAL	State Funds from TxDOT \$0
		Other Funds \$9,000,000
Apportionment Year	2023	Fiscal Year Cost \$9,000,000
Project Phase		Total Project Cost: \$9,000,000
Brief Project Description	CONSTRUCT CONROE TECH PARK TRANSIT TERMINAL	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information	MPOID: 11723	Federal (FTA) Funds \$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$1,418,774
Apportionment Year	2023	Fiscal Year Cost \$1,418,774
Project Phase		Total Project Cost: \$1,418,774
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS: FY 2023	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information	MPOID: 18352	Federal (FTA) Funds \$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$1,000,000
Apportionment Year	2024	Fiscal Year Cost \$1,000,000
Project Phase		Total Project Cost: \$1,000,000
Brief Project Description	BUS PADS/BUS LANE IMPROVEMENTS: FY 2024	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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*Projects grouped by Fiscal Year,
sorted by Funding Source, Sponsor and Description*

Houston District

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 18353	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$2,000,000
Apportionment Year	2023	Fiscal Year Cost	\$2,000,000
Project Phase		Total Project Cost:	\$2,000,000
Brief Project Description	FUTURE SIGNATURE BUS SERVICE: FY 2023	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
		(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 18369	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$62,031,171
Apportionment Year	2023	Fiscal Year Cost	\$62,031,171
Project Phase		Total Project Cost:	\$62,031,171
Brief Project Description	REPLACEMENT BUSES: FY 2023	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
		(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 18371	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$1,420,000
Apportionment Year	2023	Fiscal Year Cost	\$1,420,000
Project Phase		Total Project Cost:	\$1,420,000
Brief Project Description	TRANSIT CENTER MODIFICATIONS: FY 2023	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits	\$0
Sec 5309 ID Number	N.A.	Awarded	
		(Date Amount)	
Amendment Date & Action			

FY 2024 TRANSIT PROJECT DESCRIPTIONS

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*Projects grouped by Fiscal Year,
sorted by Funding Source, Sponsor and Description*

Houston District YOE = Year of Expenditure

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18628	Federal (FTA) Funds \$4,685,241
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT \$0
		Other Funds \$209,395
Apportionment Year	2022	Fiscal Year Cost \$4,894,636
Project Phase		Total Project Cost: \$4,894,636
Brief Project Description	TRANSIT CAPITAL EXPENSES: FY 2022	Trans. Dev. Credits Requested 937,048
		Trans. Dev. Credits Awarded 937,048
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18630	Federal (FTA) Funds \$1,408,160
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT \$0
		Other Funds \$523,487
Apportionment Year	2022	Fiscal Year Cost \$1,931,647
Project Phase		Total Project Cost: \$1,931,647
Brief Project Description	TRANSIT OPERATING EXPENSES: FY 2022	Trans. Dev. Credits Requested 704,080
		Trans. Dev. Credits Awarded 704,080
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	HARRIS CO. COMMUNITY & ECONOMIC DEVELOPMENT DE	Federal Funding Category FTA Sec. 5307
MPO Project Information	MPOID: 18629	Federal (FTA) Funds \$1,165,941
(reference number, etc)	Location: HARRIS COUNTY	State Funds from TxDOT \$0
		Other Funds \$0
Apportionment Year	2022	Fiscal Year Cost \$1,165,941
Project Phase		Total Project Cost: \$1,165,941
Brief Project Description	TRANSIT PLANNING EXPENSES: FY 2022	Trans. Dev. Credits Requested 233,188
		Trans. Dev. Credits Awarded 233,188
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

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*Projects grouped by Fiscal Year,
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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18003 Location: METRO SERVICE AREA	Federal (FTA) Funds \$65,429,304
		State Funds from TxDOT \$0
		Other Funds \$16,357,326
Apportionment Year	2024	Fiscal Year Cost \$81,786,630
Project Phase		Total Project Cost: \$81,786,630
Brief Project Description	Bus/Rail Capitalized Maintenance: FY 2024	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18640 Location: THE WOODLANDS TOWNSHIP	Federal (FTA) Funds \$2,300,000
		State Funds from TxDOT \$0
		Other Funds \$4,512,664
Apportionment Year	2021	Fiscal Year Cost \$6,812,664
Project Phase		Total Project Cost: \$6,812,664
Brief Project Description	CAPITAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING: FY 2021	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18641 Location: THE WOODLANDS TOWNSHIP	Federal (FTA) Funds \$675,000
		State Funds from TxDOT \$0
		Other Funds \$675,000
Apportionment Year	2021	Fiscal Year Cost \$1,350,000
Project Phase		Total Project Cost: \$1,350,000
Brief Project Description	OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

FY 2024 TRANSIT PROJECT DESCRIPTIONS

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*Projects grouped by Fiscal Year,
sorted by Funding Source, Sponsor and Description*

Houston District

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5307
MPO Project Information (reference number, etc)	MPOID: 18639 Location: THE WOODLANDS TOWNSHIP	Federal (FTA) Funds \$388,480
Apportionment Year		State Funds from TxDOT \$0
Project Phase	2021	Other Funds \$97,120
Brief Project Description	PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021	Fiscal Year Cost \$485,600
Sec 5309 ID Number		Total Project Cost: \$388,480
Amendment Date & Action	N.A.	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category FTA Sec. 5337
MPO Project Information (reference number, etc)	MPOID: 18234 Location: METRO SERVICE AREA	Federal (FTA) Funds \$6,822,182
Apportionment Year	2024	State Funds from TxDOT \$0
Project Phase		Other Funds \$1,705,546
Brief Project Description	RAIL CAPITALIZED MAINTENANCE: FY 2024	Fiscal Year Cost \$8,527,728
Sec 5309 ID Number	N.A.	Total Project Cost: \$8,527,728
Amendment Date & Action		Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
		(Date Amount)

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	THE WOODLANDS TOWNSHIP	Federal Funding Category FTA Sec. 5339
MPO Project Information (reference number, etc)	MPOID: 18642 Location: THE WOODLANDS TOWNSHIP	Federal (FTA) Funds \$260,000
Apportionment Year	2021	State Funds from TxDOT \$0
Project Phase		Other Funds \$65,000
Brief Project Description	BUS ACQUISITION AND BUS FACILITIES: FY 2021	Fiscal Year Cost \$325,000
Sec 5309 ID Number	N.A.	Total Project Cost: \$325,000
Amendment Date & Action		Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
		(Date Amount)

FY 2024 TRANSIT PROJECT DESCRIPTIONS
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*Projects grouped by Fiscal Year,
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Houston District

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<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 18167	Federal (FTA) Funds	\$0
(reference number, etc)	Location: SH 6	State Funds from TxDOT	\$0
		Other Funds	\$42,373,003
Apportionment Year	2024	Fiscal Year Cost	\$42,373,003
Project Phase		Total Project Cost:	\$42,373,003
Brief Project Description	Contract Park and Ride along SH 6 near Fort Bend Parkway in Sienna Plantation; replaces existing leased spaces in Kroger parking lot	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 18162	Federal (FTA) Funds	\$0
(reference number, etc)	Location: Green & Purple METRO Lines	State Funds from TxDOT	\$0
		Other Funds	\$31,220,128
Apportionment Year	2024	Fiscal Year Cost	\$31,220,128
Project Phase		Total Project Cost:	\$31,220,128
Brief Project Description	Extension of Green and Purple LRT lines	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	METRO	Federal Funding Category	Local
MPO Project Information	MPOID: 18354	Federal (FTA) Funds	\$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT	\$0
		Other Funds	\$2,000,000
Apportionment Year	2024	Fiscal Year Cost	\$2,000,000
Project Phase		Total Project Cost:	\$2,000,000
Brief Project Description	FUTURE SIGNATURE BUS SERVICE: FY 2024	Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded	\$0
Sec 5309 ID Number	N.A.	(Date Amount)	
Amendment Date & Action			

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*Projects grouped by Fiscal Year,
sorted by Funding Source, Sponsor and Description*

Houston District

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information	MPOID: 15283	Federal (FTA) Funds \$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$4,000,000
Apportionment Year	2024	Fiscal Year Cost \$4,000,000
Project Phase		Total Project Cost: \$4,000,000
Brief Project Description	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS): FY 2024	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information	MPOID: 11795	Federal (FTA) Funds \$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$5,000,000
Apportionment Year	2024	Fiscal Year Cost \$5,000,000
Project Phase		Total Project Cost: \$5,000,000
Brief Project Description	PARK AND RIDE MODIFICATIONS (FIVE FACILITIES): FY 2024	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information	MPOID: 18151	Federal (FTA) Funds \$0
(reference number, etc)	Location: WESTHEIMER SIGNATURE BUS SERVICE	State Funds from TxDOT \$0
		Other Funds \$148,550,788
Apportionment Year	2024	Fiscal Year Cost \$148,550,788
Project Phase		Total Project Cost: \$148,550,788
Brief Project Description	RAPID SERVICE FROM HAYES ROAD TO EDLOE STREET AND EXPRESS SERVICE ON IH 69 BETWEEN EDLOE STREET AND DOWNTOWN HOUSTON.	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

FY 2024 TRANSIT PROJECT DESCRIPTIONS

FY 2021-2024 HOUSTON-GALVESTON MPO TRANSPORTATION IMPROVEMENT PROGRAM

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*Projects grouped by Fiscal Year,
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Houston District

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	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information	MPOID: 18370	Federal (FTA) Funds \$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$60,335,736
Apportionment Year	2024	Fiscal Year Cost \$60,335,736
Project Phase		Total Project Cost: \$60,335,736
Brief Project Description	REPLACEMENT BUSES: FY 2024	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information	MPOID: 18372	Federal (FTA) Funds \$0
(reference number, etc)	Location: METRO SERVICE AREA	State Funds from TxDOT \$0
		Other Funds \$1,420,000
Apportionment Year	2024	Fiscal Year Cost \$1,420,000
Project Phase		Total Project Cost: \$1,420,000
Brief Project Description	TRANSIT CENTER MODIFICATIONS: FY 2024	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

	<u>General Project Information</u>	<u>Funding Information (YOE)</u>
Project Sponsor	METRO	Federal Funding Category Local
MPO Project Information	MPOID: 15547	Federal (FTA) Funds \$0
(reference number, etc)	Location: WHEELER INTERMODAL TERMINAL	State Funds from TxDOT \$0
		Other Funds \$5,000,000
Apportionment Year	2024	Fiscal Year Cost \$5,000,000
Project Phase		Total Project Cost: \$5,000,000
Brief Project Description	WHEELER INTERMODAL TERMINAL: FY 2024	Trans. Dev. Credits Requested \$0
		Trans. Dev. Credits Awarded \$0
Sec 5309 ID Number	N.A.	(Date Amount)
Amendment Date & Action		

Appendix A

Public Comments

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Appendix A – Public Comments

PUBLIC INVOLVEMENT PROCESS FOR THE 2021-2024 TIP

The public comment period for the Draft 2021-2024 Transportation Improvement Program (TIP) began on February 28, 2020 and was scheduled to end on March 29, 2020. The deadline to submit a comment on the TIP was extended to April 15, 2020 on account of the public health emergency conditions caused by the 2019 Novel Coronavirus. Two public meetings were held at the Houston-Galveston Area Council on March 5, 2020 – at 1:30 pm and at 6:00 pm. During these meetings, H-GAC staff described the contents of the TIP and answered questions raised by meeting participants. The 2021-2024 TIP public meetings were broadcast on a live video stream to enable online viewing and facilitate virtual participation by members of the public.

In addition to the public meetings, legal notices, email contacts, social media outreach efforts, flyers, freeway dynamic message signs, and the H-GAC TIP website were used to communicate with the public and provide updated information on the 2021-2024 TIP development process. The H-GAC TIP website reports on the ongoing development and administration of the 2021-2024 TIP program and includes links to various TIP program resources. The TIP website may be viewed at <http://h-gac.com/transportation-improvement-program/default.aspx>.

Staff received as many as fifty-eight (58) comments from individuals and organizations during the Draft 2021-2024 TIP public comment period. Three (3) of these comments were on “Active Transportation,” fifteen (15) comments were about “Roadways,” four (4) comments were on “Transit” issues, thirty (30) comments concerned the “NHHIP,” while five (6) comments were classified as “General.” All the comments received were forwarded to the appropriate state or local agency for consideration.

The adoption of the 2021-2024 TIP was scheduled for the regular monthly meeting of the Transportation Policy Council (TPC) held on June 26, 2020. Staff received sixty-eight (68) additional comments on the TIP at this meeting. Sixty-one (61) of these comments were on the “NHHIP, six (6) were on “Transit,” while one (1) comment was on “Roadways.” The sections that follow contain a list of the public comments along with the official response, where available.

LIST OF PUBLIC COMMENTS

<i>Comment 1:</i>	Topic: Roadways	<i>Submitted by Thomas B</i>
Please upgrade all wire span traffic signal support systems to mast arm traffic signal supports. Some of these signals and wire span apparatuses are quite old and it shows.		
<i>Response: TXDOT</i>		
Thank you for your comment. Signal equipment is maintained regularly and evaluated for upgrade as needed. As projects such as widening and other major rehabilitation are performed, signal equipment also is updated.		

<i>Comment 2:</i>	Topic: Roadways	<i>Submitted by Thomas B</i>
As 1960 approaches 45 in both directions, there should be overhead signage and even possible pavement marking well in advance of the two inside lanes that become thru lanes for 1960 traffic and the two outside lanes that serve as frontage roads leading to the 45 frontage roads. Too often, unfamiliar commuters at the last second try to negotiate which lane they need to be in, and part of this is due to signage on the far right hand side of the roadway that can easily be missed alongside the visual clutter that makes up most of the 1960 thoroughfare.		
<i>Response: TXDOT</i>		
Thank you for your comment. We will evaluate the need for these improvements including improved signage and pavement markings/trailblazers as part of the FM 1960 ITS and access management projects.		

<i>Comment 3:</i>	Topic: Roadways	<i>Submitted by Thomas B</i>
As the right lane of the southbound 45 frontage road approaches 1960, this turn lane allows for traffic that is turning right to “keep moving,” as the merging sign states as the lane transitions from 45 southbound to 1960 westbound. What TXDOT did not consider with this configuration is that traffic that is coming westbound on the 1960 frontage road still has access to turn into the Exxon that is on the northwest corner of 1960 and 45, which cuts directly into the “keep moving” lane from the 45 southbound frontage road. I have witnessed many a missed call in regard to accidents because of people turning into Exxon from 1960, while right-turning frontage road traffic is told to “keep moving.” This has also caused road rage incidents because people are now yielding on the 45 southbound frontage road when they are supposed to “keep moving” because of the risk of having someone from 1960 turn right into Exxon and effectively cut off the “keep moving” lane. The easy fix for this is to block turning access from the westbound 1960 frontage road to that Exxon with those removable plastic barriers that will allow both the 1960 westbound frontage road traffic and turning traffic from the 45 southbound frontage road to remain in their designated lanes and proceed through the intersection.		

Response: TXDOT

Thank you for your comment. We will evaluate the need for these improvements including improved signage and pavement markings/trailblazers as part of the FM 1960 ITS projects.

Comment 4:

Topic: Roadways

Submitted by Thomas B

RE: MPOID 18019 | 18145

This roadway is lacking in right turn lanes throughout the corridor. There should be right turn lanes at Hufsmith-Kohrville (EB and WB), Dowdell (WB), greater lane capacity in all directions at the Grand Parkway, including dedicated right turn lanes to and from the frontage roads of the Grand Parkway and longer or dual left turn lane access from WB and EB 2920 onto the Grand Parkway, Stuebner Airline (EB), Alvin A Klein (EB and WB), TC Jester (EB), Kuykendahl (EB, as there already is a dedicated right turn lane from WB 2920 to NB Kuykendahl), Gosling (EB and WB), Rhodes (EB and WB), Falvel (EB and WB), as well as a re-designed lane configuration with appropriate signage that minimizes the weaving of traffic once Spring Cypress merges into 2920. Many vehicles from Spring Cypress are crossing lanes to get over to go northbound on 45, while vehicles from 2920 are crossing lanes to get over to go southbound on 45. This can be a mess and is a high accident area.

Response: TXDOT

Thank you for your comment. We will consider these recommendations as part of our phase I design for the FM 2920 Access Management project.

Comment 5:

Topic: Roadways

Submitted by Thomas B

The Houston region, which historically and present day has some of the worst traffic in the state, also has the least amount of permissive left turns at comparable intersections found throughout the rest of Texas. This is a region that has a very robust, yet ridiculously inefficient arterial thoroughfare network. The intersections along 2920 that should qualify for permissive left turns with the flashing yellow arrow signals include Hufsmith-Kohrville, Mahaffey, Dowdell, Emerald Mist, Alvin A Klein, Northcrest Village Way (which they just installed the signal for this intersection in late 2019 and I do not see why it is not allowed for permissive left turns onto northbound Northcrest Village, but at least mast arm supports were used), Gosling, Falvel, Meadow Hill, Hanover Woods, and Lexington. As a side note, the disconnected road segment of Stuebner Airline from the original Stuebner Airline should have permissive left turns as well, but this segment of Stuebner Airline that currently dead-ends at 2920 near the Hooks Airport is planned to be linked to Spring Stuebner at the Grand Parkway. These tow segments of Stuebner Airline will never connect, and it makes absolutely no sense to have two roads in the same area that have the same name yet are not and will never be connected

Response: TXDOT

Thank you for your comment. We will consider these recommendations as part of our phase I design for the FM 2920 Access Management project. We will also share your concerns with Harris County as many of the roadways mentioned are under their jurisdiction.

Comment 6:

Topic: Roadways

Submitted by Thomas B

Do us a favor and do yourselves a favor and simply widen this road from two lanes to six instead of just four. This road not only serves as an alternate road to the airport, it is also a main thoroughfare connecting 45 to 69 through the business district of Greenspoint or North Houston District or whatever it is being called now. This, in my opinion, is a microcosm example of reactive road planning versus proactive road planning throughout the Houston region. Please stop the practice of shortchanging our arterial road network and start building our roads right the first time, so that the same road doesn't constantly have to be revisited year after year, study after study, to update and rebuild a road that should have been built to a higher standard in the beginning.

Response: City of Houston

Dear Sir,

Thank you for your comment. Roadway planning is based on a variety of inputs, including traffic analyses. The planned improvements are based on traffic analyses which indicate an acceptable level of service for the next 20 years. The City of Houston is also accommodating multimodal uses of its right-of-way that will enable other forms of mobility such as transit, cycling and walking

Comment 7:

Topic: Roadways

Submitted by Thomas B

Hufsmith-Kohrville, along with Boudreaux Rd both east and west of its intersecting point with Hufsmith-Kohrville, are both in desperate need of widening. Today. The traffic in this area is certainly greater than the two-lane roads that service the area, and if there is any doubt in this assertion, ask the first responders that need to travel these roads during peak hours. In addition to widening Hufsmith-Kohrville from two to four lanes (really should be six lanes but we'll take what we can get at this point) there should be dedicated right turn lanes both NB and SB at 2920, NB right turn lane at Mahaffey with permissive left turn signals at this intersection, and SB right turn lane at Holderrieth while keeping the permissive left turn signal in place for NB left turns. The biggest issue on Hufsmith-Kohrville road between Spring Cypress and 2920 is its intersection with Boudreau. HELP!!! I do not know if there is some sort of bridge planned for Hufsmith-Kohrville or Boudreaux similar to Hufsmith-Kohrville and Hufsmith-Kuykendahl but due to the railroad tracks that intersect both Hufsmith-Kohrville and Boudreaux, the truck traffic from the industrial businesses that are in close proximity to this intersection, the multiple neighborhoods and elementary schools further south on Hufsmith-Kohrville, the new apartment complex just built and the under construction apartment complex currently being built next to it near Boudreaux Rd and the Grand Parkway, and the traffic from both 249 and the Grand Parkway that feed onto Boudreaux, all can make Hufsmith-Kohrville and Boudreaux a traffic nightmare at times. Whether realized by TXDOT or Harris County or not, with no frontage roads on the Grand Parkway between 249 and Gleannloch Forest Dr, Boudreaux Rd is functioning as the east and westbound frontage roads for Grand Parkway, and two lanes simply is not cutting it anymore. If no bridge is built for either

Hufsmith-Kohrville or Boudreaux and this intersection remains at-grade, there need to be right turn lanes in all directions, along with extended or dual left turn lanes for SB Hufsmith-Kohrville to EB Boudreau and for WB Boudreaux to SB Hufsmith-Kohrville. This is also a dangerous area for pedestrians and cyclists that may be travelling from their neighborhood or apartment complex to the corner store, as there is no street lights, no sidewalks, no shoulders and nowhere for these pedestrians and cyclists to be except either in the street or halfway down the roadside ditches.

*Response: **Harris County***

Harris County has initiated or completed projects along Hufsmith-Kohrville between FM 2929 and SH 99 to expand the roadway to four lanes with appropriate drainage. There is also an active project along Boudreaux which is not in the TIP. Your comments are timely and will be considered as these active projects progress.

Comment 8:

Topic: Roadways

Submitted by Thomas B

Again, do us a favor and do yourselves a favor and simply widen this road from two lanes to six instead of just four. This road is parallel to Fry Rd east of 99, and you see the traffic mess that Fry Rd is with all of the developments on that road with its four-lane configuration and lack of permissive left turns, short left turn bays, and hardly any right turn lanes. Houston and Harris County are notorious for allowing just about any kind of development anywhere, and yet TXDOT, Houston, and Harris County are always working behind the developments to scramble and get the roads up to a standard that is commensurate with the traffic that THEY ALREADY KNOW will be generated by the developments. Can you all comprehend how frustrating this is for commuters, as this happens over and over and over again? RAPID OVERDEVELOPMENT AND LAGGING INFRASTRUCTURE DO NOT MIX, but it is still done anyway!

Get ahead of the traffic that you and I both know will eventually be on this road. In the DFW suburbs and even in Dallas proper, nearly all of their major arterial roads are built six lanes wide, even when there is no development around (see FM 1171 in Denton County as an example). That is called proactive planning because they have a template of how development patterns mature around the roads that are put in place. They do not worry about building a two-lane road, spending funds on a traffic count a year or two later, then going back out to the same road and perform construction AGAIN to make it a four-lane road (see Cane Island Pkwy south of 10 in Katy for this very example; completed as a two-lane road in 2018 and already needs to be widened to four), only to evaluate it a few years later and see that due to development, a six-lane road is now needed to accommodate the traffic volume.

My understanding is this exact same thing is about to happen with Tuckerton Rd from the Grand Parkway to Fry Rd; it is initially being built as a two-lane road...WHY?!? I don't get it. DO IT RIGHT THE FIRST TIME AND BE DONE WITH IT! Again, I don't get it.

*Response: **Harris County***

Harris County has initiated or completed projects along Hufsmith-Kohrville between FM 2929 and SH 99 to expand the roadway to four lanes with appropriate drainage. There is also an active project along Boudreaux which is not in the TIP. Your comments are timely and will be considered as these active projects progress.

<i>Comment 9:</i>	Topic: Transit	<i>Submitted by Ricky Valdez The Woodlands Township</i>
<p>Add twelve (12) projects to the FY 2021-2024 TIP and minor revisions to two (2) projects to the 2045 RTP.</p> <ul style="list-style-type: none"> • FY 2022-Planning Expenditures for Public Transportation: FY 2019 • FY 2022 Capital Expenditures for Public Transportation: Capital Cost of Contracting: FY 2019 • FY 2022 Operation Expenditures for Public Transportation: FY 2019 • FY 2022-Bus Acquisition and Bus Facilities: FY 2019. • FY 2023-Planning Expenditures for Public Transportation: FY 2020. • FY 2023-Capital Expenditures for Public Transportation: Capital Cost of Contracting: FY 2020. • FY 2023-OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2020 • FY 2023-BUS ACQUISITION AND BUS FACILITIES: FY 2020 • FY 2024-PLANNING EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021. • FY 2024-CAPTIAL EXPENDITURES FOR PUBLIC TRANSPORTATION: CAPITAL COST OF CONTRACTING: FY 2021. • FY 2024-OPERATION EXPENDITURES FOR PUBLIC TRANSPORTATION: FY 2021. • FY 2024-BUS ACQUISITION AND BUS FACILITIES: FY 2021 		
<i>Response: H-GAC</i>		
<p>All submitted projects have been included in the Draft 2021-2024 TIP.</p>		

<i>Comment 10:</i>	Topic: Transit	<i>Submitted by Ricky Valdez The Woodlands Township</i>
<p>FY 2033 - CONSTRUCT A NEW 12' CONCRETE PATH ON FM 242 (COLLEGE PARK DR) WITH RR CROSSING WITH GATE ARMS AND PANELS, A DRAINAGE CULVERT AND LANDSCAPNG</p>		
<i>Response: H-GAC</i>		
<p>Comment has been forwarded to the project sponsor.</p>		

<i>Comment 11:</i>	Topic: Active Transportation	<i>Submitted by Ricky Valdez The Woodlands Township</i>
FY 2045-Safe School Access on Kuykehdaahl Road from Creekside Green drive to Timarron Drive, Lake Woodlands Drive to Research Forest Drive (Excluding Bridge Crossing); Heb (3601 FM 1488) to FM 1488; Panther Creek Drive from McCullough Junior High School to Spiral Vine Circle.		
<i>Response: H-GAC</i>		
Comment has been forwarded to the project sponsor and sponsor’s response is pending.		

<i>Comment 12:</i>	Topic: General	<i>Submitted by Jay Crossley</i>
Can I please have the information on projects in the proposed 2021 TIP presented in this online map in GIS shapefile form?		
https://h-gac.maps.arcgis.com/apps/webappviewer/index.html?id=603c774abba745c69b0de5c68b659dc1		
In many previous cases, H-GAC made shapefiles available for all without needing to ask like this for such data (which is clearly based on a shapefile), so I really hope that H-GAC will have a consistent policy of transparency of always publishing important maps like this in a format that people can download the data and do their own analysis		
Similarly, I wish that H-GAC would adopt a policy of always providing easy access to spreadsheets like these as actual spreadsheets (basically the excel file), instead of only publishing them in the less accessible pdf format.		
http://h-gac.com/transportation-improvement-program/documents/2021-2024/Draft-TIP-New-Projects.pdf http://h-gac.com/transportation-improvement-program/documents/2021-2024/Draft-TIP-Project-Listing.pdf		
These documents were clearly created as spreadsheets, so that actual form of the document should be public, as it is much more useful for independent analysis. In the past, I have reverse engineered a spreadsheet document out of a pdf like this, but its annoying and H-GAC should work hard to make it very easy for anyone to have access to such important data.		
<i>Response: H-GAC</i>		
Thank you for your comment. H-GAC is happy to send you the files directly and will consider your recommendations for future TIP related web postings		

<i>Comment 13:</i>	Topic: NHHIP	<i>Submitted by Jonathan Brooks Link Houston</i>
<p>The following are LINK Houston’s comments regarding the Houston-Galveston Area Council’s (H-GAC) draft 2021-2024 Transportation Improvement Program (TIP). LINK Houston advocates for a robust and equitable transportation network so that all people can reach opportunity. LINK Houston provides these comments as a member of the H-GAC Technical Advisory Committee, as a member of the Make I-45 Better Coalition, and in support of the many people and communities in Houston who rely on walking, biking, and riding transit to access opportunity.</p>		
<p>The Transportation Improvement Program is where the rubber meets the road in transportation. It is the actual list of projects from the regional call-for-projects/regional transportation plan that the region is putting forth for actual funding and construction in the next few years.</p>		
<p>Local and State Policy Change is Needed – and Resources to Go with It</p>		
<p>We understand the TIP process is a routine mechanism to program lists of projects of all types, including for people walking, biking, and transit. If the transportation process were a pipeline the TIP is the water coming out of the spigot. The most significant opportunity to change what comes out of the pipeline is to change where the water is put in. LINK Houston is concerned that the proposed TIP generally continues to invest in roadway expansion, whether highways or major local streets, instead of allocating more resources to projects that improve affordable, urban transportation to support walking, biking, riding transit. Voter support for METRONext (68% percent), civic engagement around the North Houston Highway Improvement Project, the 2045 Active Transportation Plan, and the work of the H-GAC High Capacity Transit Task Force all demonstrate strong and growing support for doing things differently in Houston and the region.</p>		
<p>While there is a growing and clear local support for local and high-capacity transit in Harris County and the region, the State of Texas provides no state funds for such projects in metropolitan areas with populations over 200,000 people. There is a clear need for advocacy directed towards state officials to change policy and allocate resources.</p>		
<p>We exhort H-GAC and its stakeholders to communicate these changing expectations to state officials to pursue policy changes that unlock State of Texas funds for multi-modal projects in metropolitan areas.</p>		
<p>Too Much Money for Roadway Expansion – Out of Line with Public Goals and Interest</p>		
<p>As documented in Table 2-1, the proposed TIP allocates about \$8.6 billion toward roadway focused projects (admittedly there are some that include transit, sidewalks, and bikeways) and only \$1.2 billion to transit focused projects (that also include sidewalks, bikeways). The TIP funds the North Houston Highway Improvement Program (NHHIP or I-45 N expansion) Segment 3 and parts of Segment 2, despite the project having serious, ongoing civic engagement to address fundamental goals and proposed design.</p>		
<p>Projects with a federal funding role focus heavily on highways, perhaps underutilizing their general flexibility, which is complicated by the State of Texas recategorizing federal funds to a variety of pools. ...</p>		
<ul style="list-style-type: none"> • Projects using federal highway dollars are the vast majority of the total \$7.7 billion, \$1.4 billion of which is state money. 		

[The \$1.4 billion from state sources. Some of these projects include small transit, walk/bike, and city street elements.]

- Projects using federal transit dollars are \$0.8 billion – literally 1/10th that for highways and regional arterial roadways.

[The State of Texas allocates zero (\$0) state dollars to support metropolitan transit projects. The amount of federal money for transit projects has grown gradually over the decades but remains far less than for highways. Both conditions require and need policy changes.]

Projects using only local money still focus heavily on highways and major streets, in part as a result of local jurisdictions proposing projects under an old paradigm of roadway expansion...

- Projects using only local highway funds are \$1.5 billion.

[Zero (\$0) from state sources. Some of these projects also include small transit, walk/bike, and city street elements.]

- Projects using only local transit funds are \$0.13 billion – literally 1/12th that for local highways.

[Zero (\$0) from state sources. Some of these projects include walk/bike and city street elements.]

We need a better pipeline of projects in the region – one driven by the actual goals of the Regional Transportation Plan and that more heavily centers transit and complete streets.

Texas Department of Transportation Must Do Better at Estimating Cost and Takes Advantage of H-GAC Processes and Traditions

Government stakeholders involved in H-GAC’s regionally significant transportation work understand that sometimes the unforeseen arises, policy changes, public priorities change, or etc. and that such occurrences may change the cost of a transportation project. It happens. What should not happen is the largest single stakeholder in a region, in terms of project dollars, comes to decisionmakers to request support for large cost increases – routinely.

In the draft TIP most of the projects with increased costs are from TxDOT. TxDOT’s request is 25 percent higher cost than originally planned during the call-for-projects just last year. Why is our state’s Department of Transportation the worst at estimating costs? If the increased cost is legitimate, such as to mitigate for climate impacts and flooding, perhaps the planned project should be adapted to reduce its impact. Mitigation need not mean more land for more water detention, necessitating right-of-way takings and displacement. Regardless of the reason, H-GAC and stakeholders should hold each other accountable to stay within budget. The budgeted amount from the call-for-projects was used to rank and select projects in that process. Frequently and routinely accommodating significant increases in cost indicates underlying transparency and accountability issues and inequities in the transportation planning and programming process.

Conclusion

This letter related LINK Houston’s comments and concerns on the draft 2021-2024 Transportation Improvement Program.

- There is a growing and clear local support for local and high-capacity transit in Harris County and region but the State of Texas provides no state funds for such projects in metropolitan areas with populations over 200,000 people – there is a clear need for advocacy and education to state officials to change policy and allocate resources.
- The proposed TIP continues the historical trend of spending multiples more on roadway expansion than on facilities for people walking, biking, and riding transit in existing communities. The TIP is the end of a pipeline that needs better, more equitable projects going into the pipe through the next Call-for-Projects and amendment to the 2045 Regional Transportation Plan.
- H-GAC and stakeholders should hold each other more accountable to stay within budget. The budgeted amount from the call-for-projects was used to rank and select projects in that process. Frequently and routinely accommodating significant increases in cost indicates underlying issues and inequities in the transportation planning and programming process.

LINK Houston provides these comments based on our own organization’s mission to advocate for a robust and equitable transportation network so that all people can reach opportunity. We believe every major infrastructure project using taxpayer dollars is an opportunity to improve the quality of life in the surrounding neighborhoods. Many of the region’s residents are non-drivers or walk, bike, and use transit because they want or need to. Transportation infrastructure will continue to influence access to opportunity and quality of life, including health and wellness in Harris County. We hope that as time progresses H-GAC, its stakeholders, and public will converge on improving transportation for people who need it most in existing communities

Response:

Comment has been forwarded to the project sponsor.

Comment 14:

Topic: Roadways

Submitted by Roberto Mascardo

Develop a schematic option: a route that parallels Northpark behind the businesses along north side of Northpark. It will begin at Woodridge Parkway, squeeze between the back side of Saint Martha’s church and the baseball/soccer/football fields (accessed from Hidden Pines). The route continues along the Bens branch drainage easement all the way to IH 69. This route would allow, not just an overpass at railroad, but also a DIRECT CONNECTOR tying into freeway. Develop the pros & cons (compared to the current alignment) and PLEASE present it as an option to the public. You can call the option; Northpark Bypass Option.

*Response: **Ralph DeLeon - Lake Houston Redevelopment Authority***

Mr. Mascardo:

We have been forwarded your TIP Comment originally sent to HGAC on 3/4/2020, and related to the Lake Houston Redevelopment Authority’s (“Authority”) Northpark Drive Reconstruction (T-1014) Project (the “Project”).

The HGAC TIP funded Project limits run from Russell Palmer Road on the west to approximately 1,000 feet east of Woodland Hills Drive on the east. Additionally, the HGAC TIP funding is limited to construction cost. That is any public utility costs, right-of-way acquisition costs or another preparatory costs related to the Project must be funded solely by the Authority.

Early schematics for the Project were developed as part of a greater Kingwood Sub-Regional Mobility Study published in 2015. The Study was commissioned in 2013 jointly by the Authority and the City of Houston. These early Northpark Drive schematics were used for as the basis for the TIP Application and originally provided to HGAC in 2018. This Project, also described as the eastern phase is currently scheduled for funding in 2023; as such we are soon to retain a Project engineering team to design the Project. As such, we are some years past the alternative options stage.

With regards to your comments. Several items. First, much of the limits of the Option you describe are outside the limits of the HGAC TIP funded Project. In some instances over a mile west of our projects furthest western limits. Additionally, due to funding, we are limited to the existing right-of-way Northpark Drive. Further, the Authority does not have eminent domain powers, or the ability to unilaterally affect the facilities or operations of other entities (i.e. TxDOT or Union Pacific Rail Road). In addition, much of the property described in your preferred alignment is privately owned and/or in some cases within the limits of the floodway, as such, it would be outside our ability to fund such an Option.

Finally, the Lake Houston Authority projects are funded through tax increments. Due to State Laws governing the use of tax increments <https://statutes.capitol.texas.gov/Docs/TX/htm/TX.311.htm>, we can only fund projects within the limits of the boundaries of Tax Increment Reinvestment Zone Number Ten, City of Houston. As such we wouldn't be able to participate in a project that followed the limits of the alignment described in your preferred Option as it is outside our jurisdictional boundary.

We appreciate your interest.

Comment 15:

Topic: Transit

Submitted by David Noffsinger

Park and Ride. How about after rush hour. Buses come to park & ride every hour. I rode a bus from park & ride for over 10 years. It was great. I think this would help people that want to visit downtown. A smaller bus might work at first. Thank you.

Response: METRO

Mr. Noffsinger:

Thank you for your comment. METRO typically offers service before and after peak hours services serving most Park & Ride facilities currently in the system. Under the METRONext plan, METRO is proposing adding more service to serve Park & Ride facilities during off peak hours and also on the weekends. For more information, visit: www.metronext.org.

<i>Comment 16:</i>	Topic: Active Transportation	<i>Submitted by Amin Esmaily</i>
<p>(1) With the increase in B-Cycle throughout 3rd Ward, Midtown, Downtown, and The Heights, it will be more important than ever to prioritize construction of continuous, inter-connected bike lanes throughout these areas to increase biker safety and minimize use of pedestrian sidewalks by bikers.</p> <p>(2) Use of electronic signage at METRO bus and rail stops detailing arrival/departure times and delays. Almost every major city in Western Europe (and now New York and San Francisco) have electronic signage at their bus and rail stops that detail arrival/departure times and delays. Houston is far far behind in use of technology to improve commuter transportation and experience,</p> <p>(3) North and South MacGregor streets coming into UH are in terrible condition and have been for over a decade. We really need to redo those streets as they get a high level of traffic and are continuing to deteriorate.</p>		
<i>Response: METRO</i>		
<p>Mr. Esmaily:</p> <p>Thank you for your comments. METRO recognizes the importance of connecting transit to the bicycle network; as part of METRONext projects, METRO evaluates opportunities to include meaningful first and last mile (pedestrian and bicycle) connections to transit. Regarding digital signage METRO is planning on beginning implementation of digital signage along some bus routes and Transit Centers beginning on FY 2020. If you are interested in more information, you may watch the METRO Board Administration Committee Meeting “Digital Signage” presentation on September 18th, 2019 at: https://www.ridemetro.org/Pages/BoardMeetingsAndNotices.aspx</p>		

<i>Comment 17:</i>	Topic: General	<i>Submitted by Ruth Henshall</i>
<p>I support the recommendations</p>		
<i>Response:</i>		
<p>Our sincere thanks for your participation and support of the planning process.</p>		

<i>Comment 18:</i>	Topic: Roadways	<i>Submitted by Jeanie Miller</i>
<p>How about fixing the streets in need of much repair before adding to an already exasperated road problem. We don’t need bike lanes. We need more transit buses and routes. The trains that we have already aren’t being used.</p> <p>You want to make Houston like New York or LA. We need to make Houston in its own image! We’re unique and not a cookie cutter place to live. Though Mayor Turner wants us to be liberal California!! Wake up Democrats!! Democrats are not the party of the old guard of the bygone years.</p>		

<i>Response:</i>
Comment has been forwarded to the project sponsor.

<i>Comment 19:</i>	Topic: General	<i>Submitted by Ramon & Rosie Vargas</i>
<p>Good morning. I wish ya'll would think about the people that are afraid of driving on the super high bridges. I have to maneuver myself and go a different route just to avoid driving on these bridges. There's also a lot elderly folks that still drive! Thank you and have a blessed day.</p>		
<i>Response:</i>		
Comment has been forwarded to the project sponsor.		

<i>Comment 20:</i>	Topic: Transit	<i>Submitted by Michael Moritz</i>
<p>Hi HGAC.</p> <p>Overall, the last three years I have driven most of the greater Houston area, and am a regular transit user in town as well. SH 99 in Katy does back up during rush hour, but it doesn't need to have additional lanes!! Time and time again project that increase number of lanes only create more traffic (induced demand). More data is needed on the origins and destinations of those motorists. Perhaps many of them are going from jobs in the energy corridor to homes in Katy and Sugarland. We need buses on Grand Parkway! Energy corridor to Cinco Ranch, Energy Corridor to Seven Lakes HS area, Energy Corridor to New Territory, Pecan Grove, Sugarland, Etc. SH 242 in The Woodlands has a lot of use, but even during rush hour there isn't debilitating traffic on the College Park Dr. stretch. Please don't spend the money to widen that road! When are we going to see these billions of dollars of state funds go towards state high speed rail@ when Texans travel to other Texas cities, they frequently go to one are of the visited city and stay there. They don't need a car once they are there. I frequently travel from Houston to Austin, and from Houston to San Antonio, primarily to visit family. I would use rail every time if I could. I love the Westheimer signature bus service, and the 290 HOV lanes to allow busses to get back into town during rush hour to better serve park and riders. Please appropriate more money to transit and pedestrian safety! Thank you.</p> <p>Michael.</p>		
<i>Response:</i>		
Comment has been forwarded to the project sponsor.		

<i>Comment 21:</i>	Topic: NHHIP	<i>Submitted by Jackie Pontello</i>
<p>I have been asking officials (TXDOT, COH) a question about what a paragraph on Page 5-57 of the Final Community Impacts Draft means for four months now—and no one can explain it! It is the source of much community upset and ill will for the project as well as for H-GAC. There is reference to a design change made due to community input. It is unclear what the design change is from the plain language of the final ECIS Report.</p> <p>Here is the paragraph, which has internal contradictions.</p> <p>“I-610 eastbound and westbound access to Fulton Street/Irvington Boulevard: The redesign reversed the proposed Airline Drive entrance ramp and the Fulton Street exit ramp. This would allow eastbound traffic on the I-610 mainlanes and frontage road west of I-45 to access the I-610 mainlanes and/or frontage road on the east side of I-45. The Collector-Distributor system allows for I-610 eastbound mainlane traffic to queue for exiting the eastbound Fulton Street exit ramp without interfering with through-traffic on the I-610 mainlanes.”</p> <p>Any suggestions as to who could decipher? I am trying to do all involved a kindness.</p>		
<p>Response: <i>HNTB (TXDOT Consultant)</i></p>		
<p>Today, traffic Eastbound on I-610 from Main Street cannot access Fulton. This traffic can exit Irvington Blvd. Between N. Main Street and Irvington Blvd you must use the local street network and there is no direct routes.</p> <p>For the proposed layout, the direct connectors from I-45 to and from I-610 are too close to Irvington Blvd to also keep the existing entrance ramp westbound toward I-45 and the existing exit ramp eastbound. However, for the eastbound direction the exit ramp has been moved to just west of Fulton Street allowing an exit movement to access Fulton Street or pass through a signalized intersection on the frontage road to access Irvington Street. Traffic coming from N. Main Street will have three options to exit for Fulton and Irvington Street:</p> <ol style="list-style-type: none"> 1. Traffic eastbound on the mainlanes of I-610 would exit before I-45 to a separate roadway that is between the mainlanes and the new frontage road. This parallel separate roadway is called a collector-distributor. Traffic would continue on the collector-distributor to pass over the I-45 frontage roads and then exit from the collector-distributor roadway to the I-610 frontage road just before Fulton Street providing an option to turn on Fulton Street or continue straight through that intersection to get to Irvington Blvd. 2. Traffic from N. Main Street would go straight on the I-610 eastbound frontage road and cross Airline Drive and then take an entrance to the Collector-Distributor roadway. Once on the Collector-Distributor roadway, traffic would pass over the I-45 frontage roads and then have an option to enter directly to the I-610 mainlanes to the left or exit to the right to Fulton/Irvington Street. This is the same exit described above for the mainlane traffic from I-610 eastbound. 3. Traffic from N. Main Street also can continue on the I-45 frontage past Airline Drive and stay on a new section of frontage road that provides connection to I-45 frontage roads north and 		

south or traffic can continue on the new frontage road to go to Fulton Street and Irvington Street.

This separates mainlane movements and local movements with three roadways: the I-610 mainlanes; a parallel and separate Collector-Distributor roadway between Airline Drive and Fulton Street; and a new continuous I-610 frontage road.
 [Map Attached]

<i>Comment 22:</i>	Topic: Roadways	<i>Submitted by Ed Thompson</i>
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Thank you for the important work The Houston-Galveston Area Council is doing to promote adequate transportation infrastructure in our continually growing region of the state. I appreciate the opportunity to Provide public comments and voice my support for the projects within House District 29. While our community has benefitted from significant growth in industrial, commercial, retail, and residential areas, the traffic congestion and safety concerns this growth has created must be addressed in a timely manner. Rapid growth naturally creates a strain on funding, and in such an environment, certain project must be prioritized above others.

Some projects in our region require a more immediate solution than others, and it is my belief that the project planned for County Road 64 should be funded prior to the project planned for County Road 63 for two main reasons.

First, Alvin Independent School District will soon begin building its fourth high school in the Iowa Colony community. This new high school's location will require that students be transported across State Highway 288. In order to do so safely, improvements to CR 64 must be made. Second, several multi-family residential facilities are under construction in this same area. The completion of these facilities will cause both safety and congestion concerns that can be alleviated by the CR64 project.

Safety and mobility are of utmost importance to the businesses and families in District 29, and the successful completion of these projects will insure our infrastructure keeps pace with the tremendous growth in the region.

Thank you for your assistance in bringing state and federal tax dollars to our region. I appreciate your time and consideration. If you have any questions, please do not hesitate to contact me at (512) 463-0707 or by email at Ed.Thompson@house.texas.gov.

Sincerely,
 Ed Thompson
 District 29

CC:
 U.S. Congressman Pete Olson
 Texas Senator Larry Taylor
 Brazoria County, Commissioner David Linder
 Brazoria County, Commissioner Ryan Cade
 City of Iowa Colony, Mayor Michael Byrum-Bratsen
 City of Alvin, Mayor Paul Horn
 Alvin Independent School District, Superintendent Carol Nelson
 Alvin-Manvel Chamber of Commerce, President Johanna McWilliams
 Brazoria County Hispanic Chamber of Commerce, President Gina Aguirre-Adams
 Pearland Chamber of Commerce, President Carol Artz-Bucek

<i>Response:</i>
Comment has been forwarded to the project sponsor.

<i>Comment 23:</i>	Topic: NHHIP	<i>Submitted by Mary Schulz</i>
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It's reported in the Chronicle article that only 11.8% of the funds being planned in this TIP are designated for TRANSIT. Is HGAC aware that 67% of Houston voters said they want METRO Next, that they favor transit? Also, the huge majority of Houstonians surveyed by Huitl-Zollars for preferences in renovation for I-45 NHHIP voted against continuing the car-centric, climate polluting plans designed for I-45 by TxDOT. The projects listed for I-10E and TX-35 alternate are not what citizens have said they want. All of these plans, as names at this time (I-45, I-10, TX 35) contradict the climate action plan. The informed people of Houston want HGAC to put thought, planning and money into TRANSIT, not highways.

<i>Response:</i>

In order to address the challenges this region faces concerning transportation and continued population growth, it takes multiple modes of transportation alternatives. This will need to include transit, highways, and local street network improvement options. We support increased transit and the pursuit of available dollars to fund these improvements. However, we need to take advantage of all funding types available that address the various modes. These funding types also come with certain restrictions on how they can be spent. Funding from the state and federal highway trust funds are dedicated and restricted by law to highway improvements. Similarly, there are federal transit dollars and other funding mechanisms that we believe should be maximized to leverage the options and choices and enhance connectivity among the modal alternatives. It takes all modes effectively working together to adequately address our region's transportation demands and challenges.

Note that the I-10, SH 35, and I-45 NHHIP are all funded with state and federal highway trust fund dollars. These projects are designed to work together with transit options where practical. For instance, the I-45 NHHIP northern segments specifically add four managed express lanes (MAX lanes) to increase capacity and provide continuous 24-hour two-way managed (MAX) lane operations. These MAX lanes enhance transit opportunities with increased capacity for bus and high occupancy vehicle usage. TxDOT is also coordinating with METRO and the City of Houston on how these facilities might connect to transit hubs and other transit modes which cannot be funded with dedicated highway dollars. This is a way TxDOT is maximizing use of these dollars and leveraging highway improvements that will work together with increased transit funding when it can be secured.

The state highway funding includes a mix of various funding types including traditional gas tax dollars and funds made available from Proposition 1 and 7. Proposition 7 was a constitutional amendment passed by 83% of Texas voters on November 3, 2015, which authorized a constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales, use, and rental tax revenue to the state highway fund to provide funding for non-tolled roads. Proposition 1 was passed by 80% of Texas voters on November 4, 2014, which authorized a constitutional amendment for transportation funding. Under the amendment, a portion of existing oil and natural gas production taxes (also known as severance taxes) would be divided evenly between the Economic Stabilization Fund (ESF) and the State Highway

APPENDIX A: PUBLIC COMMENTS

Fund (SHF). Pursuant to Section 49-g(c), Article III, Texas Constitution, the funds may only be used for constructing, maintaining, and acquiring rights-of-way for public roadways other than toll roads.

We appreciate your comment and agree that additional transit options should be pursued in addition to the enhancement of all modes to maximize transportation alternatives and regional connectivity.”

Comment 24: **Topic: General** *Submitted by Beth White
Houston Parks Board*

Given the current Novel Coronavirus crisis and restrictions in place ordered by Judge Hidalgo, HPB urges the TPC to extend the TIP comment period beyond March 29, 2020. The TIP list is complex and reflects billions of dollars in spending. It requires careful consideration. However, the minds of the public and public officials are understandably focused elsewhere and have been for most of the public comment period (February 28 – March 29, 2020).

We ask that you please provide all the time needed for the public to properly focus on the Draft 2021-2024 TIP.

Thank you for your consideration, and for all your hard work on the Transportation Improvement Program. If you have any questions or concerns, please feel free to contact me at (713) 942-8500.

Sincerely,
Beth White
Houston Parks Board

Response:

Comment has been forwarded to the appropriate authorities.

Comment 25: **Topic: NHHIP** *Submitted by Erik Erikson
Stop TxDOT I-45*

Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.

Response:

Comment has been forwarded to the appropriate authorities.

<i>Comment 26:</i>	Topic: NHHIP	<i>Submitted by Erik Erikson Stop TxDOT I-45</i>
<p>Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities</p>		

<i>Comment 27:</i>	Topic: NHHIP	<i>Submitted by Erik Erikson Stop TxDOT I-45</i>
<p>POTENTIAL COVID-19 DISRUPTION – LIMITED DELEGATION OF AUTHORITY TO TPC OFFICERS AND MPO DIRECTOR</p> <p>The proposed authorization seeks very broad authority without clear definitions or time limitations. While we understand that this type of authorization will ease some administrative barriers, our coalition is concerned with the lack of clarity on what types of projects and decisions this authority will be used for. Who would decide what is or is not a disaster is unclear. Does this require a Disaster Declaration from Harris County Commissioner’s Court or other Governmental entity? Or just a disaster determined by the TPC?</p> <p>This is seemingly a major administrative change during a Public Health Emergency when the public’s attention is understandably elsewhere. All normalities in daily lives are gone. We are adjusting to new and uncertain times. We are working from home if we are lucky to have a job, taking care of our children while doing so. We are watching our retirement saving bottom, and what was once a routine trip to the grocery store feels like an event. Some are caring for sick family and friends. This is all emotionally and physically exhausting. Due to the unprecedented nature of this situation, our coalition would like clarification and assurances on a few specific points.</p> <p>Stop TxDot I-45 requests the following amendments to the Delegation and Authorization of Authority:</p> <ul style="list-style-type: none"> • Define a disaster as one declared by the Harris County Commissioners Court or other governmental bodies in surrounding counties. • Define what types of decisions would be made using this expanded authority and why • Limit to a declared disaster, in this case the current COVID 19 Public Health Emergency. • Limit authority to a determined time period. • Decisions regarding major projects such as the NHHIP to be excluded from this authorization. 		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 28:</i>	Topic: NHHIP	<i>Submitted by Iona Buckner Stop TxDOT I-45</i>
Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.		
<i>Response:</i>		
Comment has been forwarded to the appropriate authorities.		

<i>Comment 29:</i>	Topic: NHHIP	<i>Submitted by Iona Buckner Stop TxDOT I-45</i>
Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.		
<i>Response:</i>		
Comment has been forwarded to the appropriate authorities.		

<i>Comment 30:</i>	Topic: NHHIP	<i>Submitted by Iona Buckner Stop TxDOT I-45</i>
<p>POTENTIAL COVID-19 DISRUPTION – LIMITED DELEGATION OF AUTHORITY TO TPC OFFICERS AND MPO DIRECTOR The proposed authorization seeks very broad authority without clear definitions or time limitations. While we understand that this type of authorization will ease some administrative barriers, our coalition is concerned with the lack of clarity on what types of projects and decisions this authority will be used for. Who would decide what is or is not a disaster is unclear. Does this require a Disaster Declaration from Harris County Commissioner’s Court or other Governmental entity? Or just a disaster determined by the TPC?</p> <p>This is seemingly a major administrative change during a Public Health Emergency when the public’s attention is understandably elsewhere. All normalities in daily lives are gone. We are adjusting to new and uncertain times. We are working from home if we are lucky to have a job, taking care of our children while doing so. We are watching our retirement saving bottom, and what was once a routine trip to the grocery store feels like an event. Some are caring for sick family and friends. This is all emotionally and physically exhausting. Due to the unprecedented nature of this situation, our coalition would like clarification and assurances on a few specific points.</p> <p>Stop TxDOT I-45 requests the following amendments to the Delegation and Authorization of Authority:</p> <ul style="list-style-type: none"> • Define a disaster as one declared by the Harris County Commissioners Court or other governmental bodies in surrounding counties. 		

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<ul style="list-style-type: none">• Define what types of decisions would be made using this expanded authority and why Limit to a declared disaster, in this case the current COVID 19 Public Health Emergency.• Limit authority to a determined time period.• Decisions regarding major projects such as the NHHIP to be excluded from this authorization.
<i>Response:</i>
Comment has been forwarded to the appropriate authorities.

<i>Comment 31:</i>	Topic: NHHIP	<i>Submitted by Susan Graham Stop TxDOT I-45</i>
Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.		
<i>Response:</i>		
Comment has been forwarded to the appropriate authorities.		

<i>Comment 32:</i>	Topic: NHHIP	<i>Submitted by Susan Graham Stop TxDOT I-45</i>
Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.		
Comment has been forwarded to the appropriate authorities.		
Comment has been forwarded to the appropriate authorities.		

<i>Comment 33:</i>	Topic: NHHIP	<i>Submitted by Susan Graham Stop TxDOT I-45</i>
POTENTIAL COVID-19 DISRUPTION – LIMITED DELEGATION OF AUTHORITY TO TPC OFFICERS AND MPO DIRECTOR The proposed authorization seeks very broad authority without clear definitions or time limitations. While we understand that this type of authorization will ease some administrative barriers, our coalition is concerned with the lack of clarity on what types of projects and decisions this authority will be used for. Who would decide what is or is not a disaster is unclear. Does this require a Disaster Declaration from Harris County Commissioner’s Court or other Governmental entity? Or just a disaster determined by the TPC?		

This is seemingly a major administrative change during a Public Health Emergency when the public’s attention is understandably elsewhere. All normalities in daily lives are gone. We are adjusting to new and uncertain times. We are working from home if we are lucky to have a job, taking care of our children while doing so. We are watching our retirement saving bottom, and what was once a routine trip to the grocery store feels like an event. Some are caring for sick family and friends. This is all emotionally and physically exhausting. Due to the unprecedented nature of this situation, our coalition would like clarification and assurances on a few specific points.

Stop TxDOT I-45 requests the following amendments to the Delegation and Authorization of Authority:

- Define a disaster as one declared by the Harris County Commissioners Court or other governmental bodies in surrounding counties.
- Define what types of decisions would be made using this expanded authority and why Limit to a declared disaster, in this case the current COVID 19 Public Health Emergency.
- Limit authority to a determined time period.
- Decisions regarding major projects such as the NHHIP to be excluded from this authorization.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 34:

Topic: NHHIP

*Submitted by Molly Cook
Stop TxDOT I-45*

Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 35:

Topic: NHHIP

*Submitted by Molly Cook
Stop TxDOT I-45*

Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.

Response:

Comment has been forwarded to the appropriate authorities.

