



I-45 North Houston Highway Improvement Project (NHHIP)

Transportation Policy Council

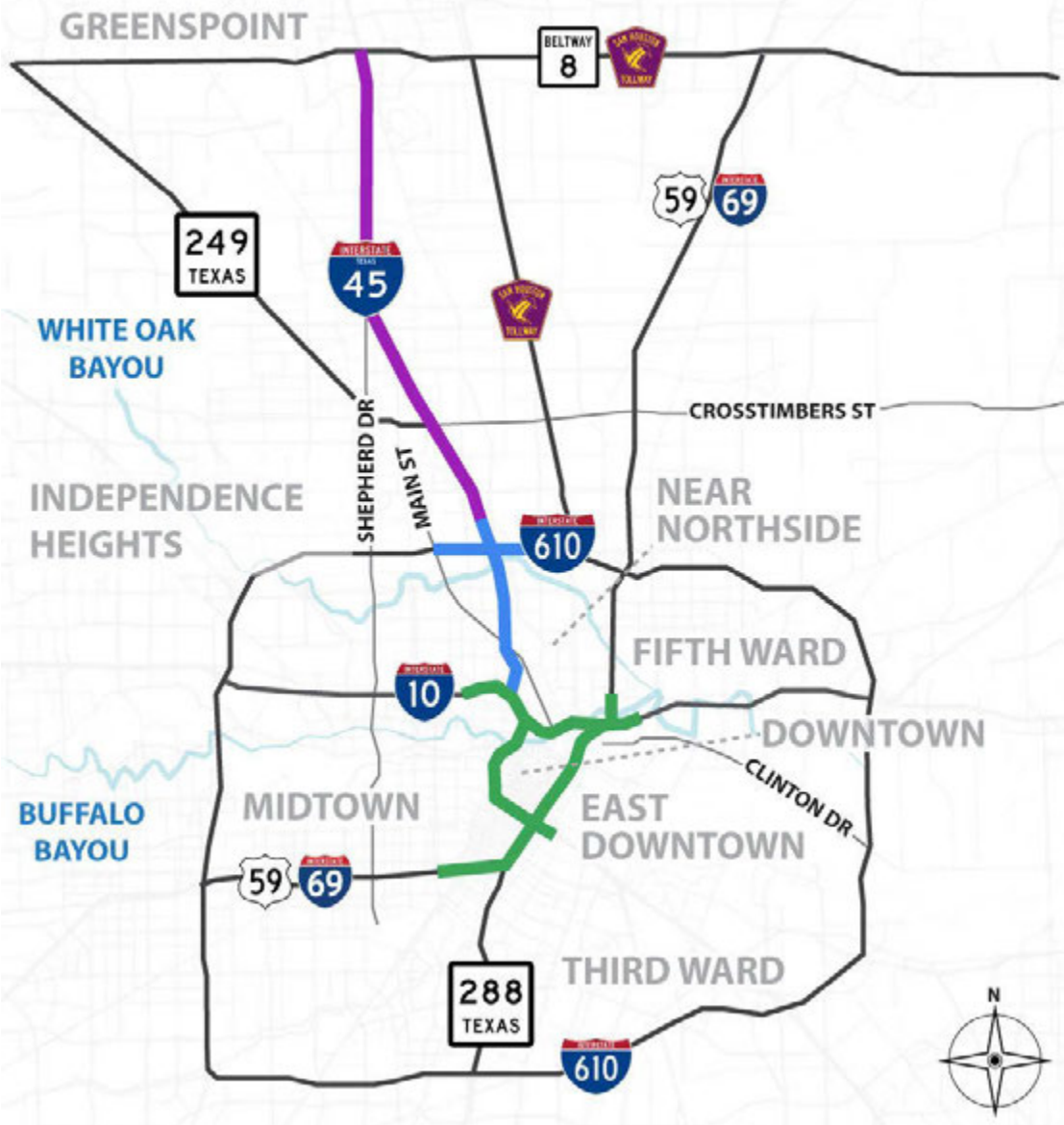
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Deputy District Engineer

