



I-45 North Houston Highway Improvement Project (NHHIP) 2024 Public Engagement Review

*Summary documentation report
January 1, 2024 - December 31, 2024*

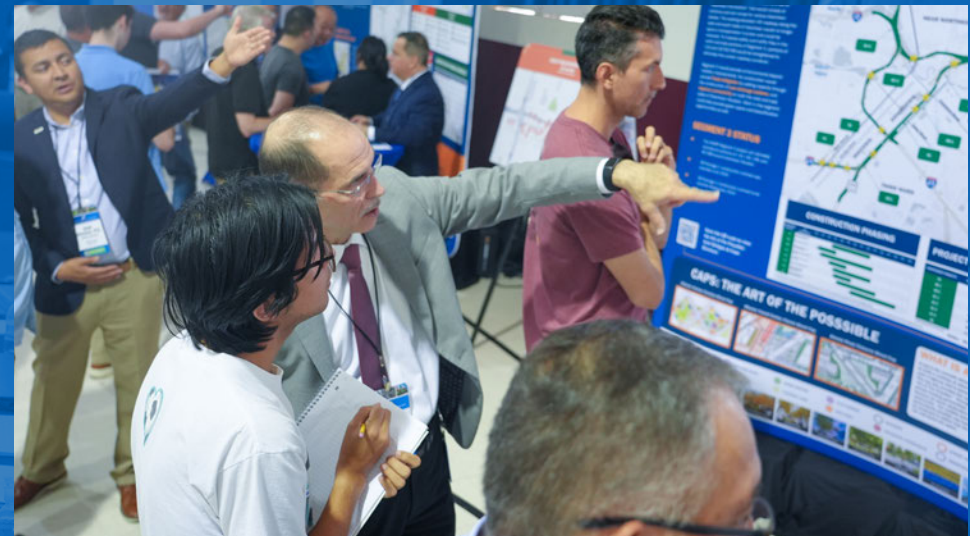


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Public engagement overview



Purpose of the I-45 North Houston Highway Improvement Project (NHHIP)

The I-45 North Houston Highway Improvement Project (NHHIP) seeks to reduce congestion, enhance safety, and improve overall mobility throughout Harris County, Texas. Spanning I-45 from I-69 to Beltway 8 North—including I-69 improvements between Spur 527 and I-45—the NHHIP also encompasses the reconstruction of Houston’s downtown freeway loop system (I-45, I-69, I-10, and SH 288).

- **Segment 3 reroutes I-45 from the west side of downtown Houston to run parallel with I-69 and I-10 until it exits the downtown area and continues north.**
- **Segment 2 begins just north of Downtown Houston near the I-10 intersection.**
- **Segment 1 starts north of the I-610 North Loop and extends up to Beltway 8.**

Through these comprehensive improvements, TxDOT aims to enhance travel efficiency, meet current and future traffic demands, and support safe and reliable transportation for the region.

I-45 NHHIP Public engagement overview

The Texas Department of Transportation (TxDOT) continued its extensive Public engagement activities in support of the I-45 North Houston Highway Improvement Project (NHHIP) and in accordance with a Voluntary Resolution Agreement (VRA) with the Federal Highway Commission. The effort included five general public meetings and dozens of information sessions with community organizations throughout 2024 to communicate up-to-date information regarding planning, development, design and construction of the I-45 NHHIP.

Two in-person general public meetings for Segment 3 were conducted in July and in December. One public meeting in September provided an opportunity for the public to comment on the Reevaluation of Design changes for Segment 3A. One in-person meeting for Segments 2 and 1 and one virtual meeting for Segments 2 and 1 were held on October 15, 2024 and October 17, 2024 respectively.