<i>Comment 36:</i>	Topic: NHHIP	<i>Submitted by Molly Cook Stop TxDOT I-45</i>
<p>POTENTIAL COVID-19 DISRUPTION – LIMITED DELEGATION OF AUTHORITY TO TPC OFFICERS AND MPO DIRECTOR The proposed authorization seeks very broad authority without clear definitions or time limitations. While we understand that this type of authorization will ease some administrative barriers, our coalition is concerned with the lack of clarity on what types of projects and decisions this authority will be used for. Who would decide what is or is not a disaster is unclear. Does this require a Disaster Declaration from Harris County Commissioner’s Court or other Governmental entity? Or just a disaster determined by the TPC?</p>		
<p>This is seemingly a major administrative change during a Public Health Emergency when the public’s attention is understandably elsewhere. All normalities in daily lives are gone. We are adjusting to new and uncertain times. We are working from home if we are lucky to have a job, taking care of our children while doing so. We are watching our retirement saving bottom, and what was once a routine trip to the grocery store feels like an event. Some are caring for sick family and friends. This is all emotionally and physically exhausting. Due to the unprecedented nature of this situation, our coalition would like clarification and assurances on a few specific points.</p>		
<ul style="list-style-type: none"> • Stop TxDot I-45 requests the following amendments to the Delegation and Authorization of Authority: • Define a disaster as one declared by the Harris County Commissioners Court or other governmental bodies in surrounding counties. • Define what types of decisions would be made using this expanded authority and why Limit to a declared disaster, in this case the current COVID 19 Public Health Emergency. • Limit authority to a determined time period. • Decisions regarding major projects such as the NHHIP to be excluded from this authorization. 		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 37</i>	Topic: NHHIP	<i>Submitted by Eleanor Hildreth Stop TxDOT I-45</i>
<p>Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 38</i>	Topic: NHHIP	<i>Submitted by Eleanor Hildreth Stop TxDOT I-45</i>
<p>Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 39</i>	Topic: NHHIP	<i>Submitted by Eleanor Hildreth Stop TxDOT I-45</i>
<p>POTENTIAL COVID-19 DISRUPTION – LIMITED DELEGATION OF AUTHORITY TO TPC OFFICERS AND MPO DIRECTOR The proposed authorization seeks very broad authority without clear definitions or time limitations. While we understand that this type of authorization will ease some administrative barriers, our coalition is concerned with the lack of clarity on what types of projects and decisions this authority will be used for. Who would decide what is or is not a disaster is unclear. Does this require a Disaster Declaration from Harris County Commissioner’s Court or other Governmental entity? Or just a disaster determined by the TPC?</p> <p>This is seemingly a major administrative change during a Public Health Emergency when the public’s attention is understandably elsewhere. All normalities in daily lives are gone. We are adjusting to new and uncertain times. We are working from home if we are lucky to have a job, taking care of our children while doing so. We are watching our retirement saving bottom, and what was once a routine trip to the grocery store feels like an event. Some are caring for sick family and friends. This is all emotionally and physically exhausting. Due to the unprecedented nature of this situation, our coalition would like clarification and assurances on a few specific points.</p> <ul style="list-style-type: none"> • Stop TxDot I-45 requests the following amendments to the Delegation and Authorization of Authority: • Define a disaster as one declared by the Harris County Commissioners Court or other governmental bodies in surrounding counties. • Define what types of decisions would be made using this expanded authority and why Limit to a declared disaster, in this case the current COVID 19 Public Health Emergency. • Limit authority to a determined time period. • Decisions regarding major projects such as the NHHIP to be excluded from this authorization. 		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

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<i>Comment 40:</i>	Topic: NHHIP	<i>Submitted by Bill Wilson Stop TxDOT I-45</i>
<p>Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 41:</i>	Topic: NHHIP	<i>Submitted by Bill Wilson Stop TxDOT I-45</i>
<p>Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 42:</i>	Topic: NHHIP	<i>Submitted by Bill Wilson Stop TxDOT I-45</i>
<p>POTENTIAL COVID-19 DISRUPTION – LIMITED DELEGATION OF AUTHORITY TO TPC OFFICERS AND MPO DIRECTOR The proposed authorization seeks very broad authority without clear definitions or time limitations. While we understand that this type of authorization will ease some administrative barriers, our coalition is concerned with the lack of clarity on what types of projects and decisions this authority will be used for. Who would decide what is or is not a disaster is unclear. Does this require a Disaster Declaration from Harris County Commissioner’s Court or other Governmental entity? Or just a disaster determined by the TPC?</p> <p>This is seemingly a major administrative change during a Public Health Emergency when the public’s attention is understandably elsewhere. All normalities in daily lives are gone. 2%.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 43:</i>	Topic: NHHIP	<i>Submitted by Todd Crocken</i>
<p>The i45 expansion is not tied to any metrics or facts that make sense. More roads lead to more congestion. 3-5 years of construction of the only major thoroughfare out of Galveston County and Brazoria county is a time bomb. Millennials do not want to live in suburbs. Zoomers don't want to live in suburbs. The current Covid-10 crisis shows that many people could work from home and that highway use is a thing of the past. Do not build this plan, it will destroy neighborhoods and only benefit the richest white developers in Midtown and the west side.</p>		
<i>Response: TXDOT</i>		
<p>TxDOT uses data from a variety of sources and different traffic models to assist planners and designers in enhancing the roadways that connect residents to homes, businesses, and recreational facilities throughout the Houston region. TxDOT is also concerned with the traffic that passes through our region since Houston is at the center of a vibrant coastal economic region. We are working with urban and regional planners to better understand sociodemographic, socioeconomic, and development needs in the region so we can balance the needs of regional mobility and local quality of life.</p>		

<i>Comment 44:</i>	Topic: NHHIP	<i>Submitted by JR Tyson</i>
<p>H-GAC should not build new roads for developers that flood others... AND block major floodways. Alvin SH 6 and SH 35 RR underpasses flood every time we have storm rain. Why do folks elected today tax the public and not understand loss of life and property by flooding will kill far more than any virus in the next 10 years. For Brazoria Co focus on evacuation routes and stop building in floodways</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the project sponsor.</p>		

<i>Comment 45:</i>	Topic: NHHIP	<i>Submitted by Patrick Hubbell Stop TxDOT I-45</i>
<p>Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 46:</i>	Topic: NHHIP	<i>Submitted by Patrick Hubbell Stop TxDOT I-45</i>
<p>Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 47:</i>	Topic: NHHIP	<i>Submitted by Patrick Hubbell Stop TxDOT I-45</i>
<p>POTENTIAL COVID-19 DISRUPTION – LIMITED DELEGATION OF AUTHORITY TO TPC OFFICERS AND MPO DIRECTOR The proposed authorization seeks very broad authority without clear definitions or time limitations. While we understand that this type of authorization will ease some administrative barriers, our coalition is concerned with the lack of clarity on what types of projects and decisions this authority will be used for. Who would decide what is or is not a disaster is unclear. Does this require a Disaster Declaration from Harris County Commissioner’s Court or other Governmental entity? Or just a disaster determined by the TPC?</p> <p>This is seemingly a major administrative change during a Public Health Emergency when the public’s attention is understandably elsewhere. All normalities in daily lives are gone. We are adjusting to new and uncertain times. We are working from home if we are lucky to have a job, taking care of our children while doing so. We are watching our retirement saving bottom, and what was once a routine routine trip to the grocery store feels like an event. Some are caring for sick family and friends. This is all emotionally and physically exhausting. Due to the unprecedented nature of this situation, our coalition would like clarification and assurances on a few specific points.</p> <ul style="list-style-type: none"> • Stop TxDOT I-45 requests the following amendments to the Delegation and Authorization of Authority: • Define a disaster as one declared by the Harris County Commissioners Court or other governmental bodies in surrounding counties. • Define what types of decisions would be made using this expanded authority and why • Limit to a declared disaster, in this case the current COVID 19 Public Health Emergency. • Limit authority to a determined time period. • Decisions regarding major projects such as the NHHIP to be excluded from this authorization. 		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 48:</i>	Topic: NHHIP	<i>Submitted by Nancy Edwards Stop TxDOT I-45</i>
<p>Our organization requests that the March 27th meeting be cancelled and rescheduled due to the current COVID-19 Public Health Emergency until the "stay at home" order has been lifted and large groups are again allowed to gather.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 49:</i>	Topic: NHHIP	<i>Submitted by Nancy Edwards Stop TxDOT I-45</i>
<p>Our organization also requests that the March 29, 2020 deadline for public comment on the 2021-2024 TIP funding be extended. This funding includes Segment 3 of the NHHIP which continues to be controversial. The residents most affected by this project are currently focusing on their basic needs. To take advantage of this crisis to move forward is at best disingenuous.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the appropriate authorities.</p>		

<i>Comment 50:</i>	Topic: NHHIP	<i>Submitted by Nancy Edwards Stop TxDOT I-45</i>
<p>POTENTIAL COVID-19 DISRUPTION – LIMITED DELEGATION OF AUTHORITY TO TPC OFFICERS AND MPO DIRECTOR The proposed authorization seeks very broad authority without clear definitions or time limitations. While we understand that this type of authorization will ease some administrative barriers, our coalition is concerned with the lack of clarity on what types of projects and decisions this authority will be used for. Who would decide what is or is not a disaster is unclear. Does this require a Disaster Declaration from Harris County Commissioner’s Court or other Governmental entity? Or just a disaster determined by the TPC?</p> <p>This is seemingly a major administrative change during a Public Health Emergency when the public’s attention is understandably elsewhere. All normalities in daily lives are gone. We are adjusting to new and uncertain times. We are working from home if we are lucky to have a job, taking care of our children while doing so. We are watching our retirement saving bottom, and what was once a routine trip to the grocery store feels like an event. Some are caring for sick family and friends. This is all emotionally and physically exhausting. Due to the unprecedented nature of this situation, our coalition would like clarification and assurances on a few specific points.</p> <ul style="list-style-type: none"> • Stop TxDOT I-45 requests the following amendments to the Delegation and Authorization of Authority: 		

- Define a disaster as one declared by the Harris County Commissioners Court or other governmental bodies in surrounding counties.
- Define what types of decisions would be made using this expanded authority and why
- Limit to a declared disaster, in this case the current COVID 19 Public Health Emergency.
- Limit authority to a determined time period.
- Decisions regarding major projects such as the NHHIP to be excluded from this authorization.

Response:

Comment has been forwarded to the appropriate authorities.

Comment 51: **Topic: Roadways** *Submitted by Marlisa Briggs North Houston Association*

Thank you for the opportunity to submit public comment for the Draft 2021-2024 TIP. We appreciate the comment extension deadline in light of the current COVID-19 Crisis.

The North Houston Association (NHA), by mission, focuses on regional issues in the north Houston region (north Harris County and all of Montgomery County) that impact the business environment. As such, mobility is one of the primary areas of focus for NHA, and we advocate for transportation projects that will enhance regional mobility in our service area. One advocacy and educational tool we use is our Strategic Mobility Plan (SMP). The purpose of the plan is to identify mobility projects which need financial, political, and public support. Projects were ranked and chosen based on the following issues: mobility, safety, economic development impact, and achievability. Our process is described in detail in the document.

To start, we would like to thank you for including two of our key projects in the Draft 2021-2024 TIP: the Old Conroe Magnolia Rd. Extension and the widening of SH 105. These projects will support the rapid growth of their respective areas, as well as improve safety and mobility.

We also would like to thank you for your support of the North Houston Highway Improvement Project. NHA has been an advocate of this key initiative for years, and we were happy to testify in support of the project in a TPC meeting last year. Although technically out of our service area, the completed project will provide relief northward, especially for the numerous commuters who reside in the north part of the region. Additionally, it will flow into the current I-45 N PEL, of which NHA is participating as a stakeholder.

Related to the I-45 N PEL, one of the top-ranking projects on our SMP is the Robinson Road project (Project P on our SMP). The PEL has its sights on the I-45 N interchange with Robinson Rd., but more is needed that is outside the scope of the PEL. We recommend widening Robinson Rd. to four lanes and realigning the road over the railroad crossing. Currently there are three projected phases of “The Robinson Road” project. Phase 1 is the overpass at IH-45 and Patsy Lane, which has begun construction and is considered a county project. Phase 2 of the project is the realignment of Robinson at Hanna/UPRR tracks and phase 3 is the section connecting phases 1 and 2

The entire segment of Robinson Road between I-45 and the UPRR railroad track is extremely congested, and the City of Oak Ridge's business park is east of the railroad. This has a large negative impact of the

potential success of the business park, due to difficult accessibility. This project scored extremely high for us due to the impact on safety, mobility and economic development.

The other two projects we would like to see included in the TIP are construction of the remaining direct connectors at I-45 & SH 99 as well as those at I-69 & SH 99. The Grand Parkway has resulted in improved mobility and has boosted economic development along the route. We ask that funding be provided to finish the project by completing these connectors, so as not to increase congestion at these interchanges and to improve safety.

We at NHA appreciate H-GAC's partnership and commitment to the good of the region. We have a long history of jointly working on regional issues, and we look forward to our continued work together.

Response:

Comment has been forwarded to the project sponsor.

Comment 52:

Topic: General

*Submitted by Harrison Humphreys
Air Alliance*

Air Alliance Houston appreciates the opportunity to comment on the 2021-24 Transportation Improvement Program.

While we appreciate the attention paid to air quality and environmental justice issues both in the TIP and other MPO planning documents, the projects within the TIP represent a continuation of the paradigm that leads to poor air quality and infringement on vulnerable communities. Too much of our federal and state transportation dollars are being used for roadway expansion projects in our region, purportedly to mitigate congestion and improve level of service. As we have commented previously on other planning documents, the region needs to move away from a paradigm of continued expansion that only promotes sprawl and worsens the congestion issues it sets out to fix. We know this model does not work, and is ultimately costlier for the region in the long run.

The MPO must adopt funding priorities that support maintenance of our current infrastructure and expansion of multimodal options, instead of continuing to rely on the notion that we expanding highways will fix our region's growing pains. We must move away from a funding structure that relies solely on Level of Service metrics, which only measures how we can best move cars, and develop formulas that will fund projects that best move people. Improving on existing infrastructure and expanding alternative modes are more equitable and environmentally sustainable uses of our region's transportation funds.

Response:

Comment has been forwarded to the project sponsor.

*Comment 53***Topic: ACTIVE TRANSPORTATION***Submitted by Beth White
Houston Parks Board*

RE: 2021-2024 TRANSPORTATION IMPROVEMENT PROJECTS (TIP) – DRAFT LISTINGS FOR PUBLIC REVIEW AND COMMENTS

Dear Transportation Policy Council (TPC),

The following are Houston Parks Board's (HPB) comments regarding the 2021-2024 TIP Project List.

Extension of the public comment period

Given the current novel coronavirus crisis and restrictions in place ordered by Judge Hidalgo and Mayor Turner, HPB appreciates that the TPC extended the TIP comment period beyond March 29, 2020.

HGAC should independently consider the appropriateness of excessive highway funding

A significant amount of the proposed projects are those sponsored by TXDOT and are on-system projects. This body should consider as a matter of policy whether local road funding should be used for on-system highway projects, especially in light of the very significant funding received directly by TXDOT for these projects. Local roads, in contrast, have no other significant options for federal funding, which is especially significant in light of the stress on local road budgets.

Active transportation projects generally are underfunded

Active transportation grants fall short of the percentage allowed in prior calls. HPB believes the funding pattern reflected in the proposed grants undervalue active transportation as a matter of regional policy and is inconsistent with HGAC's stated goals for quality of life and regional development. We strongly urge at least matching this list's level and sources of active transportation funding to those in prior calls. The amount of applications in the current call show clear demand for substantially increasing the relative investment in active transportation. If we are learning one lesson from the current crisis, it is the underlying value to society of active transportation in meeting peoples' most basic needs and desires.

Specific projects HPB recommends

HPB supports all projects on the list that provide active transportation and that provide meaningful safe bikeways, sidewalks, and other pedestrian facilities in conjunction with road projects. All road projects should provide such facilities. HPB also generally supports public transit projects. HPB specifically recommends projects on the list that complement Bayou Greenways and Beyond the Bayous including:

- 18030: Sims Bayou Bridge making safer the Sims Bayou Greenway.
- 18146: Memorial Park Connector helping connect White Oak Bayou Greenway to Memorial Park.
- 17103: Memorial Park to San Felipe over Buffalo Bayou which ties into the CenterPoint ROW leading to Sims Bayou Greenway
- 18018: Connecting the MKT Trail to White Oak Bayou Greenway via Rutland Detention Basin
- 7814: Spring Creek Hike and Bike Trail connecting Spring and Cypress Creek trails to San Jacinto Greenway and Kingwood trails.
- 13200: Uptown Connections from the west side of 610 to Memorial Park, then south along the CenterPoint ROW to Richmond and north over I-10. However, once again, in citing these specific recommendations, the list of active transportation projects could include so much more. The Little White Oak Bayou Greenway TIP submission offers particular value in connecting low to moderate income areas to Downtown Houston and the existing Bayou Greenway system. HPB's Port to Port application links the Port of Houston with Hobby Airport as well as Buffalo, Brays, and Sims Bayou Greenways. This application serves a multiplier effect identified in Beyond the Bayous by making north-south connections and linking to established east-west connections.

HPB’s Westside/Westpark Connector Greenway application links Brays Bayou Greenway along a CenterPoint easement to the Uptown trail (MPOID# 13200 recommended above) and Memorial Park. The Westside/Westpark project would further connect west to the Bellaire Uptown Transit Center and the Hillcroft Park and Ride.

Thank you for your consideration and your dedication to improving transportation in the H-GAC region.

Yours truly,
Beth White – President & CEO

Response:

Comment has been forwarded to the project sponsor.

Comment 54: **Topic: Roadways** *Submitted by BJ Simon- Baytown W. Chambers Co. Econ. Dev. Found.*

The Baytown West Chambers County Economic Development Foundation (EDF) is in full support of the City of Baytown funding request for the Garth Road Widening Project (MPO Project 17096). Garth Road is the City’s most significant retail corridor and the project, as presented, represents a significant opportunity to enhance safety, economic development and quality of life, while increasing transportation capacity and throughput.

The project directly meets the goals of the H-GAC and the GCEDD Comprehensive Economic Development Strategy (CEDS) vis-à-vis mobility and diversified economic vitality in one of the region’s fastest growing and integrated economies.

The EDF strongly supports the project and its transformational potential for the region. If questions should arise or you require additional information, please contact me at 281.420.2961 or bjsimon@baytownedf.org. Your consideration is sincerely appreciated. Thank you.

Response:

Comment has been forwarded to the project sponsor.

Comment 55: **Topic: Roadways** *Submitted by Brandon Capetillo Mayor City of Baytown*

Greetings,

I want to reach out and express our extreme gratitude for the past support of H-GAC and the TPC in funding critical transportation needs. In particular we believe there is an opportunity to address a sorely needed project (Garth Road Widening/Reconstruction) that would benefit the Baytown region as this major thoroughfare connects State Highway 146 to Interstate 10. This project will entail full reconstruction and address related drainage needs. If completed, the Garth Road project will help reduce traffic congestion and greatly improve traffic safety. The project will also improve urban mobility to the adjacent commercial and residential areas. All of these aspects make this project a high-priority for the

APPENDIX A: PUBLIC COMMENTS

region, especially considering the critical community infrastructure along the corridor, including Houston Methodist Baytown, Fire Station 1, San Jacinto Marketplace, future development, and a key Harris County Transit route. I respectfully ask for your consideration of funding of this significant and very justified regional transportation project. I look forward to speaking with you in the near future.

Best Regards,
Brandon Capetillo, Mayor City of Baytown

Response:

Comment has been forwarded to the project sponsor.

Comment 56:

Topic: General

Submitted by Oscar Slotboom

The TIP should emphasize road and highway improvements, and cost-effective public transit improvements for bus service. (Light rail is not cost effective and I oppose light rail). The proposed TIP is generally consistent with those goals, and I support it.

Response:

Comment has been forwarded to the project sponsor.

Comment 57:

Topic: NHHIP

Submitted by Oscar Slotboom

North Houston Highway Improvement Project I support the inclusion of NHHIP projects 155, 7428, 16337, 16329, 16336 and 16330 in the plan.

Response:

Comment has been forwarded to the project sponsor.

Comment 58:

Topic: Roadways

Submitted by Oscar Slotboom

I would have liked to see at least some of the projects north of downtown included in the plan.

H-GAC should include additional projects in a future TIP plan as soon as possible. (Projects 16328, 16332, 16327, 16333)

SH 35 Projects 202, 209 and 210

I support inclusion of these projects. This will improve accessibility to the University of Houston.

Hardy Toll Road Downtown Connector, project 15208

I support this project. It will improve access to downtown and provide an alternate route during construction of the NHHIP. This project has been excessively delayed, and it should definitely proceed to construction as scheduled in the TIP (9/15/2020)

Grand Parkway between IH-10 West and Westpark Tollway, project 18021 and 18022

The full section between IH-10 and the Westpark tollway should be widened to 8 main lanes (4 each way). Widening to 6 lanes will not be sufficient for long-term needs.

SH 225/BW 8 Interchange Improvements, Project 16340

I would like to see all 8 direct connectors included in this project.

West Loop

The West Loop is the #1 most congested highway segment in the state of Texas. I would like to see new capacity for the West Loop included in the TIP. This could be express lanes or managed lanes between IH-69 and IH-10. H-GAC should resume planning efforts to add capacity to the West Loop in a future TIP.

Inner Katy BRT, project 11473

This project should be planned in conjunction with adding four managed lanes (two in each direction) to the Inner Katy Corridor. The managed lanes will connect the existing managed lanes outside Loop 610 and the NHHIP planned managed lanes downtown.

Fort Bend Parkway section B-2

According to the official project web site, <http://www.fbctra.com/segment-b2/> "Construction of the overpass and roadway is scheduled to begin in 2021 and will take 16 to 20 months to complete."

This project does not appear to be included in the online documents. Why is it missing?

Grand Parkway sections B and C

I would like to see at least some of this project included in the plan. As the planning process proceeds, it should be added to a future TIP as soon as possible.

Metro Project 16345, "SIGNING AND RESTRIPE GENERAL PURPOSE LANE FOR OFF-PEAK HOV LANE"

This project should not proceed until there is congestion in the off-peak direction. I think it can be delayed to be after 2024.

Response:

Comment has been forwarded to the project sponsor.

PUBLIC COMMENTS FROM TPC MEETING – JUNE 2020

<i>Comment 1:</i>	Topic: NHHIP	<i>Submitted by Nina Culotta</i>
<p>Transportation Policy Council members: I oppose the approval of funding for the North Houston Highway Improvement Project, Segment 3, in the 2021-2024 TIP. The Texas Department of Transportation has not committed to mitigating adverse impacts of this project, such as displacement, flooding, and air quality, and should not receive the green light to bulldoze, disconnect, and dismantle historic Black and Latinx communities along the project corridor. I urge TPC to withhold funding for this project unless and until TxDOT addresses these issues in an equitable way for the benefit of all of our city's residents, especially those most vulnerable to the adverse impacts of the proposed highway expansion</p>		
<i>Response:</i>		
<p>Comment has been received for consideration.</p>		

<i>Comment 2:</i>	Topic: Transit	<i>Submitted by David Blomstrom</i>
<p>Could you please make sure the Amtrak station is joined to the new station for Highspeed rail to Dallas and also is directly connected to local rail and transit services. Should be a new station befitting of Houston's stature in the world today. I am a frequent Amtrak customer and enjoy my trains and wish for more access and more train options soon.</p>		
<i>Response:</i>		
<p>Comment has been forwarded to the project sponsor.</p>		

<i>Comment 3:</i>	Topic: NHHIP	<i>Submitted by Thomas E Marsh</i>
<p>Comments to Transportation Policy Council (TPC) June 26 meeting - Segment 3 of the North Houston Highway Improvement Project (NHHIP):</p> <p>The North Houston Highway Improvement Project (NHHIP) must include integration of area transportation modes.</p> <p>The project as proposed envisions major changes to the Union Pacific Railroad mainline that serves Houston's Amtrak station that probably will require relocating the rail passenger station. This should be done as part of a coordinated effort to integrate surface transportation facilities in the area.</p>		

The project should result in integration of Houston's Amtrak station into Metro's transit system (whether BRT or LRT), to include direct connections to downtown and the future Texas Central Railway terminal near Metro's Northwest Transit Center.

Modern, attractive, welcoming station facilities sized for future growth of environmentally friendly passenger rail service should be built, including convenient access to such amenities as dining, shopping and secure overnight parking, as befits a key gateway to our nation's fourth largest city

Response:

Comment has been forwarded to the project sponsor.

Comment 4:

Topic: TRANSIT

Submitted by Tom Compson

To the TPC:

I understand that there is a proposal to relocate a portion of Union Pacific's Terminal Subdivision west and north of downtown Houston in conjunction with the North Houston Highway Improvement Project. Such relocation would include the passenger main and would most likely also require relocation of the existing Houston Amtrak station (HOS) located adjacent to the City of Houston permitting center at the east end of Washington Street. Regardless of the ultimate location of HOS, the following goals should guide any changes to the existing station or a new, relocated station:

1. Integration of HOS into Metro's transit system (whether BRT or LRT), to include direct connections to Downtown and the future Texas Central Railway terminal near Metro's Northwest Transit Center.
2. Modern, attractive, welcoming station facilities, including convenient access to such amenities as dining, shopping and secure overnight parking, as befits a key gateway to our nation's fourth largest city.
3. A station sized for future growth of intercity passenger rail service in Houston. Amtrak currently serves Houston with thrice-weekly train service on the Sunset Limited, which runs from New Orleans to Los Angeles, and a daily bus connection to the Texas Eagle in Longview, which runs from San Antonio to Chicago. RPA has an ongoing campaign to increase service on the Sunset Limited to daily, and long-term aspirations to add more passenger rail service in Houston.

A world class city deserves world-class passenger rail service, and a station to match.

Tom Compson
RPA Member

Response:

Comment has been forwarded to the project sponsor.

Comment 5:

Topic: TRANSIT

Submitted by Lee Reaves

Please consider these points in relocating the Houston Amtrak station:

1. Integration of HOS into Metro's transit system (whether BRT or LRT), to include direct connections to Downtown and the future Texas Central Railway terminal near Metro's Northwest Transit Center.
2. Modern, attractive, welcoming station facilities, including convenient access to such amenities as dining, shopping and secure overnight parking, as befits a key gateway to our nation's fourth largest city.
3. A station sized for future growth of intercity passenger rail service in Houston. Amtrak currently serves Houston with thrice-weekly train service on the Sunset Limited, which runs from New Orleans to Los Angeles, and a daily bus connection to the Texas Eagle in Longview, which runs from San Antonio to Chicago.

Lee Reaves

Response:

Comment has been forwarded to the project sponsor.

Comment 6:

Topic: TRANSIT

Submitted by Mike Gonzales

Gentlemen:

My name is Mike Gonzales. I am a senior citizen and a native Houstonian. Railroading is a part of my life. I live and breathe railroading. My father worked at the T&N Railroad and the Southern Pacific Railroad for 30 years. Nothing would be more devastating to me and hundreds of others if railroad passenger service is sacrificed over highway upgrades.

Rail passenger service has been and continues to be a vital part of my family. Any plan to strike it from our daily life would be devastating, particularly seniors like myself. At the very least, the Project should take advantage what rail travel brings to highway travel.

Air travel and auto transportation is an option, yes, but for many us, traveling by train is the most agreeable mode of travel. In addition, train travel is more economical in view of our financial constraints living under social security. And weather conditions won't constrain our travel. I am confident I speak for many other rail passenger proponents. We need vigorous train service to complement our lives.

Over the last thirty years I, personally, have travelled on the Sunset Limited to Santa Barbara, California and other California cities. Eastbound, I have travelled to and from Jacksonville, Fl. (before Katrina intervened); and other routes into the nation’s capital across the middle South.

The Texas Eagle via Palestine, Texas and into Chicago is another one of my many past routes. From there I travelled to St. Louis and into Philadelphia, Pa. and returned via round trip from New York and the Great Lakes and to Houston, Texas. The point of all this, is to remind those that will control our lives with the I-45 Project that passenger travel is vital to, not just senior citizens, but also those with limited financial capital, and those in rural areas with limited rail service.

The NNHIP project, is probably well intentioned and probably has the city of Houston’s welfare in their hearts, but in moving forward with their project, their officials should take care that railroad service is not sacrificed in favor of the I-45 project. Nor should they ignore and cast aside a much-needed upgrade of a new Passenger Terminal. If it is to be moved, move it to a location accessible to ancillary services; taxi service, food courts, parking, Inter transit services, security, etc. An upgrade will most assuredly enhance rail travel.

Mike Gonzales
Houston, Texas

Response:

Comment has been forwarded to the project sponsor.

Comment 7:

Topic: TRANSIT

Submitted by David N Currey

Re: The Houston-Galveston Area Council's Transportation Policy Council (TPC) hearing on June 26

Dear Sirs:

I have comments I would like to see inputted into the proceedings. The planning being considered would affect the current Amtrak station, and would involve moving or eliminating the current railroad route through the north side of downtown Houston known historically as the "Passenger Main".

The route's main purpose was to serve the Southern Pacific's large Grand Central Station, though it did serve a large number of local businesses, none of which utilize rail access now as far as I know. The "Freight Main" splits from the Passenger Main west of downtown and runs straight to Union Pacific's Englewood [freight] Yard, an important yard practically adjacent to Settegast Yard, another major UP freight yard. I am a long-time train traveler in and around Houston, Texas, and the country. I rode trains before Amtrak came into existence. I also had a short 5-year career in train service with the Missouri Pacific/Union Pacific Railroad back in the early 1980s and keep abreast of railroad matters in the Houston area and across the country. I am qualified to make the following points:

- Amtrak's current station in Houston is frankly an embarrassment. It is in a seedy location; is too small for even the six trains a week it serves and is difficult to access. It is not much more than a glorified restroom facility.

- If the Amtrak station location is moved, it should be moved to a location that would be adjacent to or close by bus routes, light rail routes or future routes, freeways, and the Texas Central Railroad's proposed terminal near the Northwest Transit Center, though I have also heard that a location for the TC terminal at the old Northwest Mall location is unfortunately being considered.
- The new modern Amtrak facility should have a minimum of two tracks to ease track maintenance, plus a short private car track. This is nothing additional, as this is what the current Amtrak station has.
- The Railroad Passenger Association is pushing for an increase of the Sunset Limited to daily service (from tri-weekly), as well as for additional future service. So, while the above two platform tracks would be sufficient for current passenger service, the location needs to be large enough so as to be expandable to at least one more platform incorporating two additional tracks. The current Amtrak location is also expandable in that regard.
- The location of the new Amtrak station should take into consideration the location of nearby freeways as well, and nearby easy on-and-off access to at least one freeway is mandatory. Not adequately providing for the Amtrak facility's needs as outlined above could have costly repercussions in the future, not to mention hampering passenger service down the line.

David N. Currey

Response:

Comment has been forwarded to the project sponsor.

Comment 8:

Topic: TRANSIT

Submitted by David Ritter

The idea of removing the existing Amtrak station and passenger main in Houston is absolutely insane. There is no place to relocate it to! There is no location on the Union Pacific route through Houston with access to interstate routes or bus service. What is your suggestion, boarding at the next station in Beaumont or San Antonio?

The movement of I-45 onto the already overcrowded I69 is already totally illogical. Eliminating passenger rail service to Houston is one more poorly conceived concept. Houston needs improved passenger rail service and a much-improved station.

David Ritter

Response:

Comment has been forwarded to the project sponsor.

*Comment 9:***Topic: NHHIP***Submitted by Allyn West*

Dear Transportation Policy Council members,

The Texas Department of Transportation has not learned from the mistakes it has made in the past. More damning, though, is that the agency seems intent on repeating them. Houston is notorious as the deadliest region in the country for drivers and people on foot, on bikes and in wheelchairs. The agency claims the project will improve safety, reduce congestion and accommodate the region's projected growth. These claims are dubious. TxDOT has not shown how a wider I-45 would be different from a wider Katy Freeway. TranStar data first compiled by Houston Tomorrow and reported in City Observatory now more than 5 years ago show clearly that the very modest gains in average commute time the first few years have been completely nullified. Average commute times are now longer than they were before the freeway was widened. In other words: TxDOT spent \$2.8 billion only to get commuters back where they started: stuck behind the wheel.

TxDOT wants to spend \$7 billion more. Experts know that adding capacity does not reduce congestion. In 2017, Dr. Susan Handy, professor at the University of California at Davis and the director of the National Center for Sustainable Transportation, told me, "The freeway carries more vehicles, but it's very unlikely that you're doing anything to reduce congestion. Adding capacity is just about accommodating more traffic."

Increasing vehicle miles traveled by more than 100 percent and average speeds by about 24 miles per hour, as TxDOT claims the project will do, does not increase safety. As the urban designer and planner Jeff Speck wrote this year, "The single greatest predictor of a death in a car crash is vehicle speed." What's more concerning to me, even more than the flimsy rationale that the NHHIP is teetering on, is that TxDOT seems fully intent to ignore its own history of plowing through Houston's neighborhoods of color and low wealth. I am quoting directly from the agency's own impact assessments, published this December. They write: "The construction of I-45 through downtown Houston started in the 1950s, with the Pierce Elevated opening in 1967. This section of I-45 displaced nearly 560 residences and businesses through Downtown and parts of the Third Ward, in addition to causing widespread turnover of neighborhood land uses Most of the displaced residents in the Third Ward were renters with little legal power to contest the displacements."

Elsewhere, on page 44 of the Cumulative Impacts Technical Report, TxDOT acknowledges, "Multiple negative [impacts] ... would result from" the NHHIP. And: "The proposed project would result in numerous displacements, including residences of members of minority and lowincome communities, businesses, and community facilities that primarily serve Environmental Justice individuals/populations." Why did the acknowledgement of "multiple negative" impacts and "numerous displacements" not immediately trigger a redesign? Why did TxDOT decide that these lives don't matter enough to do better?

TxDOT, and supporters of this project, has claimed that it's necessary to accommodate the region's projected growth. That means that TxDOT is willing to sacrifice the jobs and the homes of people who already live here for people who may or may not someday move here in the future. It's a tough message to sell, isn't it? In Houston, you're replaceable. We displaced you in the '50s, and we're all set to do it again.

It should be alarming to all of you that the city had to assemble a task force that depended on the volunteer labor of hundreds of the very residents TxDOT sees as replaceable to improve the project that intends to displace them. These residents gave away hundreds of hours of their time over months in community workshops, meetings and online surveys to improve a design that was already nearly two decades in the making. How much money has already been wasted on a design the agency fully acknowledges, in hundreds of pages of its own assessments, will displace thousands of Houstonians, mostly residents of color and low wealth, require the relocation of thousands of jobs and cause the city to forfeit potentially \$313 million in combined property and sales tax revenue each and every year? I am quoting, again, directly from the assessments.

This is where we are at. TxDOT wants to spend \$7 billion to build a project experts know will not accomplish what the agency claims it will and will cause the negative impacts the agency fully acknowledges. Make them do better. It's a lot of money. For that same amount of money, together, you could fund:

- The entirety of the city's backlog of requests for new sidewalks (\$83 million)
- The city's Bike Plan (\$150 million), which has languished without funding since City Council approved it in 2015
- Two more brand-new Discovery Greens (\$250 million)
- 150 more miles of bayou greenways (\$220 million)
- All of Metro's MetroNext transit plan (\$3.5 billion)

And the region would still have left more than \$2.5 billion, which would allow us to build double the 237 flood-control projects that voters overwhelmingly approved in the bond referendum after Hurricane Harvey. It's a lot of money. If TxDOT can't commit in writing to starting over, right now, with the city's much-improved "Vision C," which was literally handed to them by hundreds of concerned residents who will be asked to live with the consequences of this project for a generation, then they should be considered an agency that has failed Texans.

Allyn West, Ph.D. (he/his)
Senior Communications Specialist

Response:

Comment has been forwarded to the project sponsor.

<i>Comment 10:</i>	Topic: NHHIP	<i>Submitted by Bess Wilhelms</i>
<p>1-45 should not be expanded. At best it is a temporary stop gap measure until highway use surges. At a realistic level it furthers climate change, destroys mainly black neighborhoods and costs too much money. Highways are not the answer</p> <p>Bess Wilhelms</p>		

APPENDIX A: PUBLIC COMMENTS

recommendations as expressed in Mayor Turner’s, June 9, 2020, letter to the Texas Transportation Commission. However, the rationale for how these recommendations were derived has not been made available, and public discourse has grinded to a halt.

Prior to moving forward on a vote for funding or further authorization on the future of this project, it is recommended that the City of Houston provide the disposition of all responses received in the NHHIP Alternates Survey provided earlier this year, as it seems much of the rationale provided for the current opinion was derived from these results, and there appear to be large inconsistencies between how public responses were incorporated between Segments 1, 2, and 3. Further, as has been echoed in every public meeting since the spread of the Novel Coronavirus, the impacts to both residents and businesses by this potential project will certainly put unbearable pressures on their livelihood and success.

Again, I strongly recommend that these decisions be put on hold, if not for reasons of factual discovery, then for the livelihoods of the many who will be impacted by these decisions at a time when they are in the literal worst position to absorb them.

Michael Duckworth.

Response:

Comment has been received for consideration.

Comment 13: **Topic: NHHIP** *Submitted by Brandt Mannchen*

I do not support providing any funding or support for the I-45 expansion (North Freeway Project) at this time. The City of Houston and many community groups and individuals have provided the Texas Department of Transportation with copious and significant comments about air quality, neighborhood and community fragmentation, environmental justice, park, flooding, and many other issues. TxDOT has not decided about or negotiated on these suggestions. TxDOT does not deserve support right now because it has not done its job and has not been responsible in getting public consensus. Just say no to funding or support for the I-45 expansion project!
Do the right thing.

Brandt Mannchen

Response:

Comment has been received for consideration.

<i>Comment 14:</i>	Topic: NHHIP	<i>Submitted by Amir Befroui</i>
<p>The current proposal for the expansion of I-45 is unacceptable. I demand that TXDOT do better for all of the people of Houston and our region. I ask that HGAC withhold support from that project until it is revised, resubmitted, and benefits all members of our community. We have the engineering talent to put men on the moon and women on the space station. We can and should do better.</p> <p>Amir Befroui</p>		
<i>Response:</i>		
<p>Comment has been received for consideration.</p>		

<i>Comment 15:</i>	Topic: NHHIP	<i>Submitted by Shaun Sharma</i>
<p>I'm a Long-time resident of the heights, and I currently live in Lindale Park. I own a business in the heights, and I own two businesses downtown. I am excited for the i-45 expansion to take place. I'm certain I will be frustrated during the process, but I think it is necessary for the city of Houston. I was especially impressed by the drawings that put a green space across the freeway and connected parts of the more traditional heights with some of the parts on the east side of i45.</p> <p>Shaun Sharma</p>		
<i>Response:</i>		
<p>Comment has been received for consideration.</p>		

<i>Comment 16:</i>	Topic: NHHIP	<i>Submitted by William Wilson</i>
<p>There is a proposal to relocate portions of Union Pacific Railroad's Terminal Subdivision west and north of downtown in conjunction with the NHHIP. This proposed relocation would include the Passenger Main and would most likely require relocating the Amtrak station also. The NHHIP would also impact Metro's HOV lanes that currently enter downtown just east of the Amtrak station on Franklin Street. The following should be considered:</p> <ul style="list-style-type: none"> • Integration of the Amtrak station into Metro's transit system (whether BRT or LRT), to include direct connections to Downtown and the future Texas Central Railway terminal near Metro's Northwest Transit Center. • Modern, attractive, welcoming station facilities, including convenient access to such amenities as dining, shopping and secure overnight parking, as befits a key gateway to our nation's fourth largest city. 		

- A station sized for future growth of intercity passenger rail service in Houston. Amtrak currently serves Houston with thrice-weekly train service on the Sunset Limited, which runs from New Orleans to Los Angeles, and a daily bus connection to the Texas Eagle in Longview, which runs from San Antonio to Chicago.

Re: Segment 3 of the NHHIP

Segment 3 funding should not be included in the Transportation Improvement Program funding and should be voted on separately. The MOU holds TxDOT accountable to the demands of the City and should work to ensure equity, environmental and social justice, and livability for Houstonians as the project develops. Thousands of downtown jobs may be permanently eliminated. Do we really want to be expanding highway capacity that may never be needed for commuters?

William Wilson

Response:

Comment has been received for consideration.

Comment 17:

Topic: NHHIP

Submitted by Kyle Shelton

I write today about your consideration of an MOU between TxDOT and local jurisdictions around the next steps in the NNHIP project. I ask that as a body you act to ensure that any MOU requires that TxDOT directly respond in writing about how it will incorporate the requests of Mayor Turner, Judge Hidalgo, and the thousands of residents who have voiced concerns about the project both through the city's official engagement and outside of it. The agency must ensure that concerns are not just heard, but that they are directly incorporated into the plan. An MOU should also make clear that future funding considerations should be tied to whether or not the agency meaningfully incorporates mitigation strategies and works to dramatically lessen impacts. Public input and statements from Mayor Turner, Judge Hidalgo, and other local officials have called for the project to minimize displacement and reduce or remove negative impacts on the communities along the route.

Most of the communities likely hit by the current project have already experienced previous negative impacts from highway projects in the past. They should not continue to bear the brunt of infrastructure impacts. There are many excellent ideas about how to improve the proposal going forward in ways that can benefit regional mobility and quality of life. These same solutions can mitigate disruptions of thousands of residents' lives and prevent more folks from being exposed to environmental pollution. Greater investments in public transit, steps to reduce displacements and ensure all those displaced have a home to relocate too, and steps to reduce flooding and air quality issues must all be incorporated into the project formally. TxDOT should commit to concrete steps to address publicly raised concerns and improve the project before any other funding is considered. The MOU should reflect this need.

Kyle Shelton

<i>Response:</i>
Comment has been received for consideration.

<i>Comment 18:</i>	Topic: NHHIP	<i>Submitted by Kathryn Earle</i>
<p>On June 26 you will make a decision about Section 3 of the North Houston Improvement Project that will have long term implications on many communities of color that in the past have not had a voice to stand up for their rights. These communities along I45 have long provided a rich cultural component for Houston. At a time where the nation is rising up to defend the rights of all people to be treated equally this move to eliminate not only housing for low income families but historic buildings. As a real estate agent, I have seen many low income and racially diverse neighborhoods destroyed in the name of progress.</p> <p>This freeway expansion as proposed would not benefit Houston as one of the most diverse cities in the United States. There have been many proposals made to modify this project to make it less destructive both to displacement of people, flooding issues and air quality issues. I do not believe this recommendation have been fully reviewed and considered and I do not believe that the project should move forward until full discussions have been had on these concerns and that TxDOT demonstrates progress in addressing these concerns.</p> <p>I AM ASKING THAT THE DECISION ON MOVING FORWARD ON THIS PROJECT BE POSTPONED UNTIL ALL OF THESE ISSUES CAN BE MEDIATED BETWEEN THE AFFECTED COMMUNITIES, THE CITY OF HOUSTON AND THEIR RECOMMENDATIONS AND THE COMMUNITY AT LARGE.</p> <p>Thank you for your consideration Kathryn Earle</p>		

<i>Response:</i>
Comment has been received for consideration.

<i>Comment 19:</i>	Topic: NHHIP	<i>Submitted by Betsy Taylor</i>
<p>The benefits claimed by TXDOT with this I-45 expansion are very much in doubt and we should not allow bureaucratic momentum to push this plan through This is an opportunity for Houston to get out from under its reputation as a driver-focused city. Let’s take the wider view and build in different ways to reduce congestion, not just more highways and wider highways, but transit lanes and incentives to ride-share or leave the car outside the downtown area. One thing seems clear in this debate and is proven through experience. If you build bigger highways you attract more drivers and the congestion builds back up again in a few years. I don’t want you to destroy important parts of our city and waste billions of dollars in this pursuit.</p>		

Betsy Taylor
<i>Response:</i>
Comment has been received for consideration.

<i>Comment 20:</i>	Topic: NHHIP	<i>Submitted by Allison Yelvington</i>
<p>I am writing to express my concerns about the NHHIP. I am writing to ask that a memorandum of understanding is developed that will hold TxDOT accountable for the numerous impacts of the highway expansion project. My concern about this project began over two years ago, when I, as a student at Rice University, interned at Air Alliance Houston and saw first-hand the process of performing a Health Impact Assessment on NHHIP. It quickly became clear to me the negative impact on air quality the project would have, in addition to impacts on mobility, resilience, climate, and equity. In this current moment where racial justice is rightly at the forefront,</p> <p>I am deeply concerned about a project that will disproportionately displace communities of color and increase air pollution, which also disproportionately impacts communities of color. Any MOU must continue to engage the public and work to decrease or eliminate the negative impacts of this project. I ask that you withhold or halt funding unless significant progress in addressing these concerns is made by TXDOT.</p> <p>I appreciate comments, such as those by the Mayor, that wish to decrease the negative impacts of this project, but we need to see accountability to ensure racial and environmental justice. I love Houston, I live in Houston, and I plan for it to be my home for years to come. This project will impact our city for years to come. I want to live in a Houston that is just, that is resilient, and that has clean air to breathe. Please hold TxDOT accountable for the impacts of this project so that I can live in that kind of city.</p> <p>Allison Yelvington</p>		
<i>Response:</i>		
Comment has been received for consideration.		

<i>Comment 21:</i>	Topic: NHHIP	<i>Submitted by Susan Graham</i>
<p>I'd like to begin by thanking the Houston Endowment Fund for donating the money necessary to conduct the City of Houston's thorough and very effective community engagement process conducted by Huitt-Zollars and the UH Design Center. This process was in sharp contrast to TxDot's woefully inadequate process. Hundreds of people all along the I-45 corridor showed up. They were asked what they wanted and were listened to. 72 % said they wanted the freeway to stay within the current right away, and most said they wanted public transit that also served their neighborhoods. They said they wanted high comfort bike lanes, sidewalks, noise reduction, and not to be cut off from other neighborhoods and downtown.</p>		

The data collected was used to create 2 alternative design plans, which were presented to the Mayor and the Mayor’s Steering Committee. They selected the design that supported what most Houstonian’s were asking for. Mayor Turner wrote a very detailed letter to Comm Ryan outlining his requests. County Judge, Lina Hidalgo wrote a letter in support of the Mayor along with six City of Houston Council Members, Commissioner Garcia, State Representatives, Eastman and Morales, State Senator Alvarado and U.S. House of Representatives Lee. The City of Houston has spoken and it doesn’t support the NHHIP in its current design. So why are we here today voting again on funding for Segment 3?

Let’s not pretend that it’s because this project t will reduce congestion, I know you’re smarter than that. Let’s not pretend that this is progress, this way of thinking is older than I am. Let’s not pretend that this is in anyway innovative, Jeff Speck is innovative and this doesn’t even come close. Let’s not pretend that you care about the displacement of primarily low income black and brown people and the systemic racism embedded in this project. If you did wouldn’t support a project that burdens minority communities for the benefit of their white counterparts.

Let’s not pretend that you are concerned about climate change, vehicle miles traveled, reserving a car centric paradigm or liveable/walkable cities. So, let’s not pretend that voting for funding for Segment 3 will benefit the Houston-Galveston area, the state of Texas or the world.

So, if we quit pretending that these things are true what are we left with? I can’t answer that. There is no reason that I can’t think of as to why you would vote for this project that clearly has no benefit when measured against the harm done to our communities, our city and the world as a whole. So, I ask that you the minimum today. I ask that you vote to remove Segment 3 funding from the TIP until TxDot commits in writing that it will honor the requests of the City of Houston. I also request that the proposed Memorandum of Understanding, include monetary incentives for TxDot to comply with Mayor Turner’s requests.

The draft MOU included in our materials isn’t worth the paper it’s written on. It will be quickly be disregarded by TxDot once they have the 3 million dollars, and a certified FEIS and a Record of Decision and you will be powerless to intervene. And I know you know this. If you vote to give TxDot the 3 million and approve an ineffective MOU you will be sending a clear message to the residents of Houston that you don’t care what they want, even though they will bear all the negative impacts of this expansion. You will send a clear message to low - income communities of color that they don’t matter either, that they are dispensable and disposable. You will also be sending a clear message that money and a faster trip from the burbs, in your single occupancy vehicle, is more important than the resident’s of Houston quality of life. I find this despicable.

Susan Graham, Co-Founder, Stop TxDot I-45

Response:

Comment has been received for consideration.

<i>Comment 22:</i>	Topic: NHHIP	<i>Submitted by Ann Kennedy</i>
<p>Please halt this process until the important issues have been resolved. Future-oriented cities are taking the opposite approach than TXDOT. No more expanded highways – data shows repeatedly that bigger highways breed more drivers, not fewer as the public wants. Destroying thousands of minorities’ homes and businesses – and neighborhoods, as has been done repeatedly in the past, is unconscionable. TX-DOT has enjoyed free range, and first dibs at the Legislature’s \$\$ for far too long. We need to put Houston and its future first.</p> <p>Ann Kennedy</p>		
<i>Response:</i>		
<p>Comment has been received for consideration.</p>		

<i>Comment 23:</i>	Topic: NHHIP	<i>Submitted by Katherine Webber</i>
<p>I am a resident of Houston, Texas and have been one for the past 5 years. I am very excited about the chance we have to create a better transportation system for Houston. Months ago before COVID I attended a community event where the public was able to give comments on some proposals and there was a large turnout, with overwhelming support for increased public transit, green and bike/pedestrian spaces, and bus lanes.</p> <p>However, I am very concerned about how the current plans for the project will displace many homes of Houstonians, especially in Black and Latino communities. I think that we should pause for some time until TXDOT can more fully address the environmental and displacement concerns of the communities being impacted.</p> <p>Katherine Webber</p>		
<i>Response:</i>		
<p>Comment has been received for consideration.</p>		

<i>Comment 24:</i>	Topic: NHHIP	<i>Submitted by Anna Willits</i>
<p>I am a resident of District E in Houston, and I strongly oppose the proposed expansion plan of I-45. It is unconscionable to continue expanding highways by displacing largely black and brown communities. This proposal as it currently stands in UNACCEPTABLE.</p> <p>Additionally, it is irresponsible to continue to spend so much money on highway construction and expansion projects which are not a sustainable way to handle population growth. Instead of spending</p>		

<p>money on highway expansion, the funds need to be invested in creating more public transportation to the residents of Houston.</p> <p>Anna Willits</p>
<p><i>Response:</i></p> <p>Comment has been received for consideration.</p>

<p><i>Comment 25:</i></p>	<p>Topic: NHHIP</p>	<p><i>Submitted by Geoffrey K. Walker</i></p>
<p>Our family strongly endorses “Vision C”. The current TxDOT plan needs to be revised. A few rich people would get richer, but at an unconscionably grim price to be paid by the everyone else in our region - and grotesquely to be paid especially by obliterating predominantly Black and Latinx communities. Please listen to the people</p> <p>Geoffrey K. Walker</p>		
<p><i>Response:</i></p> <p>Comment has been received for consideration.</p>		

<p><i>Comment 26:</i></p>	<p>Topic: NHHIP</p>	<p><i>Submitted by Helen Bonnyman</i></p>
<p>My name is Helen Bonnyman and I live in Houston. I am writing to express my concern that HGAC's TPC will vote to approve the 2021-2024 TIP without stipulating that TxDOT be held accountable to community concerns about the harms of the I-45 expansion project.</p> <p>According to the agenda for tomorrow's TPC meeting, a memorandum of understanding between the City of Houston and TxDOT will be discussed. This memorandum of understanding must hold TxDOT accountable for addressing the many negative impacts of the NHHIP, which includes the displacement of 1,079 housing units in predominantly Black and Latinx areas. H-GAC must demand TxDOT make real commitments to tangibly the thousands of Houstonians, predominantly people of color, who will be negatively impacted by this project in areas related to flooding, air quality, cultural and historic preservation, and the displacement I previously mentioned.</p> <p>Helen Bonnyman</p>		
<p><i>Response:</i></p>		

Comment has been received for consideration.

Comment 27: **Topic: NHHIP** *Submitted by Anthony Mak*

I am a resident of District E in Houston, and I strongly oppose the proposed expansion plan of I45. It is unconscionable to continue expanding highways by displacing large communities of predominantly Black and Brown people. This proposal, as it currently stands, is **UNACCEPTABLE**. Additionally, it is irresponsible to continue to spend so much money on highway construction and expansion projects when there are not a sustainable way to maintain transportation needs resulting from population growth. Instead of spending money on highway expansion, the funds need to be invested in creating more public transportation options for the residents of Houston.

Anthony Mak

Response:

Comment has been received for consideration.

Comment 28: **Topic: NHHIP** *Submitted by Kaarthika Thakker*

As a Rice student, I chose to attend my university because of the diverse and beautiful city of Houston. During my weekends, I often travel between the Third Ward, Midtown, and Museum District (where I live) (both by car and bike). I believe that the TxDOT proposals for segment 3 will inhibit my ability to engage with these areas of the city without increased traffic and danger. I also worry more broadly that this project will negatively affect the vibrant communities that drew me to Houston in the first place. The construction of segment 3, as it stands, will primarily affect those in the Second and Third ward and displace hundreds of people. I ask that TPC keep TxDOT accountable for the community concerns before voting to secure the funding to build this section of the project.

Kaarthika Thakker

Response:

Comment has been received for consideration.

Comment 29: **Topic: NHHIP** *Submitted by Renae DeLucia*

My name is Renae and I am writing from Houston, TX. I am writing because I'm concerned about the proposed expansion of I-45. This project cannot move ahead without serious reckoning with displacement, increased flooding, among other things. As a city, as a state, as a country we need to be

investing in public transportation. Expanding highways and freeways has not shown to decrease traffic or contribute to residents' quality of life. How is this going to help our society? What can we do instead?

Rena DeLucia

Response:

Comment has been received for consideration.

Comment 30:

Topic: NHHIP

Submitted by Dominic Mazoch

My comments for the HGAC TPC Meeting 06.26.2020. Agenda Item 5.

I agree with Mayor Sylvester Turner's concerns in his letter to TXDOT. I agree with the proposed MOU draft, with the following suggestions: Last Paragraph, page 3: Freight, both truck and rail. Intercity Amtrak service. Update the TAC, the TPC, and BOD of METRO, and appropriate committees thereof.

Disruption and other issues with all houses of belief/worship. Agenda Item 6. The Shepherd/Durham Corridor is becoming highly used from the Shepherd Curve at IH45N to just north of Astrodome/NRG Park. The following METRO buses use this corridor, all or in part:

- 03 W Little York
- 27 Shepherd Frequent Network
- 30 Clinton/Ella
- 32 Renwick/San Felipe
- 36 Kempwood
- 40 Telephone/Heights
- 41 Kirby Polk
- 44 Acres Homes
- 45 Tidewell
- 59 Aldine Mail Route
- 64 Lincoln City Circulator
- 96 Veterans Memorial Local
- 99 Ella/FM 1960 108 Veterans Memorial Express
- 212 Seton Lake vis N Shepherd Park and Ride
- 344 Acres Homes Community Connector

All these buses have some sort of operational issues during rush hour. The 27 has it the worse because it is routed the longest on the corridor. Also, with METRONext, there is planned a Shepherd/Durham connection with the Inner Katy Bus lanes. That would help with connections and a speedup of service. Lastly, there needs to be grade separation at Shepherd/Durham and the UP Houston Terminal Division just north of Washington Ave. Trains upset the traffic flow of all cars, trucks, and buses, including METRO.

Dominic Mazoch

<i>Response:</i>
Comment has been received for consideration.

<i>Comment 31:</i>	Topic: NHHIP	<i>Submitted by Mark R. Steuer</i>
<p>Comment in opposition to funding Segment 3 of the NHHIP:</p> <p>TxDOT seems to have gone to great lengths to solicit public comment on their proposed design for the NHHIP, and yet appears unwilling to commit to mitigating any of the adverse impacts brought to light by those comments. This speaks to the true intent of TxDOT: attempt to placate opponents by cynically signaling that their concerns are being heard, and then do nothing to address them.</p> <p>Firstly, the project will have numerous adverse impacts on our community, including air quality degradation and exposure of underserved communities to increased noise, light, and flood risk. The project also assumes that communities have already been degraded by the original highway build-out, with TxDOT concluding that this project essentially just perpetuates already existing problems. Clearly, Segment 3 should either be built within the currently existing highway footprint (Vision “C”) or it should not be built at all. Anything more fractures neighborhoods, damages our environment, and clearly exploits underserved communities. I urge members to vote no on funding Segment 3.</p> <p>Mark R. Steuer Ph.D.</p>		
<i>Response:</i>		
Comment has been forwarded to the Project Sponsor.		

<i>Comment 32:</i>	Topic: NHHIP	<i>Submitted by Eliza Pillsbury</i>
<p>My name is Eliza Pillsbury, and I am a proud, life-long Texan.</p> <p>I fear that the Texas Department of Transportation is moving forward with the proposed IH-45 expansion project without a meaningful commitment to address the harmful effects, including displacement, flooding, and air pollution. These impacts will be concentrated in mostly Black and Latinx neighborhoods, continuing to perpetuate historic racial and environmental injustices. This is horrific and unacceptable.</p> <p>I demand a plan for cultural and historic preservation and to address the numerous environmental concerns raised by residents over the past year. Any memorandum of understanding between parties must include ongoing engagement with the public; elimination or significant efforts to address displacement and other negative impacts; and the meaningful consequence of halting funding until the TxDOT demonstrates progress in addressing these concerns. Please do your job to hold the TxDOT accountable.</p> <p>Eliza Pillsbury</p>		

<i>Response:</i>
Comment has been received for consideration.

<i>Comment 33:</i>	Topic: NHHIP	<i>Submitted by Emily Fulk</i>
<p>I am a resident of Houston and wanted to express my strong opposition for funding the NHHIP as part of the 2021-2024 Transportation Improvement Program. TxDOT has not committed to mitigating concerns about flooding and the displacement of over 1,000 families from their homes. I urge the TPC to halt support and funding for this project until TxDOT adequately addresses these concerns.</p> <p>Emily Fulk</p>		
<i>Response:</i>		
Comment has been received for consideration.		

<i>Comment 34:</i>	Topic: NHHIP	<i>Submitted by Madyson Wells</i>
<p>My name is Madyson Wells and I am a resident of Houston, Texas. I believe that the IH-45 project should not be allowed to continue until displacement, flooding, air quality, cultural and historical preservation is addressed. A city cannot exist without its people and we cannot continue to be ignored on these issues. We are a living breathing community and we deserve to be heard and served. I demand that TX DOT Houston holds the IH-45 expansion.</p> <p>Madyson Wells</p>		
<i>Response:</i>		
Comment has been received for consideration.		

<i>Comment 35:</i>	Topic: NHHIP	<i>Submitted by Sarah Berton</i>
<p>I am writing about the proposed I-45 expansion. As a resident of Houston near the near Northside, I am highly concerned about the negative impacts of this expansion on neighborhood isolation, access, and safety.</p> <p>First, this construction will isolate the Near Town neighborhoods in particular, increasing their travel times, traffic, noise and air pollution, and stunting economic development in the area, in addition to decreasing their access to quick first responder times and emergency evacuation by eliminating the</p>		

entrances to I-45 and 610 in the area. Furthermore, this expansion blocks the Near Northside’s view of downtown, cuts off bike trails (endangering bikers and pedestrians), creates undesirable retention ponds, and cuts off access to the Heights, downtown, and nearby shopping through the loss of the North Avenue bridge.

More broadly, the expansion threatens to displace thousands of residents across Houston, most of whom are already low-income or otherwise vulnerable, and it further segments Black and Brown communities. It also increases flood risk, which Houston quite simply cannot afford. This project does not prioritize the safety and vitality of Houston communities and should not be approved. I hope you will seriously consider this comment and meaningfully address displacement and other negative impacts of the I-45 expansion before moving forward with the project. Thank you.