Houston District, TxDOT



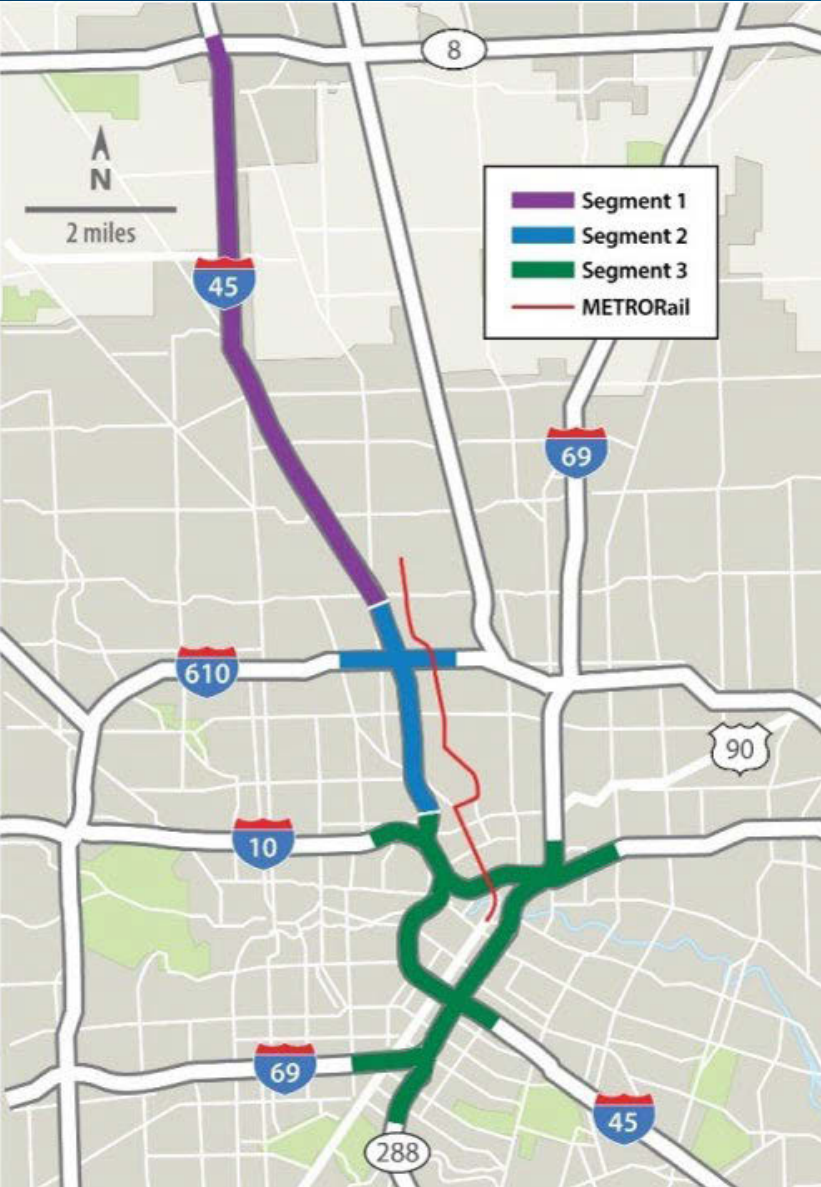
PROJECT SEGMENT OVERVIEW



PROJECT AREA LEGEND

- SEGMENT 1 
- SEGMENT 2 
- SEGMENT 3 

NHHIP OVERVIEW



- **2003:** Joint North-Hardy Corridor Alternatives Analysis with METRO, H-GAC and TxDOT
 - Examined transit and highway needs
 - **Consensus reached to complete transit alternatives analysis prior to beginning highway alternatives analysis**
- **2004:** North-Hardy Corridor Alternatives Analysis (**Transit Component**)
 - Identified need for direct links between bus service and passenger rail networks
 - Recommended high-capacity transit alternatives for light rail and/or commuter rail from UH Downtown to Bush Intercontinental Airport
- **2005:** North-Hardy Corridor Alternatives Analysis (Highway Component)
 - Recommended highway alternatives from Downtown Houston to Beltway 8 North
- **2011:** Determination made for a comprehensive approach for the downtown highway system (I-45, I-10, I-69 & SH 288) instead of piecemeal highway projects
- **2013:** METRO delivers METRORail Red Line (light rail) from UH Downtown to Northline Transit Center (north of IH 610 North between Crosstimbers and Tidwell)
- **2017:** TxDOT issued DRAFT Environmental Impact Statement (EIS) identifying a Proposed Recommended Alternative for each of the 3 segments comprising the North Houston Highway Improvement Project (NHHIP) and received public comments
- **2018 – 2019:** Prepared, published and received public comments on 12 Technical Reports to the EIS
- **2020:** Published the FEIS, Final Technical Reports, collateral materials and received comments
- **2021:** Record of Decision issued on February 3 for the NHHIP.
- **2021-2023:** FHWA Title VI Investigation, Project Pause, Harris County NEPA Lawsuit and associated agreements

WHY IS THE NHHIP BEING PROPOSED?