Summary of public meeting engagement strategy

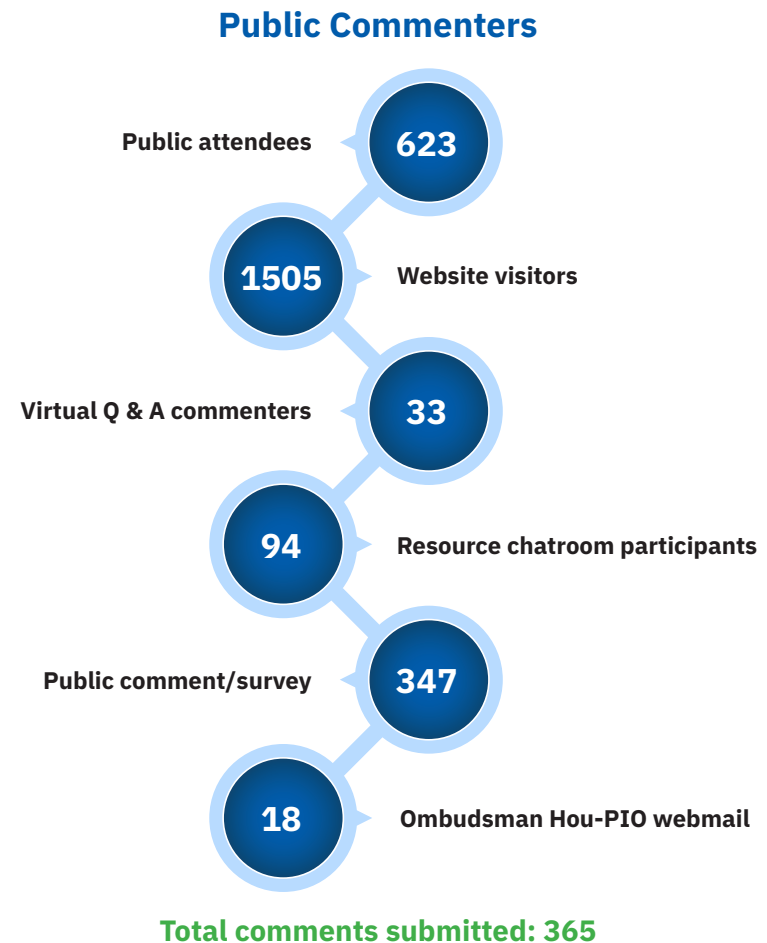
TxDOT is committed to ensuring that the I-45 NHHIP progresses with transparency, inclusivity, and meaningful public participation. The agency's approach is designed to foster open communication, welcome diverse viewpoints, provide clear and accessible information, and continuously refine the public involvement process.

Key strategic objectives include:

- **Transparent communication:** Encouraging two-way dialogue to build trust and understanding between decision-makers and community members.
- **Stakeholder engagement:** Seeking input from all impacted groups—including business owners, property owners, commuters, and community leaders—to inform project decisions.
- **Clear information dissemination:** Offering concise, easy-to-understand updates and materials, empowering the public to provide constructive feedback.
- **Inclusiveness:** Proactively involving historically underrepresented communities in discussions and decision-making.
- **Collaboration & partnership:** Working alongside grassroots organizations, advocacy groups, and other stakeholders to benefit from collective expertise.
- **Continuous improvement:** Regularly evaluating and refining the public involvement process to enhance future project planning and execution.

Engagement by the numbers

TxDOT uses multiple outreach methods—legal notices in newspapers, flyers, door hangers, electronic notifications, and partnerships with community organizations—to keep the public informed and gather feedback on the NHHIP. By coordinating with Elected officials and community leaders, TxDOT leverages a broad network to maximize outreach and participation. These collaborative efforts help ensure open communication and ongoing engagement throughout every stage of the project, with feedback informing and shaping the NHHIP's development.



*Several commenters submitted multiple comments
Approx. numbers as of December 31, 2025

Public meeting attendants

Segment 3

Meeting #1	Location: Our Lady of Guadalupe Catholic Church
Meeting Date	Thursday, July 18, 2024
Meeting Time	5-7 p.m.
Total number of attendees (approx.)	155

Segment 3A

Meeting #2	Location: Young Women's College Preparatory Academy
Meeting Date	Thursday, September 19, 2024
Meeting Time	5-7 p.m.
Total number of attendees (approx.)	169

Segments 1 & 2

Meeting #3	Location: Moody Community Center
Meeting Date	Tuesday, October 15, 2024
Meeting Time	5-7 p.m.
Total number of attendees (approx.)	126

Segments 1 & 2

Meeting #4	Virtual Platform: ZOOM
Meeting Date	Thursday, October 17, 2024
Meeting Time	5-7 p.m.
Total number of attendees (approx.)	94

Segment 3

Meeting #5	Location: Fifth Ward Multi-Service Center
Meeting Date	Thursday, December 5, 2024
Meeting Time	5-7 p.m.
Total number of attendees (approx.)	91

Chapter 1: Overview of common interests

TxDOT's approach for public engagement

In 2023, TxDOT developed a successful open house format for the NHHIP in-person public meetings which was continued in 2024. This flexible approach allowed attendees to explore project details at their own pace. It also encouraged one-on-one interactions with TxDOT subject matter experts, tailored to individual interests. The virtual public meetings mirror the in-person approach.

At check-in to public meetings, a dedicated LEP station offers materials in both English and Spanish. Attendees can also request translation services through LEP accommodation forms. Meeting handouts in both English and Spanish ensure that language barriers did not hinder access to critical information. Professionals fluent in both English and Spanish wear badges indicating their language proficiency to facilitate easy identification by attendees and indicate availability to answer questions.

Resource tables are set up so that property owners can determine if their properties are affected by the project. TxDOT right of way and NHHIP low-income construction noise and dust mitigation program bilingual specialists are available at these tables for personalized consultations. This service is mirrored in virtual meetings where information can be exchanged privately between property owners and subject matter experts.