Sarah Berton
Rice University Class of 2020

Response:

Comment has been received for consideration.

Comment 36:

Topic: NHHIP

Submitted by Linda Shead

In these times, we can no longer continue doing “business as usual,” whether that’s in how we interact with people of different persuasions, races, beliefs, or economic status; how we respond to a global pandemic; or how we plan and conduct major public works projects, such as the North Houston Highway Improvement Project (NHHIP) – IH-45 Expansion.

While I recognize that TxDOT has incorporated more meetings with the public than usual with the NHHIP, and some extra opportunities for comment, I have yet to see any significant changes in the project design that reflect addressing community concerns in any meaningful way. As Mayor Turner has noted, “The NHHIP is a potentially transformative project.” As currently planned, that transformation will have the disastrous impacts of similar projects in the past: neighborhood, community, and small business destruction; seriously impacted air quality for families and for students in nearby schools; significantly increased danger to those using forms of transportation other than individual automobiles; continuing flooding and water quality impacts to area streams; and generally impaired quality of life to surrounding residences, businesses, and recreationists; with the only major benefits accruing to those users passing through the project area on I-45.

Alternatively, the NHHIP could be transformative in all the positive ways that the times demand: respect and support for communities of color, as well as communities with a long history in the region; improved safety for people traveling through the project area by any means; incorporation of flood reduction and water quality improvement features to mitigate both new and long-standing impacts of this stretch of highway; reducing or mitigating air quality impacts from transportation in the project area; preserving business and community resources that support the neighborhoods adjacent to the project; increased collaboration with other transportation planning to enhance multi-modal transportation; and many other potential opportunities to enhance the quality of life for Houstonians with this project. Adopting

and implementing Vision C is one way to achieve a transformative project of which we can all be proud – current residents and those of the future.

Linda Shead

Response:

Comment has been received for consideration.

Comment 37:

Topic: NHHIP

Submitted by Syed Muhammad Ishtiaq

I strongly urge you to reconsider your expansion plans for I-45. The solution to Houston's traffic problems is not wider roads. It is PUBLIC TRANSPORT.

Syed Muhammad Ishtiaq

Response:

Comment has been received for consideration.

Comment 38:

Topic: NHHIP

Submitted by Silas J. Ralston

I can't measure the annoyance I've built up over the years, traveling on IH-45 through Houston. It gets congested, it floods, it smells like a gas station. I also know that no annoyance is worth depriving my neighbors of housing, clean air, safety, or their culture and history. Our city's infrastructure exists to serve the people who live here. If improving infrastructure significantly reduces the quality of life for real human people, that's bad infrastructure.

To that end, the memorandum of understanding between the Texas Department of Transportation and the City of Houston must hold TxDOT accountable for the displacement of Houston residents that will be caused by the proposed Segment 3 expansion of IH-45. Numerous comments to TxDOT, the Houston-Galveston Area Council, and Mayor Turner demonstrate that significant concerns about the IH-45 expansion have not been addressed. They must be addressed before this project proceeds. Any memorandum of understanding must include input from and communication with the public who will be affected by the project. Displacement and other significant impacts (flooding, air quality, cultural and historic preservation) must be addressed by TxDOT before they proceed. Until TxDOT demonstrates that they are addressing these concerns, funding should be halted.

Mr. Silas J. Ralston

Response:

Comment has been received for consideration.

Comment 39: **Topic: NHHIP** *Submitted by Christina Tan*

As a long-time resident of Houston (since 2003), I am seriously concerned about this proposal. I think it requires more investigation into the neighborhoods that it would affect, specifically by the highway itself. In addition, I would ask the City of Houston to consider funding alternative projects that would more sustainably reduce the use of highways overall. These include protected bike lanes (of which there are very, very few), bike lanes in general, expansion of the MetroRAIL project and increased reliability of the METRO system. More highway is not the way to go -- Houston will have traffic regardless of how wide our highways are. We need to begin reducing the actual use of the roads.

Christina Tan

Response:

Comment has been received for consideration.

Comment 40: **Topic: NHHIP** *Submitted by Kunal Shinde*

I am writing this email to submit formal opposition to the proposed expansion plan since the Texas Department of Transportation (TxDOT) has not committed to mitigating adverse impacts such as displacement, flooding, and air quality in the proposed NHHIP and so this project should not receive the green light to bulldoze, disconnect, and dismantle historic Black and Latinx communities along the project corridor.

At the Transportation Advisory Committee’s (TAC) June 17 meeting, the precursor review of the TPC agenda, LINK’s Executive Director Oni K. Blair opposed funding for the NHHIP by reminding fellow voting members, “America is grappling with racial tensions and the real impacts of systemic racism. Every person on the TAC must understand that a vote on this project continues those very systems of oppression, disparity, and racial inequities.” Considering TxDOT’s projections that the project will displace over 1,000 homes in predominantly Black and Latinx communities, she called on the committee members to push for “real commitments to improve the NHHIP or to halt the project until it can satisfactorily address” community concerns. I stand by her request and formally submit by dissension against the proposed expansion of IH-45.

Kunal Shinde

Response:

Comment has been received for consideration.

Comment 41:

Topic: NHHIP

Submitted by Rebecca Francis

I am a resident of Houston and I am writing to express my opposition to funding for the NHHIP. I am disappointed in the Texas Department of Transportation's lack of commitment to mitigating adverse impacts in the proposed NHHIP such as displacement, flooding, and air quality. The funding should not move forward until these problems are adequately addressed. As it stands, the proposed NHHIP threatens to displace and disconnect predominantly Black and Latinx communities that have historically lived in the project corridor. This is unacceptable, especially given the moment we find ourselves. I urge the council to consider ways to mitigate the harm done to these communities before moving this project forward.

Rebecca Francis

Response:

Comment has been received for consideration.

Comment 42:

Topic: NHHIP

Submitted by Carolina English

My name is Carolina English, a Houston resident. I am concerned about the 2021-2024 Transportation Improvement Program (TIP). Numerous comments to TxDOT, H-GAC, and Mayor Turner show significant concerns haven't been addressed. I am calling for the future MOU to hold TxDOT accountable for addressing the negative impacts of the project or, if TxDOT further fails the community, that H-GAC halt funding until TxDOT addresses these concerns.

I am concerned that TxDOT is getting the green light to move forward with the IH-45 project without a meaningful commitment to address displacement, flooding, air quality, cultural and historic preservation, and a number of other concerns residents raised over the years. In TxDOT's December 2019 updated Draft Community Impacts Assessment, the agency expects to displace 1,079 housing units (Table 5-2, page 54) in Segment 3. This is an increase from previous impact assessments. Instead of working to minimize impacts, TxDOT seems to work to increase them. These impacts will be concentrated in mostly Black and Latinx neighborhoods, continuing to perpetuate historic racial and environmental injustices. This is unacceptable!

Any MOU between the parties must include ongoing engagement with the public; elimination or significant efforts to address displacement and other negative impacts; and a consequence of halting the funding until TxDOT demonstrates progress in addressing these concerns.

Carolina English

<i>Response:</i>
Comment has been received for consideration.

<i>Comment 43:</i>	Topic: NHHIP	<i>Submitted by Emma Hanan</i>
<p>I am writing to express concern over the current plans for the NHHIP. In its current form, the expansion would displace many Houstonians and significantly increase their exposure to pollutants and air contamination, directly harming members of our community and leaving them without housing while destroying historic parts of Houston.</p> <p>Mayor Turner and the City of Houston have seen these concerns and worked to create guidelines and workable alternatives to address them, namely Vision C. Given the unique circumstances of Covid-19, I believe the project should be halted until further exploration and attempts at other alternatives can be made. Covid-19 has made it difficult and dangerous for people to work towards and argue for meaningful alternatives and has made significant parts of the project inaccessible to community input. Pausing work on the project until the community can be properly and safely engaged is imperative. There are effective alternatives that would benefit all of Houston for years to come, it is necessary we give our citizens and representatives the time and resources to find and execute them. Thank you for your time.</p> <p>Emma Hanan</p>		

<i>Response:</i>
Comment has been received for consideration.

<i>Comment 44:</i>	Topic: NHHIP	<i>Submitted by Michael Moritz</i>
<p>My name is Michael Moritz and I am Houston resident. It cannot be stressed enough how critical it is that the City of Houston and HGAC oppose the as designed expansion of I-45. Expanding I-45 will exacerbate already poor air quality in the region and prolong racially biased city planning in Houston.</p> <p>The role of the HGAC Transportation Policy Council, TXDOT, and other regional leaders is to address the issues our region faces (air quality, mobility for low income neighborhoods, and transportation safety) and create policy that improves the way Texans move about our state. You have a responsibility to solve these problems, and the TXDOT design of I-45 only increases these problems. I urge this council to set aside highway construction precedent, political interests, or any other motives affecting the decision making process and think of the people who will lose their businesses, places of worship, and homes as a result of an expansion of the I-45 right of way. Think of asthmatic children and those killed in automobile crashes. This is an opportunity to lead the way in transforming pedestrian and transit mobility around interstates, connect previously disconnected neighborhoods, and catalyze increased use of park and ride transit from outlying suburbs.</p>		

Do any of the 25 council members think interstates are pleasing to the eye? Does Houston need more eye sore cuts through our dynamic city? It is time to stop TXDOT from hitting copy and paste on another highway expansion project. The I-10 expansion proved induced demand will lead to further congestion just a few years after completion. This is a once in a generation opportunity to put our money where our mouth is on improving air quality and prioritizing Vision Zero initiatives. Please, for the sake of Texas, for the sake of Houston, do what is right. Stop the I-45 expansion. Propose the Mayor's Vision C design or stop the expansion altogether.

Michael Moritz

Response:

Comment has been received for consideration.

Comment 45:

Topic: NHHIP

Submitted by Alberto Careaga

I write to you today as a concerned Houston resident and urging you to have TxDOT revise and resubmit North Houston Highway Improvement Project because as it stands now, the expansion would result in mass displacement, especially for residents in affordable housing, increased air pollution and more flooding. Furthermore, I'm requesting Segment 3 funding to not be included in the Transportation Improvement Program funding and be voted on separately. I'm also asking that the Memorandum of Understanding (MOU) holds TxDOT accountable to the demands of the City and work to ensure equity, environmental and social justice, and livability for Houstonians as the project develops.

Alberto Careaga

Response:

Comment has been received for consideration.

Comment 46

Topic: NHHIP

Submitted by Nancy Edwards

My views on I-45 Expansion are very similar to those of Mayor Turner and the Houston Chronicle Editorial Board. The I-45 expansion design needs considerable revision, especially Segment 3 which traverses a densely populated area, in order to relocate the current residents and businesses in a manner acceptable to them. To amplify my other concerns, see the quotations below:

***Mayor Sylvester Turner, City of Houston
Transportation Advocacy Group (TAG) State of Mobility 2020***

“The Interstate 45, the North Houston Highway Project [sic] is the project of a generation. Not just of a decade, but of a generation. I created an engagement process unlike any Houston has seen before. And as a result of that year-long process, I sent a letter to TxDOT identifying

my goals, the City’s goals for this project, goals that will transform - and I underscore the word transform - the project into a benefit to the city and to the region. TxDOT, I’m pleased to say, is listening and I look forward to working with them as we move forward to join forces and the goals that we have put forth. And these goals for all of the Segments - 1, 2, and 3 - for all the segments, include: strengthening Houston’s economy; reduce flooding on and off the freeway; make travel safer for all road users; provide long term capacity for all users of the road, including automobile, freight, and transit; serve and preserve the neighborhoods along the corridor while enhancing connectivity between the neighborhoods; mitigate impacts to existing parks and green space while creating additional opportunities for green space; and limit the right-of-way to the extent necessary to meet the project goals, including reducing the footprint of the original proposed plan; and ensure accessible evacuation routes. And if we can mutually agree, based on these goals I’ve outlined, transportation will truly shape the City of Houston for decades to come and this will be a transformational project that all of us - all of us will be extremely proud of."

Mayor Sylvester Turner, City of Houston

Letter to the H-GAC Transportation Policy Council on July 25, 2019, RE: NHHIP

“Numerous concerns raised by the City and by affected communities remain unresolved, including flooding, air quality, multi-modal connectivity, and the amount of land acquired for right-of-way. It is imperative that TxDOT continue to listen and address these concerns as early in the design process as possible. There are future decision points at which the Transportation Policy Council will again evaluate the project for funding, including a major definitive funding decision next spring. It is my expectation that TxDOT will resolve many of the pressing outstanding issues before then. It is TxDOT’s responsibility to design a project with positive impacts for the community, the City of Houston, and the greater region. We will, without hesitation, not support the funding decision in the spring if these items are not accomplished.” There will be no opportunity for a do-over, so please get it right the first time.

Nancy Edwards
Climate Change Campaigner

Response:

Comment has been received for consideration.

Comment 47

Topic: NHHIP

Submitted by Rose Kantorczyk

My name is Rose Kantorczyk and I live in Houston. I am writing to express my concern that the Transportation Policy Council will vote to approve the 2021-2024 TIP without stipulating that TxDOT be held accountable to community concerns about the harms of the I-45 expansion project

. According to the agenda for tomorrow's TPC meeting, a memorandum of understanding between the City of Houston and TxDOT will be discussed. The many negative impacts of the North Houston Highway Improvement Project cannot be left out of this memorandum. This project has the potential to

further segment the city in a way that cuts off historically Black and Latinx communities in the 2nd and 3rd wards, and has the potential to displace over 1,000 people from their homes.

Rose Kantorczyk

Response:

Comment has been received for consideration.

Comment 48

Topic: NHHIP

Submitted by Zoabe Hafeez

My name is Zoabe Hafeez, I live in the 77002 zip code, and I'm a pediatrician in the Texas Medical Center. I appreciate the communication and the thought that has occurred between HGAC, The City of Houston, and TxDOT regarding the North Highway Improvement Project and hope for a resolution that truly serves the health and well-being of Harris County residents.

I was born in Houston and hope to raise my children here. Given that, I have three concerns about continuing to subsidize exurban expansion at the expense of the health, land, and prosperity of urban communities. First, if we expand the highway footprint to accommodate more commuting vehicles, we will worsen the health of children in the urban core. It doesn't take a physician to know that increasing the number of vehicles that can drive at a high speed through our city will increase the noise, carbon monoxide, particulate matter, and automobile crashes that the next generation of Houston children will be exposed to. Automobiles are the most common cause of injury and death of children and something I've seen in both my personal and professional life. The children who get hurt or die by motor vehicles not only see their own lives ruined but they negatively affect a family, neighborhood, and community for generations. I've had the misfortune of seeing it play out repeatedly in our city. Increased motor vehicles are also associated with decreased pediatric IQ, increased preterm birth in pregnant women, increased pediatric asthma, and limits to pediatric final height. We're at risk of contributing to all of these metrics if we continue to allow for increased motor vehicle lanes as a tool to accommodate projected population growth.

Second, the children of the new exurbs that this expanded highway will subsidize will also be poorly served. They are at risk of being victims of the increasing loneliness epidemic, which I believe will be the great pediatric public health fight of our generation. The way we design our communities significantly contributes to loneliness. Simply put, these exurbs will create a generation of kids who will experience their communities from the backseat of their car as they will exist only because of the highway expansion and need the motor vehicle to survive. This will subsidize childhoods who will suffer from physical inactivity, lack of easily accessible gathering places, increased risk of automobile injury, and a decreased number of human interactions compared to most childhoods throughout human history. I've seen the effects loneliness has on kids through pediatric psychiatric emergencies in my practice. We should take this increasing phenomenon and think long and hard about communities built around the highway.

Finally, we're doing all of this by degrading the integrity of multiple strong communities that children can thrive in. Older communities such as Independence Heights will be worsened, most notably through the destruction of multiple businesses and a church that has been a community pillar for over 100 years. Newer urban communities will also be worsened. EaDo has organically developed into a walkable place

centered around St. Emanuel St. in a city where such places are rare. The opportunity cost of destroying half the street will have negative consequences in terms of potential property tax revenue, community public health, and will decrease faith that if our communities build great, walkable streets, they won't be destroyed by the next highway expansion.

I believe that if HGAC advocates for keeping the same number of motor vehicle lanes, keeping the same highway footprint, and prioritizing safe inter-neighborhood, non-automobile travel across the highways, it will maximize the potential public health for the majority of Harris County residents going into the next generation.

Zoabe Hafeez

Response:

Comment has been received for consideration.

Comment 49

Topic: NHHIP

Submitted by Mary Schultz

TXDOT should not rebuild I-45 without major changes to improve Transit, Flooding, and both preservation of and connections among neighborhood communities. Since TXDOT has made no commitment to include in its planning, the officially submitted expectations of Houston's Mayor, more than a dozen elected officials and hundreds of public comments, Funding for Segment 3 of NHHIP must be separated from the 2021-2024 TIP until a later date and after TXDOT makes official, written commitment to alter its original designs.

Stephen Klineberg, renowned professor, researcher from Rice University and the Kinder Institute for Urban Studies, provided a 2-page essay about his research conclusions in last Sunday's Houston Chronicle that I think relate to our hugely important discussion about the future of freeways in the Houston area. He says, "...respondents" (to his systematic surveys) "have been expressing significantly more support ...for policies to reduce the inequalities and address the needs of the poor; they have been calling for more... stringent controls on development to reduce the region's flooding and enhance its quality- of- life attributes."

Mary Schultz

Response:

Comment has been received for consideration.

<i>Comment 50</i>	Topic: NHHIP	<i>Submitted by Kashmere Gardens Council - Superneighborhood #52</i>
<p>Displacing residents and businesses along the I-45 corridor will be a financial disruption to local businesses. Many minority residents have few options when one is speaking of relocation. These residents will be at a disadvantage. This project will affect the historical significance and value of their communities.</p> <p>Kashmere Gardens Super Neighborhood Council #52</p>		
<i>Response:</i>		
<p>Comment has been received for consideration.</p>		

<i>Comment 51</i>	Topic: NHHIP	<i>Submitted by Peggy Robinson</i>
<p>I am writing to you on behalf of the Montie Beach Civic Club. Our neighborhood, Brooke Smith, is bounded by I-45 to our east, N. Main, Airline, and Link Road. We have been actively involved for years advocating for a solution to the NHHIP that incorporates not only our concerns, but those of our neighboring Downtown and North Houston communities. We are quite concerned that with today's vote you may be funding TxDOT without requiring that there is a mechanism to insure that community concerns are mitigated. Hence, we are asking you to create a Memorandum of Understanding (or similar document) that will require TxDOT to mitigate our concerns for Segments 1 and 2. As stated ably in Mayor Turner's Letter to Commissioner Ryan, "<i>we need specific exceptions linked to TAC/TPC decisions to halt or withdraw funding should the project fail to address our concerns.</i>"</p> <p>Given that we are at an inflection point following the murder of George Floyd, it is imperative that NHHIP not perpetuate centuries of structural racism, such as continuing and/or exacerbating the 20th century construction of interstates and highways through neighborhoods of color. This project must stay as much as possible within the current I-45 footprint rather than displacing homes and businesses belonging to people of color throughout Segment 3.</p> <p style="padding-left: 40px;"><i>The NHHIP is a potentially transformative project...I believe we can all agree that this is a once in-a-generation investment that will shape the City of Houston for decades to come. This is our chance to rise to the challenge and chart a new course for transportation in the region. It is crucial that every opportunity is taken to design and construct the best possible project.</i></p> <p>Mayor Sylvester Turner, City of Houston Letter to Texas Transportation Commissioner Laura Ryan, May 12, 2020 https://www.houstontx.gov/planning/nhhip/docs_pdfs/Commissioner%20Ryan%20-%20NHHIP%20-%20Letter%20&%20Technical%20Appendix.pdf</p> <p>We in Brooke Smith/Montie Beach concur with Mayor Turner's goals to:</p> <ul style="list-style-type: none"> • Strengthen Houston's economy. • Reduce flooding on and off the freeway. 		

- Make travel safer for all road users.
- Provide long term capacity for all users of the roadway, including automobile, freight and transit.
- Serve and preserve the neighborhoods along the corridor while enhancing connectivity between neighborhoods.
- Mitigate impacts to existing parks and greenspace while creating additional opportunity for green space.
- Limit right-of-way to the extent necessary to meet project goals, i.e., reduce the current footprint of the proposed plan.

In fact, Mayor Turner said in his July 2019 letter to TPC:

“There are future decision points at which the Transportation Policy Council will again evaluate the project for funding, including a major definitive funding decision next spring. It is my expectation that TxDOT will resolve many of the pressing outstanding issues before then. It is TxDOT’s responsibility to design a project with positive impacts for the community, the City of Houston, and the greater region. We will, without hesitation, not support the funding decision in the spring if these items are not accomplished.”

Mayor Sylvester Turner, City of Houston Letter to the H-GAC Transportation Policy Council on July 25, 2019, RE: NHHIP <https://www.houstontx.gov/govtrelations/turner-letter-tpc-nhhip-20190725.pdf>

Thank you
 Peggy Robinson,
 President Montie Beach Civic Club

Response:

Comment has been received for consideration.

Comment 52

Topic: NHHIP

Submitted by Alec Tobin

I call on you to **reject** funding for segment 3 of the I-45 Expansion. This proposal, which has already received broad criticism, threatens violence on our communities and financial folly for our city.

Multiple studies have shown that this segment of the expansion will displace Black and Latinx people in Houston. George Floyd's death brought Americans together to demand an end to violence against Black Americans. The displacement of Black communities that Segment 3 will cause is another kind of violence our cities must think about. Floyd's death marked the beginning of a new era in race relations (see the latest Time cover from July 6, 2020). Houston holds an opportunity here, in this vote, to begin working toward racial equity in step with this change. A vote against this funding is a vote to preserve and value our residents in a way that we have not historically.

Secondly, we know from top transportation experts (including Christoff Spieler, former member of the Houston METRO board of directors and my former professor at Rice) that induced demand is real. When we build more lanes and expand the capacity of highways, more cars come, increasing congestion.

APPENDIX A: PUBLIC COMMENTS

Winning, superstar cities, as urbanist Richard Florida would call them, have tended to decrease their highway capacity over the past 50 years. San Francisco removed its Embarcadero highway and unlocked millions of dollars in real estate potential. Houston has had opportunities to do the same, but it has historically done the opposite. This is a chance for Houston to turn this trajectory around and divert this money to transit infrastructure that will benefit a broader range of Houstonians, such as public transit.

I sincerely hope that the Houston-Galveston Area Council will consider these points and reject funding for Segment 3 of the I-45 expansion.

Alec Tobin

Response:

Comment has been received for consideration.

Comment 53

Topic: NHHIP

Submitted by John Metz

I know there's an upcoming vote on the 2021-2024 Transportation Improvement Program (TIP) that plans to expand I-45 in hopes of reducing traffic. Yet some of the consequences of that expansion would be: displacing over 1000 homes and many businesses predominately in Black and Latinx communities, destroying green space, and not improving public transit and bike infrastructure. After the murder of George Floyd and the important discussions about systemic racism, Houston should not displace minority communities, especially with a project that has so many flaws and does nothing to help those communities.

If the goal is to reduce traffic, why build more highways? That's putting a band-aid on the problem instead of addressing the underlying cause—people are driving too much in single occupancy vehicles and there isn't proper infrastructure or incentives to do otherwise. There aren't enough safe bike routes and infrastructure or public transportation. Look at cities around the country and the world that have successfully reduced their traffic and beautified their city. We should spend money on infrastructure in alignment with the Houston Climate Action Plan and community goals. Let's put those words, and those dollars, into actions that benefit the communities, the environment, and the people of Houston.

Jordin Metz

Response:

Comment has been received for consideration.

Comment 54

Topic: NHHIP

Submitted by Kay Warhol

My comments are with regard to your agenda item 5: Developing a Memorandum of Understanding for the future coordination on the North Houston Highway Improvement Project (NHHIP).

I am writing in support of Mayor Sylvester Turner’s vision for the NHHIP and to urge this Council to 1) approve development of the proposed Memorandum of Understanding and 2) ensure that the Memorandum includes specific requirements for TxDOT to demonstrate progress in addressing the concerns spelled out in the Mayor’s May 12, 2020 letter on the NHHIP as a condition of continued funding for the project.

As a native Houstonian and lifelong resident of the city, I am deeply concerned about Houston’s future – how we make the most of opportunities as well as tackle challenges to the benefit of all Houstonians. To that end, I have devoted significant time over the last decade active on the boards of my civic association and my Super Neighborhood as well as advocating for improved neighborhood-oriented transit. As Mayor Turner has said, “The NHHIP is a potentially transformative project...” It will have a huge impact on the city for decades to come. I hope that the project will be one that contributes to the vitality and livability of the city and helps the city tackle some of its major challenges. For that to be the case, TxDOT must seriously respond to the City’s vision and address concerns of displacement, flooding, air quality, cultural and historic preservation, and other concerns that have been raised by residents during the City’s extensive project review process. While TxDOT has indicated an intention to continue working with the City on the design and development of the project, it has clearly not addressed specific concerns as yet. The Memorandum of Understanding must hold TxDOT accountable for doing so and must include a provision to stop further funding if the agency fails to do so.

Kay Warhol

Response:

Comment has been received for consideration.

Comment 55

Topic: NHHIP

Submitted by Daniela Castillo

My name is Daniela Castillo, I am a student immersed in the world of cities, the built environment, design, and planning. I was raised outside of Houston, and made my home in City Council District C. There's a lot to unearth and unpack with the inherent racism embedded in the history of American cities, and with a global reckoning and righteous uprisings calling for the dismantling and abolition of a racist carceral system taking place today, it's an important history at that.

We can learn so much by just driving around and observing our cities, there are decades of disinvestment and purposeful planning and policy that bred much of the inequities we witness today. Which is why I'm submitting a public comment speaking against the proposed I-45 expansion, which I wholeheartedly believe is simply following in the footsteps of, and further reinforcing, systemic racism in transportation planning that has historically allowed entire communities to be torn down and divided by highways, all in the name of "infrastructural improvements".

As has been investigated, the plan to expand and merge I-45 (Segment 3 specifically), would result in the displacement of 919 homes, while also producing a larger effect on the health, stability, culture, economics, and general well-being of many of Houston’s historic African American and Latinx neighborhoods. Mindy Thompson Fullilove, M.D., social psychiatrist and professor of Urban Policy and

Health, has extensively studied and written about the detrimental effects of displacement and destruction on communities through a phenomenon she has named "root shock". There's proof that tearing up neighborhoods and communities produces not just physical harm, but also mental and emotional damage on families. The proposed expansion also, of course, has the potential of being an environmental catastrophe, as it would exacerbate air pollution for communities impacted, and produce more flooding.

If Mayor Turner claims that ... "This is our chance to rise to the challenge and chart a new course for transportation in the region. It is crucial that every opportunity is taken to design and construct the best possible project..." then I sincerely urge against funding Segment 3 of the NHHIP. There are various concerns that have yet to be addressed in regards to the "disproportionately high and adverse effects to minority or low-income populations", and the TPC can play an incredibly important role in urging TxDOT to address the negative consequences of the expansion.

In this incredibly significant and historic time, with this very grave environmental justice issue at hand with this proposed expansion, I urge you all to move against funding Segment 3, and consider what it means to practice justice in planning today.

Response:

Comment has been received for consideration.

Comment 56

Topic: NHHIP

Submitted by Amanda Mireles

As a voting constituent on the 77009 zip code I urge to postpone the vote for the 2021-2024 Transportation Improvement Program (TIP). The Texas Department of Transportation (TxDOT) has not committed to mitigating adverse impacts such as displacement, flooding, and air quality in the proposed NHHIP and should not receive the green light to bulldoze, disconnect, and dismantle historic Black and Latinx communities along the project corridor. 34 The Segment 3 funding for I-45 project will displace over 1,000 homes in predominantly Black and Latinx communities, committee members need to push for "real commitments to improve the NHHIP or to halt the project until it can satisfactorily address community concerns. I oppose this project to move forward.

Amada Mireles

Response:

Comment has been received for consideration.

<i>Comment 57</i>	Topic: NHHIP	<i>Submitted by Zoe Middleton</i>
<p>My Name is Zoe Middleton and I am the Houston and SE Texas Co-Director of Texas Housers. Texas Housers is a policy advocacy organization that believes in the right of every Texan to have a healthy, affordable home in a quality neighborhood of their choice.</p> <p>I request that the following be read into the record and that every member of the TPC be provided a copy of the letter attached to this email. In almost every American city, highway projects are racist monuments disguised as public infrastructure. Their legacy is as pernicious, if less obvious, than Confederate generals or redlining.</p> <p>Segment 3 of the NHHIP has 916 residential displacements total, including the entirety of Clayton Homes, part of Kelly Village, Midtown Terrace suites and a huge amount of so-called “naturally occurring affordable housing stock”. The draft Community Impacts assessment clearly states that disproportionately will cause high and adverse effects on minority or low-income populations.</p> <p>We believe that there must be an MOU between the County, the City, and TxDOT and other regional governing bodies so that our demands, recommendations, expectations in the letter can be guaranteed. The recommendations enumerated in our letter fall under the following categories and will be published on our blog in detail shortly.</p> <ol style="list-style-type: none"> 1. 2. Long-term, plentiful, 3. and deeply affordable housing 4. 5. 6. Community oversight and 7. transparency 8. 9. 10. Accessibility and flexibility 11. 12. 13. Historic preservation 14. and economic development 35 15. 16. 17. Equitable treatment 18. <p>Zoe Middleton (she/her) Houston and Southeast Texas Co-Director</p>		
<p><i>Response:</i></p>		
<p>Comment has been received for consideration.</p>		

<i>Comment 58</i>	Topic: NHHIP	<i>Submitted by Nicholas Cody</i>
<p>The Houston area does not need I-45 widened. A global climate emergency is happening now and this project would just inflict more damage to the planet. Also the communities living by the existing interstate don't need their neighborhoods torn up and worsened by more lanes of freeway.</p> <p>Nicholas Cody, lifelong Houstonian</p>		
<i>Response:</i>		
<p>Comment has been received for consideration.</p>		

<i>Comment 59</i>	Topic: NHHIP	<i>Submitted by Cooke Kelsey</i>
<p>Dear TPC Members, I support Harris County's and local officials' and residents' requests for funding of Segment 3 but not Segments 1-2 of NHHIP for the time being.</p> <p>I respectfully ask that you state your positions on the record. The "livestreamed" hearings do not provide video. While I appreciate the many staff comments, they won't have any effect without a clear and explicit statement by this body.</p> <p>The TIP will reshape the center of the city of Houston for generations, and whether it will have a center comparable to other major cities. This is not a decision that should be made in secrecy or in silence.</p> <p>Cooke Kelsey</p>		
<i>Response:</i>		
<p>Comment has been received for consideration.</p>		

<i>Comment 60</i>	Topic: NHHIP	<i>Submitted by Yasmeeen Davila</i>
<p>I am writing to express my concerns on the expansion of IH-45 when the problem Houston has on transportation is less on the availability and number of highways than on the lack of a reliable and expanded public transportation system. An expansion on IH-45 would negatively affect the communities living right under and next to its passage. Communities that are predominantly Black and of spanish speaking descent. All and every move to make this expansion a possibility is a threat to the livelihood, health, and environment of in-the-loop inhabitants along the greater 3rd ward and east end. Again, Black and Brown communities will be negatively affected by the expansion of a highway. To move forward with the expansion is to declare the disposability of Black and Brown Houstonians for the convenience of a few.</p>		

Instead of wasting money, on the expansion of a highway we don't need, I propose an in depth plan of the construction of a public transportation system that expands past the loop and into the cities to its proximity.

Yasmeen Davila

Response:

Comment has been received for consideration.

Comment 61

Topic: NHHIP

*Submitted by Aaron Balderas
Mary Beth Balderas*

My name is Aaron Balderas. My wife Mary Beth and I reside in 77012. We both frequent the neighborhoods that surround the I-45 segment 3 of the NHHIP. We would both like to see a separate vote be taken on the NHHIP and the rest of the TIP projects. While we are in favor of progress for the city and southeast Texas, we believe that the NHHIP and in this specific instance, Segment 3, as it stands does not meet the standard necessary for not only improving transportation but actively working against the structural racism that exists because of choices transportation, municipal, and state officials have made in the past. The NHHIP (as it stands) continues that legacy of design and construction that benefits those that are well off and casts aside those with less means, in many cases Black and Latinx communities and their neighborhood "micro-environments".

The NHHIP does have the potential to position Houston as a leader in equitable, socially conscious, and environmentally responsible design. The right design, influenced by the right and numerous stakeholders, can be something that we can hang our hats on as a city and region for the next half century or more. It is possible to improve air quality, reduce flooding, not displace people, and yes, provide smoother transportation for the affluent suburbs, but all these things should not be at the expense of the communities along the way. As a native Houstonian and southeast Texan who loves the damn city, I urge the Transportation Policy Council to make the right choice. Contamos con ustedes.

Aaron & Mary Beth Balderas

Response:

Comment has been received for consideration.

Comment 62

Topic: NHHIP

Submitted by Jay Crossley

Thank you to all Policy Board members and to TXDOT Houston staff and leadership for all the listening that is required to develop a project of this scale.

I hope that you will continue to ground your work in this area around these principles:

1. Crashes are a much bigger problem than congestion in the Houston region, and reducing travel time for long distance trips is not actually an important regionally significant goal.

The first priority for fixing transportation in this corridor must be safety of all users and people along the corridor. The outdated design standards proposed in the DEIS need to be updated to modern safe design using context sensitive design speed appropriate for an urban project like this. Following current national standards, including the AASHTO Green Book, would mean designing any limited access lanes to 50 or 55 mph design speed and any surface elements to 25 to 35 mph design speed. All surface elements should be designed as city streets integrated into a grid network of multimodal access.

2. There is no need to destroy so many existing homes, businesses, churches, or other fabric of existing communities for expansion of Right Of Way to achieve the needs of the public in this project.

Using safe design speed will allow the safer options of narrower lanes, and prioritizing multimodal access will allow optimizing all facilities for transit and other modes rather than all of us being forced to drive alone in a car, eliminating the perceived need for car priority lane expansions. All vehicle counters within the study area for segments 1, 2, and 3 – except the furthest north counters at BW8 – have shown steady decline in vehicle counts over the last 15 years. Houstonians are changing the way they access jobs, schools, shopping, and civic life, and are driving less than they did in the past. The perceived need for car priority lane expansions is based upon the seriously flawed regional growth forecasts, the seriously flawed travel demand models, and inequitable goals, metrics, and scoping for this project.

3. The transportation systems in this corridor are desperately failing and need to be fixed.

Transportation systems in this area continue to kill and seriously injure large amounts of people, and this needs to be fixed. Transportation systems in this area have divided communities and left many people with less access east and west than they had had before the introduction of the freeway concept. Transportation systems in this area also needlessly encourage increased vehicle miles traveled, sprawl development, and long distance local travel. These things can be fixed if you use modern safe design standards optimized for safe design speeds and multimodal transportation for all elements of the project, and end the reliance upon clearly flawed travel demand models.

Jay Crossley

Response:

Comment has been received for consideration.

Comment 63

Topic: NHHIP

Submitted by Randall Baxley

This is not a time to be moving forward with Phase 3 as the water both downstream and upstream as well as the damage to our park and so much more have not been addressed.

Randall Baxley

<i>Response:</i>
Comment has been received for consideration.

<i>Comment 64</i>	Topic: NHHIP	<i>Submitted by Bakeyah Nelson</i>
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June 26, 2020

Dear Transportation Policy Council members,

My name is Bakeyah Nelson. I am the Executive Director of Air Alliance Houston - a local nonprofit working to reduce the public health impacts of air pollution and advance environmental justice in the Houston Region. Air Alliance Houston believes that everyone has a right to breathe clean air and where you live, work, learn, and play should not determine your health.

Thank you for the opportunity to voice my concerns about the vote that will likely take place today. First, I would like to recognize the efforts by the City of Houston and Harris County to more closely examine the issues that have been raised about this project and taking steps toward mitigating some of those issues.

While we at Air Alliance Houston acknowledge that improvements to I-45 are needed, we strongly believe and ask you today to keep NHHIP in the broader Regional Transportation Plan (RTP) but remove it from the TIP funding window (2021-2024) until a fair and equitable path forward can be defined in partnership with residents and delineated in writing. To be clear, the vote to support funding for Segment 3 at this juncture will cement systemic racism into transportation planning for another generation. Furthermore, without written commitments to address the adverse and disparate impacts that are well documented in the Texas Department of Transportation’s (TxDOT) draft environmental impact statement and community impact report, TxDOT is making known its discriminatory intent.

For some of you this request may seem extreme however, TxDOT has given us no reason to believe or trust that it will act on the express desires of residents or the City of Houston more broadly. For example, after a number of meetings with TxDOT where staff have made verbal commitments, Air Alliance Houston has yet to receive any document, in writing, outlining TxDOT’s plans to mitigate the increased exposure to air pollution for children who attend schools within 500 feet of the highway.

The same is true for the City of Houston. TxDOT has offered nothing in writing to assure anyone on this committee that it will comply with the desires of local elected officials and the communities they are supposed to represent. It is my understanding that the Transportation Policy Council has the legal authority to make a motion to remove or defer the vote for funding the NHHIP at this time. With your vote, you can let your constituents know that TxDOT’s “shoot now, ask questions later” approach to transportation planning is unacceptable.

This is a historic moment in time, a time when many across the country and throughout the world have shown leadership by taking immediate actions that demonstrate they can no longer be silent on racial injustice. It speaks volumes that the metropolitan planning organization serving one of the most diverse region’s in the country has remained silent about the current state of reckoning with systemic racism.

Even more troubling is that the representatives on this committee are choosing not to pause and reflect on this massive project that will perpetuate the disregard of communities of color for decades to come.

In the absence of taking a stand for communities by making a motion to remove NHHIP from the TIP 2021-2024 window, it is critical the TPC move forward to establish a MOU that includes an explicit mechanism that prevents future funding from TxDOT unless TxDOT complies with the terms outlined in the MOU. Moreover, the MOU should include a requirement that TxDOT conduct a social impact assessment to determine how the project will disrupt social cohesion and to identify steps that can be taken to minimize the impact to residents.

I implore each of you to vote with courage and conscience rather than tradition. Thank you.

Respectfully,
 Bakeyah Nelson
 Executive Director – Air Alliance

Response:

Comment has been received for consideration.

Comment 65

Topic: NHHIP

Submitted by Iris Gonzales

June 25, 2020
 Houston-Galveston Area Council
 Transportation Policy Council (TPC)
publiccomments@h-gac.com

Re: Vote on 2021-2024 Transportation Improvement Program & proposed segment 3 for NNHIP

Thank you for the opportunity to provide written comments. CEER is a unique advocacy collaborative of 25 different organizations that come from three main sectors: environmental justice, social justice, and conservation. CEER’s mission is to raise awareness of the connection between pollution, place and the public’s health. We are providing written and spoken comments on the North Houston Highway Improvement Project (NHHIP), specifically the funding for Segment 3 of the highway expansion and the proposed memorandum of understanding up for discussion at the June 26th, 2020 TPC meeting.

CEER and our members work with neighborhoods all along the proposed segment 3 of the NNHIP, many of which are environmental justice neighborhoods. We stand in solidarity with these impacted communities who have clearly indicated that what they want is to not see the expansion move forward as planned. We also stand with our CEER members LINK Houston and Air Alliance Houston, who advocate for equitable policies and practices that break away from “business as usual” thinking. Now is the time to listen to community and act differently to produce a different outcome.

We urge you to **vote against including funding for Segment 3 of the NHHIP** in the 2021-2024 TIP because numerous comments to TxDOT, H-GAC, and Mayor Turner show significant concerns haven’t yet been addressed. The conversation needs to continue and communities deserve more time. An MOU to

put agreements in writing with multiple stakeholders is important. We urge you to remember the most important stakeholder in that agreement: the people who have to live with this decision and will be impacted by it. Any MOU between the parties must include ongoing engagement with the public, elimination or significant efforts to address displacement and other negative impacts, and a consequence of halting the funding until TxDOT demonstrates progress in addressing these concerns.

CEER members are concerned that TxDOT is getting the green light to move forward with the IH-45 project without a meaningful commitment to address displacement, flooding, air quality, cultural and historic preservation, and a number of other concerns residents raised over the last several years. CEER urges you to take on a climate justice lens when making this decision, which will have impacts for future generations. Climate Justice refers to the movement whose ultimate goal is to achieve Climate Equity. The fight for Climate Justice raises ethical and political concerns about who exacerbates climate change and who suffers the immediate, short-term, and long-term impacts. Climate Justice calls on those who have benefited from climate change to share resources with frontline communities in order to rectify damages and create conditions where negative impacts are not concentrated on marginalized communities.

You have an important choice to make. Do not repeat history and the racist policies and practices that have brought us to this moment. Vote to delay this project so we can do right by the communities that have spoken against it and are demanding better.

Thank you,

Iris Gonzalez (she/her/hers)
 Coalition Director
 Coalition for Environment, Equity & Resilience (CEER)

Response:

Comment has been received for consideration.

Comment 66

Topic: NHHIP

Submitted by Laura Ryan

Commissioner Laura Ryan
 Texas Transportation Commissioner
 125 E. 11th Street
 Austin, TX 78701

Sent via email: laura.ryan@txdot.gov
 Mayor Sylvester Turner
 City of Houston
 PO Box 1562
 Houston, TX 77251-1562

Re: North Houston Highway Improvement Project (NHHIP) relocation

Dear Commissioner Ryan and Mayor Turner:

Texas Department of Transportation’s (TxDOT) North Houston Highway Improvement Project (NHHIP) cannot go forward as planned without significant improvements in the way the agency plans to treat the over 1,200 families who are displaced and the neighborhoods they live in. (1). The project, which will expand I-45 and reorient the highways that travel around downtown will have an outsized effect on the health, stability, culture, economics, and general well being of many of Houston’s historic African-American and Hispanic neighborhoods. The disparate racial impact of the pending action compounds the widely acknowledged injustice that TxDOT inflicted upon Houston African-American neighborhoods when TxDOT first constructed the interstate highway system 50 years ago. As TxDOT demonstrates at length in its technical documents, this project will once again have a disproportionately devastating impact on African-American, Hispanic, and low-income communities.

In one instance, the Draft Cumulative Impacts Technical Report (CITR) indicates, “the project area largely comprises minority and/or low-income communities.” The need for affordable housing is also (2) well documented, “there are only 18 affordable rental homes for every 100 extremely low-income renter households in Houston.” While the Draft CITR cites the historic harms to the Third, Fourth, and (3) Fifth Wards as a result of disinvestment and highway construction, it does not in any meaningful way suggest that TxDOT intends to remedy the historic destruction and division of homes, economic centers, and community resources, even though TxDOT is supposed to “mitigate cumulative effects.” (4)

We support Mayor Turner’s suggestions for TxDOT to limit the right-of-way in Segments 1 and 2, as well as guarantee greater benefits for people who will be displaced. However, the Mayor has suggested that TxDOT go forward with Segment 3 as planned. Segment 3 alone will displace at least 916 families and tear through several of the Mayor’s Complete Communities, including Second Ward, Third Ward, Near Northside and Acres Home. (5)

So far, TxDOT and the City of Houston have failed to make adequate information available to the residents of the impacted communities for them to meaningfully participate in public discussion. Their reports, presentations, and surveys are hard to understand and rarely available in any languages other than English. TxDOT has not made clear the specifics of how it will treat the people the project will displace.

We represent over tens of thousands of people from numerous neighborhoods in Houston and Texas and we believe that the Uniform Relocation Act, which TxDOT is required to follow, does not go far enough to protect the people who will be displaced by the NHHIP. Furthermore, TxDOT does not plan to adequately mitigate the profound cumulative effects of highways to the region. As Mayor Turner has said, “This project must leave residents and communities whole.” This is why we expect firm and (6) binding commitments from both TxDOT and Mayor Turner to ensure the following:

1. Long-term, plentiful, and deeply affordable housing

“We need affordable housing. We need single family homes. We also need rental housing. Housing for all... We need to have options.”

- *Jessica Hulsey, Historic Second Ward resident and community leader.*

- TxDOT should do everything possible to keep people in their homes. It should not increase the right-of-way.

- As Mayor Turner writes, TxDOT should ensure that the availability of housing in all neighborhoods affected remains the same by funding the construction of replacement housing before the highway construction begins. (7)
- TxDOT should compensate for the historic loss of affordable housing from the original highway constructions in the mid-1900s.
- Replacement housing should be affordable to populations making below 60% and 30% AMI.
- TxDOT should ensure the one-to-one replacement of pre-Hurricane Harvey public housing units. Displaced public housing residents should have the option to stay in the same neighborhood or move to a different one if they choose.
- The architecture and design of the replacement housing should match the historic architecture of the neighborhood.

2. Community oversight and transparency

TxDOT and HHA should “Talk to people at least once a month to update us on what’s going on because right now, I’m living out of boxes. A lot of us have been living out of boxes since the summer of last year.”

- *anonymous Clayton Homes tenant*

- TxDOT should consult the undersigned groups and individuals to create a community advisory board made up of displaced residents to oversee the relocation process. They should meet publicly with TxDOT on a regular basis.
- A separate community advisory board should be established for Houston Housing Authority (HHA) properties.
- TxDOT and HHA should produce quarterly public reports on the relocation process beginning now.
- TxDOT should contract for an independent report on the relocation process after the project is complete.

3. Accessibility and flexibility

- As suggested by Mayor Turner, “Affected residents should be clearly notified of their rights, options and responsibilities, at least 180 days in advance” and additionally, (8) residents should not be required to move during the school year.
- As Mayor Turner has suggested, security deposits, first/last month’s rent, rental applications, and other out-of-pocket expenses should be covered by TxDOT. This (9) amount should total to a lump sum of at least \$3,000 per displaced family in addition to the comparable value and moving costs guaranteed under the Uniform Relocation Act.
- Displaced residents should be able to receive some financial compensation up front so that they can pay for expenses like security deposit and rental applications.
- TxDOT should provide case managers, social workers, or peoples’ advocates to represent and counsel displaced people as they navigate the acquisition and relocation processes.
- People should be provided, free of charge, the service of a real estate agent and apartment relocation service to permit them to choose the neighborhood and home that best meets their families’ needs.
- Homeowners and renters should be eligible to receive a just value for their homes whether or not they buy or rent a new home.
- TxDOT should ensure that the advisory services listed in the Draft Community Impact Assessment are made free and widely available and are well advertised.

4. Historic preservation and economic development

“To keep the historic look of the community would be to build a home that’s not straight up, like those high rises. To keep the schools open. To keep the culture of the community. The culture of the community is the village mindset... When people come back, it shouldn’t feel like a totally new neighborhood.”

– Kendra London, *Our Afrikan Family*

- TxDOT should consult at length with a wide array of residents from communities such as Greater Fifth Ward, Greater Third Ward, Second Ward, Greater Greenspoint, Hidden Valley, Acres Home, Northside/Northline, Independence Heights, and Near Northside to ask how they want to preserve their communities’ histories. TxDOT should fund these initiatives.
- TxDOT should finance repairs, soundproofing and air quality protection for all homes within 1,000 feet of the new right-of-way.
- TxDOT should fund economic development initiatives designed by residents in environmental justice communities that will be impacted by this project.

5. Equitable treatment

I want to “have the freedom of choosing the property that I want to live in... security is number one, the cleanness, the neighbors... the facility for the handicap...”

– Mike Ahamandi, *Clayton Homes tenant*

- All relocation benefits available to displaced U.S. citizens should be made available to undocumented people.
- Property appraisals must account for rising home prices and gentrification.
- Displaced people should be compensated to an extent that they have the option to move to a different neighborhood if they choose.
- A “comparable” replacement home should be defined in the eyes of the person who is displaced.
- All written materials provided by TxDOT should be translated into all the languages spoken by community members along the route of the project or in determined areas of impact.
- All relocation staff should be culturally competent, demographically reflective of the communities they are working with, and speak the languages most comfortable for the displaced people.
- HHA must provide mobility counseling for HUD tenants administered by a qualified and experienced third party.
- Section 8 vouchers should be guaranteed up to 140% of fair market rate (FMR) to afford choice of housing and neighborhoods.
- The investment initiatives and mitigation being discussed for Independence Heights should be provided for all environmental justice neighborhoods in Houston.

All of these services and benefits are necessary to ensure that families who are displaced are given the financial resources and the right to emerge from their involuntary displacement in a sound financial position and in a home and neighborhood of their choice in which their family can flourish. The overwhelming number of affected persons are people of color. As those who suffered injustice in previous highway expansion projects, we demand that the City of Houston and TxDOT intervene so that these same racial injustices are not perpetuated or further entrenched. These requests we make in this letter are essential to ensure racial justice.

“How much longer will housing discrimination exist? This is just a small demand or request of what has existed for the past 70, 80 years.”

- Reverend James Caldwell, *Coalition of Community Organizations*

The recent experience of the relocation of the Hillcrest community in Corpus Christi, while not perfect, represents a TxDOT freeway relocation plan that achieves many of these goals. The Mayor should insist that TxDOT at least model its treatment of Houstonians similarly. We will have a virtual roundtable in the next few weeks to discuss this letter and invite the Mayor and Commissioner to join us.

Sincerely,
 Our Afrikan Family
 Coalition of Community Organizations
 Houston Freedmen’s Town Conservancy
 Dr. Robert D. Bullard, National Black Environmental Justice Network
 Joetta Stevenson, Greater Fifth Ward Super Neighborhood #55
 Jessica Hulseley, Historic Second Ward resident and community leader
 Mike Ahamandi, Clayton Homes resident
 Mardie Paige, Independence Heights Super Neighborhood
 Texas Housers
 LINK Houston
 Texas Campaign for the Environment
 Air Alliance Houston
 Raven Douglas, MOVE Texas Action Fund
 Stop TxDOT I-45
 Indivisible Houston
 Sunrise Houston
 West Street Recovery
 Turtle Island Restoration Network
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Comment has been received for consideration.

<i>Comment 67</i>	Topic: Roadways	<i>Submitted by Brian Babin</i>
<p>Mr. Alan Clark Director Houston-Galveston Area Council PO Box 22777 Houston TX 77227-2777</p> <p>Dear Mr. Clark and Members of the Transportation Policy Council</p> <p>As the member of Congress that represents the City of Baytown, I am writing in support of the City’s request for additional federal funding as part of its Transportation Improvement Program (TIP) project to improve Garth Road. It is my understanding that the City is requesting additional federal funding to complete Phases A and B of its Garth Road project.</p> <p>Garth Road is a congested critical arterial roadway within Baytown. The Garth Road corridor is home to the San Jacinto Mall, a project undergoing a \$100 million revitalization. Houston Methodist Hospital – Baytown on Garth Road serves as a regional medical hub. Garth Road is also home to many retail and small businesses. As it sits today, Garth Road needs additional improvements to meet current traffic demands. As the east side of Harris County and Baytown grow, the demand will increase.</p> <p><i>According to the City, the project will completely reconstruct Garth Road from I-10 to Baker Road, add an extra travel lane in each direction, add a 10-foot trail on the east side of the road, improve drainage, add access management techniques to improve safety, improve water and wastewater utilities, and clean up the electrical and telecommunications utilities along the corridor.</i></p> <p>The City of Baytown’s has my enthusiastic support and I strongly urge (H-GAC) the Transportation Policy Council to give it all due consideration.</p> <p>Sincerely, Brian Babin, DDS Member of Congress</p> <p>cc. The Honorable Brandon Capetillo, Mayor of Baytown ,</p>		
<p>Comment has been received for consideration.</p>		

<i>Comment 68</i>	Topic: NHHIP	<i>Submitted by Trevor Reichman</i>
<p><i>June 25, 2020</i> <i>Trevor Reichman</i> <i>401 Quitman St</i> <i>Houston, TX 77009</i></p>		

Dear Members of the Transportation Policy Council,

It was Houston's bold move towards multi-modality and away from the car-centric suburbia that I grew up in, that wooed me back to Houston a couple of years ago. After living in the bicycle, pedestrian, and transit friendly city of Portland, Oregon and also getting spoiled spending time in America's most human centric cities such as New York and Washington D.C., Houston was never a city I thought I would return to, even though most of my family still resides here.

However, in 2018, I was surprised to re-discover a very different Houston than the one I grew up in. Houston's triumphant and ongoing efforts to re-centralize and re-densify the urban core, along with the extensive bicycle highway network and rail expansion, are the urban attributes that cinched the deal for my partner and I to relocate and buy a house in the Near Northside neighborhood in Central Houston. In the past 2 years, I have left my car almost permanently parked at home, and use the train and the bicycle highway daily as my primary sources for commuting. In those 2 short years, I have seen the user ship increase exponentially. On a sunny weekend, or during rush hours, I literally pass hundreds of other cyclists and pedestrians on the White Oak Bayou and MKT trails. On the Red Line train, which comes every 6 minutes during the day, the Texas stigma against mass transit is quickly fading, and the ethnic and income diversity of its growing ridership base is inspiring. Houston Metro is the most convenient, affordable, and reliable mass transit system I have personally have ever had access to. In other cities, I had been priced out of the urban core. These multi modal infrastructure investments represents the future of Houston, a stark contrast from its past.

I was extremely disheartened to learn about the plans to excessively expand the I-45 to the detriment of the urban core, and the historic and ethnic communities that will be displaced and further marginalized. We live a couple of blocks from the existing I-45, and although we won't be displaced, the expansion will turn my pocket neighborhood into a giant access road. After attending multiple meetings to find out those details, and with an open mind, I only have more skepticism and more questions that have not been answered. Mostly, why is this even needed, when demand for personal car use is trending down. We are in a prime window of opportunity to re-imagine transit in our city and the effects and footprint of that transit in an increasingly toxic and crowded world. At one meeting, as a primary selling point, the TXDot officiates promised to increase the speed of traffic on I-45 by 5 mph...yes billions of dollars and decade of central city residents living in the midst of a construction zone, to increase the speed of suburban commuters by 5 mph, when in fact, it is in the central city where we want traffic to SLOW DOWN. Being that an increase in speed and the adding of lanes is proportional to the increase of deaths, this is counter to Houston's Vision Zero goal.

As we plan for the future of Houston, let's not perpetuate the car culture that has literally choked our city for decades. Let's rather continue to densify the Urban Core, thus keeping it affordable and incentivizing those who work in Central Houston to live in Central Houston too. Let's rather invest in Boulevards, pedestrian and cycling infrastructure, mixed use initiatives, mass transit, and yes, let's also fix the streets and highways in a way that preserves and enhances our inner city, and bridges our neighborhoods and communities rather than divide them. Build it and they will come. It is up to us to all of us decide what to build and what will come. Let's not allow what we don't want to come, to be forced onto us by entities that don't live in our community, but only stand to profit from it.

Major concerns that are in my own backyard, which is only small segment of this massive project:

- *The implications for the watershed, bayou flood zone, and White Oak Bayou bicycle trail and park.*

- *The viewshed of Downtown Houston from the Near Northside neighborhood and bayou green space and trail network. The view of the city is one of the most celebrated and valuable assets of the Near Northside neighborhood.*
- *What happens to North Street, the local bridge between the neighborhood communities of The Woodland Heights and Near Northside? We need to add more local connectors, not take them away.*
- *What happens to the highway exit and entrance for Main Street (North of the I-10)? If this is removed, all that traffic will be dumped onto Quitman Street (my street). Quitman is slated for a road diet with pedestrian improvements and bicycle lanes in the next year or two. The traffic on Quitman is also often interrupted by the Red Line Train, which stops at Quitman and Main every 6 minutes in each direction. Quitman is not where we want the traffic from Main and I-45 to be rerouted to!*
- *Will the bicycle paths be interrupted during construction? These are not just recreational. These are the bicycle highways for thousands of bicycle commuters and there is no temporary redirect that is viable and safe.*
- *Who will be displaced? Who will live closer to more noise and more pollution? Who will see their neighborhoods cut off and overrun by cars?*

Thanks for accepting public input, being that this is all funded by that public. With sincere regard for my community and this planet, Thanks for the opportunity to comment,

Trevor Reichman

Comment has been received for consideration.

**2021 – 2024
Transportation Improvement Program**

Appendix B

FAST Act Compliance
and
Performance Measures - System Evaluation Report

Updated June 2020

FIXING AMERICA’S SURFACE TRANSPORTATION ACT

Fixing America’s Surface Transportation Act’s (FAST Act) final planning rules for the Metropolitan Planning Process, the Transportation Improvement Program, and the Regional Transportation Plan (RTP) became effective on May 27, 2018. The FAST Act builds on the changes made by MAP-21 and includes provisions to make surface transportation more streamlined, performance-based, and multimodal. The Act also includes measures to address challenges facing the U.S. transportation system; including safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

The FAST Act requirements include new planning factors – consideration of intercity bus connections, transit asset management, resiliency, and federally required performance targets. H-GAC adopted performance measure targets within the time constraints imposed by FHWA, utilizing the performance-based planning process. As a data clearinghouse, H-GAC will provide regional data to the Texas Department of Transportation when updates become available. The planning factors and H-GAC’s compliance are identified in Table B-1.