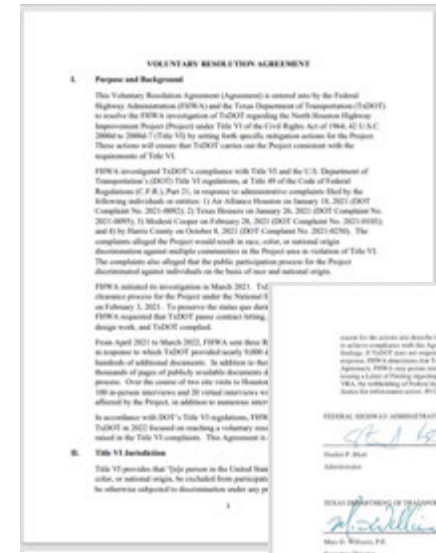


- 5 in the top 10 of the Most Congested Roadway Segments in Texas
- Demands on the project infrastructure
 - Traffic congestion, current and projected increases in the future
 - Population, current and projected growth in the future
 - Aging infrastructure and outdated design elements
- Project goals
 - Rebuild to current design standards to enhance safety
 - Mitigate congestion by improving mobility and operational efficiency
 - Expand transit and carpool capacity
 - Improve flood resiliency
 - Support regional freight mobility
 - Maintain effectiveness of hurricane evacuation routes

PROJECT STATUS UPDATE

NHHIP – Status Update

- Voluntary Resolution Agreement (VRA) with FHWA
 - March 5, 2023
- Memorandum of Understanding with Harris County resolving NEPA lawsuit
 - December 22, 2023
 - Lawsuit was dismissed January 2023
- Memorandum of Understanding with the City of Houston
 - December 19, 2023
- NHHIP remains funded in the 2023 UTP with \$5 billion
 - Including \$490.7M as approved by the TPC



WHAT IS THE VRA?

- The Voluntary Resolution Agreement (VRA) is an understanding by and between the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT)
- Resolves the FHWA investigation of TxDOT regarding the North Houston Highway Improvement Project (Project) under Title VI of the Civil Rights Act of 1964 (Title VI) by setting forth specific mitigation actions for the Project
 - **Lifts pause**
 - No Title VI violations identified in VRA
 - TxDOT to resume all project development activities.
- Provides specific, enforceable timelines and monitoring by FHWA to ensure TxDOT carries out the Project consistent with the requirements of Title VI
- FHWA has concluded review of TxDOT's responsibilities under the National Environmental Policy Act (NEPA) also with no findings