PLANNING FACTORS

Table B-1: FAST Act Planning Factors

FAST Act Requirement	FAST Act Provision	Issues Addressed in 2021-2024 TIP	Where Addressed
Public Participation	23 CFR 450.316(a)	H-GAC’s Public Participation Plan (PPP) was updated in 2017 to expand the list of stakeholders to be engaged in transportation planning process.	Public Participation Plan http://www.h-gac.com/transportation-public-outreach/documents/h-gac-public-participation-plan.pdf
Memorandum of Understanding	23 CFR 40.314(h)	The Memorandum of Understanding was executed between H-GAC, TxDOT and the region’s transit providers.	Memorandum of Understanding http://www.h-gac.com/transportation-policy-council/meeting-agendas/documents/2018/may/ITEM-09-Interagency-MOU.pdf
Consultation and Cooperation	23 CFR 450.316(b)	2021-2024 TIP was developed with continued consultation and cooperation with state and local officials and takes into consideration the planning activities of other agencies and organizations within the MPO region.	<ul style="list-style-type: none"> • Public Participation Plan • Disaster Preparedness • Travel and Tourism
Resiliency and Reliability	23 CFR 450.206(a)(9)	2021-2024 TIP incorporates an assessment of the vulnerability of transportation assets to extreme weather events and identifies initiatives to improve resiliency and increase the reliability of the regional transportation system.	<ul style="list-style-type: none"> • Resiliency and Reliability

FAST Act Requirement	FAST Act Provision	Issues Addressed in 2021-2024 TIP	Where Addressed
Stormwater Impacts	23 CFR 450.206(a)(9)	2021-2024 TIP identifies roadways susceptible to impact by stormwater and includes a choice of projects and strategies aimed at mitigating these impacts.	<ul style="list-style-type: none"> Resiliency and Reliability
Disaster Preparedness	23 CFR 450.316(b)	2021-2024 TIP identifies local emergency management operations serving the Houston-Galveston metropolitan region, details the designated hurricane evacuation routes and the Zip-Zone map.	<ul style="list-style-type: none"> Disaster Preparedness
Travel and Tourism	23 CFR 450.206(a)(10)	2021-2024 TIP includes a review of opportunities to engage in recreational travel and tourism in the planning region and considers strategies to promote growth in this transportation sector.	<ul style="list-style-type: none"> Travel and Tourism Public Participation Plan http://www.h-gac.com/transportation-public-outreach/documents/h-gac-public-participation-plan.pdf
Intercity Buses	23 CFR 450.216(b) & 23 CFR 324(f)(2)	2021-2024 TIP examines the existing intercity bus services in the region and identifies opportunities to expand these services and grow additional routes and operations.	<ul style="list-style-type: none"> Intercity Buses
Performance Measures	23 CFR 450.324(f)(3)	2021-2024 TIP includes the federal performance measures linked to the vision, goals, and project prioritization, establishes targets and documents the condition and performance of the transportation system.	<ul style="list-style-type: none"> Performance Measures System Evaluation Report

IMPROVE RESILIENCY AND RELIABILITY

One of the FAST Act’s planning factors is to improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts on surface transportation. Resiliency is defined as: “the ability of transportation infrastructure to maintain operations and be able to recover from disasters.”

It is anticipated that due to a changing climate, extreme weather events will intensify and occur with greater frequency. In response, H-GAC’s ongoing resiliency planning effort proposes strategies to mitigate the effects of flooding and other extreme weather impacts and incorporates a process to provide the responsible parties with regular update reports.

In 2017, Hurricane Harvey had a major impact on transportation networks and severely disrupted the movement of people and goods across the H-GAC’s Metropolitan Planning Area. All twenty-two major bayous in Houston spilled over their banks with some exceeding 10 feet above the channel banks. Other recent major flooding events have been Tropical Storm Imelda, the Tax Day Flood, Memorial Day Flood, Hurricane Ike, and Tropical Storm Allison.

Expected Impacts to Transportation Infrastructure

Due to its low-lying coastal geography and semi-tropical climate, the Houston-Galveston region is vulnerable to extreme weather events like heat, drought, tropical storms, and flooding. The risk of these extreme events impacting the region’s population, economy, and transportation infrastructure is expected to heighten because of the amplification of related stressors – land use change, explosive population growth, congested transportation systems, and climate change. Transportation systems and infrastructure are particularly vulnerable to extreme weather events. With the projected rise in sea level, temperature increases, and frequency of severe storms, it is anticipated that transportation services and infrastructure will suffer more frequent disruptions or permanent damage which would seriously impede the movement of goods and people throughout the region. A summary of expected impacts is shown in Table B-2.

Table B-2: Impact of Extreme Weather Events on Transportation Infrastructure

Expected Climate & Extreme Weather Impacts to Transportation Infrastructure		
Climate Variable	Projection	Impact on Transportation Infrastructure
Relative Sea Level	Over the last century, sea level at Galveston has risen more than 26 inches, which is significantly greater than the global average. In the next 50 years, Gulf Coast sea levels are expected to rise by 1 to 6 feet.	A 4-foot increase in relative sea levels would put a quarter of the region's interstates, 10 percent of rail lines, and nearly 75 percent of port facilities at risk.
Temperature	On average, the region already experiences more than 100 days above 90 °F per year. Average temperatures could increase 2° to 4°F by 2050. Temperature increases will be most severe in highly urbanized areas due to the heat island effect.	Higher temperatures will result in higher construction and maintenance costs. At temperatures above 90°F, highways, bridges, and rail lines deteriorate more quickly. Extreme heat can cause immediate damage such as buckling.
Hurricanes and Tropical Storms	Expected to become from frequent and powerful as the Atlantic Ocean and Gulf of Mexico warm.	Associated extreme rainfall, strong winds, and coastal flooding will damage infrastructure, cause road and evacuation route closures, and overwhelm storm drains.
Precipitation	Heavy rainfall events and droughts have increased; this trend is expected to continue with longer dry periods between extreme rain events.	Heavy precipitation can result in flash floods with impacts ranging from inconveniences (temporary road closures and transit service disruptions) to permanently destroyed infrastructure. Extreme rain events are also correlated to a higher incidence or crashes and delays.
<p>Sources:</p> <ul style="list-style-type: none"> • Transit and Climate Change Adaptation: Synthesis of FTA-Funded Pilot Projects, August 2014, FTA • The Gulf Coast Study Summary, Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: The Gulf Coast Study, Phase 1 Completed in 2008, FHWA • Gulf Coast Climate Change Adaptation Pilot Study, August 2013, FTA • Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I, March 2008, The Climate Change Science Program 		

Understanding the region’s risk to extreme weather, in 2010, H-GAC and local partners established resiliency as a regional priority in the “Our Great Region 2040” plan and adopted increasing the region’s resiliency to disaster and a changing environment as a major goal. H-GAC planning reports such as “Our Region 2040” and the “Foresight Panel on Environmental Effects” analyze the impacts of weather on the region and its transportation system.

Regional Response to Federal Resiliency Requirements

To meet federal requirements, H-GAC is incorporating resilience into its transportation planning in the following ways:

a. **Transportation Resilience and Durability Assessment Study**

In 2018, the Houston-Galveston region was selected to participate in a Federal Highway Administration’s (FHWA) Resiliency and Durability Pilot Project. As part of this project, H-GAC worked with federal, state, and local partners to conduct a vulnerability and criticality assessment of transportation assets in the MPO region.

The vulnerability assessment used FHWA’s Vulnerability Assessment Scoring Tool (VAST) and methodology, considering the factors of exposure, sensitivity, adaptive capacity, economic impact, and risk. Resiliency recommendations will be developed based on the results of the vulnerability and criticality assessments. Results will also be used to help prioritize funding decisions for future transportation projects.

Work on the Resiliency and Durability Pilot Project commenced in Winter 2018 and should be completed by late Summer 2020. More information about the Transportation Vulnerability Assessment can be found at <http://www.h-gac.com/resiliency-planning>.

b. **Working Group**

In 2019, H-GAC formed a transportation resiliency working group with the initial goal of developing a multi-year strategy to meet resiliency-related federal requirements and identify additional resiliency efforts that would reduce risk and improve safety in the region. Through the working group, H-GAC will host workshops, coordinate resiliency work with emergency management (preparedness and response) efforts, develop a plan to reduce and mitigate storm water impacts on surface transportation and other related community emergency responses.

c. **Texas Resiliency and Planning Workshops**

H-GAC has participated in several resiliency workshops hosted by FHWA, TxDOT, the Texas A&M Transportation Institute (TTI), and other Metropolitan Planning Organizations. The purpose of these workshops has been to exchange information, data sources, and resiliency strategies. As part of its transportation resiliency agenda, H-GAC works to foster a dialogue about mitigating vulnerability regionally.

d. **Cedar Bayou Initiative**

The Cedar Bayou Initiative is a partnership of public and private sector stakeholders in the Cedar Bayou watershed. Its purpose is to identify and pursue priority projects to improve flood management, resiliency, and transportation goals throughout the Cedar Bayou watershed and the greater Chambers, Liberty, and Harris Tri-County area. For more information about this initiative: <http://www.h-gac.com/cedar-bayou-initiative/default.aspx> Projects identified in 2018 can be grouped into three major categories:

- Dredging and other improvements to the main channel of Cedar Bayou, its tributaries and drainage channels.
- Stormwater infrastructure, detention, and runoff quality improvement.
- Improvements to transportation infrastructure to reduce flooding and improve evacuation capacity.

e. **Designing for Impact**

H-GAC is involved in the “Designing for Impact” study which is exploring strategies to reduce the impact of stormwater on the Houston-Galveston metropolitan region’s infrastructure. Working

through a voluntary partnership of engineers, developers, architects, landscape architects, municipal and county representatives, the project is examining the Low Impact Development (LID) strategy as an effective and economically advantageous approach to addressing the region's stormwater containment problems.

Disaster Preparedness

H-GAC is addressing extreme weather preparedness, mitigation, and evacuation through programming and regional partnerships. H-GAC, the Texas Division of Emergency Management (DEM), and 85 local governments collaborated to develop a comprehensive Regional Hazard Mitigation Plan¹. The plan identifies regional hazards and vulnerabilities and includes over 300 mitigation projects that could be implemented within the Houston-Galveston metropolitan region.

The "Together Against the Weather"² outreach campaign was initiated to help individuals with disabilities and other special needs plan for disruptions caused by hurricanes, floods, and other weather-related emergencies. The program encourages the formation of supportive partnerships that involve family members, community organizations, health care providers, and emergency management personnel, and recommends strategies for addressing the challenges that commonly arise during periods of emergency evacuation. Together Against the Weather offers several tool kits that include educational videos presented in English, Spanish, Vietnamese, and Chinese. Links are also provided to state, county, and municipal offices of emergency management. More information is available at: <http://www.togetheragainsttheweather.com/index.shtml>.

As a web clearinghouse, the Together Against the Weather campaign offers service providers, emergency management officials, churches, and healthcare providers with materials to help at-risk populations in the event of a major hurricane landfall. Helpful resources available through the program include preparedness information, evacuation route maps, and links to the Office of Emergency Management. A goal of preparedness for natural disasters is also found in the Comprehensive Economic Development Strategy (CEDS)³ and emphasizes affordable approaches to reducing vulnerability such as using natural landscape for absorbing floodwaters and storm surge and making smarter decisions regarding building locations. For protecting key infrastructure assets, the recommended approach is one that carefully targets structural solutions that keep costs lower. Another supporting strategy is to assist local governments to conduct economic vulnerability assessments, encompassing vulnerability to natural disasters. Along with reducing vulnerability risk, preparedness strategies involve speeding the rate of recovery to improve safety and quality of life.

H-GAC provides interactive mapping tools such as the Regional Flood Information viewer (see Fig. B-2) which portrays critical facilities including transportation, high-density areas, and vulnerable populations.

¹ Regional Hazard Mitigation Plan: <http://www.h-gac.com/regional-hazard-mitigation-planning/>

² Together Against Weather campaign: <http://www.togetheragainsttheweather.com>

³ Comprehensive Economic Development Strategy <https://www.h-gac.com/gulf-coast-economic-development-district/documents/CurrentCEDS.pdf>

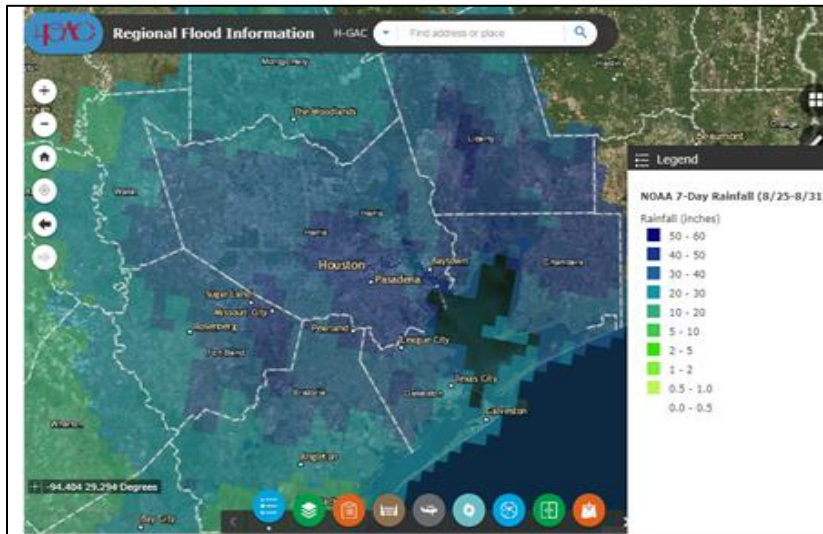


Figure B-2: 7-Day Rainfall Totals from Hurricane Harvey

H-GAC also administers the Homeland Security Planning program which promotes regional planning and response to man-made and natural disasters. The Regional Homeland Security Coordinating Council (RGSCC) assists and advises elected officials in their decision-making responsibilities on matters related to regional homeland security. H-GAC is working closely with individual counties in the development of Hazard Mitigation Plans and will continue to aid and assist the process of updating these plans.

Evacuation Plan

Evacuation routes are designated by the Texas Department of Public Safety (DPS) in coordination with local counties and municipalities. These routes are designated to evacuate the H-GAC 13 - County Regional Planning Area in the event of a natural or man-made emergency or other threats to public safety. The H-GAC Regional Planning Area has 24 signed state roadways designated as evacuation routes (Figure B-3). These evacuation routes are described in a Texas DPS Emergency Evacuation Traffic Management Plan. Houston TranStar serves as the regional emergency center and houses multi-agency operations that manage traffic incidents and respond to regional emergencies such as hurricanes and floods.

H-GAC coordinates with counties, municipalities, and the state to manage the database of regional evacuation routes and is responsible for periodic updates to the Emergency Evacuation Traffic Management Plan. H-GAC also administers the Regional Evacuation Viewer – a secure web application which provides near real-time updates of evacuation resource deployment and other related information. Users of the viewer can access current Evacuation Traffic Management Plans by county, city or corridor.

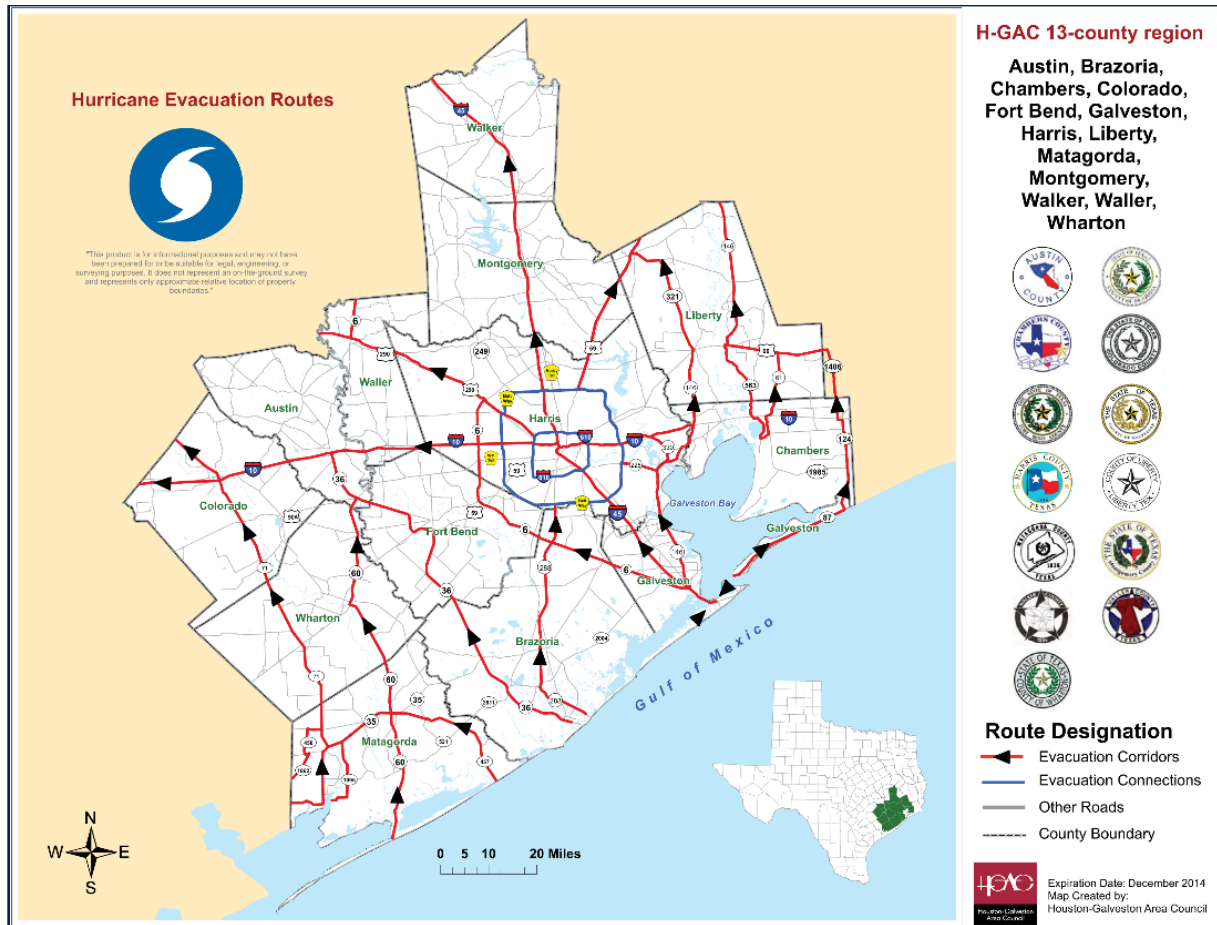


Figure B-3: H-GAC Hurricane Evacuation Routes

Hurricane Surge Zone Map

Each year, H-GAC produces a Hurricane Surge Zone Map (or “Zip-Zone Map”) for distribution to the public (Figure B-4). The Zip-Zone Map is a public information tool which shows the parts of the H-GAC planning region that are most at risk for hurricane-related storm surges over a base map of postal zip codes. The Hurricane Surge Zone Map is super-imposed with the officially designated evacuation corridors and evacuation connections. Designation as an evacuation route is one criterion used in the H-GAC Regional Transportation Plan (RTP) for prioritizing capital improvement projects. It is a critical safety issue that regional evacuation routes are in good shape and have adequate capacity to handle the high levels of traffic that often ensue in a regional emergency.

The Zip-Zone map will typically be used by elected officials and emergency management personnel to conduct a phased evacuation of coastal counties based on the zip codes of the residents.

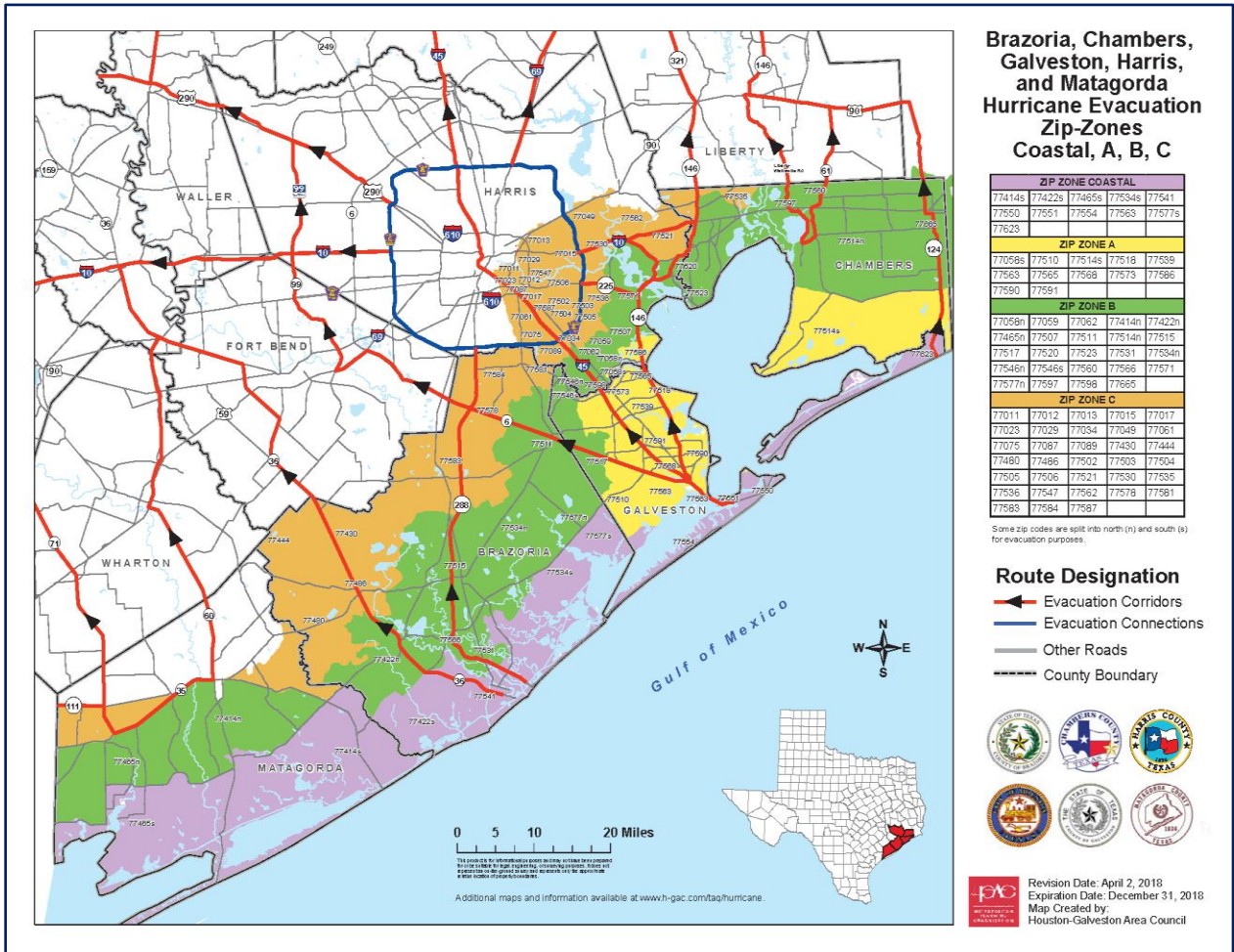


Figure B-4: H-GAC Hurricane Evacuation Zip Zone Map

ENHANCE TRAVEL AND TOURISM

The regional transportation network is an integral component of the tourism industry. The H-GAC MPO participated in a consortium to develop the “Our Great Region 2040” plan, consisting of a 24-member partnership who comprised a coordinating committee, government advisory committee, members of the public, local leaders and regional workgroups. Transportation strategies related to travel and tourism that emerged from the study include⁴:

- Optimize existing transportation network through a FIX IT First strategy and by using technology and improved incident management to maximize system capacity.
- Create a regional framework for expanding transit across the Region.
- Develop and implement policies to improve transit, pedestrian, and bicycle access between and within activity centers, connecting residents to job centers.
- Include economic, safety, and quality of life costs and benefits of transportation projects in funding prioritizations.

Travel and tourism is a growing industry in the Houston-Galveston metropolitan region and produces a large infusion of money to the local economy while providing for hundreds of jobs. The Houston-The Woodlands-Sugarland metropolitan statistical area attracts 18.3 million visitors annually and generates up to \$1.1 billion in local and sales tax revenue. Local attractions include the museums, visual and performance arts, community festivals, sports (including special events such as the super bowl, final four, professional golf association tournaments, college and professional football, baseball and basketball), and world renown cuisine. Other local attractions include the Kemah Boardwalk, the Houston Livestock Show and Rodeo, Houston Zoo, Brazoria National Wildlife Refuge, George R. Brown Convention Center, shopping malls, NASA Space Center, and Galveston Cruise Terminals, (see Figure B-5). Galveston Island saw 6.5 million visitors in 2016. Almost 14 percent of these visitors were cruise travelers – an increase of 5 percent over the previous year.⁵ In addition, people come from around the globe for medical treatment to the largest medical complex in the world, the Texas Medical Center with over 10 million patient visits per year.⁶ Travel originating from outside the region is also generated from a significant business presence that includes five Fortune 500 companies and many high-density employment centers. The tourism industry supports more than 140,000 jobs in our region and contributed \$16.5 billion to the local economy in 2017.⁷

The H-GAC 2045 Regional Transportation Plan has substantial investments dedicated to improve the roadway, transit, bicycle and pedestrian capacity that provide access to major attractions such as universities, medical facilities and other essential destinations mentioned above. The Economic Development Strategy (CEDS) and “Our Great Region 2040” plan regard tourism as regional needs and provide strategies and recommendations for further travel and tourism improvements. The H-GAC metropolitan planning region has also seen a host of local planning activities supported by Economic Development Administration grants and similar funding geared toward furthering economic development to attract business and encourage tourism.⁸ Similar programs are being implemented by the Cities of Houston, Bay City, Conroe, Dayton, and Galveston among others.

⁴<http://www.ourregion.org/download/OurGreatRegion2040-FINAL.pdf> (pages 30 and 31)

⁵<https://www.chron.com/neighborhood/bayarea/news/article/Galveston-hits-record-high-tourism-revenues11175775.php>

⁶http://www.tmc.edu/wp-content/uploads/2018/07/TMC_FactsFiguresOnePager_07052018-1.pdf

⁷<https://www.visithoustontexas.com/media/press-releases/post/record-218-million-visits-to-houston-in-2017/>

⁸<http://www.h-gac.com/gulf-coast-economic-development-district/regional-economic-development-plan.aspx> (page 13)

An engagement process soliciting the feedback of public officials and members of the public was utilized to perform a SWOT analysis, helping to shape the goals and strategies of the CEDS. These goals have been aligned with the “Our Great Region 2040” plan, including the preservation of natural resources especially along waterways to promote recreation and tourism opportunities. One of the strategies supporting natural resource preservation recommends the creation of a regional campaign to promote eco-tourism, coastal, and wildlife tourism options across the region.

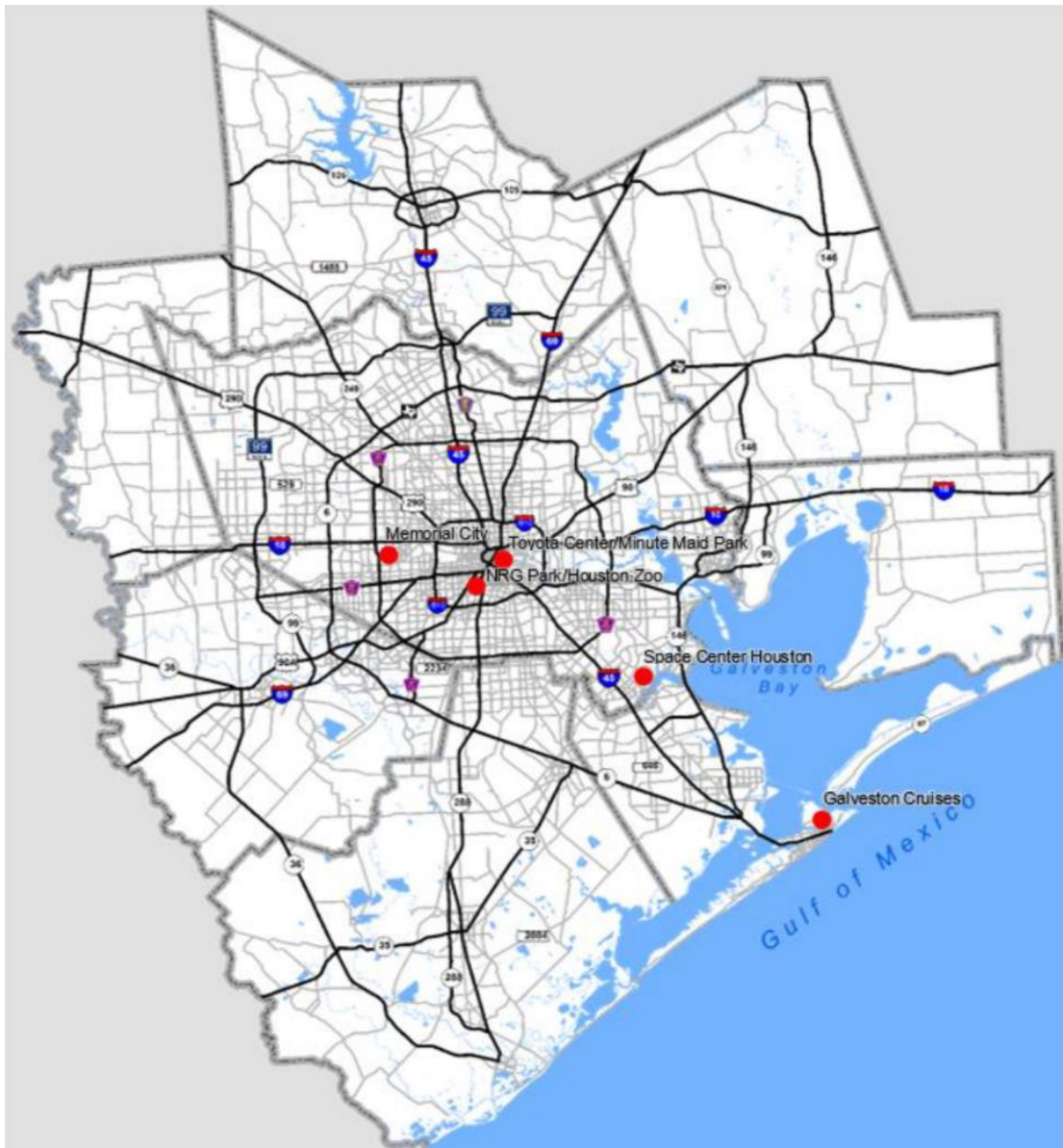


Figure B-5: Local Travel and Tourism Destinations

INTERCITY BUS INITIATIVES

Federal planning guidelines now require the “consideration of the role that intercity buses may play in reducing congestion, pollution and energy consumption in a cost-effective manner and strategies and

investments that preserve and enhance intercity bus systems including those that are privately owned and operated”.⁹

The Houston-Galveston region has been the location of an innovative intercity bus project between the Brazos Transit District and a private organization for several years. The Charles Wilson Veterans Administration (VA) Shuttle bus provided 12,389 passenger trips in 2017 for disabled veterans traveling from Lufkin, Texas to medical appointments at the VA hospital in the Texas Medical Center in Houston (Figure B-6). The veterans are transported daily along the 248 mile route (round trip) at no-cost to them.



Figure B-6: Charles Wilson VA Shuttle

Based on prior planning studies, there are several other emerging opportunities in the Houston-Galveston region to establish similar mobility options for veterans and other residents along major freeway corridors into Houston. These opportunities would involve developing new working and planning relationships with representatives of private inter-city carriers such as Greyhound and Trailways bus lines, to incorporate intermediate stops along their established routes.

Several locations within the H-GAC planning region have been identified as potential sites for intermodal terminals that could serve as those intermediate stops. One potential location is along the Interstate Highway 10 East Corridor, near State Highway 146, between the Cities of Houston and Beaumont. That location was identified in the Transit Plan for Liberty and Chambers counties as a potential site for a multi-modal transfer facility that would facilitate north-south and east-west travel patterns.¹⁰

Passengers through that proposed facility would be provided with options to transfer to-and-from local and express buses in addition to access to carpools, vanpools, taxis and other multimodal options. Another potential location for an intermodal terminal was identified in the Interstate Highway 45 North Freeway corridor at the City of Huntsville. This location was recommended in the Walker County Transit Plan which envisioned moving the current Greyhound bus terminal from a small facility located near the center of historic downtown Huntsville, to a larger multimodal facility closer to the I-45 Freeway corridor.¹¹

High Capacity Transit

The High Capacity Transit Task Force was created by the H-GAC Transportation Policy Council to research the need and opportunity for high capacity transit in the MPO planning region and, produced a financially constrained Priority Network for comprehensive regional transit service. The Priority Network, shown in

⁹ [23 U.S.C. 134(i)(2)(H)]

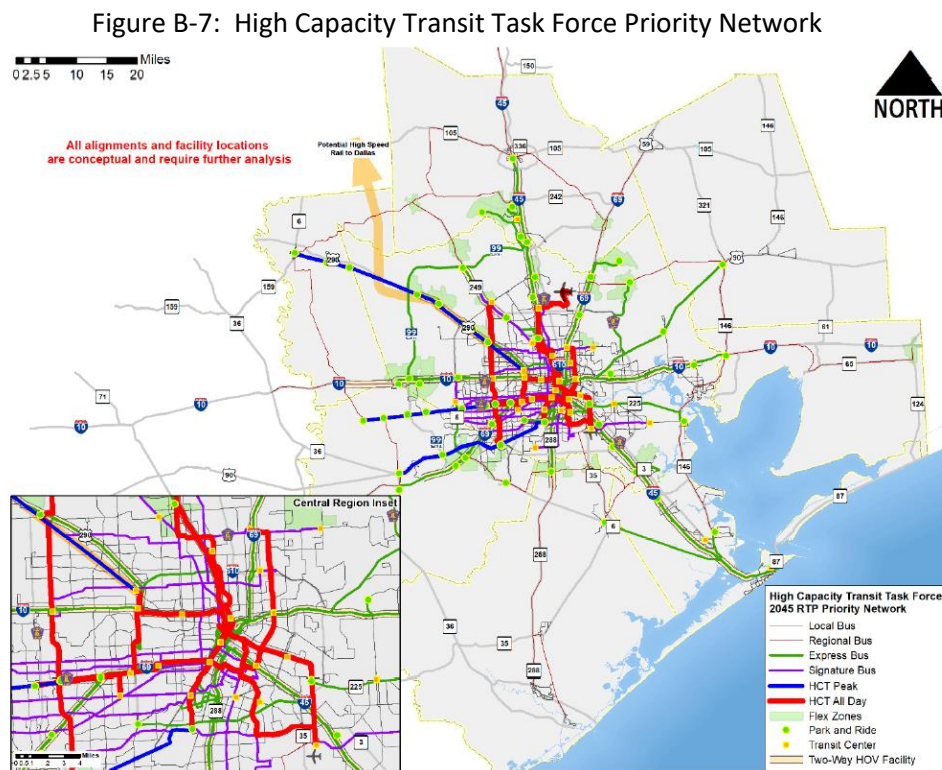
¹⁰ Liberty County Transit Plan, Houston-Galveston Area Council (H-GAC), 2009; Chambers County Transit Plan, H-GAC, 2009.

¹¹ Walker County Transit Plan, H-GAC, 2012.

Figure B-7 below, was incorporated into the 2045 Regional Transportation Plan as its transit element. The services specified in the High Capacity Transit (HCT) Priority Network are mode-, technology- and alignment neutral. All recommendations in the Priority Network are conceptual and are subject to further analysis and design. For more information, the High Capacity Transit Summary Report is located at <http://www.h-gac.com/high-capacity-transit-task-force/default.aspx>.

The Priority Network contains a variety of service types, including Express and Regional Bus services connecting outlying communities to the region’s core as well as to each other. These Express and Regional services are intended to provide transit service to all eight counties in the H-GAC metropolitan planning area. Eventually, those express bus or cross-county routes could be designed to provide feeder bus services to larger multimodal terminals along the interstate highway system.

In addition to the proposed multimodal facilities and feeder bus routes, another option for future planning considerations would develop a regionally coordinated fare system. Under the coordinated fare system, potential customers for the intercity bus services could pre-purchase their fares for each segment of their trip from origin to destination. The concept of a coordinated or seamless fare system could include travel options for more than one service provider or more than one mode of transportation.



PERFORMANCE MEASURES SYSTEM EVALUATION REPORT

The Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST) Act legislations introduced Transportation Performance Management into the Federal Highway Program, addressing challenges that face the transportation system on a national level, including:

- Improving safety
- Maintaining infrastructure condition
- Reducing traffic congestion
- Improving the efficiency of the system and freight movement
- Protecting the environment

The objective of transportation performance management is to focus federal funds on the achievement of national goals, increase accountability and transparency, and improve investment decision-making through performance-based planning and programming of transportation projects. The federal rulemaking requires metropolitan planning organizations and state departments of transportation to set targets for several performance measures and to periodically report on the progress made towards achieving those targets. H-GAC has the administrative responsibility for performance measures in the key areas of Safety, Pavement and Bridges, Reliability, Congestion, Air Quality and Transit Asset Management.

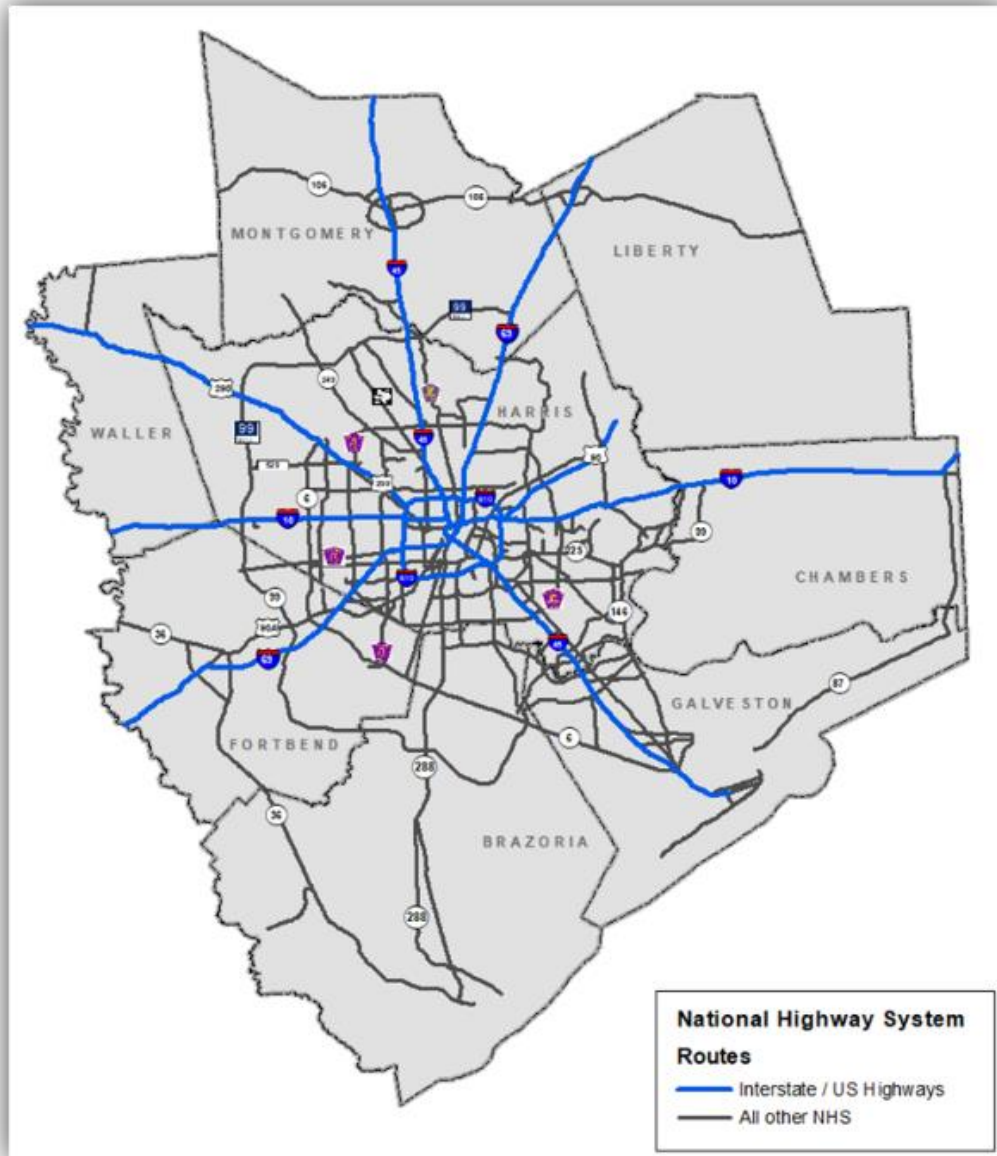
The final planning rules for the metropolitan planning process and the Regional Transportation Plan implementing the Fixing America's Surface Transportation (FAST) Act became effective on May 27, 2018. The FAST Act builds on changes made by MAP-21 to address challenges facing the U.S. transportation system – including provisions to make surface transportation more streamlined, performance-based, and multimodal. Under these rules, metropolitan planning organizations may support the state targets or establish their own regional targets. In 2018, H-GAC adopted performance targets with the performance-based planning process required by FHWA. The final set of performance targets were adopted on October 26, 2018. During the formulation of the planning targets, extensive collaboration occurred between the Texas Department of Transportation, public transportation providers and H-GAC.

Transportation Performance Management (TPM) is not a new concept to H-GAC. Many of the federal performance measures align with and complement H-GAC's existing performance measures. Performance management is a powerful analytical tool for tracking regional performance over time and can illustrate how the greater Houston region compares to other regions nationwide. Target setting, tracking and reporting of performance measures are conducted in a relatively short timeframe: from one to four years. TPM gives transportation planners the opportunity to link the short-term performance to long-range priorities for the region. One of the positive outcomes of performance management tracking is that it generates a heightened awareness in the transportation planners and fosters a renewed focus by on key performance areas that will likely remain at the forefront of planning practice for years to come. Additionally, the requirement to report the progress made towards achieving the performance measures improves accountability and transparency of the planning agencies.

Emphasis on the National Highway System

The federal performance measures place a strong emphasis on the National Highway System (NHS). The NHS is a network of highways that are considered critical to the nation’s economy, defense and mobility, and include those assets that link major airports, ports, public transportation facilities, rail and truck intermodal terminals. The H-GAC 2045 Regional Transportation Plan is focused on maintaining all major roads of the metropolitan planning region’s transportation network and not just those on the National Highway System. However, as many as 8,784 lane-miles of highways in the H-GAC metropolitan planning region are on the national highway system.

Figure B-8: The National Highway System in the H-GAC Planning Region



TRANSPORTATION PERFORMANCE MEASURES AND THE 2045 RTP

As discussed earlier, the federal government passed two transportation bills, the Moving Ahead for Progress in the 21st Century (MAP-21) in 2012 and the Fixing Surface Transportation in the 21st Century (FAST Act) in 2015, which together have substantially changed the milieu of transportation planning practice. Among other things, the bills require Metropolitan Planning Organizations (MPOs) to establish performance-based planning routines. In order to comply with MAP-21 changes, MPOs across the country adopted and implemented programs and performance targets, and set priorities based on performance measures. The FAST Act reaffirms this requirement.

According to the laws, performance will be judged on a system-wide level and should be tied to project prioritization. As such, the 2045 RTP proposes certain performance measures to represent this principle at a regional level (Figure B-9). Because MAP-21 requires that transportation system challenges be addressed through a data driven, performance-based approach, measures selected were chosen mainly because they were focused on system performance and assets, sensitive to various transportation modes, and had a nexus to the established goals.

Several challenges exist for some of the performance measures, such as the lack of available, useable or consistent data. H-GAC and TxDOT are addressing these deficiencies by improving data collection methods and expanding collection efforts to obtain data suitable to accurately set performance targets. For example, TxDOT is adapting its pavement collection methods to align with the federal criteria. Additionally, H-GAC is exploring new data collection for the System Performance measures. As required by the federal rules, H-GAC will periodically review, analyze performance measure data, and will report how target progress has been achieved by the MPO for the target years of 2020 and 2022.

The following section describes each performance measure, detailing the way it is measured and describing the desired outcome. The performance measures include factors like asset management, congestion, safety, environment, and economic competitiveness, which are intended to help the assessment of progress towards meeting the 2045 RTP plan’s vision and goals. While the desire is to see a dramatic improvement in each performance measure area, limited funding and other factors that influence system utilization may work in such a way that selected performance measures might not always be reduced in absolute terms.

Figure B-9: 2045 RTP Vision, Goals, and Performance Measures

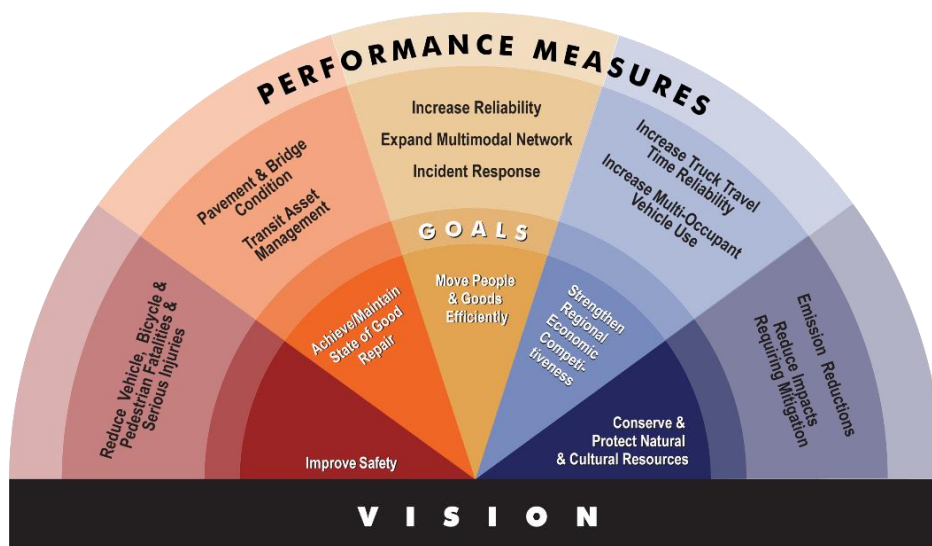


Table B-3: Highway and Transit Performance Measures

Category	Performance Measure	Applicability	Reporting Frequency
Highway Safety	Number of fatalities	All public roads	Annually
	Rate of fatalities		
	Number of serious injuries		
	Rate of serious injuries		
	Number of non-motorized fatalities and serious injuries		
Pavement and Bridge Condition	Percentage of pavements of the Interstate System in Good condition	Interstate System	Biennially with four-year performance periods
	Percentage of pavements of the Interstate System in Poor condition		
	Percentage of pavements of the non-Interstate NHS in Good condition	Non-Interstate NHS	
	Percentage of pavements of the non-Interstate NHS in Poor condition		
	Percentage of NHS bridges classified in Good condition	National Highway System (NHS)	
	Percentage of NHS bridges classified in Poor condition		
Highway System Performance	Percent of the person-miles traveled on the Interstate that are reliable (Level of Travel Time Reliability)	Interstate System	Biennially with four-year performance periods
	Percent of the person-miles traveled on the Non-Interstate NHS that are reliable (LOTTR)	Non-Interstate NHS	
	Truck Travel Time Reliability (TTTR) Index	Interstate System	
	Annual Hours of Peak Hour Excessive Delay Per Capita	National Highway System (NHS)	
	Percent of Trips with Non-Single Occupant Vehicles	Urbanized area	
	Total Emissions Reduction	Urbanized area	
Transit Asset Management	Rolling Stock - percentage of revenue vehicles that exceed the Useful Life Benchmark (ULB)	Region's transit providers who are recipients and subrecipients of federal transit assistance and H-GAC	Annually
	Equipment - percentage of non-revenue service vehicles that exceed the ULB		
	Facilities - percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale		
	Infrastructure - percentage of rail track segments (by mode) that have performance restrictions	METRO	
Transit Safety	Fatalities - total amount and rate of fatalities per total vehicle revenue miles	Region's transit providers who are recipients and subrecipients of federal transit assistance and H-GAC	Annually
	Injuries - total amount and rate of injuries per total vehicle revenue miles		
	Safety Event - total amount and rate of safety events per total vehicle revenue miles		
	System Reliability (State of Good Repair) – mean distance between major mechanical failures		

The investments identified in the 2040 RTP were guided by a vision and supported by the goals and strategies. This framework articulated the regional needs and priorities in four key areas of transportation investments.

Mobility - Alternative Modes - Air Quality - Planning

The 2045 RTP Vision, Goals, and Strategies were established by the Transportation Policy Council (TPC), Technical Advisory Committee (TAC), and relevant TPC and TAC subcommittees. Building on the investment area structure established in the 2040 RTP, the TPC established 21 investment categories aligned with the 2045 RTP goals and strategies, as priority areas of investments. Table B-4, shown below, illustrates the linkage between the 2040 RTP Investment Type, 2045 RTP Investment Strategy, 2045 RTP Investment Categories and the performance measures and targets they directly contribute towards achieving.

Table B-4: Relationship Between Investment Type, RTP Strategy, Investment Category and Performance

Investment Type	RTP Strategy	Investment Category	Performance Measures					
			Safety	Pavement & Bridge	Reliability	Freight (Truck Travel Time)	Congestion/Air Quality	Transit Asset Management
Mobility, Alternative Modes, Air Quality	Expand, Manage, Maintain	Major Investments	●	●	●	●	●	●
Mobility	Expand	Roadway Added Capacity/New Construction	●	●	●	●		
		Innovative Freight Movement	●	●	●	●	●	
	Manage	Incident Management (Towing)	●		●	●	●	
		Incident Management (MAP)	●		●	●	●	
		Access Management/Safety/Grade Separations	●	●	●	●	●	
		Intelligent Transportation System Infrastructure	●	●	●	●	●	
	Maintain	Infrastructure Resiliency	●				●	
		Roadway Reconstruction and Rehabilitation	●	●				
Alternative Modes	Expand, Manage, Maintain	Active Transportation	●				●	
	Expand	Transit Expansion (Vehicle Purchase)	●		●	●	●	●
		Transit Passenger Facilities	●		●	●	●	●
	Manage	Transit Priority Infrastructure	●		●	●	●	
		Transit Regional Fare Collection	●		●	●	●	
	Maintain	Transit Passenger Facility State of Good Repair	●		●	●	●	●
Air Quality	Expand	Regional ITS (TranStar)	●		●	●	●	
		Pilot Commuter Transit			●	●	●	
		Regional Vanpool			●	●	●	
	Manage	Commute Solutions			●	●	●	
	Maintain	Clean Cities/Clean Vehicles					●	
Planning	Expand, Manage, Maintain	Sub-Regional Planning						

Out of twenty-one Investment categories, nine categories were recommended to be programmed and funded annually for the 10-year period from FY 2019 through FY 2028, identified in Table B-5. This was approved in a cooperative consultative process involving the local governments, and state transportation agencies, the Transportation Policy Council, the Technical Advisory Committee, and relevant subcommittees.

Table B-5: RTP Investment Categories in the H-GAC 10-Year Plan (2019-2028)

2040 RTP Investment Type	2045 RTP Strategy	2045 RTP Investment Category
Mobility	Manage	Incident Management (Towing)
		Incident Management (MAP)
Alternative Modes	Manage	Transit Regional Fare Collection
Air Quality	Expand	Regional ITS (TranStar)
		Pilot Commuter Transit
		Regional Vanpool
	Manage	Commute Solutions
	Maintain	Clean Cities/Clean Vehicles

2018 Call for Projects Evaluation Criteria:

The 2018 Call for Projects evaluation and selection criteria were developed in a cooperative manner by consulting with local agencies, the Transportation Policy Council (TPC), the Technical Advisory Committee, and relevant subcommittees. All projects submitted through the 2018 Call for Projects (2018 CFP) were evaluated based on 50% score (100 points) given to its benefit/cost ratio and 50% score (100 points) given to various planning factors. The benefit cost analyses were calculated within a spreadsheet template that evaluated the project’s benefits in three major areas:

- Safety – reduction in crashes
- Delay – reduction in travel delay
- Emissions – reduction of on-road vehicle emissions

The remaining 50% of the score was based on multiple planning factors with a direct linkage to performance measures and the RTP goals and strategies and relative to each investment category. Planning factors for highway and transit projects include, but are not limited to, the improvement to multimodal level of service; freight system priority/evacuation route, life cycle maintenance strategies, corridor level of travel time reliability, reduction in vehicle miles traveled, connectivity to employment, transit reliability, transit vehicle and facility life cycle maintenance strategies.

The 2018 Call for Projects application submittal period began on September 4th and concluded on October 31, 2018. During this period, H-GAC received a total of 193 applications from various local partners and TxDOT. Out of 193 project applications, a total of thirty-six (36) projects in various investment categories were recommended for funding for the 10- year period, between FY 2019 and FY 2028. The TPC approved

projects across thirteen Investment Categories, listed in Table B-6, through the competitive Call for Projects process.

Table B-6: TPC Approved Projects Across Investment Categories

2040 RTP Investment Type	2045 RTP Strategy	2045 RTP Investment Category
Mobility, Alternative Modes, Air Quality	Expand, Manage, Maintain	Major Investments
Mobility	Expand	Roadway Added Capacity/New Construction
		Innovative Freight Movement
	Manage	Access Management/Safety/Grade Separations
		Intelligent Transportation System Infrastructure
	Maintain	Infrastructure Resiliency
		Roadway Reconstruction and Rehabilitation
Alternative Modes	Expand, Manage, Maintain	Active Transportation
	Expand	Transit Expansion (Vehicle Purchase)
		Transit Passenger Facilities
	Manage	Transit Priority Infrastructure
	Maintain	Transit Passenger Facility State of Good Repair

Transportation Improvement Program and the Project Selection Process

The project selection process utilized during development of the 2021-2024 TIP assessed major investment-level applications based on the 2045 RTP’s five goals and performance measures. By incorporating 2045 RTP goals into short-range programming activity, the performance measures have achieved a strong coordination between the region’s vision for the future and the investments made today.

HIGHWAY SAFETY

Safety is a top regional priority. Although motorists are the largest group of system users injured or killed in crashes, pedestrians and cyclists are also at risk. Addressing this goal will not only benefit regional health, but the community’s quality of life and economic competitiveness. A safe regional transportation system operates reliably, delivers goods and services on time, and returns users home at the end of their trip.

The Houston-Galveston Regional Safety Plan sets a baseline for safety crash data, analyzes regional trends, and is used to inform performance target setting. The report data serves as a baseline for subsequent years to measure whether there was significant improvement compared to previous years. The Texas Strategic Highway Safety Plan estimates the probable number of fatalities and serious injuries for the target year of 2022. Federal rulemaking requires Metropolitan Planning Organizations to either support state targets or establish their own specific targets for the five safety performance measures for all public roads in the MPO planning area, within 180 days after the State establishes statewide targets. The MPO then reports targets to the State, when requested. Statewide, when at least four out of five targets are met or the outcome for the performance measure is better than the baseline performance for the year prior to the target year, a determination of significant progress will be made.

During safety target setting discussions of the Transportation Policy Council (TPC) and the Transportation Advisory Committee, aspirational goals for the long-term were expressed. While the H-GAC region is forecasted to experience a high level of economic and population growth, subsequently, it results in a rise in travel, crashes and fatalities. For the purposes of short-term target setting, the targets were set to reflect the probable amount of fatalities and serious injuries. However, the increasing trends in fatalities and crashes do not reflect the intent and commitment of the TPC to improve traffic safety in the Houston-Galveston region. H-GAC has committed to participate in advancing crash reduction strategies through the Regional Safety Plan and will annually assess progress on Safety Performance Measures. H-GAC’s Transportation Policy Council approved a resolution to support the State’s adopted safety targets for the five performance measures. H-GAC set targets that represent a two percent (2%) reduction from the trend line projection in the five (5) safety performance measures for the period from 2017 to 2022 (See Table B-7). The decline is expected to begin gradually in 2018 and progress to the two percent (2%) reduction by the target year 2022.

Table B-7: H-GAC Safety Target Performance Measures

Performance Measures	2017	2018	2019	2020	2021	2022
Number of Fatalities	0.0%	0.4%	0.8%	1.2%	1.6%	2.0%
Rate of Fatalities (per 100 million Vehicle Miles Traveled)						
Number of Serious Injuries						
Rate of Serious Injuries (per 100 million VMT)						
Number of Non-Motorized Fatalities & Serious Injuries						

Fatalities

Figure B-10: Fatalities Performance Measure Statistics

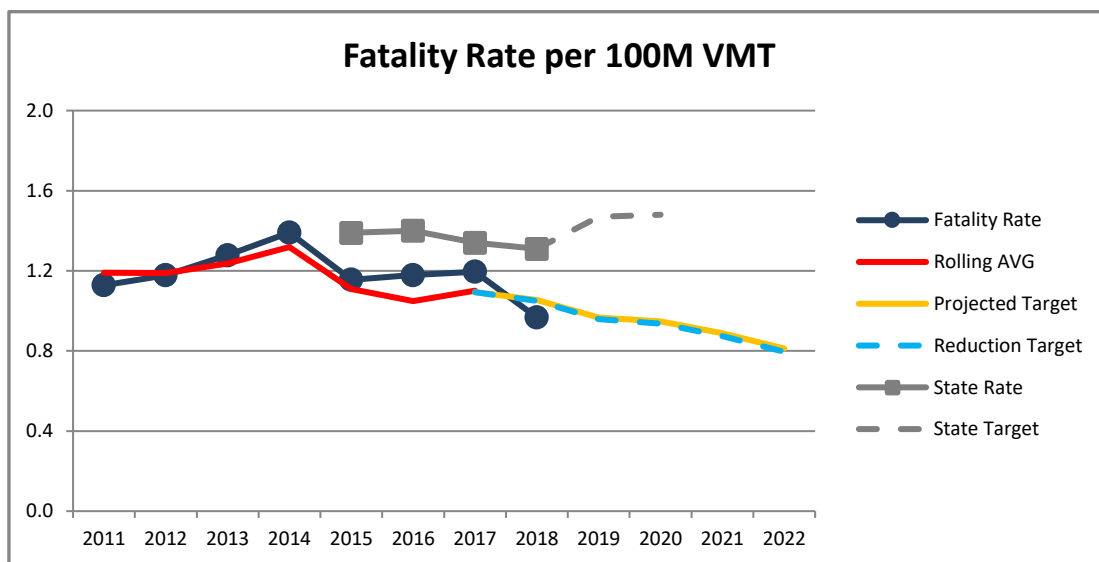
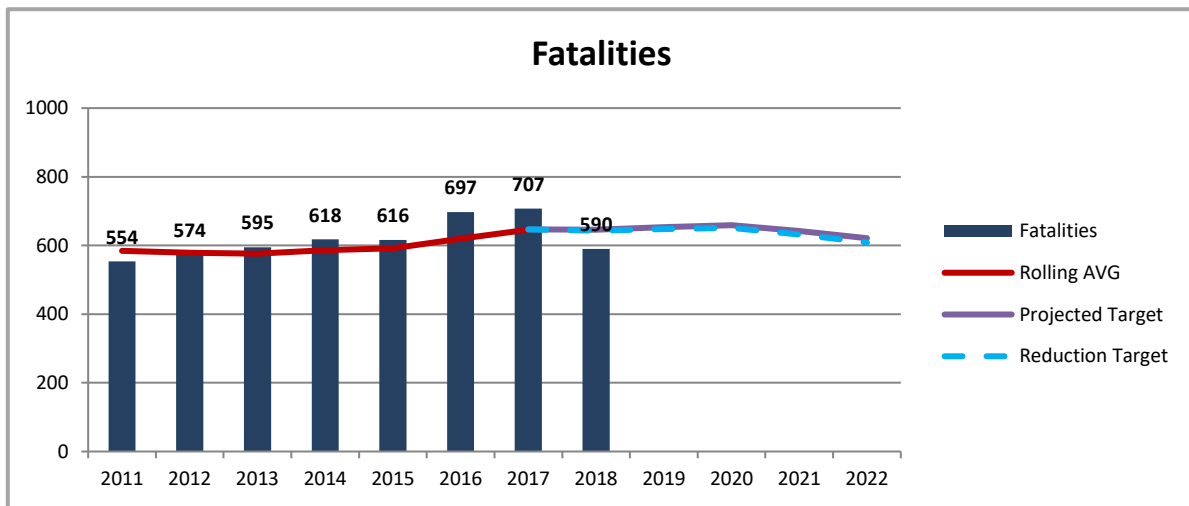
Measure – Five-year rolling averages of the number and rate of vehicular fatalities in the H-GAC region.

Methodology – Fatality numbers and rates are obtained from the national Fatality Analysis Reporting System (FARS). Fatality rates are calculated per 100 Million Vehicle Miles Traveled in the region.

Applicability – All public roads and highways

Reporting Frequency - Annually

Condition and Targets – H-GAC adopted the State’s safety targets for the number and rate of fatalities. The target is a 2% reduction from the trend line projection over a 5-year period. The values in the chart are statistics for the 8-county H-GAC region.



Serious Injuries

Figure B-11: Serious Injuries Performance Measure Statistics

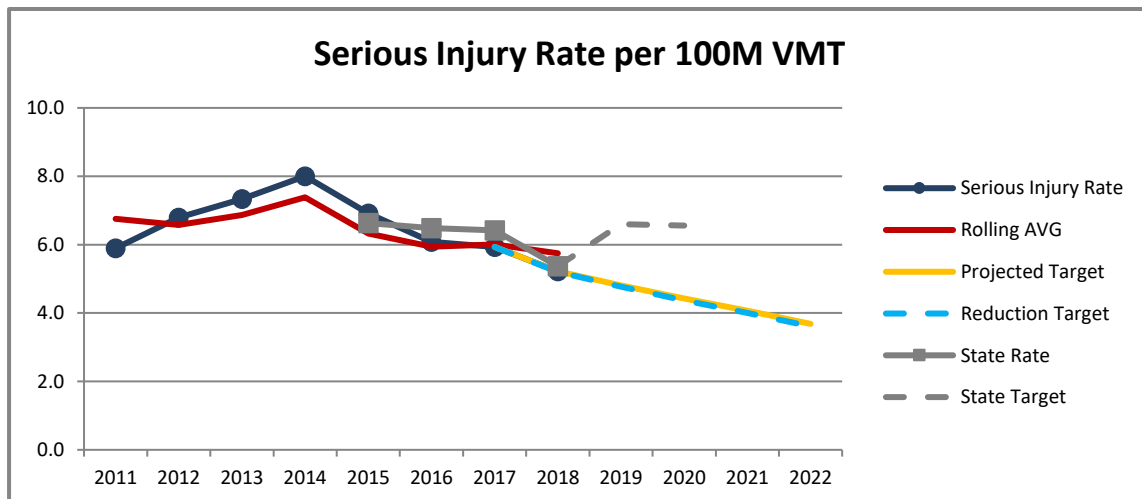
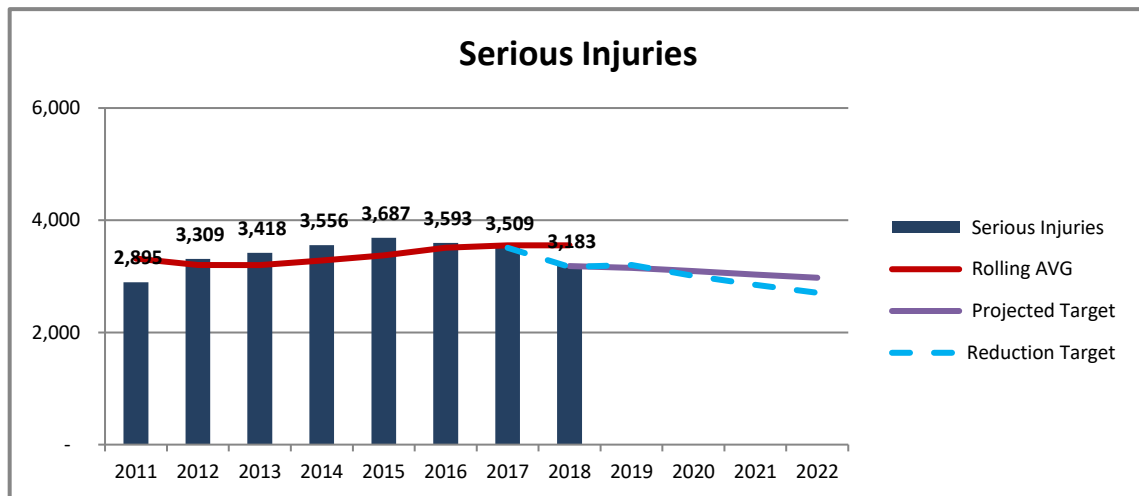
Measure – Five-year rolling averages of the number and rate of vehicular serious injuries in the H-GAC region.

Methodology – Serious injury numbers and rates are obtained from the Texas Crash Records Information System (CRIS) databases. Serious injury rates are calculated per 100 Million Vehicle Miles Traveled (VMT) in the region.

Applicability – All public roads and highways

Reporting Frequency – Annually

Conditions and Targets - H-GAC adopted the state’s safety targets for the number and rate of serious injuries. The target is a 2% reduction from the trend line projection over a 5-year period. The values in the chart are statistics for the 8-county H-GAC region.



Non-Motorized Fatalities and Serious Injuries

Figure B-12: Non-Motorized Fatalities and Serious Injuries Performance Measure Statistics

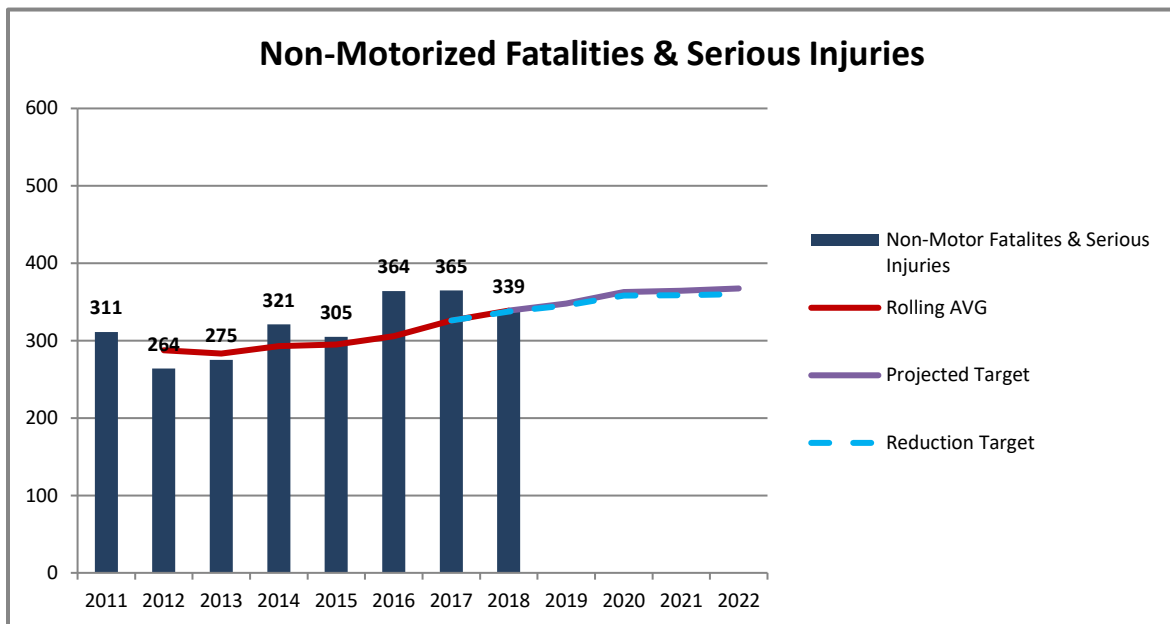
Measure – Five-year rolling average of the number non-motorized fatalities and non-motorized serious injuries for bicyclists and pedestrians in the H-GAC region.

Methodology – Serious injury numbers and rates are obtained from the national Fatality Analysis Reporting System (FARS) and the Texas Crash Records Information System (CRIS) databases.

Applicability – All public roads and highways

Reporting Frequency – Annually

Conditions and Targets - H-GAC adopted the State’s safety targets for the number of non-motorized serious injuries. The target is a 2% reduction from the trend line projection over a 5-year period. The values in the chart are statistics for the 8-county H-GAC region.



Integrating Safety Performance Measures into the Transportation Planning Process

“The Regional Safety Plan was developed as a comprehensive plan that addresses the region’s safety issues and offers feasible solutions. It serves as a framework for strategies and implementation actions to leverage safety programs and resources to the greatest extent possible. The performance measure targets in this plan are tangible goals for the region to work towards to support the State of Texas’ crash reduction efforts, and its strategies support the State Highway Safety Plan and federal safety initiatives.”
(Source: 2018 HGAC Regional Safety Plan)

Adopted in 2018, the Regional Safety Plan identifies five traffic safety focus areas. These focus areas were crash types with the highest percentage of fatalities in the region. The Transportation Safety Committee has been charged with developing implementation plans to address the focus areas over the next four

years. The MPO will continue to publish an annual State of Safety Report to assess progress toward reducing the number of crashes, fatalities, and serious injuries throughout the region. In addition, the PO will launch a series of intersection safety audits at high crash frequency intersections to identify crash characteristics and develop low-cost recommendations to address traffic safety issues at each location. The MPO will continue to coordinate its efforts with federal, state, and local partners to leverage resources and maximize results to enhance traffic safety in the Houston-Galveston area.

H-GAC incorporates performance measures into its programming activities by designating safety as one of the five foundational goals of the Regional Transportation Plan. Furthermore, H-GAC integrates the safety targets in the form of quantifiable strategies and goals within the regional transportation planning process. The primary method for the programming of projects is the Call for Projects issued by H-GAC. Embedded in the Call for Projects (CFP) selection criteria, the safety benefit cost analysis template indicates the number of crashes that will be reduced for each CFP project. Linking the programming of projects to quantifiable performance targets validates the success of performance-based planning.

2021 – 2024 TIP and 2045 RTP transportation investments targeting safety improvements

H-GAC, along with state and local government partners, has made significant investments in transportation infrastructure improvements through the 2021-2024 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan. H-GAC adopted the Regional Safety Plan in 2018 to recommend crash reduction strategies. Additionally, a total of 72 projects are programmed with Category 8 Safety funding at a cost of \$58,590,574 from FY 2021 to 2024 by the Texas Department of Transportation Houston and Beaumont Districts.

In 2018, H-GAC developed a Regional Safety Plan that identifies traffic safety focus areas, recommends crash reduction strategies and countermeasures. The fiscally constrained 2045 RTP recommends a significant level of investments in ITS and safety projects and programs. This combined effort of planning, programming of projects, implementation of the safety plan, and critical transportation investments are expected to support and contribute to achieving the safety performance targets while greatly enhancing traffic safety for the region. The fiscally constrained 2045 RTP recommended approximately \$579 million of investments in ITS and Safety projects and programs. These investments are not part of the Corridor-based Major Investments of the 2045 RTP.

Table B-8: 2045 RTP Investments in ITS and Safety Programs

RTP 2045 STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
<i>ITS/Safety: (Includes certain roadway improvements, installation of computerized traffic control systems, Incident Management)</i>	\$517,457,158	\$62,269,438	NA	\$579,726,596

Safety Resources

Highway Safety Improvement Program <https://safety.fhwa.dot.gov/hsip/>

Strategic Highway Safety Plan <https://www.texasshsp.com/>

Regional Safety Plan <http://www.h-gac.com/transportation-safety-program/default.aspx>

Transportation Safety Committee <http://www.h-gac.com/tag/transportation-committees/RSC/default.aspx>

PAVEMENT CONDITIONS

Ensuring the preservation of pavements and bridges is critical to safety, the movement of goods and people, economic development. While the demand on the transportation system is greater than ever, pavements and bridges are steadily deteriorating due to traffic, weather and time. In effect, this highlights the importance for an emphasis on asset management and the preservation of pavement. “Pavement preservation programs and activities employ a network level, long-term strategy that enhances pavement performance by using an integrated, cost-effective set of practices that extend pavement life, improve safety, and meet road user expectations.” (source: PL 112-141, *Moving Ahead for Progress in the 21st Century Act.*)

Implementing pavement asset management, along with performance target setting, provides an opportunity for moving the transportation system to a state of good repair, protects our investments in the transportation roadway system and stretches taxpayer dollars, as far as possible. An asset management program can improve system resiliency in the aftermath of extreme weather events, such as Hurricanes Harvey and Ike, changing climate conditions, and shifts in the regional economy.

Roadways on the National Highway System, (NHS) are mostly owned, maintained, and operated by the Texas Department of Transportation; however, a portion of the NHS is under the jurisdiction of cities, counties, and toll authorities. Federal Performance Asset Management prescribes the establishment of pavement targets for all roadways on the interstate and non-interstate highway system, regardless of ownership. While the federal performance measures are focused on National Highway System, H-GAC is concerned with the conditions of all pavements and bridges. In the state of Texas, there are 69,000 National Highway System lane miles; approximately, 12% are located in the H-GAC region.

Pavement condition data is a critical component of any pavement management system. TxDOT is responsible for collecting the necessary measurements and inspections to determine the conditions ratings defined by the federal performance measures rules. The federal criterion bases the pavement condition on the International Roughness Index (IRI), rutting, cracking and faulting. Essentially, the IRI is the overall ride quality of a roadway. The pavement analysis is based on distress ratings and ride quality measurements. TxDOT used historical measurements of pavement and bridge conditions to establish statewide targets.

Federal transportation bills require TxDOT to implement transportation asset management practices and set performance targets to a desired condition. The federal performance measures place a high priority on maintaining the good pavements and on raising the pavements in poor condition to a state of good repair. A good condition pavement rating suggests that no major investment is necessary, and conversely, a fair condition suggests that major reconstruction of the pavement is needed.

The pavement condition thresholds applicable to Interstate System roadways are shown in the table below.

Table B-9: Pavement Condition Ratings

Interstate System Rating Thresholds			
	Good	Fair	Poor
IRI (in/mile)	< 95	95 - 170	> 170
Cracking %	< 5	5 - 10	> 10
Rutting (in)	< 0.2	0.2 - 0.4	> 0.4
Faulting (in)	< 0.05	0.05 - 0.15	> 0.15

The calculations of the pavement performance for Interstate System roadways are explained in the table below.

Table B-10: Rating the Interstate National Highway System

Rating the Interstate National Highway System			
	Pavement Types		
Overall Condition Rating	3 metric ratings ACO - (IRI, Cracking, Rutting) JCP - (IRI, Cracking, Faulting)	2 metric ratings CRCP - (IRI and Cracking)	Measures
Good	All three metrics rated "Good"	Both metrics rated "Good"	% Lane Miles in "Good" Condition
Fair	All other combinations	All other combinations	% Lane miles in "Fair" Condition
Poor	≥ 2 Metrics rated "Poor"	Two metrics rated "Poor"	% Lane miles in "Poor" Condition

Key= Asphaltic Concrete Overlay (ACO), Joint Concrete Pavement (JCP), Continuously Reinforced Concrete Pvmnt.(CRCP)

The historical pavement condition data from the Texas Department of Transportation’s Pavement Management Information System (PMIS) were translated into the corresponding pavement condition measures for MAP-21/FAST Act requirements. The data was used to develop the historical trends for pavement condition measures. A five-year moving average was used to calculate the performance targets.

The calculations of pavement condition for the Non-Interstate National Highway System roadways are defined in the table below. Unlike the Interstate System, when rating the condition of Non-Interstate NHS roadways, only the International Roughness Index (IRI) is measured.

Table B-11: Rating the Non-Interstate National Highway System

Rating the Non-Interstate National Highway System			
	Good	Fair	Poor
IRI (in/mile)	< 95	95 - 170	> 170
Measure	Percent Lane Miles in "Good" Condition	Percent Lane Miles in "Fair" Condition	Percent Lane Miles in "Poor" Condition

The historical pavement condition data from TxDOT’s Pavement Management Information System (PMIS) was used to develop the historical trends for pavement measures. A five-year moving average was used to develop the performance targets. Despite the fact that historical trends indicate pavement conditions are declining over time, H-GAC chose to adopt flat targets with the goal of maintaining current conditions and a desire for aspirational goals that indicate improvement of pavement conditions in the long-term.

For the pavement measures, States and MPOs must establish two and four-year targets and may adjust targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period began January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021.

Pavement Conditions – Interstate and Non-Interstate National Highway System

Figure B-13: Pavement Conditions Performance Measure Statistics

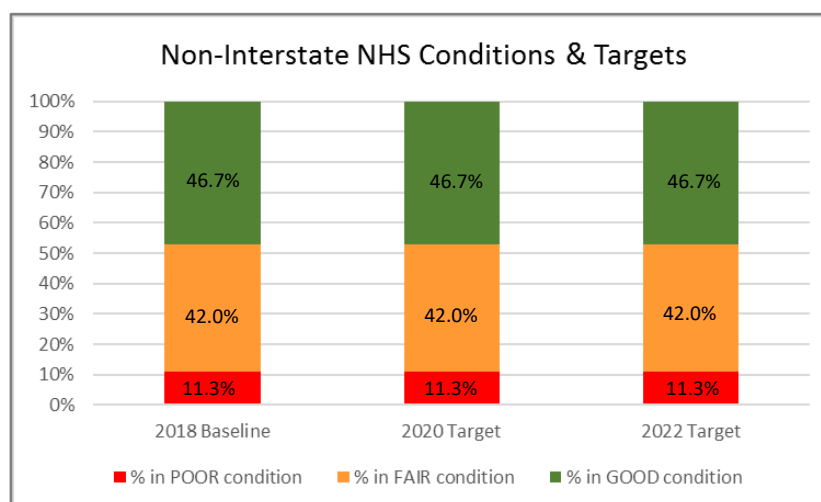
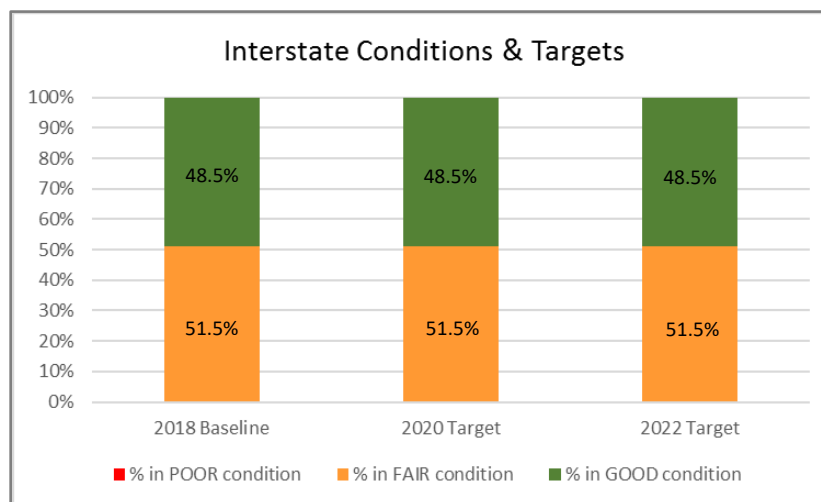
Measure – Percentage of pavements of the interstate and non-interstate National Highway System with a condition rating of “good” and “poor” relative to the ride quality.

Methodology – Pavement conditions are based on the evaluation scores of the International Roughness Index (IRI), rutting, faulting and cracking. The condition scores are obtained from the Highway Performance Monitoring System (HPMS) and TxDOT’s Pavement Management Information System (PMIS) databases.

Applicability – Interstate highways and Non-interstate highways of the National Highway System

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions – While the historical trends indicate pavement conditions are expected to decline by the year 2022, H-GAC chose to adopt flat targets. For Interstate highways, H-GAC adopted targets of 48.5% in good condition and 0.0% in poor condition for the years 2020 and 2022. For the Non-Interstate National Highway System (NHS), H-GAC adopted 46.7% in good condition and 11.3% in poor condition for the years 2020 and 2022. The values in the chart below reflect the statistics for the 8-county H-GAC region.



BRIDGE CONDITIONS

Asset management seeks to optimize lifecycle costs by setting and sustaining a desired target condition with the goals of improving the durability and extending the life of the region’s bridges.

Performance measures and targets are applicable to all bridges on the National Highway System (NHS), which include on and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership. A portion of the NHS system is under the jurisdiction of cities, counties, and toll authorities. For the approximately 2,500 bridges in the H-GAC region, 88% are owned by TxDOT and 12% are owned by other entities. The consideration of bridge performance targets should be determined from asset management analyses to achieve a state of good repair over the life cycle of assets.

Bridge conditions are based on the National Bridge Inventory evaluation ratings for the bridge’s deck, superstructure, substructure and culvert. The condition rating of good, fair or poor are determined by the lowest rating of the deck, superstructure, substructure or culvert. For example, if the lowest rating of one or more of the four bridge components is less than or equal to four, the bridge’s classification is rated as poor.

Table B-12: Bridge Inventory Ratings

	Good	Fair	Poor
Bridge Inventory Rating	≥ 7	< 7 and > 4	≤ 4

The bridge targets are expressed in the percent of total bridge deck area. Deck area is computed using the structure length and deck width. For culverts, the deck area is calculated using the approach roadway width and structure length.

The historical pavement condition data was gathered from the Texas Department of Transportation’s (TxDOT) Bridge Inventory. TxDOT surveys all bridges on the National Highway System and reports the conditions to the National Bridge Inventory. Historical bridge condition trends are based on a trend-line analysis. While the historical trends indicate bridge conditions are slowly declining, H-GAC chose to adopt flat targets for the years 2020 and 2022. Due to the lengthy lead time associated with environmental clearance, right of way purchase, design and the construction of a bridge, any new bridge being considered right now will have little or no influence on bridge conditions for the next three to five years. Despite the fact that historical trends indicate bridge conditions are declining in the future, H-GAC chose to adopt flat targets with the goal of maintaining current conditions and a desire for aspirational goals that indicate improvement of bridge conditions in the long-term.

For the bridge measures, States and MPOs must establish two and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021.

Figure B-14: Bridge Conditions Performance Measure Statistics

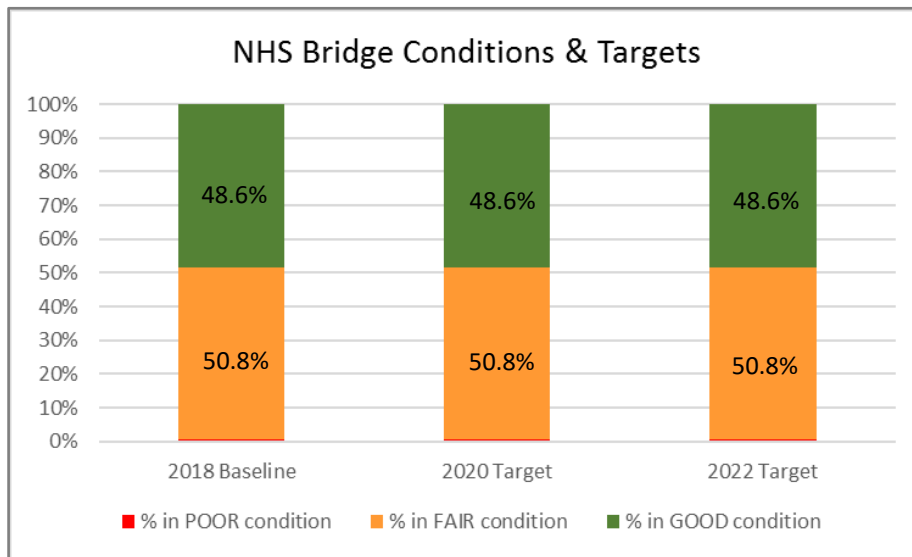
Measure – Percentage of bridge deck area of the National Highway System with a condition rating of “good” and “poor”.

Methodology – Bridge deck conditions are based on the evaluation scores of the National Bridge Inventory.

Applicability – Bridges on the National Highway System

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions – While the straight-line trend historical data indicates bridge conditions are expected to decline by the year 2022, H-GAC chose to adopt flat targets of 48.6% of bridges in good condition and 0.6% in poor condition for the years 2020 and 2022. The values in the chart below reflect the statistics for the 8-county H-GAC region.



Integrating Pavement and Bridge Performance Measures into the Transportation Planning Process

Both the short and long-range planning processes afford the opportunity for advancing the transportation system to a State of Good Repair. One of the core strategies of the Call for Projects is Maintain Asset Management: to improve and preserve the condition of existing transportation infrastructure at the least practicable cost through the application of sound asset management techniques. The RTP 2045 project evaluation system was designed to be performance-based when prioritizing projects for the region. To highlight the significance of maintaining pavement and bridge infrastructure, the Call for Projects designated a separate category for Rehabilitation and Reconstruction aimed at improving the State of Good Repair for the region’s infrastructure. Additionally, investments in the RTP investment category, Infrastructure Resiliency, will contribute to improved conditions of the transportation system.

Given the fiscal constraints of transportation funding, performance-based planning can help identify the best cost-effective projects to so the investment decisions in our transportation system will be allocated to the highest priorities of the pavement or bridge asset preservation program. In addition to designated reconstruction and rehabilitation projects, every added capacity, new construction, Complete Street,

grade separation and access management project will contribute to achieving the pavement and bridge performance targets. As a result, the projects programmed in the RTP 2045 are expected to have a positive impact on achieving the pavement and bridge performance targets.

The challenge with transportation asset management is that H-GAC has the responsibility to report progress, but MPOs don't control the management of the transportation assets. Not all NHS roadways are owned and maintained by the TxDOT. For the non-interstate NHS roadways, 66% are owned by TxDOT and 34% are owned by other agencies. For the interstates, 100% are state-owned. H-GAC is coordinating NHS pavement data sharing between TxDOT and Non-TxDOT agencies

H-GAC facilitates the dialogue and discussion between TxDOT and local agencies to serve as the conduit for information sharing. In addition, H-GAC is facilitating the coordination with other agencies, data sharing, understanding how each agency measures and collects data, discussing uniform data collection, and understanding the future investment plans for NHS roadways with TxDOT. Currently, the TxDOT is committed to expanding their data collection to align with the federal measures. One of the positive outcomes of Transportation Asset Management is that it affords the opportunity is to focus and collaborate with all agencies responsible for the maintenance of our critical transportation network.

Of particular challenge, the tremendous increase in population and truck traffic, expected in the Houston-Galveston region over the next twenty-five years, will add additional wear and tear will impact the targets for pavements and bridges.

2021 – 2024 TIP and 2045 RTP transportation investments targeting pavement and bridge improvements

H-GAC, along with state and local government partners, has made significant investments in transportation infrastructure improvements through the 2040 Regional Transportation Plan and the 2021-2024 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan. The investments of new roadways, roadway expansions, preventive maintenance, rehabilitation, and bridges are expected to contribute towards achieving the Pavement and Bridge Performance Targets. A combined effort of planning, programming of projects, collaborative data sharing, and critical transportation investments are expected to support and contribute to achieving the asset management targets for pavement and bridge while moving the system to a State of Good Repair. In the 2021-2024 TIP, a total of \$604,369,876 is programmed for Category 1, Preventive Maintenance and Rehabilitation and a total of \$329,376,549 is programmed for Category 6, Structures Replacement and Rehabilitation by the Texas Department of Transportation Houston and Beaumont Districts.

H-GAC has made strategic investments in transportation infrastructure improvements through the 2045 RTP. The fiscally constrained 2045 RTP recommends a significant level of investments in pavement and bridges. The fiscally constrained 2045 RTP recommended approximately \$48 billion of investments for State of Good Repair projects and programs. Other types of projects, such as new roadways and highways, thoroughfare expansions, reconstructions, Complete Streets and other improvements are expected to make additional contributions toward the State of Good Repair.

Table B-13: 2045 RTP Asset Management Investments

RTP 2045	Strategy 2 - MAINTAIN [Asset Management]
Corridor-Based Major Investments & Regional Investment Programs	\$48,464,706,593

Pavement and Bridge Resources

Condition of Texas Pavements: Pavement Management Information System (PMIS) Annual Report - <https://library.ctr.utexas.edu/Presto/content/Detail.aspx?ctID=UHVibGJjYXRpb25fMTE2MTA=&rID=MjcwODU=&ssid=c2NyZWVuSURfMTQ2MDk=>

Texas Transportation System Performance Results: Pavement Condition - <https://www.txdot.gov/inside-txdot/division/federal-affairs/preliminary-performance/pavement-conditions.html>

Texas Transportation System Performance Results: Bridge Condition - <https://www.txdot.gov/inside-txdot/division/federal-affairs/preliminary-performance/bridge-conditions.html>

Texas Transportation Plan 2040 - <https://www.txdot.gov/inside-txdot/division/transportation-planning/statewide-plan/2040/plan.html>

National Bridge Inventory - <https://www.fhwa.dot.gov/bridge/nbi.cfm>

SYSTEM PERFORMANCE

The System Performance Group contains a set of performance measures aimed at evaluating and improving the overall performance of the National Highway System. These measures focus on personal travel, as well as freight, reducing congestion and tailpipe emissions, and increasing multi-occupant vehicle use. Improving the system performance of the transportation network means there will be more reliable and less congested roadways, an increased use of alternative transportation modes and an increase in multi-occupant commuting vehicles, resulting in less vehicle emissions.

Reliability

One of the goals of System Performance Measures is to assess the reliability of the National Highway System. Travel reliability is when the travel time on a roadway remains consistent. Reliability measures the difference of travel time across hour and day for both personal travel and freight and examines peak travel over a year. Essentially, the measure of travel reliability compares a bad day of traffic to a normal day.

Three travel time reliability performance measures are:

- Personal travel time on the interstate
- Personal travel time on the non-interstate roadways of the National Highway System
- Truck travel time on the interstate

The Reliability measures utilize two metrics:

- Level of Travel Time Reliability (LOTTR) ratio for personal travel. LOTTR measures the difference of travel time across hour and day. Expressed as a ratio, LOTTR is the ratio of travel time in a bad condition in relationship to the travel time in an average condition. LOTTR ratios below a 1.50 threshold are labeled as “reliable”. The measure is calculated separately for the interstate and the non-interstate segments of the National Highway System.
- Truck Travel Time Reliability Index (TTTR) for truck travel on the interstate highways.

PERSONAL TRAVEL

Figure B-15: Level of Time Reliability (LOTTR) Performance Measure Statistics

Measure (LOTTR) – Percentage of person-miles traveled on the National Highway System that are reliable, as defined by the measure, the Level of Travel Time Reliability (LOTTR). LOTTR is a ratio of the 80th percentile (bad day of traffic) to the 50th percentile (normal) travel time for a roadway segment. A ratio below 1.5 is considered to be “reliable”; and a ratio of 1.5 or greater are “unreliable”.

Reporting is divided into four time periods:

- Weekdays 6 a.m. to 10 a.m.
- Weekdays 10 a.m. to 4 p.m.
- Weekdays 4 p.m. to 7 p.m.
- Weekends 6 a.m. to 8 p.m.

If the roadway segment is unreliable during any one of the four time periods, the roadway segment is labeled as “unreliable”.

Methodology – Reliable person-miles are calculated using data from the National Performance Management Research Data Set (NPRMDS) which contains travel time by roadway segment every 15 minutes. The average occupancy value used for the Houston-Galveston region is 1.69.

Developed in collaboration with the twenty-five Texas Metropolitan Planning Organizations, the Texas Transportation Institute (TTI) calculated Level of Travel Time Reliability (LOTTR) targets for the entire state. Their methodology is based on an assumed growth of regional travel demand, but does not consider potential travel time improvements from upcoming projects in the Transportation Improvement Program and the Regional Transportation Plan, such as added capacity projects, the Tow & Go Program and TranStar. The methodology assumes that anything close to being unreliable now is expected to be unreliable in the future. The NPRMDS data was collected by HERE Technologies from 2014 to 2016. In 2017, FHWA changed the vendor to INRIX which created data inconsistencies for target setting.

The range for reliable is 0% to 50% and unreliable is 51% or greater (times than average). For example, for a trip that normally takes 60 minutes, on a bad day of traffic, it will take 90 minutes or more (60 mins. x 50% = 90 mins.), therefore, the trip is considered to be unreliable. Based on the TTI methodology used across the state, for the Houston region, currently, 63% of person-miles traveled on the Interstate are reliable and is forecasted to be 50% reliable by 2022, with less reliability. As illustrated in the table below, the Non-Interstate National Highway System roadways in the region are more reliable than the Interstate. The higher the percentage, the more reliability there is.

Applicability – All roadways on the National Highway System

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions (LOTTR) - Despite the fact that the TTI methodology indicates that reliability conditions for personal travel are worsening, H-GAC chose to adopt flat targets with a desire for aspirational goals that indicate better reliability in the long-term.

Performance Measure	Baseline	2020 Target	2022 Target
Percent of Person-Miles traveled on the Interstate that are Reliable / (LOTTR)	63%	63%	63%
Percent of Person-Miles traveled on the Non-Interstate NHS that are Reliable / (LOTTR)	73%	73%	73%

For the reliability measures of personal travel and truck travel, States and MPOs must establish two and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021.

FREIGHT

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) Index on the interstate. The truck reliability measure considers factors that are unique to the freight industry, such as the use of the transportation system during all hours of the day and the need to consider impacts to the system in planning for on-time deliveries and arrivals. Recognizing the importance of on-time deliveries, this measure assesses the reliability of freight movement on the interstate with a high standard of making on-time deliveries, 95% of the time.

Figure B-16: Travel Truck Time Reliability Performance Measure Statistics

Measure (TTTR) – Truck Travel Time Reliability ratio is calculated by dividing the 95th percentile travel time (very bad day of traffic) by the 50th percentile (normal) travel time for each roadway segment of the interstate. The TTTR index is generated by multiplying each segment’s largest ratio of the five time periods by its length, then dividing the sum of all length-weighted segments by the total length of the interstate.

Reporting is divided into five time periods:

- Mondays through Fridays:
 - Morning peak 6 a.m. to 10 a.m.
 - Mid-Day 10 a.m. to 4 p.m.
 - Afternoon peak 4 p.m. to 8 p.m.
- Weekends
 - 6 a.m. to 8 p.m.
- Overnights for all days
 - 8 p.m. to 6 a.m.

Methodology – The TTTR index is calculated using data from the National Performance Management Research Data Set (NPRMDS) which contains travel time by roadway segment every 15 minutes.

Developed in collaboration with the twenty-five Texas Metropolitan Planning Organizations, the Texas Transportation Institute (TTI) calculated Truck Travel Time Reliability targets for the entire state. The methodology is based on an assumed 2% annual growth of truck unreliability, but does not consider potential travel time improvements from upcoming projects in the Transportation Improvement Program and the Regional Transportation Plan, such as added capacity projects, the Tow & Go Program and TranStar. The NPRMDS data was collected by HERE Technologies from 2014 to 2016. In 2017, FHWA changed the vendor to INRIX which created data inconsistency problems for target setting.

Based on the TTI methodology used across the state, for the Houston region, the baseline for Truck Travel Time Reliability (TTTR) index is 2.1. The truck index is the amount of time a truck driver needs to add to a median trip length to arrive on-time, 95% of the time. For example, for a truck trip of 30 minutes, using the regional baseline of 2.1, a total time of 63 minutes would need to be scheduled for the truck to arrive, on-time, 95% of the time. (30 mins x 2.1 baseline = 63 mins)

Applicability – Interstate highways

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions - Despite the fact that the TTI methodology forecasts freight reliability conditions are worsening, H-GAC chose to adopt flat targets with the goal of maintaining current conditions and a desire for aspirational goals that indicate better truck reliability in the long-term. Better estimates and targets may be updated after two years when improved datasets are available.

Performance Measure	Baseline	2020 Target	2022 Target
Truck Travel Time Reliability Index on the Interstate	2.1	2.1	2.1

Congestion

FHWA established two performance measures to assess traffic congestion applicable to metropolitan planning organizations who receive Congestion Mitigation Air Quality (CMAQ) funding.

- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle Travel

Annual Hours of Peak Hour Excessive Delay (PHED) – This measure refers to the additional time spent in congested traffic, in addition to the regular peak hour congestion, based on an established speed threshold. The federal threshold for excessive delay on a roadway is 60% of the speed limit. On a segment with a speed limit of 60 mph, the excessive delay (60% of 60 mph) would be 36 mph. Peak periods are defined as Monday through Friday 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.

Figure B-17: Annual Hours of Peak Hour Excessive Delay (PHED) Performance Measure Statistics

Measure (PHED) – Annual Hours of Peak Hour Excessive Delay (PHED) per capita - This is the number of extra travel time spent in peak traffic, under excessive delay conditions, annually.

Methodology – The PHED is calculated using all vehicle data from the National Performance Management Research Data Set (NPRMDS) which contains travel time by roadway segment every 15 minutes, with volumes in the Highway Performance Monitoring System (HPMS) and occupancy factors.

TxDOT enlisted the Texas Transportation Institute (TTI) to establish a statewide methodology and recommend future year targets for all MPOs in the state for the System Performance Group. TTI calculated the base-year measurement from observed data and formulated future year targets. The TTI methodology does not include estimates for the impact of project investments and congestion mitigation projects that H-GAC is implementing at a regional level.

Applicability – National Highway System in urbanized areas

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions - Based on the feedback received by TAC members during the October 2, 2018 TAC Workshop, staff has proposed to use the TTI methodology for the baseline and set targets for 2020 and 2022 to be same as the 2018 baseline numbers for Percent of Trips that are Non-Single Vehicle Occupancy Travel. H-GAC adopted flat targets. Better estimates and targets may be updated after two years when improved data sets are available.

Congestion Performance Measure	Baseline	2020 Target	2022 Target
Annual Hours of Peak Hour Excessive Delay per capita	14	14	14

For Peak Hour Excessive Delay, States and MPOs are not required to establish a two-year target, yet are required to establish a four-year target, and may adjust the four-year target at the Mid-Performance Period Progress Report due in October 2020. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021.

Percent of Trips that are in Non-Single Occupancy Vehicles (Non-SOV) – The goal of this measure is focused on reducing congestion by increasing the number of work trips where commuters are sharing a ride with others. In the H-GAC region, 78.9% of commuters drive alone and 21.1% of commuters are sharing a ride, such as carpooling, using regional vanpool, riding public transportation, walking, bicycling and other means.

Figure B-18: Percent of Trips that are Non-SOV Performance Measure Statistics

Measure (Non-SOV) – Percent of Trips that are Non-SOV, based on work commute types

Methodology – Percent of Trips that are Non-SOV is calculated from H-GAC’s travel demand model and compared with the U.S. Census American Community Survey data.

Applicability – All roadways in the urbanized areas of the 8-county H-GAC region.

Reporting Frequency – Biennially with four-year performance periods

Targets and Conditions – Based on the feedback received by TAC members during the October 2, 2018 TAC Workshop, staff considered using the TTI methodology for the baseline and set targets for 2020 and 2022 to be same as the 2018 baseline numbers for the Percent of Trips that are Non-Single Vehicle Occupancy Travel. For the Percent of Non-Single Occupancy Vehicle measure, staff utilized the H-GAC travel demand model for target setting. Based on the model data and calculations, staff projected the mode share for Non-SOV to grow due to strategies implemented at the regional level. In light of the H-GAC region’s forecast of high levels of economic and population growth, resulting in more travel and commuters, H-GAC chose to adopt flat targets with a desire for aspirational goals that indicate an increase in multi-occupant vehicle use in the long-term.

Congestion Performance Measure	Baseline	2020 Target	2022 Target
Percent of Trips that are Non-Single Vehicle Occupancy Travel	20.1%	21.1%	22.1%

For Percent of Trips that are Non-Single Vehicle Occupancy Travel, States and MPOs are required to establish a two-year and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report due in October 2020. The first performance period begins January 1, 2018 and ends on December 31, 2021 and is for the Calendar Years (CY) of 2018 - 2021.

Air Quality / On-Road Mobile Source Emissions Measures

FHWA established air quality performance measures to assess vehicle emissions with a goal of reducing emissions resulting in better air quality. Metropolitan Planning Organizations (MPO) with a population over 1,000,000 that receive Congestion Mitigation Air Quality (CMAQ) funding are required to set targets for on-road mobile source emission reductions and to develop a CMAQ Performance Plan. The reporting period is biennially, with four year performance periods.

Due to new requirements springing from the FAST Act, MPOs that receive Congestion Mitigation and Air Quality Improvement (CMAQ) funds must work with state DOTs to develop performance management targets for the Nitrogen Oxide (NOx) and Volatile Organic Compound (VOC) emissions reduced by projects programmed with CMAQ funding. For the Houston-Galveston region, this includes targets for NOx and

VOC emissions. In response to this requirement, the Texas Department of Transportation reached out to the MPOs in Texas nonattainment regions for collaboration in the development of emissions reduction estimates. Through consultations with H-GAC and two other nonattainment MPOs, an alternative methodology was developed. The baseline and performance targets shown in the table below were developed using current projects and their actual emissions from projects in the 2021-2024 Transportation Improvement Program. The baseline and targets are documented in the CMAQ Performance Plan, located at <http://www.h-gac.com/transportation-improvement-program/project-resources.aspx>. The four-year emission reduction target from CMAQ funded projects is a conservative estimate, as once the 2018 Call for Projects are submitted and approved, more CMAQ funded projects are likely to be added which will increase the expected emissions reduced.

Figure B-19: Emission Reduction Baseline and Performance Measure Targets

Targets and Conditions – H-GAC adopted the emission reduction baseline and performance targets for Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC), expressed in kilograms per day.

On-Road Mobile Source Total Emission Reductions			
Performance Measure	2018 Baseline	2020 2-Year Target	2022 4-Year Target
Emission Reductions NO _x (kg/day)	453.741	1,419.426	1,883.294
Emission Reductions VOC (kg/day)	66.850	169.301	200.809

For the Total Emissions Measure, States and MPOs are required to establish two-year and four-year targets and may adjust four-year targets at the Mid-Performance Period Progress Report due in September 2020. The first performance period began October 1, 2017 and ends on September 31, 2021 and is for the Federal Fiscal Years of 2018 - 2021.

Integrating System Performance Measures into the Transportation Planning Process

Moving People and Goods Efficiently and Strengthen Regional Economic Competitiveness are two of the five foundational goals of the Regional Transportation Plan, H-GAC is integrating the System Performance targets in the form of quantifiable strategies within the regional transportation planning process. H-GAC incorporates performance measures into its programming activities through the core strategy, Manage, as related to system management and operations.

The RTP 2045 project evaluation system was intended to be performance-based for prioritizing projects for the region. The primary method for the programming of projects is the Call for Projects. Fifty percent of the project’s score is calculated from benefit cost analyses in three key areas: reduction of travel delay, on-road vehicle emissions reductions, and safety improvements to reduce crashes. With a heightened focus on the improving the performance of the transportation system, the benefit cost analysis types have a direct linkage to the reliability, congestion and air quality performance measures.

2021 – 2024 TIP and 2045 RTP transportation investments targeting improvements to System Performance

H-GAC, along with state and local government partners, have made strategic investments in transportation infrastructure and programs through the 2045 RTP. The fiscally constrained 2045 RTP recommends a significant level of investments for System Performance. A combined effort of planning, programming of projects, improved data collection, and critical transportation investments are expected to support and contribute to achieving the targets for System Performance.

Reliability and Congestion – The fiscally-constrained 2045 RTP recommended approximately \$37 billion of investments of Corridor-based Major Investments and Regional Investment Programs from the 2045 RTP Strategy 1, Manage for addressing Reliability and Congestion, as shown in the table below.

Table B-14: 2045 RTP Corridor-Based Major Investments/Regional Investment Programs

RTP 2045	Strategy 1 - MANAGE [System Management and Operations]
Corridor-Based Major Investments & Regional Investment Programs	\$37,004,441,916

Additionally, a total of \$ 6.7 billion is programmed in the 2021 – 2024 Transportation Improvement Program which is expected to contribute towards achieving the Reliability and Congestion targets.

Table B-15: 2021-2024 TIP Funds Programmed Towards Achieving Reliability and Congestion Targets

2021 – 2024 Transportation Improvement Program	
Category 2 – Metropolitan and Urban Area Corridor Projects	\$2,169,563,446
Category 4 – Statewide Connectivity Corridors Projects	\$1,395,041,002
Category 5 – Congestion Mitigation and Air Quality Improvement	\$487,213,598
Category 7 – Surface Transportation Block Group	\$621,539,138
Category 12 – Strategic Priority	\$2,066,270,000
Total	\$6,739,627,184

Air Quality – Total Emission Reductions - The fiscally-constrained 2045 RTP recommended approximately \$46.7 billion of investments of in the categories of ITS/Safety, Local High Capacity Transit, Pedestrian/Bicycle, Transit Capital Program and Air Quality projects and programs for improving air quality and achieving the performance targets, as described in the table below. These investments are not part of the Corridor-based Major Investments of the 2045 RTP.

Table B-16: 2045 RTP Air Quality - Total Emission Reduction Investment

RTP 2045 STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
Air Quality Related	\$254,598,000	NA	NA	\$254,598,000
ITS/Safety: (Includes certain roadway improvements, installation of computerized traffic control systems, Incident Management)	\$517,457,158	\$62,269,438	NA	\$579,726,596
Local High Capacity Transit: (Includes non-corridor light rail, park and ride, transit centers, demand management strategies)	\$15,908,231,556	\$99,598,227	\$13,790,549,267	\$29,798,379,050
Pedestrian/Bicycle: (Includes on-street facilities, hike and bike trails and paths, and reconstruction)	\$130,247,249	\$51,178,297	\$1,626,470,674	\$1,807,896,220
Transit Capital: (Includes all other new or expanded facilities, services, and vehicles)	\$4,272,120,809	\$2,404,429,566	\$7,669,280,587	\$14,345,830,962
TOTAL	\$20,082,654,772	\$2,617,475,528	\$23,086,300,528	\$46,786,430,828

Air Quality

Additionally, a total of \$ 553.2 million is programmed in the 2021 – 2024 Transportation Improvement Program which is expected to contribute towards achieving the air quality targets.

Table B-17: 2021-2024 TIP Investments Towards Achieving Air Quality Targets

2021 – 2024 Transportation Improvement Program	
Category 5 – Congestion Mitigation Air Quality (CMAQ)	\$487,213,598
Category 9 – TAP/TASA	\$65,991,209
Total	\$553,204,807

TRANSIT ASSET MANAGEMENT

The Moving Ahead for Progress (MAP-21), Final Rule 49 USC 625 established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. This rule became effective October 2016 and includes the definition of “Transit Asset Management Plan” (TAM) and “State of Good Repair”. Additionally, the rule establishes performance measures for equipment, rolling stock, infrastructure, and facilities asset categories to assist when making investment decisions. Transit providers that receive federal funds and either own, operate or manage capital assets used in providing public transportation are required to develop and implement TAM Plans and submit performance measures, annual condition assessments, and targets to the National Transit Database. Sub-recipients and Tier II providers (that operate one hundred or fewer vehicles) have the option to develop a group TAM Plan with the Texas Department of Transportation (TxDOT) or develop their own plan. Transit Asset Management Plans contain the capital asset inventories for rolling stock, equipment, non-revenue vehicles, facilities and rail infrastructure. Rail infrastructure applies to METRO only. Investment prioritizations, decision support tools, as well as, risk mitigation, maintenance, acquisition and renewal strategies are the core activities of the TAM Plans.

The majority of the assets in our region belong to Tier I provider METRO. The Tier II providers that receive FTA Section 5307, 5310 & 5311 funding can either set their own targets, as direct recipients, or opt to be included in TxDOT’s Group Plan. Colorado Valley Transit was the only provider that opted to be included with TxDOT’s Group Plan. H-GAC collaborated with TxDOT, Tier I, and Tier II providers to set regional targets, as required by the Final Rule.

Tier I transit providers:

- METRO (Harris County Metropolitan Transit Authority)

Tier II transit providers:

- Brazos Transit District
- Colorado Valley Transit
- Connect Transit
- Conroe Connection Transit
- Fort Bend County Transit
- Galveston Island Transit
- Harris County Transit
- The Woodlands Transit

The Regional Transit Coordination Committee held meetings during 2017 and 2018 to discuss the process required to formulate TAM Plans and targets. In May 2018, the Transportation Policy Council (TPC) approved an interagency Memorandum of Understanding between the region’s transit operators, TxDOT, and H-GAC to facilitate regional collaboration and promote a performance-based planning process.

H-GAC led the coordination efforts for target setting and TAM Plan development with the Regional Transit Coordination Subcommittee (RTCS) in 2018. The RTCS established a TAM Plan Working Group with the objective of developing H-GAC regional targets and to promote State of Good Repair of capital assets. The working group formulated a methodology for the regional targets in the four areas of rolling stock, equipment, facilities, and infrastructure. The TAM Plan Working Group endorsed a methodology for setting the region’s targets based on a weighted average of asset management scores for Tier I and Tier II transit providers for their rolling stock, equipment, facilities and rail infrastructure.

Based on the weighted average method, the regional targets were presented and approved by the Regional Transit Coordination Subcommittee. The Technical Advisory Committee and the Transportation Policy Council approved H-GAC’s regional transit targets, as described in the following table.

Table B-18: Transit Asset Management Performance Measures and Targets by Asset Category

Asset Category & Performance Measures	FY 2018	FY 2020	FY 2022
Rolling Stock – Revenue Vehicles - Age			
% of revenue vehicles that have met or exceeded their ULB			
Tier I Target	10%	10%	10%
Tier II Target	19%	16%	17%
TxDOT Target	15%	15%	15%
Regionwide Target	11%	11%	11%
Equipment – Non – Revenue Vehicles – Age			
% of non-revenue vehicles that have met or exceeded their ULB			
Tier I Target	46%	46%	46%
Tier II Target	0%	0%	0%
TxDOT Target	15%	15%	15%
Regionwide Target	46%	46%	46%
Facilities – All buildings/Structures – Condition- % of facilities have a condition rating below 3.0 TERM			
Tier I Target	54%	54%	54%
Tier II Target	75%	67%	60%
TxDOT Target	15%	15%	15%
Regionwide Target	55%	55%	54%
Infrastructure – Fixed Rail Guideway, tracks, signals & systems - % of rail infrastructure with performance (speed) restrictions, by mode			
Tier I Target	0%	0%	0%
Regionwide Target	0%	0%	0%

Note: Useful Life Benchmark (ULB) is the expected lifecycle of a capital asset for a transit provider’s operating environment, or the acceptable period of use in service for a transit provider’s operating environment. Transit Economic Requirements Model (TERM) Scale: Facility condition assessments reported to the NTD have one overall TERM rating per facility. TERM Rating –Excellent – (4.8-5.0); Good – (4.0-4.7); Adequate – (3.0-3.9); Marginal – (2.0-2.9); Poor (1.0-1.9)

Transit Safety

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP), Final Rule, which requires transit providers who are recipients and subrecipients of federal transit assistance under FTA’s Urbanized Area Formula Grants (5307) to develop safety plans and Safety Management Systems focused on protecting passengers and employees. The objective of Safety Management Systems is to create a collaborative approach for management and labor to work together to control risk, identify risk and allocate resources to mitigate risk.

The requirements of a PTASP/Safety Plan include:

- Processes and procedures to implement Safety Management Systems
- Safety performance targets
- Employee Reporting Program
- Emergency Preparedness Plan (applies to rail agencies)

Table B-19: Transit Safety Plan Performance Targets

Measure	Metric	Applicability	Reporting Frequency
Fatalities	Total amount and rate of fatalities per total vehicle revenue miles	Transit providers who receive Federal Transit Administration Urbanized Area Formula Grants (5307)	Annually
Injuries	Total amount and rate of injuries per total vehicle revenue miles		Annually
Safety Event	Total amount and rate of safety events per total vehicle revenue miles		Annually
System Reliability	Mean distance between major mechanical failures		Annually

Transit operators must certify they have a safety plan in place meeting the requirements of the FTA Final Rule and set safety performance targets by December 31, 2020. The plan must be updated and certified by the transit agency annually. As the Metropolitan Planning Organization (MPO), H-GAC is required to set an initial transit safety target by June 20, 2021. FTA suggests that MPOs identify one region-wide target for each of the four asset types for all transit providers. The goal is to enable the MPO to assess progress towards region-wide attainment of transit State of Good Repair and better determine how funding decisions support regional targets. In addition, the FTA Final Rule establishes new requirements for MPOs to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents.

Integrating Transit Asset Management Performance Measures into the Transportation Planning Process

Both the short and long-range planning processes afford the opportunity for advancing the transportation system to a state of good repair. Two the core strategies of the Call for Projects applicable to Transit Asset Management are: 1). Maintain Asset Management: to improve and preserve the condition of existing transportation infrastructure at the least practicable cost through the application of sound asset management techniques; and 2). Expand Multimodal Network Capacity: add capacity across all modes of travel with a focus on the interconnections between different networks and services that provide users with greater choices. The RTP 2045 project evaluation system was designed to be performance-based when prioritizing projects for the region. To highlight the significance of managing the assets of the transit programs, the Call for Projects designated four transit investment categories: Transit Priority Infrastructure, Transit Facility State of Good Repair, Transit Passenger Facilities, and Transit Expansion for vehicle purchases. The Transit Investment Strategies for the RTP 2045 are highlighted in Table B-20.

Table B-20: Transit Investment Strategies

Transit Investment Strategies		
MANAGE <i>System Management & Operations</i>	MAINTAIN <i>Asset Management</i>	EXPAND <i>Transportation Network Capacity</i>
<ul style="list-style-type: none"> • Regional Fare Collection • Transit Priority Infrastructure 	<ul style="list-style-type: none"> • Vehicle Replacement and Overhaul • Facility State of Good Repair 	<ul style="list-style-type: none"> • Passenger Facilities (Park & Ride/Pool, Transfer Points, Super Stops, Shelters) • Vehicle Purchase

Given the fiscal constraints of transportation funding, performance-based planning can help identify the best cost-effective projects so the investment decisions in our transportation system will be allocated to the highest priorities of the Transit Asset Management (TAM) program. As a result, the projects programmed in the RTP 2045 are expected to support and contribute towards achieving the TAM performance targets.

2021 – 2024 TIP and 2045 RTP transportation investments targeting improvements to Transit Asset Management

Regional transit provider’s TAM Plans summarize revenue rolling stock vehicles, including buses and light rail vehicles, non-revenue service vehicles, light rail track maintenance right of way assets, public facilities, and operating facilities. TAM Plans have outlined how each provider will monitor, update and evaluate the TAM plan to ensure continuous improvement. On an annual basis, transit providers will track their agency’s progress toward the targets, report on their progress, and have the option to revise their targets, if needed.

Funding will be used to focus on transit asset management and planning, life cycle and safety of equipment, vehicles and other assets and infrastructure used by transit agencies, such as buses and vans, building and other rail assets. Through the implementation of TAM Plans, each of the region’s transit providers are carefully evaluating their funding for projects that will contribute to achieving their individual transit asset management performance targets. As a result, TAM Plans are expected to have a significant impact toward achieving the Transit Asset Management targets.

H-GAC, along with state and local government partners, have made strategic investments in transit projects and programs through the 2045 RTP. The fiscally constrained 2045 RTP recommends a significant level of investments for transit operations and asset management. A combined effort of collaborative planning, programming of projects, and critical investments in the region’s transit system are expected to support and contribute to achieving the targets for Transit Asset Management. The fiscally constrained 2045 RTP recommended approximately \$14 billion of investments in the Transit Capital category to achieve a State of Good Repair over the life cycle of transit assets. These investments are not part of the Corridor-based Major Investments of the 2045 RTP.