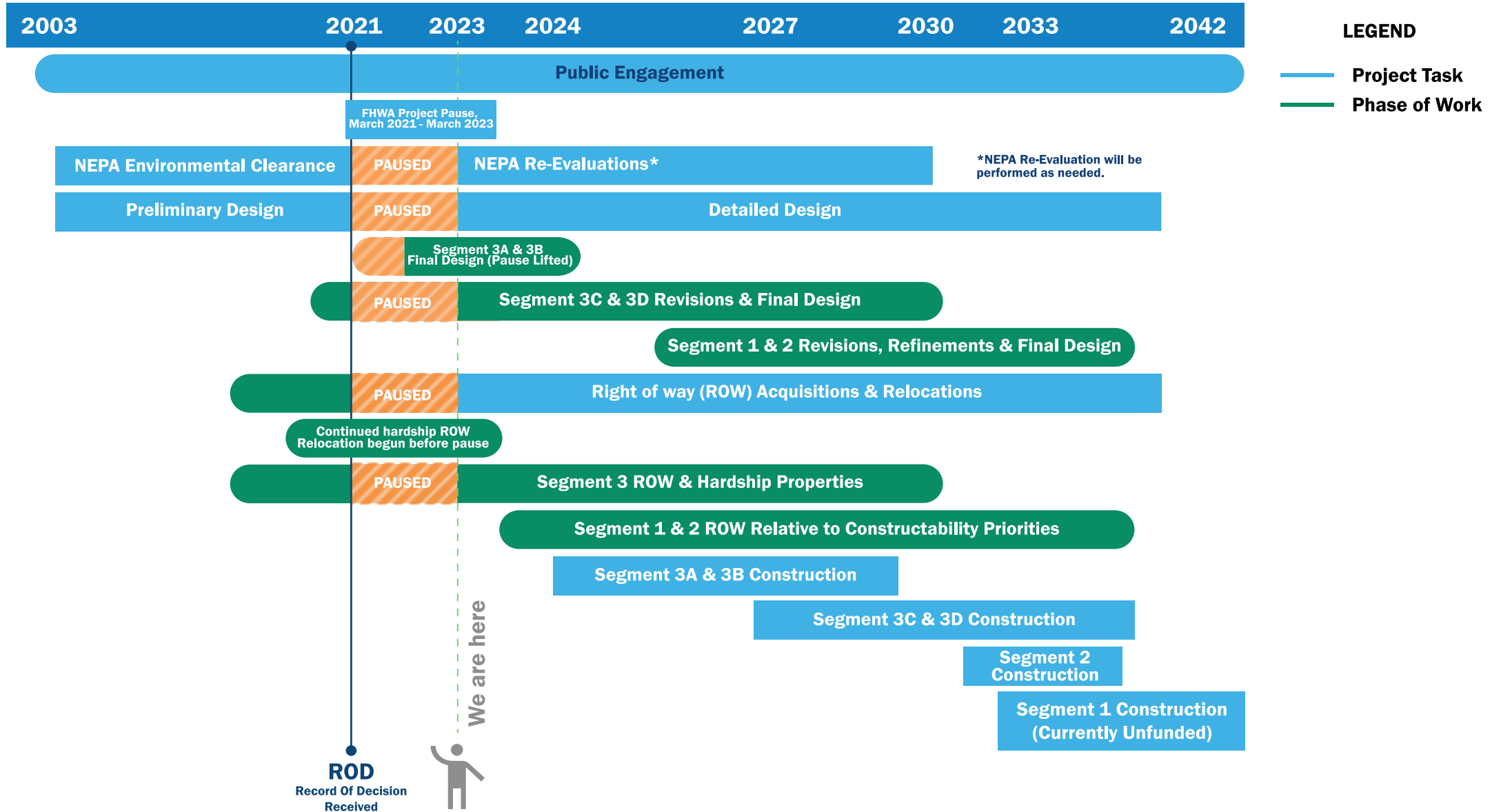
TxDOT ACTIONS COMMITTED TO IN VRA

Performed in addition to and/or in compliance with mitigation actions contained within the Record of Decision:

- Twice Annual Public Meetings through Design and Construction
- Mitigating Displacements, Relocations, Housing and other Community Impacts
- Drainage Improvements to Reduce Flooding
- Parks, Open Space, Trails, Pedestrian and Bicycle Facilities
- Community Access During Construction
- Highway Footprint Reduction
- Structural Highway Caps
- Air Quality Mitigation
- Meaningful Access for Persons with Limited English Proficiency (LEP)