Table B-21: 2045 Regional Transportation Plan Transit Capital Investments to Achieve a State of Good Repair

RTP 2045 STRATEGIES	STRATEGY 1 MANAGE [System Management and Operations]	STRATEGY 2 MAINTAIN [Asset Management]	STRATEGY 3 EXPAND [Transportation Network Capacity]	TOTAL
REGIONAL INVESTMENT PROGRAMS				
Transit Capital: (Includes all other new or expanded facilities, services, and vehicles)	\$4,272,120,809	\$2,404,429,566	\$7,669,280,587	\$14,345,830,962

Additionally, a total of \$108.8 million is programmed in the 2021 – 2024 Transportation Improvement Program which is expected to contribute towards achieving the Transit State of Good Repair performance targets.

Table B-22: 2021-2024 Transportation Improvement Program Investments to Achieve Transit State of Good Repair Performance Targets.

2021 – 2024 Transportation Improvement Program	
FTA Section 5337 – State of Good Repair	\$61,453,703
FTA Section 5339 – Bus & Bus Facilities	\$47,381,476
Total	\$108,835,179

Appendix C
Status of Major Projects from the
2021 – 2024 TIP

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Appendix C — Status of Major Projects from the 2019 – 2022 TIP

Appendix C of the 2021-2024 Transportation Improvement Program lists projects with a total project cost in excess of \$10 million that were programmed in the previous TIP – the 2019-2022 TIP, as adopted by the Transportation Policy Council on May 25, 2018. This project listing is sorted by county, street name, CSJ Number and MPOID.

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MPOID	Original CSJ	Revised CSJ	County	Sponsor	Street	From Limit	To Limit	Category	Original Fiscal Year	Revised Fiscal Year	LET	Status (as of April 3, 2019)			
												COMPLETED	DELAYED	CANCELLED	
7127		0912-00-560	Brazoria	CITY OF PEARLAND	CLEAR CREEK TRAIL	UH CLEAR LAKE PEARLAND CAMPUS	N OF HUGHES RD	PEDESTRIAN/BICYCLE (FACILITIES)	2022	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7641		0912-00-560	Brazoria	CITY OF PEARLAND	CLEAR CREEK TRAIL	UH CLEAR LAKE PEARLAND CAMPUS	N OF HUGHES RD	PEDESTRIAN/BICYCLE (FACILITIES)	2022	2022	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
17033	0912-31-303	0912-31-303	Brazoria	BRAZORIA COUNTY	CR 101	CR 90	FM 1128	ROADWAY (ADDED CAPACITY)	2019	2019	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
17106		0912-31-305	Brazoria	BRAZORIA COUNTY	CR 59	CR 48	KIRBY DR	ROADWAY (ADDED CAPACITY)	2020	2020	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
671		0912-31-311	Brazoria	CITY OF PEARLAND	HUGHES RANCH RD	SMITH RANCH RD	CULLEN BLVD	ROADWAY (ADDED CAPACITY)	2019	2019	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
17082		0912-31-319	Brazoria	CITY OF PEARLAND	MYKAWA RD	HARRIS C/L	FM 518	ROADWAY (ADDED CAPACITY)	2019	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
253	0188-03-019	0188-03-019	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	FORT BEND C/L	N OF SH 35	ROADWAY (ADDED CAPACITY)	2021	2019	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
252	0188-04-025	0188-04-025	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	SH 35	N OF SH 332	ROADWAY (ADDED CAPACITY)	2022	2022	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
256	0188-04-035	0188-04-035	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF SH 35	FM 522	ROADWAY (ADDED CAPACITY)	2022	2022	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
255	0188-05-027	0188-05-027	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF BRAZORIA RIVER	S OF JONES CREEK BRIDGE	ROADWAY (ADDED CAPACITY)	2022	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

*Projects with a total cost greater than \$10 million originally included in the 2019-2022 TIP adopted by the TPC on May 25, 2018.

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MPOID	Original CSJ	Revised CSJ	County	Sponsor	Street	From Limit	To Limit	Category	Original Fiscal Year	Revised Fiscal Year	Status (as of April 3, 2019)			
											LET	COMPLETED	DELAYED	CANCELLED
254	0188-06-046	0188-06-046	Brazoria	TXDOT HOUSTON DISTRICT	SH 36	S OF JONES CREEK BRIDGE	N OF BRAZOS RIVER DIVERSION CHANNEL	ROADWAY (ADDED CAPACITY)	2019	2023	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8014	0543-02-064	0543-02-064	Fort Bend	FORT BEND COUNTY	FM 359	W OF CROSS CREEK RANCH BLVD	FM 1463/FM 359	ROADWAY (ADDED CAPACITY)	2020	2023	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
981	0188-09-040	0188-09-040	Fort Bend	TXDOT HOUSTON DISTRICT	FM 723	FM 1093	S OF BEADLE LN	ROADWAY (ADDED CAPACITY)	2020	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17068	0188-09-042	0188-09-042	Fort Bend	TXDOT HOUSTON DISTRICT	FM 723	N OF BRAZOS RIVER	AVENUE D	ROADWAY (ADDED CAPACITY)	2019	2020	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11715		0912-34-195	Fort Bend	FORT BEND COUNTY PUBLIC TRANSPORTATION	FORT BEND COUNTY TRANSIT ADMINISTRATION AND OPERATIONS FACILITY	AT COTTONWOOD SCHOOL RD		TRANSIT (CAPITAL)	2020	2018	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17098		0027-12-152	Fort Bend	TXDOT HOUSTON DISTRICT	IH 69 S	READING RD	SH 99	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2022	2023	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
263	0188-01-016	0188-01-016	Fort Bend	TXDOT HOUSTON DISTRICT	SH 36	IH 69 S	FM 2218	ROADWAY (ADDED CAPACITY)	2021	2023	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
262	0188-02-029	0188-02-029	Fort Bend	TXDOT HOUSTON DISTRICT	SH 36	FM 2218	S OF NEEDVILLE FAIRCHILDS RD	ROADWAY (ADDED CAPACITY)	2019	2020	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11562	0188-02-036	0188-02-036	Fort Bend	TXDOT HOUSTON DISTRICT	SH 36	S OF NEEDVILLE FAIRCHILDS RD	BRAZORIA	ROADWAY (ADDED CAPACITY)	2019	2020	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Projects with a total cost greater than \$10 million originally included in the 2019-2022 TIP adopted by the TPC on May 25, 2018.

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MPOID	Original CSJ	Revised CSJ	County	Sponsor	Street	From Limit	To Limit	Category	Original Fiscal Year	Revised Fiscal Year	Status (as of April 3, 2019)			
											LET	COMPLETED	DELAYED	CANCELLED
17100		0187-05-061	Fort Bend	TXDOT HOUSTON DISTRICT	SH 36/SS 10	AUSTIN C/L	IH 69	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2022	2023	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
280	0500-01-107	0500-01-107	Galveston	TXDOT HOUSTON DISTRICT	IH 45	S OF TEXAS CITY WYE	N OF CAUSEWAY	ROADWAY (ADDED CAPACITY)	2020	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6045	0500-04-105	0500-04-105	Galveston	TXDOT HOUSTON DISTRICT	IH 45	S OF FM 1764	N OF FM 519	ROADWAY (ADDED CAPACITY)	2019	2019	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
282	0500-01-119	0500-01-119	Galveston	TXDOT HOUSTON DISTRICT	IH 45 S	S OF CAUSEWAY	61ST ST	ROADWAY (ADDED CAPACITY)	2020	2022	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6047	0500-04-103	0500-04-103	Galveston	TXDOT HOUSTON DISTRICT	IH 45 S	N OF TEXAS CITY WYE C/L	S OF TEXAS CITY WYE C/L	TRAFFIC FLOW IMPROVEMENTS (TRAFFIC ENGINEERING)	2019	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6046	0500-04-104	0500-04-104	Galveston	TXDOT HOUSTON DISTRICT	IH 45 S	N OF FM 519	N OF TEXAS CITY WYE C/L	ROADWAY (ADDED CAPACITY)	2019	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
468	0389-06-088	0389-06-088	Galveston	TXDOT HOUSTON DISTRICT	SH 146	FM 518	FM 517	ROADWAY (ADDED CAPACITY)	2021	2022	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13842	0389-06-095	0389-06-095	Galveston	TXDOT HOUSTON DISTRICT	SH 146	HARRIS/GALV ESTON C/L	FM 518	ROADWAY (ADDED CAPACITY)	2019	2018	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7615			Galveston	CITY OF TEXAS CITY	SHOAL POINT ACCESS RD	LP 197	SOUTHERN END TERMINAL SITE	ROADWAY (ADDED CAPACITY)	2020	2020	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17070		0912-72-360	Harris	CITY OF WEST UNIVERSITY PLACE	BUFFALO SPEEDWAY	BISSONNET ST	HOLCOMBE ST	ROADWAY (SYSTEM PRESERVATION)	2019	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Projects with a total cost greater than \$10 million originally included in the 2019-2022 TIP adopted by the TPC on May 25, 2018.

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MPOID	Original CSJ	Revised CSJ	County	Sponsor	Street	From Limit	To Limit	Category	Original Fiscal Year	Revised Fiscal Year	Status (as of April 3, 2019)			
											LET	COMPLETED	DELAYED	CANCELLED
17088		1685-01-108	Harris	TXDOT HOUSTON DISTRICT	FM 1960	SH 249	IH 45 N	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2021	2024	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
204	1685-03-058	1685-03-058	Harris	TXDOT HOUSTON DISTRICT	FM 1960	BF 1960A	E OF TWIGSWORTH LN	ROADWAY (ADDED CAPACITY)	2020	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
537	1062-02-009	1062-02-009	Harris	TXDOT HOUSTON DISTRICT	FM 2100	HUFFMAN-CLEVELAND RD	FM 1960	ROADWAY (ADDED CAPACITY)	2021	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
290	1062-02-011	1062-02-011	Harris	TXDOT HOUSTON DISTRICT	FM 2100	SH 99	HUFFMAN-CLEVELAND RD (NORTH)	ROADWAY (ADDED CAPACITY)	2021	2024	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17085		2941-02-056	Harris	CITY OF TOMBALL	FM 2920	BS 249	WILLOW ST	ROADWAY (SYSTEM PRESERVATION)	2020	2023	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17093		0912-72-381	Harris	CITY OF HOUSTON	FONDREN RD	BRAESWOOD BLVD S	AIRPORT BLVD W	ROADWAY (ADDED CAPACITY)	2021	2022	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17096	0912-72-359	0912-72-359	Harris	CITY OF BAYTOWN	GARTH RD	IH 10	SH 146	ROADWAY (ADDED CAPACITY)	2021	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17080		0912-00-519	Harris	CITY OF LEAGUE CITY	LANDING BLVD/NASA RD 1 BYPASS	NASA 1 BYPASS AT IH 45 S	FM 518	ROADWAY (ADDED CAPACITY)	2020	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17073		0912-72-391	Harris	MEMORIAL CITY REDEVELOPMENT AUTHORITY	MEMORIAL DR	SL 8	TALLOWOOD RD	ROADWAY (SYSTEM PRESERVATION)	2019	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17103		0912-00-542	Harris	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	MEMORIAL TO SAN FELIPE HIKE & BIKE TRAIL	MEMORIAL DR	SAN FELIPE ST	PEDESTRIAN/BICYCLE (FACILITIES)	2022	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Projects with a total cost greater than \$10 million originally included in the 2019-2022 TIP adopted by the TPC on May 25, 2018.

HOUSTON - GALVESTON AREA COUNCIL
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PLAN
APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2019-2022 TIP*

MPOID	Original CSJ	Revised CSJ	County	Sponsor	Street	From Limit	To Limit	Category	Original Fiscal Year	Revised Fiscal Year	LET	Status (as of April 3, 2019)			
												COMPLETED	DELAYED	CANCELLED	
7602	0912-00-543	0912-72-564	Harris	CITY OF PEARLAND	MYKAWA RD	SL 8	BRAZORIA	ROADWAY (ADDED CAPACITY)	2020	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
17066		0912-72-340	Harris	HARRIS COUNTY	RED BLUFF RD	KIRBY BLVD	SH 146	ROADWAY (ADDED CAPACITY)	2019	2019	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
14954			Harris	METRO	UNIVERSITY LINE LRT CORRIDOR	HILLCROFT TRANSIT CENTER	EASTWOOD TRANSIT CENTER	TRANSIT (CAPITAL)	2019	2024	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
17099		0050-06-089	Harris	TXDOT HOUSTON DISTRICT	US 290	MUESCHKE RD TO WASHINGTON C/L	AND SH 6 FROM US 290 TO GRIMES C/L	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2022	2023	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
17076		0027-09-104	Harris	TXDOT HOUSTON DISTRICT	US 90A	FORT BEND C/L	IH 610 S	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2020	2022	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
17067		0912-72-388	Harris	CITY OF HOUSTON	WEST BELT RR	AT NAVIGATION BLVD/COMMERCE ST		PORT/AIRPORT (PORT)	2019	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
17094		0912-72-385	Harris	CITY OF HOUSTON	WESTPARK DR	DAIRY ASHFORD RD	WILCREST ST	ROADWAY (ADDED CAPACITY)	2021	2022	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
223	0177-03-096	0177-03-096	Liberty	TXDOT BEAUMONT DISTRICT	US 59	S END OF CLEVELAND BY-PASS	MONTGOMERY C/L	ROADWAY (ADDED CAPACITY)	2020	2019	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
17091	1259-01-032	1259-01-042	Montgomery	TXDOT HOUSTON DISTRICT	FM 1097	ANDERSON RD	IH 45 N	ROADWAY (ADDED CAPACITY)	2021	2018	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
17114	1259-01-	1259-01-043	Montgomery	TXDOT HOUSTON DISTRICT	FM 1097	LAKE CONROE HILLS DR	ANDERSON RD	ROADWAY (ADDED CAPACITY)	2022	2021	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

*Projects with a total cost greater than \$10 million originally included in the 2019-2022 TIP adopted by the TPC on May 25, 2018.

HOUSTON - GALVESTON AREA COUNCIL
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PLAN
APPENDIX C - STATUS OF MAJOR PROJECTS FROM FY 2019-2022 TIP*

MPOID	Original CSJ	Revised CSJ	County	Sponsor	Street	From Limit	To Limit	Category	Original Fiscal Year	Revised Fiscal Year	Status (as of April 3, 2019)			
											LET	COMPLETED	DELAYED	CANCELLED
17115		1259-01-044	Montgomery	TXDOT HOUSTON DISTRICT	FM 1097	BLUEBERRY HILLS DR	LAKE CONROE HILLS DR	ROADWAY (ADDED CAPACITY)	2022	2022	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15454		0110-04-198	Montgomery	MONTGOMERY COUNTY	IH 45	AT WOODLAND S PKWY		TRAFFIC FLOW IMPROVEMENTS (TRAFFIC ENGINEERING)	2019	2025	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17089		0177-05-112	Montgomery	TXDOT HOUSTON DISTRICT	IH 69 N	LIBERTY C/L	HARRIS C/L	TRAFFIC FLOW IMPROVEMENTS (INTELLIGENT TRANSPORTATION SYSTEMS)	2021	2023	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17101		0912-37-231	Montgomery	CITY OF CONROE	OLD CONROE RD	SL 336 S	FM 1488	ROADWAY (ADDED CAPACITY)	2022	2022	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
967	3538-01-034	3538-01-034	Montgomery	TXDOT HOUSTON DISTRICT	SH 242	FM 1488	IH 45 N	ROADWAY (ADDED CAPACITY)	2022	2023	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Projects with a total cost greater than \$10 million originally included in the 2019-2022 TIP adopted by the TPC on May 25, 2018.

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Appendix D
Projects Undergoing
Environmental Assessment

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Appendix D – Projects Undergoing Environmental Assessment

The intent of this appendix is to identify projects that may undergo environmental analysis (EA) and feasibility project development during the 2021-2024 TIP timeframe. The Federal Highway Administration requires these projects to be referenced in the TIP in order to facilitate the feasibility and environmental assessment phases.

This appendix contains projects that are shown in the fiscally constrained 2045 Regional Transportation Plan (RTP) for which the next logical phase of work is not programmed in the 2021-2024 TIP. This appendix in no way implies that these projects are programmed in the 2021-2024 TIP nor are the cost estimates necessarily fully finalized.

TOTAL PROJECT COST

The current estimate of total project cost is provided for each project and is provided to communicate the overall investment being made to the transportation system, This estimate may reflect work that has already occurred and reflects all facets of the project, including design and engineering costs, needed acquisition of rights-of-way or utility relocations, and construction contingencies.

YEAR-OF-EXPENDITURE (YOE)

Funding and costs for all projects is shown in YOE (nominal) dollars as opposed to current, real, or indexed dollars (such as “2010”).

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
247 0586-01-048	Brazoria	TXDOT HOUSTON DISTRICT	SH 332	AT FM 523		CONSTRUCT GRADE SEPARATION	1.0	2035
257 3510-02-001	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	SH 288	GALVESTON C/L	SEG B: CONSTRUCT 4-LANES TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE ROADS	20.2	2026
258 3510-02-002	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	SH 288	FORT BEND C/L	SEG C: CONSTRUCT 4-LANES TOLLWAY WITH LIMITED TWO 2-LANE FRONTAGE ROADS AND INTERCHANGES	8.8	2026
512 1003-01-061	Brazoria	TXDOT HOUSTON DISTRICT	FM 523	SH 332	S OF FM 1495	WIDEN FROM 2 TO 4-LANES DIVIDED URBAN	1.2	2025
520 0178-03-100	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	BS 35C S	FM 2403	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	0.8	2035
522 0178-03-110	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	ROCK ISLAND ST	FM 523	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES DIVIDED	3.2	2035
525 1524-01-047	Brazoria	TXDOT HOUSTON DISTRICT	SH 332	E OF FM 521	SH 288	WIDEN (FM 521 TO FM 2004) FROM 2 TO 4 LANES AND WIDEN (FM 2004 TO SH 288) FROM 4 TO 6 LANES	5.2	2038

*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

2045 RTP Project Listing by County - TPC 05-24-2019

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
669	Brazoria	BRAZORIA COUNTY	FM 235 I	SH 35	GALVESTON C/L	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES DIVIDED RURAL SECTION	2.3	2027
674	Brazoria	BRAZORIA COUNTY	CR 220	FM 521	SH 288	CONSTRUCT 4-LANE ROADWAY	4.5	2027
7564 1414-02-016	Brazoria	TXDOT HOUSTON DISTRICT	FM 528	BS 35/GORDON ST	SH 6	CONSTRUCT TWO LANE NEW LOCATION ROADWAY WITH RAILROAD GRADE SEPARATION	1.1	2026
7624	Brazoria	CITY OF PEARLAND	MYKAWA RD	FM 518	WALNUT ST W	CONSTRUCT NEW 4-LANES DIVIDED TO CONNECT MYKAWA TO VETERANS	0.2	2030
7625	Brazoria	CITY OF PEARLAND	HUGHES RANCH RD	MAX RD	GARDEN RD	CONSTRUCT 4-LANES ROADWAY	0.8	2030
7630	Brazoria	CITY OF PEARLAND	PEARLAND PKWY	DIXIE FARM RD	FM 235 I	CONSTRUCT 4-LANES DIVIDED ON NEW LOCATION	1.8	2026
7631	Brazoria	CITY OF PEARLAND	ORANGE ST W	ODAY RD	HATFIELD ST	CONSTRUCT 4-LANES UNDIVIDED	0.5	2030
7857	Brazoria	PORT OF FREEPORT	PORT RD W	E 5TH ST	TERMINAL ST	CONSTRUCT TWO 16 FT LANES W/ 8 FT SHOULDERS INCLUDING RECONSTRUCTION OF INTERSECTION @ E 5TH ST & TERMINAL ST & PORTION OF PORT RD AT INTERSECTION OF NEW ENTRANCE RD	0.4	2027

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
7858	Brazoria	PORT OF FREEPORT	NAVIGATION BLVD	FM 1495	PETE SCHAFF BLVD	TRUCK QUEUING AREA - WIDEN WITH 10" REINFORCED CONCRETE PAVEMENT TO PROVIDE A LEFT TURN LANE AT THE ENTRANCE TO THE PORT OF FREEPORT. CONSTRUCT ADDITIONAL QUEUING SPACE TO ALLEVIATE TRUCK CONGESTION	0.5	2027
7860	Brazoria	PORT OF FREEPORT	5TH ST E	TERMINAL ST	PORT RD	ENTRANCE ROAD W/ TWO 16' LANE W/ 8' PAVED SHOULDERS RECONSTRUCT INTERSECTION OF EAST 5TH ST & TERMINAL ST & RECONSTRUCTION OF A PORTION OF PORT ROAD AT THE INTERSECTION.	0.2	2027
7867 0178-03-137	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	SH 6	BS 35C SOUTH	RECONSTRUCT EXISTING FRONTAGE ROADS AND CONSTRUCT NEW FRONTAGE ROADS AND RAILROAD GRADE SEPARATION	2.0	2030
8088 3510-02-003	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	AT SH 35		CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (WB - NB, SB - EB)	0.5	2026
10133 0976-02-086	Brazoria	TXDOT HOUSTON DISTRICT	FM 518	FM 865	SH 35	WIDEN FROM 4 TO 6 LANES	4.0	2025
10555	Brazoria	CITY OF ALVIN	FM 528	DAVIS BEND RD	FM 1462	EXTEND 2-LANE ROADWAY ON NEW LOCATION	3.7	2027
10581	Brazoria	CITY OF ALVIN	CR 185	SH 6	SH 35	RECONSTRUCT AND WIDEN EXISTING 2-LANE RURAL TO 2-LANE RURAL WI SHOULDERS & NEW LOCATION 2-LANE RURAL SECTION	7.5	2027

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2045 RTP Project Listing by County - TPC 05-24-2019

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
10583	Brazoria	CITY OF ALVIN	7TH ST	FM 528	ADOUE ST	RECONSTRUCT AND EXTEND 2-LANE ROADWAY WITH 2 THROUGH LANES AND A CONTINUOUS CENTER LEFT TURN LANE	1.2	2027
11385 3510-02-005	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	SH 288	GALVESTON C/L	SEG B: WIDEN EXISTING PAVEMENT FROM 4 TO 6 LANES (TOLL) (PHASE 2)	20.1	2040
11633	Brazoria	CITY OF PEARLAND	CULLEN BLVD	SOUTHFORK DR	BAILEY RD	WIDEN FROM 2 TO 4 LANES DIVIDED	0.8	2027
11639	Brazoria	CITY OF PEARLAND	HARKEY RD	BROADWAY	BAILEY	WIDEN FROM 2 TO 4 LANES DIVIDED	2.0	2026
11640	Brazoria	CITY OF PEARLAND	VETERANS DR	WALNUT ST W	BAILEY RD	WIDEN FROM 2 TO 4 LANES DIVIDED	2.0	2026
11644	Brazoria	CITY OF PEARLAND	PALMETTO RD/CR 59	FM 521	FORT BEND C/L	WIDEN FROM 2 TO 4-LANES DIVIDED	0.8	2030
11651	Brazoria	CITY OF PEARLAND	WOODFIN RD	500' N OF BROADWAY	SOUTHFORK PKWY	CONSTRUCT 4-LANES DIVIDED ON NEW ALIGNMENT	1.1	2027
11655	Brazoria	CITY OF PEARLAND	O'DAY RD	MCHARD RD	BROADWAY	WIDEN FROM 2 TO 4 LANES DIVIDED	1.9	2027
12402	Brazoria	BRAZORIA COUNTY	CR 58	SH 288	FM 1128	WIDEN FROM 2 TO 4-LANES	3.4	2027

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
12421	Brazoria	BRAZORIA COUNTY	FM 523	SH 35	FM 2004	WIDEN FROM 2 TO 4 LANES	17.0	2027
12423	Brazoria	BRAZORIA COUNTY	FM 523	FM 2004	SH 332	WIDEN FROM 2 TO 4-LANES	10.6	2027
12831 0178-02-082	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	STEELE RD	SH 6	RECONSTRUCT EXISTING FRONTAGE ROADS AND CONSTRUCT NEW FRONTAGE ROADS	3.0	2030
13565	Brazoria	CITY OF PEARLAND	MAX RD	SL 8	MCHARD RD	WIDEN FROM 2 TO 4-LANES UNDIVIDED	0.5	2027
13566	Brazoria	CITY OF PEARLAND	O'DAY RD	BROOKSIDE RD	MCHARD RD (FUTURE ALIGNMENT)	WIDEN FROM 2 TO 4-LANES UNDIVIDED CURB AND GUTTER	0.4	2030
13767 0598-02-093	Brazoria	BRAZORIA COUNTY	SH 288	CR 58	SH 99	CONSTRUCT 4 TOLL LANES WITH GRADE SEPARATIONS	8.2	2035
14246 3510-02-004	Brazoria	BRAZORIA COUNTY	SH 99	AT SH 288		SEG B: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.5	2025
15589 3510-02-007	Brazoria	TXDOT HOUSTON DISTRICT	SH 99	AT SH 288		SEG C: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.8	2030

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2045 RTP Project Listing by County - TPC 05-24-2019

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
16320 1002-01-006	Brazoria	TXDOT HOUSTON DISTRICT	FM 517	GALVESTON COUNTY LINE	SH 35	WIDEN FROM 2 TO 4 LANES WITH CURB AND GUTTER. INSTALL ACCESS MANAGEMENT TREATMENTS INCLUDING 18-FOOT-WIDE RAISED MEDIAN WITH TURN LANES. THE FACILITY WOULD ALSO HAVE 14-FOOT- WIDE SHOULDERS AND 5-FOOT-WIDE SIDEWALKS ON BOTH SIDES OF THE ROADWAY.	1.0	2024
17209 1414-02-008	Brazoria	TXDOT HOUSTON DISTRICT	FM 528	BS 35	SH 35 BYPASS	WIDEN FROM 2 TO 4 LANES	0.5	2035
17225 0179-01-034	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	SH 288	TJ WRIGHT	RECONSTRUCT AND WIDEN FROM 4 TO 6-LANE DIVIDED	0.9	2035
17226 0178-03-136	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	SH 99	FM 523	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	15.6	2030
18054	Brazoria	GULF COAST CENTER	CANNA LN	AT 101 CANNA LN, LAKE JACKSON, TX 77566		CONSTRUCTION A TRANSIT OPERATIONS AND ADMINISTRATIVE FACILITY WITH PERMANENT, COVERED, SECURE STORAGE FOR THE TRANSIT FLEET UP TO 20 TRANSIT VEHICLES. THE 2,500 SQUARE FOOT ADMINISTRATIVE BUILDING WILL HOUSE OFFICE SPACE FOR CONNECT STAFF, A SECURE FAREBOX ROOM AND DEDICATED SPACE FOR DRIVERS.	0.1	2032
18104	Brazoria	GULF COAST CENTER	VA	VA	VA	PURCHASE FOUR TYPE 111 MEDIUM DUTY 7-YEAR, 200,00 MILE, 30 PASSENGER CAPACITY VEHICLES TO REPLACE LOW DUTY 5-YEAR 100,000 MILE VEHICLE	0.0	2041

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18132	Brazoria	BRAZORIA COUNTY	CR 44	SH 288	LP 274	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, SIDEWALKS, TRAFFIC SIGNALS AND STORM SEWERS	1.5	2041
18133	Brazoria	CITY OF PEARLAND	MAX RD.	HUGHES RANCH RD	FUTURE MCHARD RD	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIANS, STORM SEWERS, OUTFALLS AND DETENTION, SANITARY SEWER AND WATER LINES AND A SHARED USE PATH	0.9	2027
18135	Brazoria	BRAZORIA COUNTY	PEARLAND PARKWAY	DIXIE FARM	CR 129 (FM 2351)	EXTEND 4 LANES DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, SIDEWALKS, TRAFFIC SIGNALS, STORM SEWERS AND DETENTION	1.8	2042
18138	Brazoria	BRAZORIA COUNTY	CR 64	CR 48	SH 288	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, SIDEWALKS, STORM SEWERS, DETENTION AND BRIDGE	1.0	2042
18196	Brazoria	HCTTF	SH 6	SH 35	VA	NEW PARK AND RIDE IN VICINITY OF SH 6 AND SH 35	0.0	2040
18197	Brazoria	HCTTF	SH 288	FM 518	VA	NEW PARK AND RIDE IN VICINITY OF SH 288 AND FM 518	0.0	2040
18230	Brazoria	HOUSTON TRANSTAR	SH 6	SH 288	GALVESTON C/L	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SH 6 FROM SH 288 TO GALVESTON COUNTY LINE, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN BRAZORIA COUNTY.	13.0	2027

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18252	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	CR 59	SH 6	WIDEN FROM 4 TO 6 MAIN LANES	4.3	2025
18502 0111-04-037	Brazoria	TXDOT HOUSTON DISTRICT	FM 521	FM 1462	FORT BEND C/L	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	6.2	2029
18505 0587-01-067	Brazoria	TXDOT HOUSTON DISTRICT	FM 1495	FM 523	N OF BRAZOS RIVER BRIDGE	WIDEN FROM 2 TO 4 LANES	1.1	2026
18513	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	CR 59	SH 6	WIDEN FROM 4 TO 6 MAIN LANES	4.3	2029
14248 3187-02-010	Chambers	TXDOT BEAUMONT DISTRICT	SH 99	AT IH 10 E		SEG I-1/I-2: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.5	2025
15593 3187-02-902	Chambers	TXDOT HOUSTON DISTRICT	SH 99	AT IH 10 E		SEG I-1/I-2: CONSTRUCT 4 DCS (TOLL)	0.8	2030
15594	Chambers	TXDOT HOUSTON DISTRICT	SH 99	IH 10 E	FM 1405	SEG I-2: CONSTRUCT 4-MAIN LANES OVERPASSES (BRIDGE) AT FM 1405 AND ASSOCIATED APPROACHES (TOLL)	6.8	2030

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
17113 1024-01-077	Chambers	TXDOT BEAUMONT DISTRICT	FM 565	SH 146	SH 99	WIDEN FROM 2 TO 4-LANES WITH CONTINUOUS CENTER LEFT TURN LANE AND RAILROAD OVERPASS	2.9	2024
18058	Chambers	TXDOT BEAUMONT DISTRICT	RECONSTRUCT TO INCREASE PAVEMENT WIDTH, ADD LEFT TURN BAYS, AND RECONFIGURE INTERSECTION AT IH 10	FM 1409	PLANTATION DR	RECONSTRUCT TO ADD LEFT TURN BAYS, AND RECONFIGURE INTERSECTION AT IH 10 E	6.8	2032
18061	Chambers	CITY OF MONT BELVIEU	EAGLE DR	AT 11607 EAGLE DR, BAYTOWN, TX 77523		CONSTRUCTION OF A TRAFFIC MANAGEMENT CENTER IN MONT BELLVIEU, TX	0.0	2032
18073	Chambers	CITY OF MONT BELVIEU	LAKE OF CHAMPIONS BLVD.	COTTON BAYOU BRIDGE	PERRY AVE.	WIDEN FROM 2 TO 4 LANES, DIVIDED WITH MULTIUSE PATH.	1.0	2033
18083	Chambers	TXDOT BEAUMONT DISTRICT	SH 146	IH 10 E	LYNCHBURG CANAL	RECONSTRUCT SH 146 FROM IH 10 TO LYNCHBURG CANAL IN CHAMBERS COUNTY. ACCESS MANAGEMENT TREATMENTS WOULD INCLUDE RAISED MEDIANS WITH TURN LANES, SIDEWALK, AND STREETSCAPE IMPROVEMENTS.	5.8	2035
18105	Chambers	TXDOT BEAUMONT DISTRICT	IH 10 OVERPASS	AT FM 1409		CONSTRUCT OVERPASS ON IH-10 FOR FUTURE FM 1409; GRADE SEPARATION ONLY AT IH-10.	0.7	2028

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2045 RTP Project Listing by County - TPC 05-24-2019

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18106	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT FM 1724		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE.	1.0	2029
18107	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT OAK ISLAND RD		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE.	1.0	2041
18108	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT JENKINS RD		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE. SCOTT AYERS TO SEND ENGINEERS ESTIMATE ON SIMILAR PROJECT	1.0	2029
18109	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT FM 1410		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE.	1.0	2029
18110	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT FM 1406		OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE.	1.0	2029
18111	Chambers	TXDOT BEAUMONT DISTRICT	IH 10	AT SH 73		ENTRANCE RAMP OVERPASS REVERSAL; ASSUME 1/2 MILE ON EITHER SIDE OF GRADE SEPARATION FOR EITHER SIDE OF PROPOSED IH-10 BRIDGE. SH 73 AT GRADE AND BRIDGE TO BE DEMOED	1.0	2029
18122	Chambers	CITY OF MONT BELVIEU	LANGSTON BLVD.	FROM FRANKLIN DRIVE	FUTURE TIE-IN WITH THE SH 99	CONSTRUCT 2 LANE ROADWAY AS HALF-BOULEVARD WITH SEPARATE BIKE TRAIL	0.8	2040

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18124	Chambers	TXDOT BEAUMONT DISTRICT	FM 565	FUTURE GRAND PARKWAY (SH 99)	EASTERN CITY LIMITS (CWA CANAL)	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH A RAISED MEDIAN AND WITH CURB AND GUTTER	1.7	2041
18126	Chambers	TXDOT BEAUMONT DISTRICT	FM 1405	SH 146	SH 99	WIDEN FROM 2 TO 4 LANES DIVIDED WITH MEDIAN OPENINGS FOR TURNAROUNDS.	4.6	2041
18127	Chambers	CITY OF MONT BELVIEU	PERRY AVENUE	1/2 MILE EAST OF LAKES OF CHAMPIONS	FM 565	CONSTRUCT 2 LANES ROADWAY AS HALF-BOULEVARD	1.3	2041
18159	Chambers	TXDOT BEAUMONT DISTRICT	FM 1942	HATCHERVILLE RD	SH 146	INSTALLATION OF FIBER OPTIC COMMUNICATIONS CABLE TO PROVIDE REAL-TIME TRAFFIC MONITORING AND REAL-TIME SIGNAL ADJUSTMENTS DURING INCIDENTS. IT WILL ALSO ALLOW FOR THE COLLECTION OF DATA TO DETERMINE WHEN ADJUSTMENTS SHOULD BE MADE TO ADDRESS RECURRING AND NON- RECURRING CONGESTION	2.1	2037
18193	Chambers	HCTTF	IH-10 EAST	SH 146	VA	NEW PARK AND RIDE NEAR IH-10 EAST AND SH 146	0.0	2040
7	Fort Bend	FORT BEND COUNTY	BELLAIRE BLVD	HARLEM ROAD	FM 1464	CONSTRUCT 4-LANE BLVD (IN SECTIONS)	1.7	2027
18	Fort Bend	CITY OF SUGAR LAND	SCENIC RIVER DR	COMMONWEALT H BLVD	UNIVERSITY BLVD	RECONSTRUCT & WIDEN FROM 2 TO 4-LANES BLVD	1.2	2027

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
261 0187-05-036	Fort Bend	TXDOT HOUSTON DISTRICT	SS 10	IH 69/US 59	SH 36	WIDEN FROM 2- LANES TO 4-LANES DIVIDED	4.8	2030
266 3510-03-001	Fort Bend	TXDOT HOUSTON DISTRICT	SH 99	FM 762	BRAZORIA C/L	SEG C-2: CONSTRUCT 4-LANES TOLLWAY WITH LIMITED TWO 2-LANE FRONTAGE ROADS AND INTERCHANGES	10.4	2025
803 0543-03-900	Fort Bend	TXDOT HOUSTON DISTRICT	FM 762	IH 69	CRABB RIVER RD	WIDEN FROM 2 TO 4-LANES DIVIDED SUBURBAN ARTERIAL	2.8	2034
919	Fort Bend	FBCTRA	FORT BEND PKWY TOLL ROAD	SIENNA PKWY	SH 99	CONSTRUCT 4-LANES TOLL ROAD AND BRAZOS BRIDGE	9.2	2025
975	Fort Bend	CITY OF MEADOWS PLACE	KIRKWOOD DR S	HARRIS C/L	CITY LIMITS	RECONSTRUCT 4-LANES BOULEVARD	0.5	2027
978	Fort Bend	CITY OF SUGAR LAND	WILLIAMS TRACE BLVD	IH 69	OYSTER CREEK	WIDEN FROM 4 TO 6-LANE DIVIDED	0.3	2025
980	Fort Bend	CITY OF MISSOURI CITY	FM 2234	US 90A	LEXINGTON BLVD	WIDEN FROM 4 TO 6-LANES UNDIVIDED	1.4	2029
2366	Fort Bend	FORT BEND COUNTY	BEASLEY WEST END AT SNAKE CREEK RD			REPLACE BRIDGE	0.0	2027
2370	Fort Bend	FORT BEND COUNTY	BRISCOE RD	AT FLEWELLEN CREEK		REPLACE BRIDGE	0.0	2027

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2381	Fort Bend	FORT BEND COUNTY	GUBBELS RD	AT WATERS LAKE BAYOU		REPLACE BRIDGE	0.0	2030
2387	Fort Bend	FORT BEND COUNTY	OLD NEEDVILLE FAIRCHILD RD	SH 36	FM 361	UPGRADE 2-LANE ROADWAY	3.7	2030
2392	Fort Bend	FORT BEND COUNTY	SAWMILL RD	AT WATERS LAKE BAYOU		REPLACE BRIDGE	0.0	2027
2394	Fort Bend	FORT BEND COUNTY	TRINITY RD	AT BIG CREEK		REPLACE BRIDGE	0.0	2027
7051	Fort Bend	CITY OF SUGAR LAND	UNIVERSITY BLVD	NEW TERRITORY BLVD	TELFAIR BLVD	WIDEN FROM 4 TO 6 LANES, INTERSECTION IMPROVEMENTS AND SIGNAL MODIFICATIONS	0.6	2026
7053	Fort Bend	CITY OF SUGAR LAND	UNIVERSITY BLVD	LEXINGTON BLVD	WENTWORTH AVE	WIDEN FROM 4 TO 6 LANES, INTERSECTION IMPROVEMENTS AND SIGNAL MODIFICATIONS	0.4	2026
7732	Fort Bend	CITY OF MISSOURI CITY	MCKEEVER RD	SH 6	SIENNA PKWY	WIDEN FROM 2 TO 4-LANES AND REALIGNMENT	1.0	2027
7750 0187-05-049	Fort Bend	TXDOT HOUSTON DISTRICT	SH 36	AUSTIN C/L	SP 529 IN ROSENBERG	RECONSTRUCT AND WIDEN FROM 2 TO 4LANES DIVIDED	13.0	2025
10114 0027-08-146	Fort Bend	TXDOT HOUSTON DISTRICT	US 90A	LP 762	FM 359	WIDEN FROM 4 TO 6-LANES DIVIDED	1.3	2023

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I0128 3510-03-002	Fort Bend	TXDOT HOUSTON DISTRICT	SH 99	IH 69	FM 762	SEG C-1: CONSTRUCT 4-LANES TOLLWAY WITH LIMITED TWO 2-LANES FRONTAGE ROADS AND INTERCHANGES	7.4	2025
I1196	Fort Bend	CITY OF SUGAR LAND	UNIVERSITY BLVD	IH 69	SH 6	WIDEN FROM 4 TO 6-LANES (PHASE 2)	2.0	2022
I1532	Fort Bend	FORT BEND COUNTY	FM 521 P	AT SH 6		ACQUIRE 6 LARGE TRANSIT VEHICLES (PHASE 2) FOR EXPRESS SERVICES FROM FM 521 P&R FROM ARCOLA-SIENNA P&R	0.0	2025
I1534	Fort Bend	FORT BEND COUNTY	WESTPARK TOLLWAY P	AT SH 99		ACQUIRE 6 ADDITIONAL LARGE TRANSIT VEHICLES (PHASE 2) FOR EXPRESS SERVICES FROM WESTPARK P&R	0.0	2027
I1538	Fort Bend	FORT BEND COUNTY	WESTPARK TOLLWAY P	AT SH 99		CONSTRUCT 2ND 500 SPACES OF P&R TO SERVE EXPRESS BUS AND VANPOOL SERVICES TO THE ENERGY CORRIDOR, GREENWAY-GALLERIA, DOWNTOWN AND OTHER EMPLOYMENT CENTERS. ULTIMATE LOT SIZE TO INCLUDE 1,000 SPACES	0.0	2027
I1541	Fort Bend	FORT BEND COUNTY	FORT BEND O&M FACILITY	SUGAR LAND AREA SITE TBD	VA	CONSTRUCT A SECOND FORT BEND COUNTY TRANSIT OPERATIONS AND MAINTENANCE FACILITY TO SUPPORT EXPANDED TRANSIT SERVICES	0.0	2025
I2380	Fort Bend	CITY OF MISSOURI CITY	SIENNA PKWY	WATERS LAKE BLVD	FM 521	EXTEND 4-LANE ROADWAY	4.7	2027
I2622	Fort Bend	FORT BEND COUNTY	HARLEM RD	SH 99	US 90A	WIDEN FROM 4 TO 6 LANES W/BRIDGES	4.0	2023

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13586	Fort Bend	CITY OF STAFFORD	CASH RD	TRINITY RD	KIRKWOOD RD AT WRIGHT RD	CONSTRUCT NEW 4-LANE CONCRETE BLVD INCLUDES INTERSECTION MODIFICATIONS ON KIRKWOOD	0.3	2027
13590	Fort Bend	CITY OF SUGAR LAND	ELDRIDGE RD	AT US 90A		UNDERPASS AT US 90A AND ELDRIDGE RD	0.0	2027
13637	Fort Bend	CITY OF MISSOURI CITY	TEXAS PKWY/FM 2234	LEXINGTON BLVD	CARTWRIGHT RD	WIDEN FROM 4 TO 6-LANES DIVIDED	1.3	2029
13641	Fort Bend	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	US 90A	LEXINGTON BLVD	RECONSTRUCT AND WIDEN FROM 4 TO 6-LANES DIVIDED AND BRIDGE WIDENING	1.2	2029
13642	Fort Bend	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	LEXINGTON BLVD	CARTWRIGHT RD	RECONSTRUCT AND WIDEN FROM 4 TO 6-LANES DIVIDED	1.2	2028
13643	Fort Bend	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	CARTWRIGHT RD	SH 6	RECONSTRUCT AND WIDEN FROM 4 TO 6-LANES DIVIDED	1.2	2026
13721	Fort Bend	CITY OF MISSOURI CITY	MURPHY RD/FM 1092	AT 5TH ST		INTERSECTION IMPROVEMENTS	0.0	2029
13724	Fort Bend	CITY OF MISSOURI CITY	MURPHY RD/FM 1092	AT EL DORADO BLVD		INTERSECTION IMPROVEMENTS	0.0	2029
13742	Fort Bend	CITY OF MISSOURI CITY	WATERS LAKE BLVD	EXISTING TERMINUS	S OF SIENNA PARKWAY	EXTEND 4-LANES BOULEVARD	2.3	2027

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13749	Fort Bend	FORT BEND COUNTY	CLODINE ROAD	FM 1464	DENVER MILLER	ADD SHOULDERS AND TURN LANES	2.9	2030
13754	Fort Bend	FORT BEND COUNTY	BEECHNUT ST	PEEK ROAD	FM 1464	WIDEN FROM 2 TO 4-LANES RURAL ROADWAY	4.3	2027
13761	Fort Bend	FORT BEND COUNTY	ROESNER LN	GREENBUSCH RD	GASTON RD	NEW LOCATION 4-LANES CURB & GUTTER WITH STORM SEWER	1.1	2040
14247 3510-03-004	Fort Bend	FBCTRA	SH 99	AT IH 69 S		SEG C: CONSTRUCT 4 DIRECT CONNECTORS (TOLL)	0.8	2030
15418	Fort Bend	CITY OF MISSOURI CITY	FM 1092/MURPHY RD	CITY LIMIT	HAMPTON DR	CONSTRUCTION OF ACCESS MANAGEMENT (MEDIANS) CONSISTING OF GRADING, DRAINAGE, SIGNING, AND PAVEMENT MARKINGS	3.0	2029
17200 1258-02-039	Fort Bend	TXDOT HOUSTON DISTRICT	FM 1093	AUSTIN CL	FM 1489	RECONSTRUCT AND WIDEN EXISTING PAVEMENT FROM 2 TO 4-LANES DIVIDED	7.6	2031
17208 0543-02-075	Fort Bend	TXDOT HOUSTON DISTRICT	FM 359	FM 1093	MASON RD	RECONSTRUCT AND WIDEN FROM 2 LANES TO 4 LANES DIVIDED	9.5	2028
17236 0027-08-137	Fort Bend	TXDOT HOUSTON DISTRICT	US 90A	SH 99	W OF SH 6	WIDEN FROM 6 TO 8 LANES DIVIDED	1.3	2030

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18050	Fort Bend	TXDOT HOUSTON DISTRICT	FM 1640	BAMORE ROAD	FM 762	VARIOUS ACCESS MANAGEMENT TREATMENTS ON FM 1640 FROM BAMORE ROAD TO FM 762	3.8	2030
18051	Fort Bend	FORT BEND COUNTY	UNIVERSITY BOULEVARD	AT 14000 UNIVERSITY BOULEVARD SUGAR LAND, TX 77479		CONSTRUCT STRUCTURED PARKING GARAGE OF 2,500 SPACES WITH BUS AND PASSENGER ACCOMMODATIONS FOR A PERMANENT PARK & RIDE INCLUDING DEDICATED BUS BAYS WITH PASSENGER PLATFORMS, PASSENGER WAITING SHELTERS AND TRANSIT INFORMATION SYSTEMS.	0.5	2030
18069	Fort Bend	TXDOT HOUSTON DISTRICT	FM 762	US 90A	FM 1640	VARIOUS ACCESS MANAGEMENT TREATMENTS; NEW INTERSECTION, MEDIANS, EXTENSION AND CLOSURE OF TURN LANES, INSTALL TRAFFIC SIGNALS AND SIGNAL TIMING OPTIMIZATION.	1.3	2033
18076	Fort Bend	FORT BEND COUNTY	SH 99	W. AIRPORT BLVD.	FM 1464	WIDEN FROM 4 TO 6 LANES	3.0	2033
18090	Fort Bend	CITY OF SUGAR LAND	SWEETWATER BLVD	SOUTH TOWN CENTER BLVD	COLONY PARK DR	RECONSTRUCT 4 LANES ROADWAY AND WATER MAIN, TRAFFIC SIGNAL UPGRADES AND ADD PEDESTRIAN/BICYCLIST CAPACITY AND ENHANCED ACCESS	1.5	2037
18103	Fort Bend	CITY OF SUGAR LAND	WILLIAM TRACE BLVD.	SH 6	LEXINGTON BLVD	RECONSTRUCT 4 LANES DIVIDED ROADWAY INCLUDING CURB AND GUTTER, LEFT TURN LANES, INLETS AND MANHOLES	0.7	2038
18131	Fort Bend	FORT BEND COUNTY	ROESNER RD.	N OF GASTON RD	FORT BEND/ HARRIS C/L	WIDEN FROM 2 TO 4-LANES THOROUGHFARE AND EXTEND 4 LANE THOROUGHFARE IN SECTIONS	1.3	2041

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18137	Fort Bend	FORT BEND COUNTY	BAND RD.	SPUR 10 NORTHWARD	SH 36	WIDEN FROM 2 TO A 4-LANES DIVIDED THOROUGHFARE INCLUDING TRAFFIC SIGNALS	2.4	2042
18154	Fort Bend	TXDOT HOUSTON DISTRICT	US 90A	BAMORE RD	HARLEM RD	ACCESS MANAGEMENT TREATMENTS INCLUDE CONSTRUCTION OF NEW INTERSECTION, INSTALLATION OF RAISED MEDIANS, DRIVEWAY MODIFICATIONS, ADDITION, EXTENSION AND CLOSURE OF TURN LANES, TRAFFIC SIGNAL INSTALLATION AND TRAFFIC SIGNAL TIMING OPTIMIZATION.	10.1	2037
18167	Fort Bend	METRO	MISSOURI CITY/SH 6 PARK AND RIDE	NEAR FORT BEND PARKWAY		NEW PARK AND RIDE ALONG SH 6 NEAR FORT BEND PARKWAY IN SIENNA PLANTATION; REPLACES EXISTING LEASED SPACES IN KROGER PARKING LOT	0.0	2030
18192	Fort Bend	METRO	MISSOURI CITY PARK AND RIDE ON US 90A	AT SL 8		REPLACES EXISTING MISSOURI CITY PARK AND RIDE WITH NEW FACILITY CLOSER TO INTERSECTION OF US 90A AND BELTWAY 8	0.0	2040
18199	Fort Bend	METRO	KATY FORT BEND RD.	NEAR KINGSLAND BLVD.	VA	NEW PARK AND RIDE IN VICINITY OF KATY FORT BEND RD AND KINGSLAND BLVD	0.0	2040
18221	Fort Bend	HCTTF	IH-69	AT SUGAR LAND TOWN CENTER HOV T-RAMP		T-RAMP FOR IH-69 SOUTHWEST DIAMOND LANES; PROVIDES DIRECT ACCESS TO PROPOSED SUGARLAND TOWN CENTER PARK AND RIDE	2.0	2040

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18229	Fort Bend	HOUSTON TRANSTAR	SPUR 10	IH 69	SH 36 S	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SPUR 10 FROM US 59 (IH-69) TO SH 36, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN FORT BEND COUNTY.	4.0	2027
18400 0188-09-050	Fort Bend	TXDOT HOUSTON DISTRICT	FM 723	AVENUE D	US 90A/AVENUE H	WIDEN FROM 2 TO 4 LANES	0.3	2030
18403 0271-10-011	Fort Bend	TXDOT HOUSTON DISTRICT	US 90	WALLER C/L	FM 1463	WIDEN FROM A 2 LANES TO 4 LANES	0.2	2027
18404 0187-05-062	Fort Bend	HOUSTON TRANSTAR	SH 36	AUSTIN C/L	SS 10	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	8.6	2025
18501 0111-03-064	Fort Bend	TXDOT HOUSTON DISTRICT	FM 521	BRAZORIA C/L	SH 6	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	4.8	2029
18508 3048-01-018	Fort Bend	TXDOT HOUSTON DISTRICT	FM 2977	FM 762	FM 361	WIDEN FROM 2 TO 4 LANES DIVIDED	7.9	2025
36	Galveston	CITY OF LEAGUE CITY	FM 270	FM 518	FM 646	WIDEN FROM 2 TO 4-LANES DIVIDED	2.6	2025

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283 3510-01-001	Galveston	TXDOT HOUSTON DISTRICT	SH 99	IH 45 S	BRAZORIA C/L	SEG B-1: CONSTRUCT 4-LANES TOLLWAY WITH INTERCHANGES AND TWO NON-CONTINUOUS 2-LANE FRONTAGE RDS	8.4	2026
398	Galveston	CITY OF LEAGUE CITY	LEAGUE CITY PKWY	FM 528	MAPLE LEAF DR	CONSTRUCT 4-LANES DIVIDED	2.5	2025
2222	Galveston	CITY OF LEAGUE CITY	LEAGUE CITY PKWY	FM 528	BAY AREA BLVD	CONSTRUCT HIKE & BIKE TRAIL	4.7	2025
2223	Galveston	CITY OF LEAGUE CITY	BAY AREA BLVD	BRITTANY BAY BLVD	CLEAR CREEK	CONSTRUCT HIKE & BIKE TRAIL	1.7	2025
4052 0978-02-034	Galveston	TXDOT HOUSTON DISTRICT	FM 646	E OF SH 146 N	SH 146 N	WIDEN FROM 2 TO 4-LANES DIVIDED	1.0	2028
7573	Galveston	PORT OF GALVESTON	PELICAN ISLE BULK OIL EXPORT TERMINAL	VA	VA	R/R PIER & MOORING DOLPHINS W/ OTHER ASSOCIATED IMPROVEMENTS , DEVELOPMENT OF SITE UPLAND, RAIL IMPROVEMENTS, HIGHWAY ACCESS	0.0	2025
10610	Galveston	CITY OF TEXAS CITY	HOLLAND RD	IH 45	ATTWATER AVE	CONSTRUCT 4-LANE ROADWAY ON NEW LOCATION	3.7	2025
14249 3510-01-003	Galveston	GALVESTON COUNTY	SH 99	AT IH 45 S		SEG B: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (EB-NB, SB-WB, NB-WB, EB-SB)	0.5	2026

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16319 0978-01-039	Galveston	TXDOT HOUSTON DISTRICT	FM 517	FM 646	IH 45	ACCESS MANAGEMENT TREATMENT	1.0	2025
17222 0389-06-110	Galveston	TXDOT HOUSTON DISTRICT	SH 146	FM 1764	FM 1765	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	1.0	2035
17223 0389-07-029	Galveston	TXDOT HOUSTON DISTRICT	SH 146	FM 1765	GALVESTON WYE	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	4.0	2035
18088	Galveston	City of Galveston	SH 275, SH 342, SH 87, FM 3005, CITY OF GALVESTON TRAFFIC MANAGEMENT CENTER (TMC)	VA	VA	INSTALL TRAFFIC MANAGEMENT SYSTEMS, INCLUDING TRAFFIC SIGNAL SYNCHRONIZATION EQUIPMENT, CAMERAS, AND DYNAMIC SIGN SIGNS AT SEVERAL LOCATIONS IN GALVESTON COUNTY.	0.0	2035
18112	Galveston	CITY OF FRIENDSWOOD	FRIENDSWOOD LAKES BLVD	FM 528	FM 235 I	CONSTRUCT A 4 LANE BOULEVARD SECTION ON NEW LOCATION	1.9	2038
18118	Galveston	CITY OF FRIENDSWOOD	FRIENDSWOOD LAKES BLVD	FM 528	FM 235 I	CONSTRUCT A 4-LANES ROADWAY ON NEW LOCATION	1.9	2040
18123	Galveston	CLEAR LAKE SHORES	CLEAR LAKE RD	ASPEN RD	BIRCH RD	REPLACE BRIDGE OVER JARBOE BAYOU WITH AN ADA-COMPLIANT , 10' SHARED USE PATH, AN 8' SHOULDER AND CONNECTING SIDEWALK	0.1	2040

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18130	Galveston	CITY OF TEXAS CITY	5TH/4TH AVE	SH 146	LP 197	RECONSTRUCT 2 LANES TWO-WAY ROADWAY TO A ONE-WAY EASTBOUND FACILITY	2.9	2041
18219	Galveston	HCTTF	LA MARQUE TRANSIT CENTER	FM 1765	SH3	NEW TRANSIT CENTER AT FM 1765 AND SH 3; REPLACES EXISTING CONNECT TRANSIT TRANSFER POINT	0.0	2040
18223	Galveston	HCTTF	IH-45 HOV LEAGUE CITY T-RAMP			T-RAMP FOR IH-45 GULF DIAMOND LANES; PROVIDES DIRECT ACCESS TO LEAGUE CITY (FORMERLY VICTORY LAKES) PARK AND RIDE	2.0	2040
18231	Galveston	HOUSTON TRANSTAR	SH 146	IH 45	SH 96	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SH 146 FROM IH-45 TO SH 96, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN GALVESTON COUNTY.	14.6	2027
18232	Galveston	HOUSTON TRANSTAR	SH 6	GALVESTON C/L	IH 45	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON SH 6 FROM GALVESTON COUNTY LINE TO IH-45, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN GALVESTON COUNTY.	17.0	2027
18330	Galveston	CITY OF FRIENDSWOOD	FM 518	FM 2351	COWARDS CREEK	FRIENDSWOOD DOWNTOWN DISTRICT PEDESTRIAN ACCESS AND SAFETY ENHANCEMENTS	1.5	2027
18507 3312-02-018	Galveston	TXDOT HOUSTON DISTRICT	FM 270	FM 518	FM 646	RECONSTRUCT AND WIDEN FROM 2 TO 4-LANES DIVIDED	2.6	2028

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
53	Harris	TXDOT HOUSTON DISTRICT	BF 1960A	FM 1960 W OF LEE RD	FM 1960 E OF HUMBLE CITY LIMITS	WIDEN FROM 2 TO 4 LANES DIVIDED	3.9	2026
111	Harris	HARRIS COUNTY	LITTLE YORK RD W	US 290	HOUSTON CITY LIMITS	WIDEN FROM 4 TO 6-LANES DIVIDED	3.0	2027
134	Harris	CITY OF HOUSTON	RICHMOND AVE	W OF ROGERDALE	WILCREST	WIDEN FROM 4 TO 6-LANES	0.7	2027
532 0912-71-385	Harris	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	AIRPORT BLVD W	CHIMNEY ROCK	HIRAM CLARKE RD	CONSTRUCT 4-LANES DIVIDED (RAISED MEDIAN) URBAN STREET ON NEW LOCATION (PASS)	2.3	2034
628	Harris	HARRIS COUNTY	ELLA BLVD	SH 249	WEST RD	CONSTRUCT 4-LANES CONCRETE BLVD SECTION W/ BRIDGES & DRAINAGE	1.2	2033
942	Harris	HARRIS COUNTY	CYPRESS N HOUSTON RD	JONES RD	PERRY RD	CONSTRUCT 4-LANES ROAD	1.2	2027
5007	Harris	CITY OF HOUSTON	TANNER RD	TRIWAY LN	HEMPSTEAD	WIDEN FROM 2 TO 4-LANES DIVIDED	1.2	2025
5036	Harris	CITY OF HOUSTON	EL DORADO BLVD	FM 2351	HORSEPEN BAYOU	WIDEN FROM 2 TO 4-LANES DIVIDED ROADWAY	1.8	2027
6016	Harris	HARRIS COUNTY	GREENHOUSE RD	HANSTON CT	GREENWIND CHASE DR	CONSTRUCT 4-LANES CONCRETE ROADWAY W/ STORM SEWERS	0.5	2027