NHHIP POST-ROD PROJECT DEVELOPMENT MILESTONES 2003-2042



TxDOT MOVING FORWARD WITH NHHIP



CURRENT FOCUS AREAS

- Final Design in portions of Segment 3
- Public and Stakeholder Engagement
- Right of Way Acquisition
- Enhanced Relocation Assistance
- Administration of Affordable Housing Grants in project area

TxDOT MOVING FORWARD WITH NHHIP



PHASED DELIVERY OF NHHIP

INDEPENDENT PROJECTS	CONSTRUCTION START	CONSTRUCTION COMPLETION
3A	2026	2031
3B - Package 1	2024	2027
3B - Package 2	2025	2030
3C-1	2027	2033
3C-2	2029	2035
3D	2031	2038
1A & 2	2033	2039
1B	2038	2042
1C	2032	2036
1D	2030	2034

PROJECTS IN THE NEAR TERM

Package 1, drainage improvements along St. Emanuel Street to Buffalo Bayou (3B)

- Estimated Construction Cost: \$86.1M
- Construction anticipated to begin in 2024, completion in 2027

Package 2, I-69 between SH 288 and IH 45 South (3B)

- Estimated Construction Cost: \$584.8M
- Construction anticipated to begin in 2025, completion in 2030

I-69 between Spur 527 and SH 288 (3A)

- Estimated Construction Cost: \$639.4M
- Construction anticipated to begin in 2026, completion in 2031



I-69 BETWEEN SH 288 AND I-45 SOUTH (3B)

Improvements contained in Packages 1 and 2

- Removes short weave distance to ramps and allows safer movement for decision making at I-69 and SH 288 split
- Enhance drainage capacity with new pump station facility and provides new underground large storm sewer conveyance and detention system
- Provides aesthetic enhancements with arch bridge crossings at Elgin, Tuam, and McGowen streets
- Enhanced pedestrian realm with high comfort bike lanes
- Final design is on-going
- Construction anticipated to begin in 2024



I-69 BETWEEN SPUR 527 AND SH 288 (3A)

- Enhances mobility and mitigates congestion
- Adds high-comfort bike lanes across I-69 at Main, Fannin, San Jacinto, Wheeler, Caroline, Austin, La Branch, Cleburne, and Almeda streets
- Enhances drainage capacity and detention with 2 new large pump stations and storage tank
- Partnering with METRO to reconfigure light rail and bus facilities at Wheeler Transit Center
- Proposes to depress I-69 mainlanes, opportunities for third party funded amenities on top of structural caps at Wheeler Station and Wheeler/Caroline intersection
- Final design is on-going
- Construction anticipated to begin in 2026