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6065 1685-05-081	Harris	TXDOT HOUSTON DISTRICT	SH 6	MEMORIAL DR	PIPING ROCK LN	RECONSTRUCT AND WIDEN FROM 6 TO 8-LANES DIVIDED	2.4	2028
7465	Harris	HARRIS COUNTY	JARVIS RD	BARKER CYPRESS RD	TELGE RD	WIDEN FROM 2 TO 4-LANES UNDIVIDED ON EMBANKMENT	1.2	2027
7474	Harris	HARRIS COUNTY	KATY HOCKLEY CUTOFF	US 290	MORTON RD	WIDEN FROM 2 TO 4-LANES DIVIDED BLVD	13.0	2023
7509	Harris	PORT OF HOUSTON AUTHORITY	PORT TERMINAL RAILROAD ASSN (PTRA) TRACK	STRANG YARD	RED BLUFF RD	CONSTRUCT 2ND RAIL TRACK	7.8	2025
7511	Harris	PORT OF HOUSTON AUTHORITY	RAILROAD TRACK	AT BAYPORT		CONSTRUCT INTERMODAL RAIL YARD INCL 6 STORAGE TRACKS, 3 WORKING TRACKS, AND 1 CONTAINER TRACK	0.0	2029
7607	Harris	CITY OF LA PORTE	N 16TH ST	W. MAIN ST	SH 146	WIDEN FROM 2 TO 4-LANES DIVIDED ARTERIAL AND CROSSOVER/UNDERPASS AT INTERSECTION	1.2	2027
7633	Harris	CITY OF LA PORTE	CITY OF LA PORTE BIKE TRAIL SYSTEM	VA	VA	COMPREHENSIVE BIKE/PED TRAIL SYSTEM FOR CITY OF LA PORTE	21.0	2027
7634	Harris	HARRIS COUNTY	CLEAR CREEK BICYCLE TRAIL	TOM BASS REGIONAL PARK	EL FRANCO LEE PARK	CONSTRUCT CLEAR CREEK BICYCLE TRAIL	6.0	2027
7638	Harris	HARRIS COUNTY	BIG GULCH TRAIL	GREENS BAYOU	SAN JACINTO COLLEGE	CONSTRUCT BIG GULCH BICYCLE TRAIL	2.0	2027

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7647	Harris	NORTH HOUSTON DISTRICT	NORTH HOUSTON HIKE & BIKE TRAILS	THRU NORTH HOUSTON DISTRICT	VA	HIKE & BIKE TRAIL SYSTEM PACKAGE OF PROJECTS ON AND OFF STREET TRAILS	0.0	2027
7667	Harris	HARRIS COUNTY	GOSLING RD	MONTGOMERY C/L	MOSSY OAKS RD W	WIDEN FROM 2 TO 4-LANES UNDIVIDED	3.2	2027
7748 0598-01-106	Harris	TXDOT HOUSTON DISTRICT	SH 288	IH 610	SL 8	RECONSTRUCT AND WIDEN FROM 6 MAIN LANES TO 8 MAIN LANES	5.6	2032
7762	Harris	HARRIS COUNTY	PARK ROW BLVD	SUMMITRY CIRCLE	WESTGREEN BLVD	WIDEN FROM 2 TO 4-LANES UNDIVIDED ASPHALT	0.8	2023
7768	Harris	HARRIS COUNTY	ELDRIDGE PKWY N	PATTERSON	CULLEN PARK TRAIL	HIKE & BIKE TRAIL	0.0	2027
7771	Harris	HARRIS COUNTY	BIG GULCH TRAIL	NORMANDY DR	SAN JACINTO COLLEGE NORTH	CONNECTS WOODFOREST & PINE TRAILS SUBDIVISIONS W/ COUNTY COURT, ADMIN FACILITIES & COLLEGE	1.5	2027
7773	Harris	HARRIS COUNTY	HALLS BAYOU HIKE & BIKE TRAIL	EASTWARD FROM TIDWELL PARK	THE MESA TRANSIT CENTER AND BROCK PARK	HIKE & BIKE TRAIL	0.0	2027
7777	Harris	HARRIS COUNTY	CYPRESS CREEK HIKE & BIKE TRAIL	GRANT RD	JARVIS RD	HIKE & BIKE TRAIL	0.0	2027
7779	Harris	HARRIS COUNTY	CYPRESS CREEK HIKE & BIKE TRAIL	GRANT RD	CYPRESS CREEK	HIKE & BIKE TRAIL	0.0	2027

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7792	Harris	HARRIS COUNTY	LITTLE YORK RD W	ELDRIDGE PKWY N	BRITTMORE RD	WIDEN FROM 4 TO 6-LANES	2.5	2027
7898	Harris	HARRIS COUNTY	FAIRBANKS-N HOUSTON ST	SL 8	US 290	WIDEN FROM 4 TO 6 LANES CONCRETE BLVD	5.8	2027
8002	Harris	HARRIS COUNTY	STUEBNER AIRLINE RD	SPRING CYPRESS RD	LOUETTA RD	WIDEN FROM 4 TO 6 LANES ROADWAY	1.9	2027
8003	Harris	HARRIS COUNTY	LOUETTA RD	OLD LOUETTA RD	CHAMPION FOREST	WIDEN FROM 4 TO 6-LANES ASPHALT, DITCHES, W/ CENTER TURN LANE	1.0	2027
8004	Harris	HARRIS COUNTY	LOUETTA RD	CHAMPION FOREST	STUEBNER AIRLINE	WIDEN FROM 4 TO 6 LANES ASPHALT, DITCHES, W/ CENTER TURN LANE	1.0	2027
8006	Harris	HARRIS COUNTY	WEST RD	SH 249	VETERANS MEMORIAL	CONSTRUCT NEW 4-LANES DIVIDED	2.5	2027
8011	Harris	HARRIS COUNTY	CYPRESS N HOUSTON RD	PERRY RD	FM 1960	CONSTRUCT 4-LANES ROAD ON NEW LOCATION	0.3	2027
8021	Harris	HARRIS COUNTY	CLAY RD	PORTER RD	PEEK RD	WIDEN FROM 2 TO 4-LANES ASPHALT BLVD	1.0	2027
8027	Harris	HARRIS COUNTY	BAUER RD	US 290	FM 2920	WIDEN FROM 2 TO 4-LANES DIVIDED CONCRETE BLVD	4.5	2027
8037	Harris	HARRIS COUNTY	LOUETTA RD	STUEBNER AIRLINE RD	T.C. JESTER BLVD	WIDEN FROM 5 TO 7-LANES ASPHALT W/DITCHES	1.4	2027

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8038	Harris	HARRIS COUNTY	STUEBNER AIRLINE RD	CYPRESSWOOD DR	LOUETTA RD	WIDEN FROM 4 TO 6 LANES CONCRETE PAVEMENT W/ STORM SEWERS	0.9	2027
8052	Harris	HARRIS COUNTY	KUYKENDAHL RD	FM 1960	RANKIN RD	WIDEN FROM 4 TO 6 LANES BLVD	2.5	2027
8061	Harris	HARRIS COUNTY	LOUETTA RD	SH 249	MEMORIAL CHASE	WIDEN FROM 4 TO 6-LANES BLVD	1.0	2027
8073	Harris	HARRIS COUNTY	STUEBNER AIRLINE RD	CYPRESSWOOD DR	FM 1960	WIDEN FROM 4 TO 6 LANES ROADWAY	1.5	2027
8077	Harris	HARRIS COUNTY	VETERANS MEMORIAL DR	SL 8	SH 249	WIDEN FROM 4 TO 6 LANES ROADWAY	3.0	2027
8078	Harris	HARRIS COUNTY	VETERANS MEMORIAL DR	FM 1960	W GREENS RD	WIDEN FROM 4 TO 6 LANES ROADWAY	3.2	2027
10062	Harris	CITY OF HOUSTON	GREENBRIAR ST	RICE BLVD	MAIN ST S	ENGR & RECONSTRUCT OF EXISTING CONCRETE RDWY W/ CURBS, SIDEWALKS, STREET LIGHTING & UNDERGROUND UTILITIES	1.0	2027
10099	Harris	HARRIS COUNTY	ALDINE MAIL ROUTE RD	IH 69	HOMESTEAD RD	CONSTRUCT 4-LANE CONCRETE W/ STORM SEWERS	0.7	2027
10268 0028-02-074	Harris	TXDOT HOUSTON DISTRICT	US 90	W OF PURPLE SAGE	E OF PURPLE SAGE	CONSTRUCT 6 MAIN LANES ON NEW LOCATION	0.7	2030

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I0455	Harris	PORT OF HOUSTON AUTHORITY	PORT TERMINAL RAILROAD ASSN (PTRA) TRACK	MAINLINE	INTERMODAL YARD	CONSTRUCT DOUBLE TRACK RAIL LINES AND RUN-AROUND TRACK FROM MAINLINE TO THE BAYPORT TERMINAL INTERMODAL YARD	1.4	2030
I0531	Harris	PORT OF HOUSTON AUTHORITY	RAILROAD TRACK	AT BAYPORT		CONSTRUCT INTERMODAL RAIL YARD INCL 6 STORAGE TRACKS, 3 WORKING TRACKS, 2 CONTAINER TRACKS AND 1 RUNAROUND TRACK	0.0	2027
I0999	Harris	UPTOWN HOUSTON DISTRICT	RICHMOND AVE	IH 610	SAGE	RECONSTRUCT 8-LANE DIVIDED ROADWAY WITH UTILITY IMPROVEMENTS	0.4	2027
I1000	Harris	UPTOWN HOUSTON DISTRICT	RICHMOND AVE	SAGE	CHIMNEY ROCK	WIDEN FROM 6 TO 8 LANES	0.6	2027
I1001	Harris	UPTOWN HOUSTON DISTRICT	CHIMNEY ROCK RD	WESTHEIMER	IH 69	WIDEN FROM 4 TO 6-LANES INCLUDING ROW ACQUISITION, NEW MEDIANS, SIDEWALKS AND CURBS AND GUTTERS	0.9	2027
I1003	Harris	UPTOWN HOUSTON DISTRICT	SAGE RD	SAN FELIPE	WOODWAY	RECONSTRUCT ROADWAY ELIMINATING OPEN DITCH, ADDING CURB & GUTTER, SIDEWALKS AND TURNING LANES	0.9	2027
I1008	Harris	UPTOWN HOUSTON DISTRICT	UPTOWN HOUSTON DISTRICT	VA	VA	UPTOWN INTERSECTION IMPROVEMENTS PROGRAM	0.0	2027

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11012	Harris	UPTOWN HOUSTON DISTRICT	WESTHEIMER ST	POST OAK BLVD	CHIMNEY ROCK DR	RECONSTRUCT ROADWAY	1.0	2027
11029	Harris	CITY OF PASADENA	BURKE RD	SOUTHMORE	PASADENA BLVD	RECONSTRUCT ROADWAY INCLUDING DRAINAGE, WATER, SEWER & SIDEWALKS	0.6	2027
11035	Harris	CITY OF PASADENA	STRAWBERRY RD	VISTA RD	GENOA-RED BLUFF	DESIGN & RECONSTRUCT 4-LANES DIVIDED ROADWAY & DRAINAGE, INCLUDING SIGNALS AT FAIRMONT	1.6	2027
11038	Harris	CITY OF PASADENA	ALLEN GENOA RD	FAIRMONT PKWY	GENOA-RED BLUFF	DESIGN, ACQUIRE ROW & WIDEN FROM 2 TO 4-LANES DIVIDED ROADWAY INCLUDING DRAINAGE AND SIGNALS AT FAIRMONT PARKWAY	1.9	2027
11051	Harris	CITY OF PASADENA	PINE ST	SL 8	RANDOLPH ST	DESIGN & WIDEN FROM 2 TO 4-LANES UNDIVIDED W/ DRAINAGE & SIGNALS AT RED BLUFF & LEFT TURN LANES AT JANA	0.7	2027
11059	Harris	CITY OF PASADENA	RED BLUFF RD	SL 8	SPENCER HWY	DESIGN AND RECONSTRUCT 4-LANES DIVIDED ROADWAY INCL DRAINAGE AND SIGNALS AT RANDOLPH (JANA), KINGSDALE AND SPENCER HWY	2.0	2021
11068	Harris	SOUTH MAIN ALLIANCE	TEXAS MEDICAL CENTER	VA	VA	PILOT PROJECT TO TEST AN EMERGENCY HIGH-WATER NOTIFICATION SYSTEM FOR LOCAL EMS SERVICES.	0.0	2027
11178	Harris	HCTRA	FORT BEND PKWY TOLL ROAD	BELLFORT	US 90 A	EXTENSION OF TOLL ROAD: RECONSTRUCT ARTERIAL AS 4-LANES TOLLWAY WITH TWO 2-LANES FRONTAGE RDS	1.7	2030

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I 1372 0912-72-568	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	GESSNER RD	43RD ST/CLAY RD	CONSTRUCT 4 MANAGED LANES (TOLL)	3.8	2032
I 1373 0912-72-570	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	W OF HUFFMEISTER	JONES RD	CONSTRUCT 4 MANAGED LANES (TOLL)	3.2	2032
I 1374 0050-08-095	Harris	TXDOT HOUSTON DISTRICT	US 290	S OF TELGE	S OF SH 6	CONSTRUCT TWO 2-LANES DIRECT CONNECTORS (EB US 290 TO EB HEMPSTEAD MANAGED LANES AND WB HEMPSTEAD MANAGED LANES) TO WB US 290) (THESE ARE TWO PARALLEL FACILITIES)	2.2	2033
I 1375 0271-14-218	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD/IH 610	W OF MANGUM/18TH ST ON	S OF OLD KATY RD ON IH 610	CONSTRUCT INTERCHANGE WITH MANAGED LANES AND 2 DIRECT CONNECTORS (EB - SB, WB - NB)	1.0	2032
I 1380 0912-72-401	Harris	CITY OF HOUSTON	WEST BELT RR	AT YORK ST		CONSTRUCT RAILROAD UNDERPASS AT YORK STREET AND CLOSE AT-GRADE CROSSINGS AT SAMPSON, MCKINNEY AND MILBY STREETS. THE YORK STREET CROSSING AT GH&H WILL ALSO BE CLOSED.	0.0	2025
I 1440	Harris	UNSPONSORED (TBD)	METRO SERVICE AREA	VA	VA	BUS OPERATING FACILITY #7	0.0	2032
I 1445	Harris	METRO	FUQUA P	AT I 1755 SABO RD		FUQUA & SOUTH POINT P&R RAMP MODIFICATION	0.0	2025
I 1451	Harris	METRO	HILLCROFT TRANSIT CENTER	AT WESTPARK		HILLCROFT TRANSIT CENTER AND MODIFICATIONS	0.0	2025

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I1456	Harris	METRO	MAGNOLIA TRANSIT CENTER	E OF M. GARCIA	HARRISBURG AND CAPITAL	MAGNOLIA TRANSIT CENTER MODIFICATIONS ADDITIONAL PARKING SPACES	0.0	2026
I1489	Harris	METRO	METRO SERVICE AREA	VA	VA	FUTURE SIGNATURE BUS SERVICE (FY 2031- FY 2045)	0.0	2031
I1497	Harris	METRO	METRO SERVICE AREA	VA	VA	MAINTENANCE/RENEWAL FOR EXISTING TRANSIT FACILITIES (FY 2021-FY 2030)	0.0	2025
I1499	Harris	METRO	METRO SERVICE AREA	VA	VA	MAINTENANCE/RENEWAL FOR EXISTING TRANSIT FACILITIES (FY 2031-FY 2045)	0.0	2031
I1525	Harris	METRO	METRO SERVICE AREA	VA	VA	OTHER STUDY CORRIDORS (CAPITAL PROJECT CORRIDORS) (FY 2021-FY 2045)	0.0	2025
I1547 0912-72-569	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	JONES RD	GESSNER RD	CONSTRUCT 4 MANAGED LANES WITH DC (NB - EB) TO SL 8 (TOLL)	3.5	2035
I1565 0912-72-567	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM	43RD ST/CLAY RD	CONSTRUCT 4 MANAGED LANES (TOLL)	3.3	2035
I1707	Harris	METRO	METRO SERVICE AREA	VA	VA	REPLACEMENT BUSES (FY 2021-FY 2025)	0.0	2025
I1708	Harris	METRO	METRO SERVICE AREA	VA	VA	REPLACEMENT BUSES (FY 2026-FY 2030)	0.0	2026

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11709	Harris	METRO	METRO SERVICE AREA	VA	VA	REPLACEMENT BUSES (FY 2031-FY 2035)	0.0	2031
11720	Harris	METRO	UPTOWN SIGNATURE BUS ROUTE	VA	VA	SIGNATURE BUS EXPRESS SERVICE ROUTES: UPTOWN INCLUDING SHELTERS AND SIGNAGE	0.5	2025
11724	Harris	METRO	METRO SERVICE AREA	VA	VA	BUS PADS/BUS LANE IMPROVEMENTS (FY 2026-FY 2030)	0.0	2026
11725	Harris	METRO	METRO SERVICE AREA	VA	VA	BUS PADS/BUS LANE IMPROVEMENTS (FY 2031-FY 2035)	0.0	2031
11738	Harris	METRO	METRO SERVICE AREA	VA	VA	CURB/INTERSECTION IMPROVEMENTS (FY 2026-FY 2030)	0.0	2026
11739	Harris	METRO	METRO SERVICE AREA	VA	VA	CURB/INTERSECTION IMPROVEMENTS (FY 2031-FY 2045)	0.0	2031
11752	Harris	METRO	METRO SERVICE AREA	VA	VA	PASSENGER SHELTERS AMENITIES AND LIGHTING (FY 2026-FY 2030)	0.0	2026
11753	Harris	METRO	METRO SERVICE AREA	VA	VA	PASSENGER SHELTERS AMENITIES AND LIGHTING (FY 2031-FY 2035)	0.0	2031
11756	Harris	METRO	METRO SERVICE AREA	VA	VA	TRANSIT CENTER MODIFICATIONS (5 FACILITIES) (FY 2021-FY 2025)	0.0	2025

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11757	Harris	METRO	METRO SERVICE AREA	VA	VA	TRANSIT CENTER MODIFICATIONS (5 FACILITIES) (FY 2026- FY 2030)	0.0	2026
11797	Harris	METRO	METRO SERVICE AREA	VA	VA	PARK AND RIDE MODIFICATIONS (FY 2026-2030) (ASSUME FIVE FACILITIES)	0.0	2026
11798	Harris	METRO	METRO SERVICE AREA	VA	VA	PARK AND RIDE MODIFICATIONS (FY 2031- FY 2035) (ASSUME FIVE FACILITIES)	0.0	2031
11806	Harris	METRO	METRO SERVICE AREA	VA	VA	FUTURE SIGNATURE BUS SERVICE (FY 2026- FY 2030)	0.0	2026
12494	Harris	HARRIS COUNTY	LOUETTA RD	TELGE RD	BLANCO TRAILS LANE	WIDEN FROM 2 LANE ASPHALT TO 4 LANE CONCRETE	0.5	2027
13829 0912-72-571	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	SH 99	W OF HUFFMEISTER RD	CONSTRUCT 4 MANAGED LANES (TOLL)	1.4	2032
13841 0389-05-129	Harris	TXDOT HOUSTON DISTRICT	SH 146	S OF FAIRMONT PKWY	S OF SPENCER HWY	WIDEN FROM 4 TO 6-LANES TO REMOVE BOTTLE NECK	0.8	2021
14243 3510-06-008	Harris	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N		CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (EB - SB, NB - WB)	0.8	2025

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14544 0271-16-111	Harris	TXDOT HOUSTON DISTRICT	IH 610	AT SH 35		CONSTRUCT 4 DIRECT CONNECTORS (EB-SB, WB-SB, NB-WB, NB-EB)	1.3	2035
15495	Harris	UNIVERSITY OF HOUSTON	EAST UNIVERSITY TRANSIT CENTER	WHEELER AVE AT CALHOUN RD		UNIVERSITY OF HOUSTON 'EAST UNIVERSITY' MULTI-MODAL TRANSPORTATION CENTER	0.0	2027
15533	Harris	METRO	METRO SERVICE AREA	VA	VA	FUTURE SIGNATURE BUS SERVICE: FY 2025-FY 2030	0.0	2025
15590 3510-06-021	Harris	TXDOT HOUSTON DISTRICT	SH 99	AT SH 249		SEG F-1/F-2: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (SB-WB, SB-EB, WB-NB, EB-NB)	0.8	2030
15591 3510-06-022	Harris	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N		SEG G: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (WB-NB, WB-SB, SB-EB, NB-EB)	0.8	2030
16017 0050-09-900	Harris	TXDOT HOUSTON DISTRICT	US 290	W OF W 34TH ST	IH 610	RESTRIPE 10 MAIN LANES WITH AUXILIARY LANES	1.8	2032
16018 0050-09-901	Harris	TXDOT HOUSTON DISTRICT	US 290	W OF PINEMONT DR	W OF 34TH ST	RESTRIPE FROM 11 TO 12 MAIN LANES WITH AUXILIARY LANES	2.0	2032
16019 0050-09-902	Harris	TXDOT HOUSTON DISTRICT	US 290	E OF LITTLE YORK RD W	W OF PINEMONT DR	RESTRIPE FROM 11 TO 10 MAIN LANES WITH AUXILIARY LANES	4.0	2032

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16020 0050-09-903	Harris	TXDOT HOUSTON DISTRICT	US 290	W OF FM 529	W OF LITTLE YORK RD W	RESTRIPE FROM 11 TO 10 MAIN LANES WITH AUXILIARY LANES	1.8	2032
16021 0050-08-900	Harris	TXDOT HOUSTON DISTRICT	US 290	W OF ELDRIDGE PKWY N	W OF FM 529	RESTRIPE FROM 11 TO 12 MAIN LANES WITH AUXILIARY LANES	2.5	2032
16022 0050-08-901	Harris	TXDOT HOUSTON DISTRICT	US 290	E OF TELGE RD	W OF ELDRIDGE PKWY N	RESTRIPE FROM 11 TO 10 MAIN LANES WITH AUXILIARY LANES	3.8	2032
16023 0050-08-902	Harris	TXDOT HOUSTON DISTRICT	US 290	E OF MUESCHKE RD	E OF TELGE RD	RESTRIPE FROM 8 TO 8 MAIN LANES WITH AUXILIARY LANES	5.2	2032
16024 0050-08-903	Harris	TXDOT HOUSTON DISTRICT	US 290	SH 99	E OF MUESCHKE RD	RESTRIPE FROM 8 TO 8 MAIN LANES WITH AUXILIARY LANES	4.5	2032
16297	Harris	HCTRA	SL 8	IH 69	US 90	WIDEN FROM 6 TO 8-LANES	12.0	2030
16327 0500-03-597	Harris	TXDOT HOUSTON DISTRICT	IH 45	AT IH 610		RECONSTRUCT INTERCHANGE	0.3	2030

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
16328 0500-03-599	Harris	TXDOT HOUSTON DISTRICT	IH 45	AT IH 10		RECONSTRUCT IH45/IH10 INTERCHANGE. IH10 REALIGN/WIDEN FROM 6 TO 8 MAINLANES (ML) FROM W. OF HOUSTON ST. TO W. OF MAIN ST.; CONSTRUCT 4 IH10 EXPRESS LANES FROM W. OF HOUSTON ST. TO W. OF MAIN ST.; IH45 REALIGN FROM 6 TO 6 ML INCLUDING 3 LANES NB AND 3 LANES SB (3 ML AND 1 AUX LANE) FROM QUITMAN ST. TO W. OF MAIN ST.; IH-45 WIDENING FROM 1 TO 4 MANAGED LANES FROM QUITMAN ST. TO MILAM/TRAVIS ST.	0.8	2030
16331 0500-03-446	Harris	TXDOT HOUSTON DISTRICT	IH 45 N	TIDWELL RD	S OF SHEPHERD DR	RECONSTRUCT 8 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES, AND RECONSTRUCT AND WIDEN FROM TWO 2-LANES FRONTAGE ROADS TO TWO 3-LANES FRONTAGE ROADS	2.5	2030
16332 0500-03-560	Harris	TXDOT HOUSTON DISTRICT	IH 45	IH 10	IH 610	RECONSTRUCT AND WIDEN FROM 8 TO 10 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES, AND RECONSTRUCT AND WIDEN FROM TWO 2- AND 3-LANES FRONTAGE ROADS TO TWO 3-LANES FRONTAGE ROADS	3.1	2030
16333 0500-03-596	Harris	TXDOT HOUSTON DISTRICT	IH 45 N	IH 610	TIDWELL RD	RECONSTRUCT AND WIDEN FROM 8 TO 12 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES AND RECONSTRUCT AND WIDEN FROM TWO 2- AND 3-LANES FRONTAGE ROADS TO TWO 2- AND 3-LANES FRONTAGE ROADS	2.4	2030

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
16334 0110-06-132	Harris	TXDOT HOUSTON DISTRICT	IH 45	S OF WEST RD	N OF SL 8	RECONSTRUCT 8 MAIN LANES, RECONSTRUCT AND WIDEN FROM 1 TO 4 MANAGED LANES TRANSITIONING INTO TWO ENTERING AND EXITING LANES AT REVERSABLE HOV LANE NORTH OF SL8, AND RECONSTRUCT AND WIDEN FROM TWO 2 AND 3-LANES FRONTAGE ROADS TO TWO 2- AND 3-LANES FRONTAGE ROADS	2.0	2030
16335 0110-06-139	Harris	TXDOT HOUSTON DISTRICT	IH 45 N	S OF SHEPHERD DR	S OF WEST RD	RECONSTRUCT/WIDEN FROM 8 TO 10 MAINLANES, RECONSTRUCT/WIDEN FROM 1 TO 4 MANAGED LANES; RECONSTRUCT/WIDEN FROM TWO, 2- AND 3-LANE FRONTAGE ROADS TO TWO, 2- AND 3-LANE FRONTAGE ROADS.	2.7	2026
17067 0912-72-388	Harris	CITY OF HOUSTON	WEST BELT RR	AT NAVIGATION BLVD/COMMERCE ST		CONSTRUCT RAILROAD UNDERPASS AT NAVIGATION/COMMERCE AND CLOSE AT-GRADE CROSSINGS AT HUTCHINS AND COMMERCE STREETS	0.5	2025
17112 0912-72-384	Harris	CITY OF HOUSTON	GESSNER DR S	AT WESTHEIMER RD		CONSTRUCT GRADE SEPARATION OVER WESTHEIMER RD	0.0	2025
17206 0523-03-011	Harris	TXDOT HOUSTON DISTRICT	FM 1488	WALLER CL W	WALLER CL E	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	0.6	2028
17210 1006-01-074	Harris	TXDOT HOUSTON DISTRICT	FM 529	KATY-HOCKLEY CUTOFF RD	SH 99	RECONSTRUCT AND WIDEN FROM 2 TO 6 LANES	3.0	2029

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
I7213 0912-72-568	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	43RD ST/CLAY RD	W OF SL 8	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	4.5	2028
I7214 0912-72-567	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM	43RD ST/CLAY RD	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	3.5	2028
I7215 0912-72-578	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	IH 610	MANGUM	RECONSTRUCT AS DIVIDED 4 LANE ROADWAY (FUTURE HEMPSTEAD HIGHWAY FRONTAGE ROADS)	2.0	2028
I7219 0110-05-123	Harris	TXDOT HOUSTON DISTRICT	IH 45	FM 2920	MONTGOMERY C/L	RAMP MODIFICATION, ADDITION OF AUXILIARY LANES AND STRIPING	2.6	2035
I7220 0500-03-618	Harris	TXDOT HOUSTON DISTRICT	IH 45	AT NASA I BYPASS INTERCHANGE		CONSTRUCT 2 DIRECT CONNECTORS (WB - SB, NB - EB)	0.7	2035
I7221 0110-04-202	Harris	TXDOT HOUSTON DISTRICT	IH 45	S OF SHENANDOAH PARK DR	SH 242	RAISE NORTHBOUND AND SOUTHBOUND FRONTAGE ROADS, OPERATIONAL IMPROVEMENTS AND DRAINAGE IMPROVEMENTS	1.0	2035
I7224 0720-03-131	Harris	TXDOT HOUSTON DISTRICT	SH 249	SL 8	IH 45	RECONSTRUCT AND WIDEN FROM 6 TO 8 LANES DIVIDED	7.2	2025

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
17227 1685-05-100	Harris	TXDOT HOUSTON DISTRICT	SH 6	PIPING ROCK LN	RICHMOND AVE	WIDEN FROM 6 LANES TO 8 LANES	1.0	2028
17232 3510-07-006	Harris	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N		SEG G: CONSTRUCT 2 DCS (TOLL)(EB - SB, SB-WB)	0.2	2040
18028	Harris	TXDOT HOUSTON DISTRICT	IH 45	AT SH 242		OPERATIONAL IMPROVEMENTS AT INTERSECTION	0.0	2026
18029 0027-08-147	Harris	TXDOT HOUSTON DISTRICT	US 90A	FM 359	SH 99	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES DIVIDED	3.5	2023
18034	Harris	CITY OF HOUSTON	ANTOINE DR	US 290	W. MOUNT HOUSTON	WIDEN 4 LANE TO 6 LANE ROADWAY WITH SIDEWALKS, TURN LANES, BICYCLE PATH, INTERSECTION IMPROVEMENTS AND A RAILROAD GRADE SEPARATION	4.9	2025
18035	Harris	TXDOT HOUSTON DISTRICT	SL 8 FRONTAGE ROAD	IH10 W	IH 69 S	VARIOUS ACCESS MANAGEMENT TREATMENTS ALONG THE FRONTAGE ROAD ALONG BELTWAY 8 BETWEEN IH 10 AND US 59 (IH 69).	8.6	2025
18040	Harris	CITY OF HOUSTON	ALDINE WESTFIELD	SL 8	LITTLE YORK RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES.	4.8	2030

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18041	Harris	TXDOT HOUSTON DISTRICT	WHEELER TRANSIT CENTER PEDESTRIAN BICYCLE CONNECTION	GRAUSTARK ST	MAIN ST	CONSTRUCT A GRADE-SEPARATED 10' WIDE SHARED USE PATH WITH STRIPING, BRIDGE RAILING, PAVEMENT MARKINGS, SIGNAGE AND INTERSECTION IMPROVEMENTS.	0.6	2030
18042	Harris	HOUSTON TRANSTAR	IH69	SPUR 527	SL 8 SOUTH	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON IH69 FROM SPUR 527 TO BELTWAY 8, INCLUDING CLOSE CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, RAMP METERS, WEATHER STATIONS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN HARRIS COUNTY, TX.	12.0	2030
18043	Harris	METRO	GESSNER ROAD	WEST LITTLE YORK P&R	FONDREN MEADOW DRIVE AT GESSNER ROAD	BUS OPERATIONS IMPROVEMENT INCLUDE: 1. STOP OPTIMIZATION/CONSOLIDATION/RELOCATION 2. NEW PASSENGER SHELTERS 3. ACCESSIBILITY ENHANCEMENTS 4. FIRST/LAST MILE IMPROVEMENTS 5. TRANSIT SIGNAL PRIORITY 6. QUEUE JUMPS 7. BUS-ONLY LANES 8. ENHANCED PASSENGER INFORMATION.	16.0	2030
18045	Harris	CITY OF BELLAIRE	BELLAIRE BLVD, BISSONNET STREET, SOUTH RICE AVENUE, NEWCASTLE STREET	VA	VA	TRAFFIC SIGNAL TIMING OPTIMIZATION PROGRAM FOR THE CITY OF BELLAIRE	8.4	2030
18048 0271-16-152	Harris	TXDOT HOUSTON DISTRICT	IH 610	AT SH 35		CONSTRUCT 4 DIRECT CONNECTORS (SB - EB; SB - WB; WB - NB; EB - NB)	1.3	2026

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18055	Harris	UPTOWN HOUSTON DISTRICT	POST OAK LANE	AT SAN FELIPE	50 FEET NORTH AND SOUTH ON S. POST OAK LANE	RECONSTRUCT POST OAK LANE INTERSECTION AT SAN FELIPE WITH 2 DEDICATED LEFT TURN LANES	0.1	2032
18056	Harris	HOUSTON TRANSTAR	BUSINESS 90, FM 1942, AND FM 2100	VA	VA	INSTALLATION OF FIBER OPTIC CABLE IN HARRIS COUNTY ON BUSINESS 90, FM 1942, AND FM 2100 IN THE FOLLOWING LOCATIONS: BUSINESS 90 FROM SHELDON RD TO FM 2100; FM 1942 FROM US 90 TO INDIAN SHORES RD; FM 2100 FROM US 90 TO BOHEMIAN HALL RD.	12.5	2032
18057	Harris	GREATER NORTHSIDE MANAGEMENT DISTRICT	FULTON, NORTH MAIN, BOUNDARY, BROOKS, AND FREEMAN.	VA	VA	INSTALL PEDESTRIAN LIGHTING, TRASH RECEPTACLES AND BIKE RACKS.	1.5	2032
18059	Harris	SPRING BRANCH MANAGEMENT DISTRICT	CENTERPOINT EASEMENT IN BETWEEN AND PARALLEL TO HAMMERLY BLVD & KEMPWOOD DR	SL 8	WIRT ROAD	CONSTRUCT 10' SHARED USE CONCRETE TRAIL INCLUDING CROSSWALK STRIPING, SIGNALIZATION, ACCESSIBLE RAMPS, SIGNAGE, AND WAYFINDING FEATURES.	5.4	2032
18060	Harris	TXDOT HOUSTON DISTRICT	SH 249	SAM HOUSTON TOLLWAY/BELTWAY (BW) 8	INTERSTATE 45 (I-45N)	VARIOUS ACCESS MANAGEMENT TREATMENTS ON SH 249 FROM SAM HOUSTON TOLLWAY/BELTWAY (BW) 8 TO INTERSTATE 45 (I-45N).	7.2	2032
18062	Harris	HARRIS COUNTY	FRY ROAD/CYPRESS ROSE HILL ROAD	CLAY ROAD	LOUETTA ROAD/HUFFMEISTER ROAD	INSTALLATION OF ITS INFRASTRUCTURE ALONG THE FRY ROAD/CYPRESS ROSE HILL ROAD CORRIDOR, FROM CLAY ROAD TO LOUETTA ROAD/HUFFMEISTER ROAD IN HARRIS COUNTY.	12.7	2032

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18065	Harris	GREATER SOUTHEAST MANAGEMENT DISTRICT	VARIOUS	VA	VA	CONSTRUCT BICYCLE NETWORK INCLUDES MILL AND OVERLAY, NEW SIDEWALKS, CROSSWALKS, CURBS, RAMPS, BIKE RACKS, BENCHES, REMOVE & REPLACE PAVEMENT MARKINGS AND SIGNAGE ON VARIOUS STREETS.	0.5	2032
18066	Harris	CITY OF HOUSTON	UPTOWN PARK BLVD.	WOODWAY AT LOOP 610	POST OAK BLVD. AT LOOP 610	CONSTRUCT 10' SHARED USE PATH. RECONSTRUCT PORTION OF NB TRAVEL LANES OF UPTOWN PARK BLVD. CONCEPT INCLUDES SAFETY ELEMENTS SUCH AS A SPEED TABLE. CONTINUE 10' SUP EAST ON POST OAK BLVD. WITH PED.LIGHTING.	1.9	2033
18070	Harris	CITY OF FRIENDSWOOD	BAY AREA BLVD.	AT PARK BEND DR.	BROOKSIDE SCHOOL	CONSTRUCT NEW 6' CONCRETE SIDEWALKS WITH TRAFFIC SIGNAL & CROSSWALKS AT W. BAY AREA BLVD & PREFABRICATED PEDESTRIAN/BICYCLIST BRIDGE OVER DRAINAGE CHANNEL.	0.1	2033
18071	Harris	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	WESTHEIMER RD	S. MAIN ST	SHEPHERD DR	RECONSTRUCT AS 3 LANES WITH EXPANDED SIDEWALK WIDTH (ROAD DIET), INTERSECTION IMPROVEMENTS WITH TURN LANES, TRAFFIC SIGNALS, ACCESS MANAGEMENT INCLUDING NEW BUS STOP & ON-STREET PARKING.	3.6	2033
18072	Harris	CITY OF HOUSTON	HERMANN PARK DR.	CAMBRIDGE ST.	HERMAN DR.	CONSTRUCT BIKE AND PEDESTRIAN OFF-STREET TRAILS AND DEDICATED ON-STREET BIKE LANES WITH IMPROVED STREET CROSSWALKS IN HERMANN PARK.	1.5	2033
18074	Harris	METRO	VA	VA	VA	REPLACE COMMUNICATION MODEMS ON METRO BUSES, VEHICLES, AND DEDICATED TAXI CABS	0.0	2033

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18079	Harris	CITY OF BAYTOWN	GARTH ROAD	IH 10	SANTAVY STREET	ACCESS MANAGEMENT TREATMENTS ALONG GARTH ROAD FROM IH 10 TO SANTAVY STREET	0.8	2035
18081	Harris	UPPER KIRBY DISTRICT	WEST ALABAMA STREET	BUFFALO SPEEDWAY	SHEPHERD DRIVE	RECONSTRUCT 4 LANES ROADWAY, SIDEWALKS, AND ADDITION OF A BIKE FACILITY	1.2	2035
18084	Harris	HARRIS COUNTY	GULF BANK ROAD	IH-45	HARDY TOLL ROAD	WIDEN FROM 2 TO 4 LANES DIVIDED	2.3	2033
18087	Harris	GREATER EAST END MANAGEMENT DISTRICT	VARIOUS LOCAL STREETS - EAST END DISTRICT	VA	VA	CONSTRUCT NEW 5' CONCRETE ADA ACCESSIBLE SIDEWALKS WITH RAMPS, LIGHTING AND LANDSCAPING ON VARIOUS STREETS	0.5	2035
18092	Harris	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	CENTERPOINT, METRO & HCTRA EASEMENTS	VA	VA	CONSTRUCT A NEW NORTH-SOUTH GREENWAY INCLUDING A 10' WIDE SHARED-USE CONCRETE TRAIL WITH WAYFINDING. ALSO, CREATE A NEW EAST-WEST TRAIL IN THE METRO RIGHT OF WAY ALONG WESTPARK DRIVE TO THE HILLCROFT PARK AND RIDE.	1.0	2039
18093	Harris	CITY OF HOUSTON - PARKS & RECREATION DEPARTMENT	PORT CONNECTOR GREENWAY	VA	VA	CONSTRUCT A NEW NORTH-SOUTH GREENWAY INCLUDING DEDICATED BIKE PATHS, A NEW BRIDGE OVER BUFFALO BAYOU, A NEW TRAIL ALONGSIDE OLD GALVESTON ROAD, A NEW BRIDGE ACROSS SIMS TO A NEW GREENWAY SOUTH TO HOBBY AIRPORT, PLUS ASSOCIATED INTERSECTION IMPROVEMENTS.	0.7	2039
18094	Harris	CITY OF HOUSTON	CITY OF HOUSTON OFF-ROAD SHARED USE PATH	SAN FELIPE	RICHMOND	CONSTRUCT 10' WIDE SHARED-USE CONCRETE PATH.	1.0	2039

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18095	Harris	CITY OF HOUSTON	CITY OF HOUSTON OFF-ROAD SHARED ENTRANCE USE PATH	WESTWARD ST	TO HILLCROFT PARK AND RIDE	CONSTRUCT ADA-COMPLIANT MEDIAN REFUGE AREA AND PORK CHOPS FOR PEDESTRIANS, REPLACE SIGNALS AND UPDATE PEDESTRIAN SIGNALS. STRIPE HIGH VISIBILITY CROSSWALKS. WIDENED SIDEWALKS TO ACCOMMODATE HEAVY FOOT TRAFFIC. ADA-COMPLIANT PEDESTRIAN RAMPS. REFRESH STRIPING FOR THE LENGTH OF THE PROJECT LIMITS. POSSIBLE MID-BLOCK CROSSING PENDING RESULTS OF TRAFFIC STUDY. LANDSCAPE/HARDSCAPE.	0.0	2039
18096	Harris	MIDTOWN MANAGEMENT DISTRICT	CRAWFORD STREET/ALMEDA ROAD	ISABELLA ST	GRAY STREET	(RE)CONSTRUCTION OF 6' SIDEWALKS AND ADA-COMPLIANT RAMPS; THE INSTALLATION OF PEDESTRIAN AMENITIES SUCH AS ENHANCED STREET LIGHTING, PEDESTRIAN LIGHTING, FUNCTIONAL LANDSCAPING, BENCHES, AND TRASH RECEPTACLES; THE INSTALLATION OF AN ON-STREET BI-DIRECTIONAL BICYCLE TRACK ALONG CRAWFORD STREET / ALMEDA ROAD AND INSTALLATION OF PEDESTRIAN AND BICYCLE SIGNALS.	1.0	2039
18097	Harris	HARRIS COUNTY	LITTLE WHITE OAK BAYOU	VA BAYOU	HALLS BAYOU	CONSTRUCT 10' WIDE SHARED-USE CONCRETE TRAIL WITH WAYFINDING	0.5	2039
18098	Harris	WESTCHASE MANAGEMENT DISTRICT	CS	WOODLAND PARK DR	ROGERDALE RD	CONSTRUCT BIKE LANES (ON AND OFF STREET), IMPROVEMENTS TO THE CURB, LANDSCAPING/LIGHTING, PEDESTRIAN ACCOMMODATIONS, ADA RAMPS AND LIMITED STORMWATER IMPROVEMENTS.	1.3	2039
18099	Harris	CITY OF HOUSTON	HEIGHTS HIKE AND BIKE TRAIL	NOTHEWEST TRANSIT CENTER	MEMORIAL DRIVE	CONSTRUCT 8', 10', 12' OR 14' SHARED USE PATH IN SECTIONS WITH PROTECTIVE BOLLARDS AND RAILINGS AND NEW BIKE ROUTE SIGNAGE.	4.3	2039

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18100	Harris	GREATER SOUTHEAST MANAGEMENT DISTRICT	CAROLINE ST.	IH 69	HERMANN DRIVE	SIDEWALKS WILL BE WIDENED TO 6' AND UPGRADED TO COH/ADA/TEXAS DEPARTMENT OF LICENSING AND REGULATIONS (TDLR) STANDARDS. OTHER IMPROVEMENTS TO BE INSTALLED INCLUDE PEDESTRIAN LIGHTING, ADA RAMPS, LANDSCAPING AND IRRIGATION, BENCHES, AND TRASH RECEPTACLES.	0.9	2039
18102 2941-01-026	Harris	TXDOT HOUSTON DISTRICT	FM 2920	BS 290	CYPRESS- ROSEHILL RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	13.7	2025
18113	Harris	HARRIS COUNTY	CE KING PKWY	SL 8 EAST SB FR	NORTH ROW OF TIDWELL RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	3.3	2027
18115	Harris	BRIDGELAND MANAGEMENT DISTRICT	TUCKERTON ROAD	TERMINUS OF TUCKERTON ROAD AT SH 99	KATY HOCKLEY RD	CONSTRUCT 4 LANES DIVIDED ROADWAY	3.4	2040
18116	Harris	HARRIS COUNTY	SHELDON ROAD	MARKET ST	JACINTO PORT BLVD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES WITH CONTINUOUS CENTER TURN LANE	2.0	2040
18125	Harris	CITY OF PEARLAND	KINGSLEY DR./ALMEDA SCHOOL RD.	CLEAR CREEK NORTH	SL8 EAST BOUND FRONTAGE RD	WIDEN FROM 2 TO 4 LANES DIVIDED ROADWAY WITH RAISED MEDIANS, CURB AND GUTTERS, STORM SEWERS AND BICYCLE AND PEDESTRIAN FACILITIES INCLUDING A 10' SHARED USE PATH	0.9	2027
18128	Harris	CITY OF BAYTOWN	HUNT RD.	NORTH MAIN ST	SH 146	CONSTRUCT 4 LANES DIVIDED ROADWAY WITH ELEVATED RAILROAD CROSSING AND BRIDGE	3.7	2041

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18139	Harris	CITY OF HOUSTON	DAIRY ASHFORD RD	WESTHEIMER	IH 10	WIDEN FROM 4 TO 6 LANES ROADWAY WITH BRIDE RECONSTRUCTION, PEDESTRIAN FACILITIES	3.2	2042
18140	Harris	PORT OF HOUSTON AUTHORITY	PORT RD	FM 146	CRUISE ST	CONSTRUCTION OF RAILROAD OVERPASS ON PORT ROAD LEADING TO THE BAYPORT CONTAINER TERMINAL.	1.2	2042
18141	Harris	GREATER EAST END MANAGEMENT DISTRICT	VA	VA	VA	RECONSTRUCTION OF SAMPSON/YORK INTERSECTION TO ACCOMODATE WALKING AND BIKING CONNECTIVITY.	0.0	2045
18142	Harris	CITY OF HOUSTON	WAUGH DR/HEIGHTS BLVD/YALE ST	IH 10	NEVADA/BOMAR ST	RECONSTRUCT AND REALIGN WITH SINGLE POINT URBAN INTERCHANGE AT MEMORIAL DRIVE, BICYCLE AND PEDESTRIAN IMPROVEMENTS, SIGNAL IMPROVEMENTS IMPROVED TRANSIT STOPS AND DETENTION PONDS.	2.7	2042
18143	Harris	HOUSTON PARKS BOARD	REGIONAL GREENWAYS NETWORK	VA	VA	CONSTRUCT GREENWAYS WITH 10' WIDE SHARED-USE CONCRETE TRAIL WITH LIGHTING, WAYFINDING, SIGNED AND SIGNALIZED ROADWAY CROSSINGS AND GRADE SEPARATIONS OVER BAYOUS, HIGHWAYS, BUSY STREETS OR RAILROADS.	0.0	2042

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18150	Harris	METRO	DOWNTOWN HOUSTON TRNSIT CORRIDORS	VA	VA	IMPROVE SIGNAGE AND PAVEMENT MARKINGS (E.G. RED BUS ONLY LANE DESIGNATIONS), SIGNAL TIMING AND OPERATIONS, OPTIMIZE BUS STOP DESIGN AND SPACING AND ENHANCE PASSENGER INFORMATION ON 'BUS-ONLY' LANES. LOUISIANA STREET (NB)/SMITH STREET (SB) CORRIDOR FROM SPUR 527 TO FRANKLIN STREET; TRAVIS STREET (NB)/ MILAM STREET (SB) FROM SPUR 527 TO COMMERCE STREET; AND SAN JACINTO STREET (NB)/ FANNIN STREET (SB) FROM MCGOWAN STREET TO FRANKLIN STREET	10.5	2035
18151	Harris	METRO	WESTHEIMER SIGNATURE BUS SERVICE	DOWNTOWN HOUSTON	WEST OAKS MALL	RAPID SERVICE FROM HAYES ROAD TO EDLOE STREET AND EXPRESS SERVICE ON IH 69 BETWEEN EDLOE STREET AND DOWNTOWN HOUSTON.	0.0	2024
18152	Harris	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	BROADWAY ST	IH 45	SH 3	RECONSTRUCTION WITH LEFT-TURN BAYS, INTERSECTION IMPROVEMENTS, RAILROAD SAFETY MEDIANS, WIDENED SIDEWALKS, A BUFFERED BICYCLE FACILITY AND IMPROVED PARKING	0.0	2037
18156 2941-01-028	Harris	TXDOT HOUSTON DISTRICT	FM 2920	SH 249	CYPRESS- ROSEHILL RD	RECONSTRUCT AND WIDEN FROM 4 TO 6 LANES	12.8	2027
18157	Harris	CITY OF HOUSTON - HOUSTON PUBLIC WORKS	FUQUA ST W	COH LIMIT	CHIMNEY ROCK RD	RECONSTRUCT ROADWAY WITH ACCESS MANAGEMENT IMPROVEMENTS INCLUDING TURNING BAYS AT MEDIAN OPENINGS, TURN LANES, SIGNALIZED INTERSECTIONS, RELOCATION OF BUS STOPS AND DRIVEWAYS	1.4	2037

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18160	Harris	METRO	UPTOWN BRT	BELLAIRE/UPTOWN N TRANSIT CENTER	GULFTON TRANSIT VENTER	EXTENSION OF UPTOWN BRT FROM BELLAIRE/UPTOWN TRANSIT CENTER TO GULFTON TRANSIT CENTER; INCLUDES 3 STATIONS	5.2	2030
18161	Harris	METRO	NORTHWEST TRANSIT CENTER - UPTOWN BRT	NORTHWEST TRANSIT CENTER	NORTHWEST MALL	EXTENSION OF UPTOWN BRT FROM NORTHWEST TRANSIT CENTER TO NORTHWEST MALL/PROPOSED TEXAS CENTRAL HSR TERMINAL; INCLUDES TWO STATIONS	1.3	2030
18162	Harris	METRO	GREEN & PURPLE METRO LINES	THEATER	MUNICIPAL COURTHOUSE	EXTENSION OF GREEN AND PURPLE LRT LINES FROM THEATER DISTRICT TO MUNICIPAL COURTHOUSE	0.1	2030
18164	Harris	METRO	BELLAIRE TRANSIT CENTER	5100 BELLAIRE BLVD		NEW TRANSIT CENTER AT BELLAIRE AND CHIMNEY ROCK; REPLACES EXISTING BELLAIRE TRANSIT CENTER	0.0	2030
18165	Harris	METRO	SHEPHERD/DURHAM TRANSIT CENTER	VA	VA	NEW TRANSIT CENTER AT SHEPHERD/DURHAM AND IH- 10; WOULD SERVE INNER KATY BUSWAY	0.0	2030
18166	Harris	METRO	HEMPSTEAD RD TRANSIT CENTER	AT HEMPSTEAD RD AND N POST OAK		NEW TRANSIT CENTER AT HEMPSTEAD RD AND N POST OAK	0.0	2030
18168	Harris	METRO	FAIRFIELD PARK AND RIDE	AT US 290 AND SH 99		NEW PARK AND RIDE NEAR INTERSECTION OF US 290 AND SH 99	0.0	2030
18169	Harris	HCTTF	BAYTOWN PARK AND RIDE	AT SAN JACINTO MALL		REPLACEMENT OF EXISTING LEASED SPACES AT SAN JACINTO MALL WITH PERMANENT FACILITY	0.0	2030

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MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18170	Harris	HCTTF	CROSBY PARK AND RIDE	NEAR US 90 AND FM 2100		NEW PARK AND RIDE NEAR US 90 AND FM 2100 IN CROSBY	0.0	2030
18171	Harris	HCTTF	DAYTON PARK AND RIDE	NEAR US 90 AND SH 146		NEW PARK AND RIDE NEAR US 90 AND SH 146 IN DAYTON	0.0	2030
18172	Harris	HCTTF	METRO SERVICE AREA	VA	VA	ENHANCEMENTS INCLUDE ADA-COMPLIANT SIDEWALK ADJUSTMENTS, CROSSWALK TREATMENTS, BENCH, SHELTER, SIGNAGE, BIKE RACK, LIGHTING AND LANDSCAPING. LOCATED WHERE SIGNIFICANT AMOUNT OF TRANSFER ACTIVITY IS LIKELY TO OCCUR BUT WHERE A FULL-SIZED TRANSIT CENTER IS	0.0	2040
18173	Harris	METRO	NORTHLINE TRANSIT CENTER NORTH LRT - (RED LINE)	NORTHLINE TRANSIT CENTER	N SHEPHERD PARK AND RIDE	EXTENSION OF RED/NORTH LRT LINE FROM NORTHLINE TRANSIT CENTER TO N. SHEPHERD PARK AND RIDE; INCLUDES 5 STATIONS	5.9	2040
18174	Harris	METRO	MLK/GRIGGS RD SOUTHEAST LRT - (PURPLE LINE)	MLK/GRIGGS RD	HOBBY AIRPORT	EXTENSION OF PURPLE/SOUTHEAST LRT LINE FROM MLK/GRIGGS TO HOBBY AIRPORT VIA MLK AND EAST BELLFORT; INCLUDES 9 STATIONS	7.4	2040
18175	Harris	METRO	MAGNOLIA PARK TRANSIT CENTER EAST LRT - (GREEN LINE)	MAGNOLIA PARK TRANSIT CENTER	HARRISBURG AND BROADWAY	EXTENSION OF GREEN/EAST LRT LINE FROM MAGNOLIA PARK TRANSIT CENTER TO HOBBY AIRPORT VIA HARRISBURG AND BROADWAY; INCLUDES 9 STATIONS	6.4	2040

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18176	Harris	METRO	UNIVERSITY LINE CORRIDOR	WESTCHASE PARK AND RIDE	TIDWELL TRANSIT CENTER	NEW BRT BUSWAY FROM WESTCHASE PARK AND RIDE TO TIDWELL TRANSIT CENTER VIA WESTPARK, RICHMOND, ALABA, ELGIN AND LOCKWOOD; INCLUDES 41 STATIONS	25.3	2040
18177	Harris	METRO	GESSNER CORRIDOR	MISSOURI CITY PARK AND RIDE	WILLOWBROOK MALL	NEW BRT BUSWAY FROM BW 8/US 90A/MISSOURI CITY PARK AND RIDE TO WILLOWBROOK MALL VIA GESSNER; INCLUDES 40 STATIONS	26.0	2040
18178	Harris	METRO	CS	DOWNTOWN HOUSTON	BUSH IAH	NEW BRT SERVICE FROM DOWNTOWN TO BUSH INTERCONTINENTAL AIRPORT; INCLUDES 4 STATIONS	22.0	2040
18179	Harris	HCTTF	US 290 COMMUTER LINE	HEMPSTEAD	N POST OAK	COMMUTER SERVICE FROM HEMPSTEAD TO HEMPSTEAD/N POST OAK PARALLELING UPRR; INCLUDES 8 STATIONS	43.7	2040
18180	Harris	HCTTF	WESTPARK COMMUTER LINE	FULSHEAR	GESNER	COMMUTER SERVICE FROM FULSHEAR TO GESSNER P&R ALONG WESTPARK; INCLUDES 10 STATIONS; INTERLINES WITH UNIVERSITY CORRIDOR BETWEEN WESTCHASE AND WESTPARK	22.0	2040
18181	Harris	HCTTF	US 90 A COMMUTER LINE	ROSENBERG	FANNIN SOUTH	COMMUTER SERVICE FROM ROSENBERG TO FANNIN SOUTH PARALLELING UPRR; INCLUDES 12 STATIONS	27.4	2040
18182	Harris	METRO	SH 249	SL 8	N OF SPRING CYPRESS	NEW 2- LANE HOV FACIILITY ALONG SH 249	10.2	2040
18183	Harris	HCTTF	IH 10 E	IH 610	GARTH RD	NEW 2- LANE HOV FACIILITY ALONG IH 10 E	22.2	2040

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18184	Harris	METRO	IH 10 W	WESTGREEN	FM 359	EXTENSION OF 2- LANE HOV FACILITY ON IH 10 W	12.4	2040
18186	Harris	HCTTF	IH 45	DOWNTOWN	NASA I BYPASS	CONVERSION OF EXISTING 1-LANE REVERSIBLE HOV LANE TO 2-LANES (ONE LANE IN EACH DIRECTION) HOV FACILITY	20.7	2040
18187	Harris	HCTTF	IH 69 N	DOWNTOWN	TOWSEN PARK AND RIDE	CONVERSION OF EXISTING 1-LANE REVERSIBLE HOV LANE TO 2-LANES (ONE LANE IN EACH DIRECTION) HOV FACILITY	19.6	2040
18188	Harris	HCTTF	IH 69 S	SPUR 527	SL 8	CONVERSION OF EXISTING 1-LANE REVERSIBLE HOV LANE TO 2-LANES (ONE LANE IN EACH DIRECTION) HOV FACILITY	14.0	2040
18190	Harris	METRO	METRO SERVICE AREA	VA	VA	BUS PRIORITY TREATMENTS, BUS STOP OPTIMIZATION, AND FREQUENT SERVICE ALONG MULTIPLE ARTERIALS	241.0	2040
18191	Harris	METRO	BOOST CORRIDOR (SPENCER HIGHWAY)	VA	VA	BUS PRIORITY TREATMENTS, BUS STOP OPTIMIZATION, AND FREQUENT SERVICE ALONG AIRPORT/COLLEGE/SPENCER BETWEEN HOBBY AIRPORT AND SAN JACINTO COLLEGE CENTRAL IN LAPORTE	0.0	2040
18194	Harris	HCTTF	FM 1960	W. LAKE HOUSTON PKWY.	VA	NEW PARK AND RIDE IN VICINITY OF FM 1960 AND W LAKE HOUSTON PKWY	0.0	2040
18195	Harris	HCTTF	W. MAIN ST.	N. BROADWAY	VA	NEW PARK AND RIDE IN VICINITY OF W MAIN AND N BROADWAY IN LAPORTE	0.0	2040