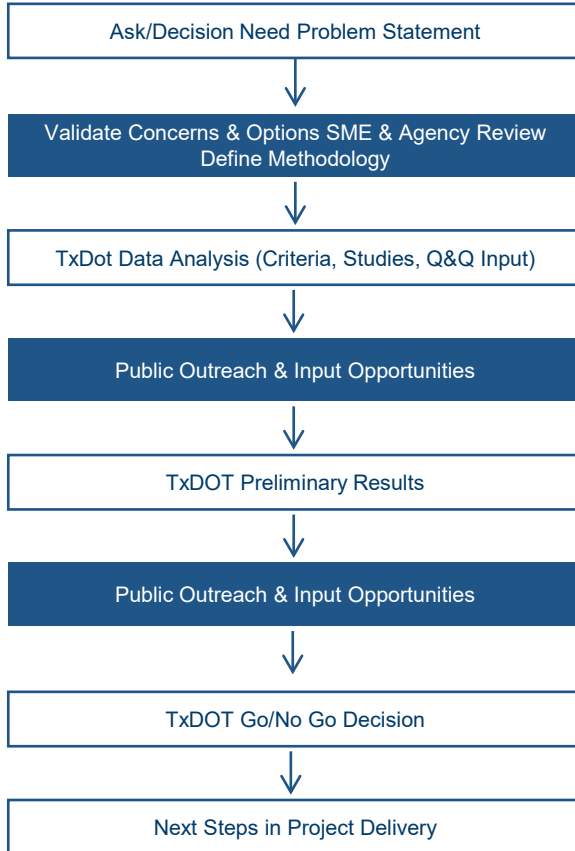


COMMUNITY OUTREACH

NHHIP POST-ROD NEXT STEPS & PUBLIC ENGAGEMENT APPROACH



CONSENSUS-BUILDING PROCESS



PUBLIC ENGAGEMENT OPPORTUNITY CHECKPOINT

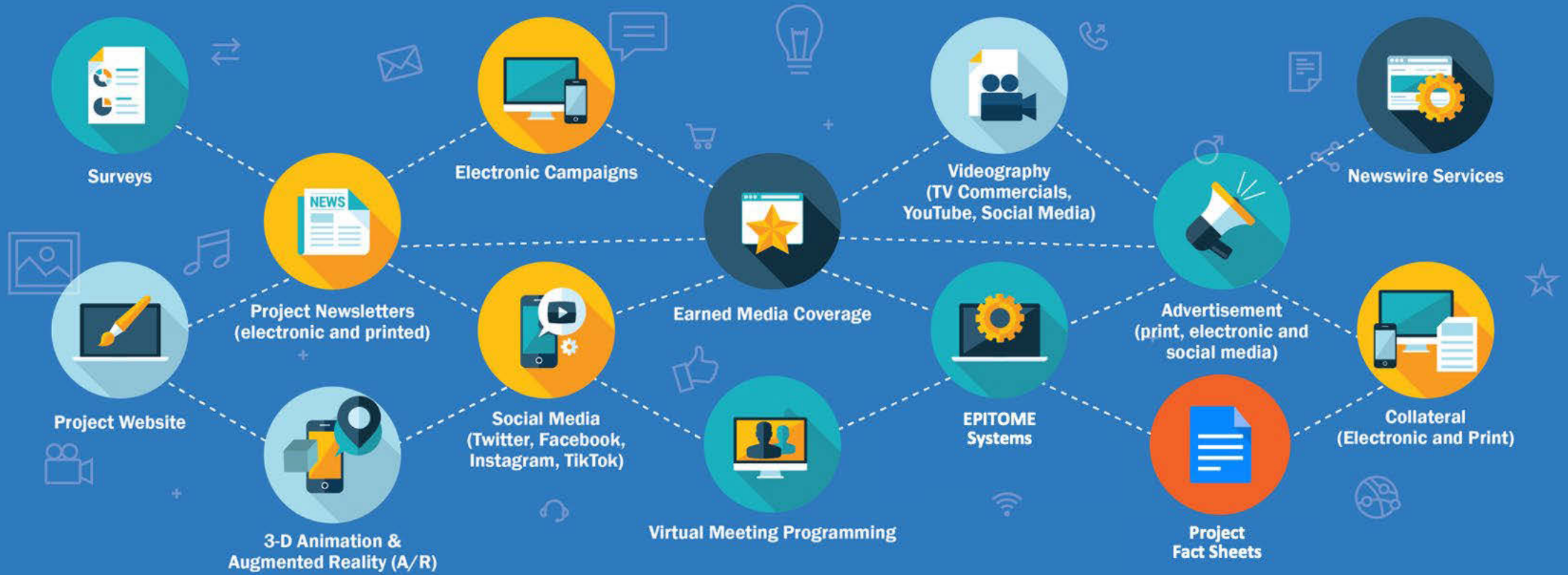
The goal is to ensure that the right meeting group(s) are engaged at the right time. This may require multiple meetings with different meeting groups to arrive at a decision.

COMMUNITY OUTREACH MEETINGS

- Elected Officials
- Agency Partners
(City of Houston, METRO and Harris County)
- Neighborhood associations and civic clubs
- Economic Development Groups
- Tax Increment Reinvestment Zone (TIRZ) boards
- Management Districts
- Other Interested Organizations and Stakeholders



PUBLIC INVOLVEMENT TOOLS



HOUSTON DISTRICT STAFF RESOURCES

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