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18198	Harris	METRO	IH-45	NEAR SPRINGWOODS VILLAGE PKWY	VA	NEW PARK AND RIDE IN VICINITY OF IH-45 N AND SPRINGWOODS VILLAGE PKWY	0.0	2040
18200	Harris	METRO	SH 249	LOUETTA RD.	VA	NEW PARK AND RIDE IN VICINITY OF SH 249 AND LOUETTA RD	0.0	2040
18201	Harris	METRO	SH 249	BOUDREAUX RD.	VA	NEW PARK AND RIDE IN VICINITY OF SH 249 AND BOUDREAUX RD	0.0	2040
18202	Harris	HCTTF	SH 225	BROADWAY	VA	NEW PARK AND RIDE AT STUB END OF SH 225 AT BROADWAY AND LAWNSDALE	0.0	2040
18206	Harris	HCTTF	FM 1093	FM 359	VA	NEW PARK AND RIDE IN VICINITY OF INTERSECTION OF FMS 1093 AND 359 IN FULSHEAR	0.0	2040
18207	Harris	HCTTF	FM 1093	NEAR FM 359	VA	NEW PARK AND RIDE IN VICINITY OF INTERSECTION OF FMS 1093, 359 AND 1463 NEAR CINCO RANCH	0.0	2040
18208	Harris	HCTTF	SH 99	WESTPARK TOLLWAY	VA	NEW PARK AND RIDE IN VICINITY OF SH 99 AND WESTPARK TOLLWAY	0.0	2040
18209	Harris	HCTTF	VA	VA	VA	NEW PARK AND RIDE IN DOWNTOWN ROSENBERG	0.0	2040
18210	Harris	HCTTF	SH 99	US 90A	VA	NEW PARK AND RIDE IN VICINITY OF THE INTERSECTION OF US 90A, SH 99 AND FM 1464	0.0	2040

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18211	Harris	HCTTF	IH-69	SH 6	VA	NEW PARK AND RIDE IN VICINITY OF IH-69 AND SH 6; REPLACED LEASE SPACES AT FIRST COLONY AMC; STRUCTURED FACILITY	0.0	2040
18212	Harris	METRO	VA	VA	VA	REPLACES EXISTING HOBBY AIRPORT TRANSIT CENTER	0.0	2040
18213	Harris	METRO	IH-10 WEST	GESSNER	VA	NEW TRANSIT CENTER IN VICINITY OF GESSNER AND IH- 10 WEST	0.0	2040
18214	Harris	METRO	SH 249	NEAR FM 1960	VA	NEW TRANSIT CENTER IN VICINITY OF SH 249 AND FM 1960	0.0	2040
18215	Harris	HCTTF	SH 6	NEAR WESTHEIMER	VA	NEW TRANSIT CENTER IN THE VICINITY OF SH 6, WESTHEIMER AND RICHMOND	0.0	2040
18217	Harris	HCTTF	PASADENA TRANSIT CENTER	SH 225	S. SHAVER	NEW TRANSIT CENTER IN VICINITY OF SH 225, S SHAVER AND MAIN ST	0.0	2040
18218	Harris	HCTTF	SPENCER HIGHWAY	VA	VA	NEW TRANSIT CENTER AT SAN JACINTO COLLEGE CENTRAL CAMPUS ON SPENCER HWY	0.0	2040
18222	Harris	HCTTF	IH-45 HOV T-RAMP	AT EL DORADO BLVD.		T-RAMP FOR IH-45 GULF HOV FACILITY; PROVIDES DIRECT ACCESS TO EL DORADO PARK AND RIDE	2.0	2040
18224	Harris	HCTTF	IH 10 W	AT WESTGREEN T- RAMP		T-RAMP FOR IH-10 WEST DIAMOND LANES, PROVIDES BETTER ACCESS TO KINGSLAND PARK & RIDE	2.0	2040

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18225	Harris	HCTTF	MEMORIAL CITY BUS STATION	VA	VA	IN-FREEWAY BUS STATION FOR IH-10 WEST MANAGED LANES; CONNECTION TO MEMORIAL CITY TRANSIT CENTER	0.0	2040
18226	Harris	HCTTF	FIFTH WARD/DENVER HARBOR ONLINE STATION	VA	VA	IN-FREEWAY BUS STATION FOR IH-10 EAST HOV FACILITY; CONNECTION TO FIFTH WARD/DENVER HARBOR TRANSIT CENTER	0.0	2040
18228	Harris	HCTTF	METRO SERVICE AREA	VA	VA	ESTIMATED TO BE NEEDED OT SUPPORT SERVICE EXPANSIONS; LOCATIONS TBD	0.0	2040
18233	Harris	HOUSTON TRANSTAR	US 90	SL 8 E	RUNNEBURG	INSTALLATION OF AN ACTIVE TRAFFIC MANAGEMENT SYSTEM ON US 90 FROM BELTWAY 8 TO RUNNEBURG ROAD, INCLUDING FIBER OPTIC CABLE, CLOSED CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS, VEHICLE SENSING DEVICES, AND TRAVEL TIME READERS IN HARRIS COUNTY.	9.8	2027
18253 1006-01-079	Harris	TXDOT HOUSTON DISTRICT	FM 529	WALLER C/L	KATY-HOCKLEY CUTOFF RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	3.0	2029
18317	Harris	HARRIS COUNTY	HAMBLEN ROAD	LOOP 494	LAUREL SPRINGS LANE	WIDEN AND REALIGNMENT OF HAMBLEN ROAD TO FOUR-LANE DIVIDED ROADWAY WITH RAILROAD GRADE SEPARATION AND A SHARED USE TRAIL.	0.6	2035
18413	Harris	UNSPONSORED (TBD)	H-GAC TRANSPORTATION MANAGEMENT AREA	VA	VA	REGIONAL AGGREGATE ROADWAY OPERATIONS EXPENDITURES: FY 2029-2045	0.0	2029

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18414 3510-06-009	Harris	TXDOT HOUSTON DISTRICT	SH 99	AT IH 45 N		SEG F-2: CONSTRUCT 2 DCS (TOLL) (EB - SB, NB - WB)	0.2	2040
18417	Harris	MEMORIAL HEIGHTS REDEVELOPMENT AUTHORITY	SHEPHERD- DURHAM CORRIDOR	W 15TH ST	IH 10 WB FR	RECONSTRUCT ROADWAY AND VARIOUS CROSS STREETS (11TH, 12TH, 14TH ST. AT VARIOUS LIMITS) INCLUDING RE-CONFIGURATION OF TRAVEL LANES FROM 4 TO 3, INTERSECTIONS, ADDITION OF BIKE FACILITIES AND PEDESTRIAN INFRASTRUCTURE.	1.4	2023
18504 0028-02-097	Harris	TXDOT HOUSTON DISTRICT	US 90	W OF GREENS BAYOU	E OF GREENS BAYOU	CONSTRUCT 6 MAIN LANES ON NEW LOCATION	0.7	2030
18509 1685-05-107	Harris	TXDOT HOUSTON DISTRICT	SH 6	AT CLAY RD		GRADE SEPARATION AND INTERSECTION IMPROVEMENTS	0.7	2025
18510 2941-02-061	Harris	TXDOT HOUSTON DISTRICT	FM 2920	SH 249	IH 45 N	WIDEN FROM 4 TO 6 LANES DIVIDED	12.8	2027
18511 0500-03-595	Harris	TXDOT HOUSTON DISTRICT	IH 45 S	AT BROADWAY		INTERSECTION IMPROVEMENTS	0.0	2025
18514	Harris	TXDOT HOUSTON DISTRICT	FM 529	WALLER C/L	KATY-HOCKLEY CUTOFF RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	3.0	2029

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18601	Harris	METRO	METRO SERVICE AREA	VA	VA	BUS OPERATING FACILITY #7	0.0	2032
18656	Harris	CITY OF BAYTOWN	GARTH RD	S OF ARCHER RD	N OF CEDAR BAYOU LYNCHBURG RD	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	0.5	2024
18657	Harris	CITY OF BAYTOWN	GARTH RD	N OF CEDAR BAYOU LYNCHBURG RD	N OF RICELAND RD	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	0.3	2025

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18658	Harris	CITY OF BAYTOWN	GARTH RD	S OF BAKER RD	SH 146	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	1.2	2025
18659	Harris	CITY OF BAYTOWN	GARTH RD	S OF BAKER RD	SH 146	RECONSTRUCTION AND WIDENING FROM 4 TO 6 LANES WITH ACCESS MANAGEMENT IMPROVEMENTS	1.2	2028
18700	Harris	METRO	METRO SERVICE AREA	VA	VA	METRO STAR VANPOOL (CMAQ + STBG): FY 2025 - 2028	0.0	2025
12007	Liberty	TXDOT BEAUMONT DISTRICT	SH 105 BYPASS	SH 105 W OF CLEVELAND	SH 321 E OF CLEVELAND	WIDEN FROM 2 TO 4 LANES	5.5	2034
16338 0338-05-028	Liberty	TXDOT BEAUMONT DISTRICT	SH 105	MONTGOMERY C/L	BS 105T	WIDEN FROM 2 TO 4 LANES DIVIDED	1.6	2037
18039	Liberty	TXDOT BEAUMONT DISTRICT	FM 1960	SH 321	SH 99	WIDEN ROADWAY FROM 2 TO 4 LANES.	6.1	2030

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18063	Liberty	CITY OF DAYTON	WACO STREET	SH 321	FM 1960	RECONSTRUCT 2 LANE ROADWAY WITH 2 THROUGH LANES AND A CENTER LEFT TURN LANE, SIDEWALK ON EAST SIDE AND STORM SEWER IMPROVEMENTS.	1.3	2032
18078	Liberty	TXDOT BEAUMONT DISTRICT	FM 2025	US 59	SL 573	ADD ADDITIONAL BRIDGE WIDTH TO FM 2025 BRIDGE AT US 59 FOR TURN LANES & INSTALL TURN LANES ON FM 2025 FROM US 59 TO SH 573	0.4	2035
18082	Liberty	TXDOT BEAUMONT DISTRICT	SH 146	1.9 MILES N OF SL 227	US 90	WIDEN FROM 2 TO 4 LANES, ADD TURN LANES, AND DIAMOND GRIND PAVEMENT	3.4	2035
18121	Liberty	TXDOT BEAUMONT DISTRICT	FM 1008	CR 632	N WINFREE ST	INCREASE PAVEMENT WIDTH AND ADD LEFT TURN BAYS	3.5	2040
18319	Liberty	TXDOT BEAUMONT DISTRICT	FM 787	AT TRINITY RIVER		FM 787 TRINITY RIVER BRIDGE RELOCATION IN LIBERTY COUNTY	0.2	2035
187 0338-11-028	Montgomery	TXDOT HOUSTON DISTRICT	LP 336	E OF IH 45	FM 3083	WIDEN FROM 4 TO 6 LANES	3.2	2025
191	Montgomery	MONTGOMERY COUNTY	SORTERS RD	FM 1314	IH 69	WIDEN FROM 2 TO 4-LANES UNDIVIDED	5.8	2027
193	Montgomery	MONTGOMERY COUNTY	WOODLAND HILLS DR	FORD RD	NORTH PARK	CONSTRUCT NEW 2-LANE UNDIVIDED	1.9	2027

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379	Montgomery	CITY OF CONROE	LONGMIRE RD	SGT. ED HOLCOMBE RD	FM 1488	CONSTRUCT NEW 4-LANES ROAD (IN SECTIONS)	3.0	2027
7060	Montgomery	MONTGOMERY COUNTY	WOODLANDS PKWY	SH 249	FM 2978	CONSTRUCT NEW 2-LANE DIVIDED	5.7	2027
7562 1986-01-045	Montgomery	TXDOT HOUSTON DISTRICT	FM 1314	SH 105	SH 242	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	8.8	2028
7595	Montgomery	MONTGOMERY COUNTY	GROGANS MILL RD	RESEARCH FOREST DR	WOODLANDS PKWY	WIDEN FROM 4 TO 6-LANES DIVIDED	1.3	2027
7606	Montgomery	MONTGOMERY COUNTY	MONTGOMERY COUNTY	VA	VA	MONTGOMERY COUNTY COMMUNITY ASSISTANCE TRANSPORTATION COALITION	0.0	2027
10160 3158-01-040	Montgomery	TXDOT HOUSTON DISTRICT	FM 3083	SH 105	IH 45	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2.1	2031
12589	Montgomery	MONTGOMERY COUNTY	RESEARCH FOREST DR	SHADOWBEND DR	KUYKENDAHL RD	WIDEN FROM 4 TO 6-LANES	3.5	2027
14244 3510-07-005	Montgomery	TXDOT HOUSTON DISTRICT	SH 99	AT IH 69 N		CONSTRUCT 2 DIRECT CONNECTORS (TOLL) (EB - SB, NB - WB)	0.8	2025
15454 0110-04-198	Montgomery	MONTGOMERY COUNTY	IH 45	AT WOODLANDS PKWY		CONSTRUCT SINGLE POINT URBAN INTERCHANGE	0.3	2025

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15480	Montgomery	CITY OF CONROE	SH 105	LP 336 W	IH 45 N	ACCESS MANAGEMENT TREATMENTS	2.3	2027
15481	Montgomery	MONTGOMERY COUNTY	HONEA EGYPT RD/SENDERA RANCH DR/FISH CREEK THOROUGHFARE	FM 2854	FM 1488	WIDEN FROM 2 TO 4-LANES	7.1	2027
15505	Montgomery	CITY OF CONROE	CONROE TECH PARK TRANSIT TERMINAL	LEAGUE LINE RD AT FM 1484		CONSTRUCT CONROE TECH PARK TRANSIT TERMINAL	0.0	2023
15506	Montgomery	CITY OF CONROE	CONROE COLLEGE TERMINAL	COMMUNITY COLLEGE AT FM 3083		CONSTRUCT CONROE COLLEGE TERMINAL/MIXED USE DEVELOPMENT	0.0	2025
15507	Montgomery	CITY OF CONROE	CONROE DOWNTOWN TERMINAL	SH 105 AT SH 75		CONSTRUCT DOWNTOWN TERMINAL	0.0	2025
15592 3510-07-013	Montgomery	TXDOT HOUSTON DISTRICT	SH 99	AT IH 69 N		SEG H: CONSTRUCT 4 DIRECT CONNECTORS (TOLL) (WB-NB, WB-SB, SB-EB, NB-EB)	0.8	2030
16313 0523-08-013	Montgomery	TXDOT HOUSTON DISTRICT	FM 1488	FM 1774	SH 249	CONSTRUCT 4 LANE DIVIDED ROADWAY ON NEW LOCATION (MAGNOLIA BYPASS)	4.5	2027

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16314 0523-09-018	Montgomery	TXDOT HOUSTON DISTRICT	FM 1488	FM 1774	PROPOSED SH 249	CONSTRUCT 4-LANE ROADWAY ON NEW LOCATION (MAGNOLIA BYPASS)	8.0	2027
16343 0338-11-056	Montgomery	TXDOT HOUSTON DISTRICT	SL 336	FM 1314	IH 45	WIDEN FROM 2 TO 4-LANES DIVIDED ROADWAY	2.1	2027
16349	Montgomery	MONTGOMERY COUNTY	SH 249	FM 1774/FM 149 IN PINEHURST	SPRING CREEK/HARRIS C/L	WIDEN FROM 4 TO 6-LANES TOLLWAY	3.6	2035
17146 3538-01-055	Montgomery	TXDOT HOUSTON DISTRICT	SH 242	FM 1314	FM 1485	WIDEN FROM 2 TO 4-LANES DIVIDED RURAL ROADWAY WITH BICYCLE ACCOMMODATIONS	5.0	2021
17201 1259-01-048	Montgomery	TXDOT HOUSTON DISTRICT	FM 1097	BENTWATER DR	BLUEBERRY HILLS	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	2.1	2031
17202 1062-03-052	Montgomery	TXDOT HOUSTON DISTRICT	FM 1485	SH 242	KIDD CEMETERY RD	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANE DIVIDED	5.1	2027
17203 0523-10-045	Montgomery	TXDOT HOUSTON DISTRICT	FM 1488	FM 2978	IH 45	RESTRIPE AND WIDEN FROM 4 TO 6 LANES	8.2	2029

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17218 0110-04-191	Montgomery	TXDOT HOUSTON DISTRICT	IH 45	HARRIS C/L	RAYFORD- SAWDUST RD	RAMP MODIFICATION, ADDITION OF AUXILIARY LANES AND STRIPING	2.6	2035
17228 0110-03-079	Montgomery	TXDOT HOUSTON DISTRICT	SH 75	FM 830	LEAGUE LINE RD	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	1.8	2030
17229 0110-03-080	Montgomery	TXDOT HOUSTON DISTRICT	SH 75	FM 2432	FM 830	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	2.0	2030
17230 0110-03-078	Montgomery	TXDOT HOUSTON DISTRICT	SH 75	LEAGUE LINE ROAD	FM 3083/TEAS NURSERY ROAD	WIDEN FROM 2 LANES TO 4 LANES DIVIDED	1.0	2030
18044 1986-01-064	Montgomery	TXDOT HOUSTON DISTRICT	FM 1314	SOUTH OF SH 242	SH 242	WIDEN FROM 2 TO 4 LANES DIVIDED	1.0	2030
18053 2897-01-016	Montgomery	TXDOT HOUSTON DISTRICT	FM 830	OLD MONTGOMERY RD	SH 75	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	2.4	2032
18064	Montgomery	HOUSTON TRANSTAR	SH 105	FOSTORIA ROAD	IH 45	INSTALLATION OF FIBER OPTIC CABLE IN MONTGOMERY COUNTY ON SH 105 FROM FOSTORIA ROAD TO FM 1486.	19.0	2032

*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

2045 RTP Project Listing by County - TPC 05-24-2019

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18067	Montgomery	THE WOODLANDS TOWNSHIP	COLLEGE PARK DR.	ALLEN WOODS DR.	HARPERS LANDING DR.	CONSTRUCT A NEW 12' CONCRETE PATH ON FM 242 (COLLEGE PARK DR.) WITH RR CROSSING WITH GATE ARMS AND PANELS, A DRAINAGE CULVERT AND LANDSCAPING.	3.0	2033
18068	Montgomery	HOUSTON TRANSTAR	SH 242	IH 45 N	FM 1485	INSTALLATION OF FIBER OPTIC CABLE ON SH 242	11.0	2033
18075	Montgomery	CITY OF SHENANDOAH	DAVID MEMORIAL DR.	END OF DAVID MEMORIAL DR.	SH 242	EXTENSION OF DAVID MEMORIAL DRIVE FROM EXISTING END OF ROADWAY, NORTH TO SH 242	1.1	2033
18091	Montgomery	THE WOODLANDS TOWNSHIP	THE WOODLANDS TOWNSHIP	VA	VA	SAFE SCHOOL ACCESS ON KUYKENDAHL ROAD FROM CREEKSIDE GREEN DRIVE TO TIMARRON DRIVE; LAKE WOODLANDS DRIVE TO RESEARCH FOREST DRIVE (EXCLUDING BRIDGE CROSSING); HEB (3601 FM 1488) TO FM 1488; PANTHER CREEK DRIVE FROM MCCULLOUGH JUNIOR HIGH SCHOOL TO SPIRAL VINE CIRCLE; RESEARCH FOREST DRIVE FROM CAT'S CRADLE DRIVE TO BEAR SPRINGS PLACE.	1.0	2039
18117	Montgomery	CITY OF CONROE	FM 1314	SH 105 N TO AIRPORT RD	AIRPORT RD FM 1314 TO LP 336	CONSTRUCT 4 LANES UNDIVIDED ROADWAY WITH SIDEWALKS, STORM SEWER, WASTEWATER AND WATER LINE IMPROVEMENTS	1.8	2040
18119	Montgomery	CITY OF CONROE	FOSTER DR	SH 75 (FRAZIER DR)	FM 1314 (PORT RD)	WIDEN FROM 2 TO 4 LANES UNDIVIDED ROADWAY AND BRIDGE WITH SIGNAL, SIDEWALKS, STORM SEWER, WASTEWATER AND WATER LINE IMPROVEMENTS	1.6	2040
18120	Montgomery	MONTGOMERY COUNTY	FORD RD	FM 242	KIDD CEMETERY RD	WIDEN FROM 2 TO 4 LANES UNDIVIDED ROADWAY	3.2	2040

*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

2045 RTP Project Listing by County - TPC 05-24-2019

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18158	Montgomery	MONTGOMERY COUNTY	BIRNHAM WOODS DR	ELAN BOULEVARD	FULLER BLUFF DR	CONSTRUCT 5,900' OF SIDEWALK AND PEDESTRIAN BRIDGE.	1.3	2037
18216	Montgomery	HCTTF	SIX PINES DR.	NEAR LAKE ROBBINS DR.	VA	NEW TRANSIT CENTER IN VICINITY OF SIX PINES DR AND LAKE ROBBINS DR	0.0	2040
18220	Montgomery	HCTTF	IH-45 HOV T-RAMP	AT WOODLAND TOWN CENTER		T-RAMP FOR IH-45 NORTH DIAMOND LANES; PROVIDES DIRECT ACCESS TO THE WOODLANDS TOWN CENTER	2.0	2040
18329	Montgomery	HOUSTON TRANSTAR	SH 105	IH 45	FM 1486	INSTALLATION OF FIBER OPTIC CABLE IN MONTGOMERY COUNTY ON SH 105 FROM FOSTORIA ROAD TO FM 1486.	24.0	2032
15298	Multiple	H-GAC	HOUSTON-GALVESTON TMA	VA	VA	H-GAC AIR QUALITY PROGRAMS (2021-2035)	0.0	2025
15311	Multiple	METRO	METRO SERVICE AREA	VA	VA	REGIONAL VANPOOL PROGRAM (FY 2021-2035)	0.0	2025
17154	Multiple	TEXAS CENTRAL HIGH-SPEED TRAIN	TEXAS CENTRAL HIGH-SPEED TRAIN CORRIDOR	WALLER C/L	NORTHWEST TRANSIT CENTER	CONSTRUCT HIGH-SPEED PASSENGER TRAIN SYSTEM WITH PARALLEL, GRADE-SEPARATED, UNIDIRECTIONAL TRACKS WITH OVER 50% ON VIADUCT AND THE REMAINING ON EMBANKMENT.	44.0	2023
18185	Multiple	HCTTF	IH 45 S	NASA I BYPASS	S OF SH 146	CONSTRUCT TWO-WAY DIAMOND LANES	24.5	2040
18254	Multiple	HOUSTON TRANSTAR	HOUSTON-GALVESTON TMA	VA	VA	REGIONAL ITS INFRASTRUCTURE - HARDWARE/SOFTWARE, UTILITIES AND COMMUNICATIONS: FY 2021 -FY 2028	0.0	2025

*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
18256	Multiple	H-GAC	HOUSTON- GALVESTON TMA	VA	VA	REGIONAL FREEWAY INCIDENT MANAGEMENT-TOWING (FY 2021 - 2028)	0.0	2025
18257	Multiple	H-GAC	HOUSTON- GALVESTON TMA	VA	VA	CLEAN VEHICLES PROGRAM (ENGINE/VEHICLE REPLACEMENT, ALTERNATE FUELS, EDUCATION): FY 2023- 2028	0.0	2025
18260	Multiple	H-GAC	HOUSTON- GALVESTON TMA	VA	VA	REGIONAL TRNSIT FARE COLLECTION SYSTEM (FY 2023 - 2026)	0.0	2025
18261	Multiple	H-GAC	HOUSTON- GALVESTON TMA	VA	VA	TDM MARKETING/OUTREACH (COMMUTE SOLUTIONS) FY 2021 - 2028	0.0	2025
10950 0543-01-054	Waller	TXDOT HOUSTON DISTRICT	FM 359	IH 10	US 90	WIDEN FROM 2 TO 4 LANESS DIVIDED	0.8	2031
17204 0409-03-012	Waller	TXDOT HOUSTON DISTRICT	FM 1488	BS 290	FM 1098	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	5.5	2028
17205 0523-01-031	Waller	TXDOT HOUSTON DISTRICT	FM 1488	FM 1098	HARRIS CL	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES DIVIDED	3.1	2028
17207 0523-04-019	Waller	TXDOT HOUSTON DISTRICT	FM 1488	HARRIS COUNTY LINE	W OF JOSEPH RD	RECONSTRUCT WIDEN FROM 2 TO 4 LANES DIVIDED	9.8	2028

*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
17211 1006-02-009	Waller	TXDOT HOUSTON DISTRICT	FM 529	FM 362	HARRIS C/L	RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES	6.1	2029
17233 0114-11-077	Waller	TXDOT HOUSTON DISTRICT	US 290	SH 6	HARRIS C/L (FM 2920/FM 362)	WIDEN FROM 4 TO 6 LANES	9.8	2030
17234 0114-11-083	Waller	TXDOT HOUSTON DISTRICT	US 290	WASHINGTON C/L	SH 6	RECONSTRUCT AND WIDEN FROM 4 LANES TO 6 LANES	6.9	2030
18114 0271-09-026	Waller	TXDOT HOUSTON DISTRICT	US 90	FM 2855	FORT BEND C/L	WIDEN FROM A 2 TO 4 LANES	3.4	2029
18203	Waller	HCTTF	VA	VA	VA	NEW PARK AND RIDE IN DOWNTOWN HEMSPTEAD	0.0	2040
18204	Waller	HCTTF	BUSINESS 290	NEAR UNIVERSITY DR.	VA	NEW PARK AND RIDE IN VICINITY OF BUSINESS 290 AND UNIVERSITY DR IN PRAIRIE VIEW	0.0	2040
18205	Waller	HCTTF	BUSINESS 290	NEAR FM 362	VA	NEW PARK AND RIDE IN VICINITY OF BUSINESS 290 AND FM 362 IN WALLER	0.0	2040
18328 0271-09-025	Waller	TXDOT HOUSTON DISTRICT	US 90	IH 10	FM 2855	WIDEN FROM A 2 TO 4 LANES	6.3	2029

*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.

MPOID/ CSJ	County	Sponsor*	Facility	From	To	Description	Length (mi)	Fiscal Year
17235 0114-10-097	Washington	TXDOT HOUSTON DISTRICT	US 290	FM 1371	WALLER C/L	*INFORMATION ONLY* RECONSTRUCT & WIDEN FROM 4 TO 6 LANES AND CONSTRUCT TWO 2 LANE FRONTAGE ROADS	3.1	2028

*Analysis Year - NRS, EREA, and EXEMPT are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

*Sponsor - HCTTF are projects recommended by High Capacity Transit Task Force and not included in METRONext.

Appendix E
Federal and State Funding
Categories

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Appendix E – Federal and State Funding Categories

HIGHWAY PROGRAMS

Table E-1 Unified Transportation Program Funding Categories

NO.	CATEGORY NAME	PROGRAMMING AUTHORITY	SUMMARY/RESTRICTIONS
	ABBREVIATION	USUAL FUNDING	
1	Preventative Maintenance & Rehabilitation	Texas Transportation Commission allocation by formula to TxDOT Districts. Districts select projects using a performance-based prioritization process.	Preventive maintenance and rehabilitation of the existing state highway system. The rehabilitation funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.
	PREV-M	Federal 90%, State 10% Or Federal 80%, State 20% Or State 100%	
2	Metropolitan and Urban Corridor Projects	Texas Transportation Commission allocation program. Projects selected and scored by Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs).	Mobility and added capacity projects on urban corridors to mitigate traffic congestion, and to increase the safe and efficient movement of people and freight. MPOs select projects in consultation with TXDOT districts using a performance-based prioritization process that assesses mobility needs within the TMA.
	METRO-TMA	Federal 80%, State 20% Or State 100% Or Federal 80%, Local 20%	
3	Non-Traditional Funded Transportation Projects	Texas Transportation Commission approval. Project-specific corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Transportation related projects that qualify for funding from sources not traditionally part of the State Highway Fund including state bond financing under programs such as proposition 12 and Proposition 14, the Texas Mobility Fund, pass-through toll financing, regional revenue and concession funds, and local funding.
	NON-TRAD	Federal 80%, State 20% Or State 100% Or 100% Local Or Varies by agreement and rule	

APPENDIX E: FEDERAL AND STATE FUNDING CATEGORIES

4	Statewide Connectivity Corridor Projects	Texas Transportation Commission approval. Project-specific Corridors selected statewide based on criteria to be determined. Projects scheduled by consensus of districts	Addresses mobility on major state highway system corridors which provide connectivity between urban areas and other statewide corridors: <ul style="list-style-type: none"> • Texas Trunk System • National Highway System (NHS) • and connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports
	ST-WIDE	Federal 80%, State 20% Or State 100%	
5	Congestion Mitigation Air Quality Improvement	Texas Transportation Commission allocation. Allocation based on percent of population in non-attainment areas. Allocation program to districts. Projects selected by MPO in consultation with TxDOT and TCEQ.	Addresses attainment of National Ambient Air Quality Standard in the non-attainment areas (currently Dallas-Fort Worth, Houston, San Antonio and El Paso). Funds cannot be used to add capacity for single occupancy vehicles.
	CMAQ	Federal 80%, State 20% Or Federal 80%, Local 20%	
6	Structures Replacement and Rehabilitation: Highway Bridge Program	Texas Transportation Commission allocation to the TXDOT Bridge Division.	Replaces or rehabilitates eligible bridges on and off the state highway system (functionally obsolete or structurally deficient). A minimum of 15% of the HBP funding must go toward replacement and rehabilitation of off-system bridges.
	BRIDGE	Federal 90%, State 10% Or Federal 80%, State 20% Or Federal 80%, State 10%, Local 10%	
	Structures Replacement and Rehabilitation: Railroad Grade Separation Program	Texas Transportation Commission allocation to the TXDOT Bridge Division.	Eliminates at-grade highway-railroad crossing through the construction of highway overpasses or railroad underpasses, and rehabilitates or replaces deficient railroad underpasses on the state highway system
	BRIDGE	Federal 80%, State 20%	

APPENDIX E: FEDERAL AND STATE FUNDING CATEGORIES

7	Metropolitan Mobility/Rehabilitation	Texas Transportation Commission allocation to TMAs with populations of 200,000 or greater	MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that accesses mobility needs within the TMAs.
	STBG	Federal 80%, State 20% Or Federal 80%, Local 20% Or State 100%	
8	Safety: Highway Safety Improvement Program (HSIP)	Funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.	Projects are evaluated using three years of crash data and ranked by safety improvement index.
	SAFE	Federal 90%, State 10% or State 100%	
	Safety: Safety Bond Program	Allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis.	Projects are evaluated using the safety improvement index, roadway safety characteristics, and anticipated time required to complete a candidate project.
	SAFE	State 100%	
	Safety: Systemic Widening Program	Roadway widening projects on the state highway system.	Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.
	SAFE	Federal 90%, State 10%	
	Safety: Federal Railway Set-Aside	Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and crashes at public at-grade crossings.	Projects are evaluated using the railroad crossing index
	SAFE	Federal 100%	
	Safety: Road to Zero (RTZ)	Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.	Projects are evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors are directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.
	SAFE	Federal 90%, State 10%	

APPENDIX E: FEDERAL AND STATE FUNDING CATEGORIES

9	Transportation Alternatives Set-Aside Program	TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT and FHWA. Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.	For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process. The Texas Transportation Commission selects projects for funding under a TxDOT-administered call-for-projects.
	TASA	Federal 80%, State 20% Or Federal 80%, Local 20%	
10	Supplemental Transportation Programs: Texas Parks and Wildlife Department (TPWD)	Texas Transportation Commission statewide allocation program. Projects selected by Texas Parks and Wildlife Department (TPWD).	Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.
	MISC	State 100%	
	Supplemental Transportation Programs- Railroad Grade Crossing and Replanking Program	Condition of crossing's riding surface and benefit to cost per vehicle using crossing.	Projects selected by the TxDOT Rail Division in coordination with TxDOT districts. All projects are selected using a performance-based prioritization process.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Railroad Signal Maintenance Program	Based on number of crossings and type of automatic devices present at each.	Projects selected by the TxDOT Rail Division in coordination with TxDOT districts. All projects are selected using a performance-based prioritization process.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Landscape Incentive Awards Program	Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program	Awards are managed by the TxDOT Design Division.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Coordinated Border Infrastructure (CBI)	Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.	Projects selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC) and are managed by TPP.
	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Programs: Green Ribbon Program	Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.	Managed by the TxDOT Design Division, allows the department to address new landscape development and establish projects to plant trees and shrubs to mitigate poor air quality .

APPENDIX E: FEDERAL AND STATE FUNDING CATEGORIES

	MISC	State 100% or Federal 80%, State 20%	
	Supplemental Transportation Projects- (Federal)	Texas Transportation Commission approval to participate. Federal allocations.	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, Ferry Boat Discretionary and Congressional High Priority Projects.
	MISC	Federal 100% Or Federal 80%, State 20%	
	Supplemental Transportation Projects – Railroad Rehabilitation & Improvement Projects	Commission Allocation. Projects selected and managed by Rail Division.	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, Ferry Boat Discretionary and Congressional High Priority Projects.
	MISC	Federal, State, Local-project specific	
11	District Discretionary	Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs. The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives. Rider 11(b): Selected by the Commission.
	ST DIST DISC	Federal 80%, State 20% Or Federal 80%, Local 20% Or State 100%	
12	Strategic Priority	Funding is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.	The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.
	STRAT	Federal 80%, State 20% Or State 100%	

APPENDIX E: FEDERAL AND STATE FUNDING CATEGORIES

TRANSIT PROGRAMS

Table E-2 Federal Transit Administration Grant Programs

Section 5303/5304 Planning Funds	
	Provides formula funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.
Section 5307/5340 Urban Areas Formula Funds	
	Provide funding to support a variety of public transportation services and facilities. The funds are authorized through the transportation authorization bill and are apportioned annually for urban areas based on legislative formulas. Large urbanized areas are defined as those with populations greater than 200,000. Small urbanized areas have populations between 50,000 and 200,000. The Houston region includes two large urbanized areas (Houston UZA and Conroe--The Woodlands) two small urbanized areas (Texas City/La Marque and Lake Jackson/Angleton). The boundaries of the Houston UZA extend into parts of Brazoria, Fort Bend, Galveston and Montgomery counties. For this reason, Fort Bend County and Harris County receive a share of funds from the Houston UZA apportionment.
Section 5309 Capital Investments Grants	
	Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities	
	This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complimentary paratransit services.
Section 5311 Rural and Small Urban Areas	
	Funds public transportation in nonurbanized areas (i.e., areas with less than 50,000 population). The goal of the Program is to enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation. In Texas, the Program is administered by the Texas Department of Transportation (TxDOT). Funds are apportioned to the State by formula, and may be used for capital, operating, and administrative purposes.
Section 5337 State of Good Repair	
	A formula-based capital assistance program for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing

APPENDIX E: FEDERAL AND STATE FUNDING CATEGORIES

	Transit Asset Management plans.
Section 5339 Bus and Bus Facilities	
	<p>Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.</p> <p>(a) Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.</p>

APPENDIX E: FEDERAL AND STATE FUNDING CATEGORIES

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Appendix F

MPO Self Certification

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Appendix F – MPO Self Certification

Section 450.336 of the Metropolitan Planning Rules (**23 CFR Part 450**) requires that at least every 4 years, the Metropolitan Planning Organization certify that the planning process is addressing the major issues facing the area and is being conducted in accordance with applicable federal laws and regulations. The requirements are contained in the following legislation and regulations:

1. 23 U.S.C. 134, 49 U.S.C. 5303, The Metropolitan Planning Rules

These laws and regulations provide the legal framework for conducting the transportation planning process in Metropolitan Planning Areas. They direct the process for developing transportation plans, programs and activities and promote the safe and efficient management, operation and development of multimodal transportation systems through a continuing, cooperative, and comprehensive planning process.

2. The Clean Air Act (42 U.S.C. 7504, 7506(c) and (d), 23 U.S.C. 134, 40 CFR 93

In non-attainment and maintenance areas, these laws and regulations discuss the planning and development of an air quality State Implementation Plan and require an air quality conformity analysis to demonstrate that the transportation plans and programs are consistent with the objectives of the State Implementation Plan.

3 Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in all federally assisted programs. Subsequent laws and Presidential Executive Orders have added handicap, sex, age, and income status to the criteria for which discrimination is prohibited. Furthermore, recipients of federal funding must make environmental justice a part of their agency mission and ensure that individuals are not denied benefits or the opportunity to participate in the public discourse because they have limited English language communication skills. .

4 49 U.S.C. 5332

This section states a person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of their race, color, religion, national origin, sex, disability, or age.

5 Section 1101(b) of the FAST Act –LU (Pub. L. 114-357) and 49 CFR part 26

These sections provide the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

6. 23 CFR part 230

This section provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

7. The American Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq)

This Act, along with the Department of Transportation (DOT) regulations “Transportation for Individuals with disabilities” (49 CFR Part 27, 37, and 38), prohibit discrimination against people with disabilities in employment, transportation, public accommodation, communications, governmental activities, and at commercial facilities.

8. The Older Americans Act, as amended (42 U.S.C 6101)

This Act prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance.

9. Section 324 of title 23 U.S.C.

This section prohibits discrimination based on gender.

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794), 49 CFR part 27

This section prohibits discrimination against individuals with disabilities.

The certification of these requirements by the H-GAC Metropolitan Planning Organization and the Texas Department of Transportation follow.

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Resolution

NO. 2020-23

TEXAS DEPARTMENT OF TRANSPORTATION METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America’s Surface Transportation Act (FAST Act), the Texas Department of Transportation and the Houston-Galveston Area Council, Metropolitan Planning Organization for the Houston, Conroe–The Woodlands, Lake Jackson–Angleton, and the Texas City Urbanized Areas, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

TPC Agenda – Item 7
Mailout 6/19/20

DocuSigned by:
Eliza Paul
DF6493334509439...

Eliza Paul, P.E. District Engineer
Texas Department of Transportation
Houston District

6/29/2020

Date

DocuSigned by:
Kenneth Clark
AEE0EF5C8DEC4CA...

Hon. Kenneth Clark, Chairman
Transportation Policy Council for the
Houston- Galveston Transportation
Management Area

7/6/2020

Date

DocuSigned by:
donald smith
E7683C29BC7143D

Donald Smith, P.E. District Engineer
Texas Department of Transportation
Beaumont District

7/6/2020

Date

DocuSigned by:
Tom Reid
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Hon, Tom Reid, Secretary
Transportation Policy Council for the
Houston-Galveston Transportation
Management Area

7/7/2020

Date

Appendix G
MPO Designation Agreement

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STATE OF TEXAS
OFFICE OF THE GOVERNOR
AUSTIN, TEXAS 78711

WILLIAM P. CLEMENTS, JR.
GOVERNOR

MEMORANDUM

TO: Metropolitan Planning Organization Points of
Contact

FROM: Allan Rutter, ^{CR} Governor's Office of Budget and
Planning

DATE: September 9, 1988

SUBJECT: Returned Copies of Signed MPO Designation
Agreements

Enclosed you will find your copy of the signed agreement which designates your group as the Metropolitan Planning Organization for your urbanized area. Keep this in a safe place, since this will be the last time we have to perform this particular task.

I appreciate your patience and cooperation with this final iteration of the MPO redesignation process. Please continue to send me copies of MPO documents and products which you think would be of interest. Do not hesitate to contact me if you need to revise or change these agreements at any point in the future.

RECEIVED

SEP 12 1988

ADMINISTRATION

AGREEMENT

RECEIVED
AUG 29 1988
GOVERNOR'S BUDGET OFFICE

STATE OF TEXAS
COUNTY OF TRAVIS

THIS AGREEMENT Made this 9th day of Sept., A.D., 1988, by and between the Office of the Governor, State of Texas, acting by and through the Office of Budget and Planning, Party of the First Part, and the
HOUSTON-GALVESTON AREA COUNCIL

_____, Party of the Second Part:

WITNESSETH

WHEREAS, the Federal-Aid Highway Act of 1973 in Section 112 allocates planning funds to Metropolitan Planning Organizations to support the urban transportation planning process; and

WHEREAS, the Federal Highway Administration (in accordance with Section 112 of the Federal-Aid Highway Act of 1973) and the Urban Mass Transportation Administration (in accordance with Section 8 of the Urban Mass Transportation Administration Act of 1964, as amended) intend to fund the same designated metropolitan planning organization in each metropolitan area; and

WHEREAS, The Federal Aviation Administration intends to consider this agency for the receipt of airport system planning funds under Section 13 of the Airport and Airway Development Act of 1970 as amended; and

WHEREAS, it is the desire of the parties that urban transportation planning be integrated to the maximum extent possible with other areawide planning in the metropolitan area; and

WHEREAS, the successful implementation of urban transportation planning requires the assistance and concurrence of all local governments in the metropolitan area.

NOW THEREFORE, it is hereby agreed that the use of funds made available under Section 112 of the Federal-Aid Highway Act of 1973 shall be governed by the organization and responsibilities as set out in the following paragraphs:

I. Organization

The HOUSTON-GALVESTON AREA COUNCIL

shall be the Metropolitan Planning Organization for transportation planning in the HOUSTON/GALVESTON, TEXAS CITY, AND LA MARQUE urbanized area.

The Metropolitan Planning Organization shall:

- A. Develop or assist in the development of a multi-modal transportation planning process. Prepare a Unified Work Program which would specify the use of Section 112 funds or in those regions where a Unified Work Program is not required, prepare a plan for the use of these monies, and submit the Unified Work Program or plan for approval to the Committee established pursuant to Section 134 of Chapter 1 of Title 23 United States Code.
- B. Insure that transportation planning in the urbanized area is successful, coordinated, and integrated with other comprehensive planning in the State Planning Region.
- C. Use the Committee structure established pursuant to Section 134 of Chapter 1 of Title 23 U. S. C. as the group responsible for giving the Metropolitan Planning Organization overall transportation policy guidance.

II. Section 112 of the 1973 Federal-Aid Highway Act authorizes additional funds for the purpose of carrying out the provisions of Section 134 of Chapter 1, of Title 23 U. S. C. Therefore, first consideration for the distribution of Section 112 funds will be given to planning efforts being conducted by cities, counties, and regional councils of governments who are assigned responsibility for basic elements of the urban Transportation Study Agreements established by the State Department of Highways and Public Transportation pursuant to Section 134 of Chapter 1 of Title 23 U. S. C.

III. This agreement shall in no way establish any activity or process that would infringe upon or interfere with the statutory obligation of the State Department of Highways and Public Transportation.

IV. The Metropolitan Planning Organization will contract with the State Department of Highways and Public Transportation for Section 112 Planning Funds. The expense involved in urban transportation planning will be assumed by the Metropolitan Planning Organization or agencies with which the Metropolitan Planning Organization has subcontracted to accomplish work identified in the approved Unified Work Program or plan for the use of Section 112 funds. Vouchers for completed work under the annual Unified Work Program or plan utilizing Section 112 funds will be audited and approved by the State Department of Highways and Public Transportation according to federal and state requirements. Reimbursement will be made on a periodic basis.

V. This agreement may be renegotiated as necessary to meet changing conditions or terminated by either party upon 30 days notice.

VI. This agreement will remain in full force and effect until such time as the HOUSTON-GALVESTON AREA COUNCIL is no longer the designated Metropolitan Planning Organization or unless terminated as provided in Item V above.

IN WITNESS WHEREOF, the Parties have hereunto affixed their signatures on the dates indicated.

Party of the First Part
OFFICE OF THE GOVERNOR
STATE OF TEXAS

Party of the Second Part

BY: H.P. Clements

BY: Jack Steele
Jack Steele
Executive Director

Date: September 9 1988

Date: August 24, 1988

RECOMMENDATION FOR EXECUTION:

Title Steve Howard
Steve Howard
Director, Program Operations

Appendix H

Transportation Conformity

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Appendix H – Transportation Conformity

The 2021-2024 TIP relies upon a Transportation Conformity Determination approved by conformity consultation partners including FHWA, U.S. EPA, and TCEQ on August 2, 2019. For more information, please visit the H-GAC transportation conformity website at: <http://www.h-gac.com/transportation-conformity/2019.aspx>.

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Appendix I
Active FTA Letters of No
Prejudice

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Appendix I – Active FTA Letters of No Prejudice

FTA PRE-AWARD AUTHORITY

The Federal Transit Administration (FTA) has developed two processes that allow grant recipients to incur costs using non-federal resources in advance of grant approval. These expenditures may subsequently be reimbursed using federal funds (or used as credit toward the required non-federal share) after a grant is approved. These provisions are generally referred to as ‘pre-award authority’.

It is important to note that exercising pre-award authority involves considerable risk. There is no guarantee federal funds will be available or awarded for reimbursement and costs incurred must meet all federal planning, environmental, and procurement requirements, (as if federal grant funds are being used) as well as any program-specific requirements that may exist. All expenditures made under pre-award authority are subject to audit and potential disallowance.

AUTOMATIC PRE-AWARD AUTHORITY

In cases where FTA has determined specific pre-approval is not necessary, recipients may incur costs under ‘automatic’ pre-award authority. The list of eligible activities and conditions precedent for the use of automatic pre-award authority is revised each year and published in the Federal Register as part of FTA’s annual notice of funding apportionments.

Automatic pre-award authority is generally restricted to activities where (1) substantial certainty surrounds the availability of future federal funds, such as 5307 formula funds, or (2) the recipient is pursuing funding support under a process where significant FTA involvement/oversight is involved (e.g. New Starts/Small Starts).

While FTA has continually expanded the list of eligible programs and activities which qualify for automatic pre-award authority, funds transferred from the highway account (CMAQ/STP/etc.) are currently not covered by these provisions.

LETTERS OF NO PREJUDICE (LONP)

In all other cases, specific FTA approval is required before expenses may be incurred using non-federal resources. The approval document issued by FTA is a Letter of No Prejudice (LONP).

LONPs must meet the same conditions as automatic pre-award authority and will only be issued

APPENDIX I: LETTERS OF NO PREJUDICE

following completion of the environmental review process.

LONPs are intended to allow *time-sensitive critical-path* project activities to occur using local funds in advance of federal grant funds being available for reimbursement. As such, LONPs expire after a specific period of time, generally limited to five years.

Given this purpose and significant constraints, LONPs are most valuable when a significant local project investment is imminent **and** federal funds are likely to be available to continue project implementation within the five-year period covered by the LONP.

If local funds are not available to make an investment in the project, or if federal funds are not likely to be available within five years of the local investment, an LONP provides little or no value.

The following examples illustrate situations where LONPs are appropriate:

- **Long-lead items:** The time required to procure certain long-lead items, such as transit vehicles or proprietary equipment, may necessitate initiating these activities prior to grant approval.
- **Final design:** A recipient may wish to undertake engineering and design activities upon the completion of environmental review so construction may begin immediately upon grant approval.

DOCUMENTATION OF LONPS IN THE RTP AND TIP

Project sponsors within the Houston-Galveston region have made greater use of FTA pre-award authority, particularly Letters of No Prejudice, over the past few years. In order to ensure the planning requirement conditions for LONP issuance are being satisfied, H-GAC issued a memorandum to transit funding recipients in the region detailing a new process for the treatment of LONPs in the TIP and RTP.

Under this new process, proposed LONPs which represent multi-year capital programs will be considered for inclusion in the RTP. As is the case for roadway projects, documentation of financial responsibility will be required to support the inclusion of an LONP project in the RTP.

As local funding commitments are made or federal grant funds are secured to implement the LONP project, the funded scope elements will be programmed in the TIP. In addition, active and proposed LONPs will be included in an appendix to the TIP for the purpose of facilitating federal approvals and authorizations.

Appendix J

Statewide Programs

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Appendix J — Statewide Programs

STATEWIDE PROGRAMS – GROUPED CSJ's

In cooperation with the Federal Highway Administration, TxDOT developed statewide programs identified by statewide CSJs to maximize the provisions for grouping projects that are not determined to be regionally significant in one line item, as allowed for in Title 23 USC Section 135 Statewide Planning. A table of the eligible funding categories and corresponding statewide CSJs can be found in **Table J-1**.

The use of statewide CSJs for these categories provides a more efficient method of programming and letting projects in these categories of work (such as bridge replacement, safety, or landscaping) and decreases the necessity for TIP/STIP revisions.

These projects are exempt from conformity/regional emissions analysis and typically require limited environmental documentation (categorical exclusion). It is important to note that non-attainment areas will not have any added capacity projects, phases of added capacity projects, or CMAQ projects funded under statewide CSJs.

**TABLE J-1
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
STATEWIDE CSJs**

CSJ	STATEWIDE PROGRAM	DEFINITION
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 3].

Note 1: Projects funded with Transportation Alternatives Set-Aside Program (TASA), and Congestion Mitigation Air Quality funding require a Federal eligibility determination and are not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Note 3: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

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Appendix K
TXDOT/MPO Planning Agreement

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**MEMORANDUM OF UNDERSTANDING
AMONG
THE HOUSTON-GALVESTON AREA TRANSPORTATION POLICY COUNCIL AS
THE METROPOLITAN PLANNING ORGANIZATION FOR
THE HOUSTON GALVESTON TRANSPORTATION MANAGEMENT AREA,
THE TEXAS DEPARTMENT OF TRANSPORTATION AS REPRESENTATIVE OF
THE STATE OF TEXAS,
DESIGNATED RECIPIENTS AND OTHER PROVIDERS OF PUBLIC TRANSIT
SERVICES IN HARRIS, BRAZORIA, CHAMBERS, FORT BEND, GALVESTON,
LIBERTY, MONTGOMERY AND WALLER COUNTIES**

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operator(s) are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

WHEREAS, the MPO and the designated air quality planning agency entered into a written agreement on May 12, 1978, followed by a letter from the Governor of Texas to the United States Environmental Protection Agency dated July 24, 1978, describing their respective roles and responsibilities for air quality related transportation planning. The agreement and letter were submitted as part of a revision to the State Implementation Plan that was approved by the United States Environmental Protection Agency on March 29, 1982, effective May 28, 1982. The roles and responsibilities for air quality related transportation planning were subsequently codified in Title 30 Texas Administrative Code Chapter 114, Subchapter G Transportation

Planning, which was approved into the State Implementation Plan on November 8, 1995, effective January 8, 1996.

WHEREAS, the federal regulations require that the MPO, State DOT, and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

NOW THEREFORE, the parties agree as follows:

1. **Purpose.** It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Houston Galveston MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), The Houston-Galveston Area Council (MPO), the Metropolitan Transit Authority of Harris County (METRO), the City of Conroe, The Woodlands Township, the Brazos Transit District (The District), Colorado Valley Transit District (CVTD), Gulf Coast Center Connect Transit, Fort Bend County Public Transportation Department, Harris County Community and Economic Development Department now called Harris County Community Services Department- Harris County Transit, the City of Galveston Island Transit in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. **Responsibilities of all parties.**

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan (“MTP”) and TIP.
- c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways

and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.

- d. Ensure that the Unified Planning Work Program (UPWP) will detail and document these responsibilities, deliverables and associated costs.

3. Performance Based Planning & Programming

- a. Developing transportation performance data
 - i. TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.
 - ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.
- b. Selection of transportation performance targets
 - i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.
 - ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT. Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.
- c. Reporting of performance targets
 - i. TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
 - ii. MPO performance targets will be reported to TxDOT.

1. For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:
 - a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
 - b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
 - i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - c. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
- iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- iv. The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.
- v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673
- d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
 - i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
- e. The collection of data for the State asset management plans for the NHS

- i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

- a. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical Committee and Policy Board meetings as required and necessary.
- d. In consultation with Public Transportation Operator(s) and TxDOT, update the MTP and TIP in accordance with State and Federal laws.
- e. Invite Transit Districts to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Houston-Galveston MPA.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operator(s)

The Public Transportation Operator(s) will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
- b. Assist in validation of data used as input into the transportation plan.

- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TXDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit obligated projects.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.
- i. Establish transit asset management performance targets and share with the MPO and other interested parties.

6. Responsibilities of TxDOT.

- a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used as input into the transportation plan.
- c. Provide the MPO with the annual list of obligated projects.
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.
- f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
- g. Work in consultation with the MPO and Public Transportation Operator(s) in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.

7. **Term.** This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all of the parties.

8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.

9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.

10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(SIGNATURE PAGE TO FOLLOW)

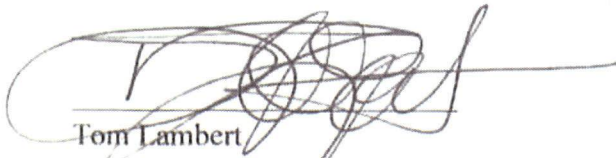
Quincy D. Allen
Texas Department of Transportation
Houston District Engineer

Date: 5/22/2018

Tucker Lyson

Texas Department of Transportation
Beaumont District Engineer

Date: 5/21/18



Tom Lambert
President and Chief Executive Officer
Metropolitan Transit Authority of Harris County (METRO)

Date: 5-18-18



Paul Virgadamo
City Administrator
City of Conroe


Date: 5/9/18



Don Norrell
President/General Manager
The Woodlands Township

Date: May 21, 2018

Approved as to Form



Roberta B. Cross
Township Attorney




John McBeth
President and Chief Operating Officer
Brazos Transit District, (BTD)

Date: _____

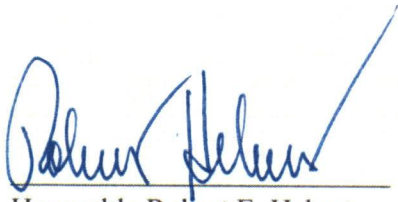
Claudia Wicks

Claudia Wicks
Executive Director
Colorado Valley Transit District

Date: 4/4/18


Melissa Tucker
Chief Executive Officer
Gulf Coast Center - Connect Transit

Date: 04/25/18



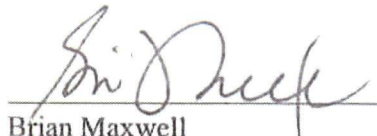
Honorable Robert E. Hebert
County Judge
Fort Bend County

Date: 4-24-2018

Ed Emmett

The Honorable Ed Emmett
County Judge
Harris County, Texas

Date: MAY 01 2018



Brian Maxwell
City Manager
City of Galveston Island Transit

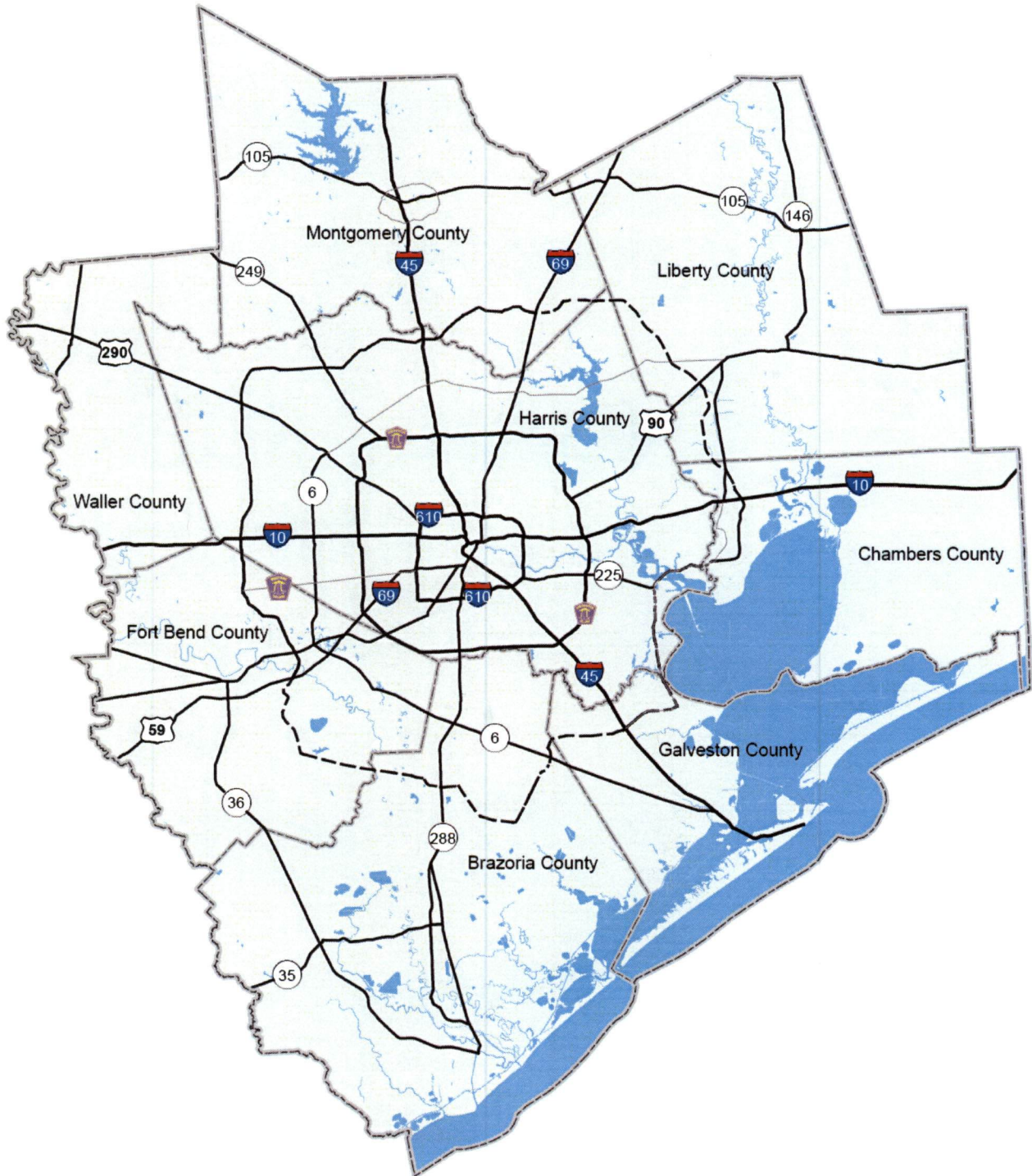
Date: 5/24/18

APPROVED AS TO FORM:



Asst. City Attorney

Attachment 1 – Houston Galveston Transportation Management Area



Appendices:

- A. Safety Performance Measures
- B. Highway Safety Improvement Program
- C. FHWA Pavement and Bridge Performance Measures
- D. FHWA System Performance Measures
 - a. NHS
 - b. Freight
 - c. CMAQ
- E. FTA Transit Asset Management
- F. FTA Agency Safety Plan

[Recommend inclusion of a summary describing the anticipated purpose, content and structure of the appendices.]