Input from the public concerning aspects of the project have provided important ideas and design improvements. Meeting attendees are encouraged to use the laptops provided or their personal mobile devices to access segment exhibits, resources, and submit feedback either at the meeting or online. The bilingual comment forms are available in hard copy or electronic formats. Display banners at the meetings include QR codes leading to an electronic public comment survey available in both English and Spanish. Feedback can also be submitted via email to the project Ombudsman and the TxDOT Houston District Public Information Officer, or by U.S. postal mail.

Right of way

The I-45 NHHIP spanned nearly 25 miles of roadway, encompassing numerous homes and businesses within and around its footprint. Early in the process, many attendees at public meetings expressed concerns about whether their properties might be affected. Even before the Voluntary Resolution Agreement (VRA) took effect, TxDOT had already prioritized transparent engagement with property owners. Once the VRA was established, TxDOT continued these efforts in accordance with the agreement's guidelines.

At each public meeting, TxDOT offered resource tables where property owners could verify if their properties fell within the NHHIP limits. Bilingual specialists from TxDOT's Right of Way division and the NHHIP Low-Income Construction Noise and Dust Mitigation Program were on hand to provide one-on-one consultations, answer questions, and clarify acquisition procedures. During the virtual public meetings, these services were replicated through private online consultation, ensuring property owners had real-time support regardless of their ability to attend in person.

Meeting our commitments

In addition to property-related discussions, TxDOT highlighted its progress in fulfilling the obligations established by the VRA formal agreement between TxDOT and the Federal Highway Administration (FHWA). A dedicated banner at each public meeting explained how the VRA addressed community impacts and outlined clear, enforceable timelines monitored by FHWA as TxDOT advanced the NHHIP. These commitments encompassed detailed design and engineering, stakeholder engagement, affordable housing initiatives, right-of-way acquisition processes, flood mitigation strategies, and subsequent construction activities.

The VRA actions built upon or complemented the mitigation measures already specified in the NHHIP Record of Decision (ROD). By adhering to both the ROD and the VRA, TxDOT aimed to address concerns responsibly, minimize impacts to property owners and neighborhoods, and ensure transparent decision-making throughout the project's development.



Above is the banner explaining the TxDOT right of way acquisition and benefit processes that was shown at all 2024 public meetings.



The Meeting Our Commitments banner details how TxDOT has followed through on agreements made with the FHWA, the City of Houston, and Harris County. It was shown at all 2024 public meetings.

Chapter 1: Overview of common interests

TXDOT I-45 NHHIP COMMITMENTS	ROD	VRA	MOU CITY	MOU COUNTY
Twice annual public meetings through design & construction		✓ ■ ▲		
Construction detours and closure notification plan	✓	✓ ● ▲		✓
Reporting construction concerns	✓	✓ ▲		✓
Construction alerts	✓	✓ ▲		✓
Mitigating displacements, relocations, housing, and other community impacts	✓	✓	✓	✓
Drainage improvements to reduce flooding	✓	✓ ▲	✓	✓ ●
Enhanced relocation services	✓	✓ ▲	✓	✓
Construction of affordable housing	✓	✓	✓ ●	✓
Community cohesion	✓	✓ ●	✓	✓
Parks, open space, trails, pedestrian and bicycle facilities	✓	✓ ▲	✓ ●	✓
Structural caps	✓	✓		✓
Community access during construction	✓	✓ ▲	✓	✓
Highway footprint reduction	✓	✓ ●	✓ ●	✓ ●
Air quality mitigation	✓	✓ ● ▲	✓	✓ ▲
Publicly available project website	✓	✓ ● ▲	✓	✓ ●
Meaningful access for persons with Limited English Proficiency	✓	✓ ● ▲	✓ ●	✓ ●
Weatherization and energy efficiency programs	✓	✓ ▲		
Active transportation options	✓	✓ ▲	✓ ▲	✓ ▲
Emancipation national historic trail study	✓	✓ ●	✓	
Project ombudsman		✓ ■ ▲		



Enhanced commitments
compared to ROD



New commitments
compared to ROD



Information requested to be
on the project website

TxDOT drainage and flood mitigation efforts in the Houston region

An integral topic discussed during the 2024 I-45 NHHIP public meetings and stakeholder sessions

TxDOT recognized that effective drainage and flood mitigation were essential to the safety and longevity of the transportation network. In the Houston region alone, TxDOT maintained over 11,000 miles of roadways used by more than five million registered vehicles each day. Amid frequent extreme weather events, TxDOT planned and implemented drainage solutions in collaboration with local municipalities and flood control districts. Throughout the 2024 public meetings and various stakeholder discussions for the I-45 NHHIP, drainage and flood mitigation remained a central theme, reflecting TxDOT's commitment to protecting communities and preserving critical infrastructure.

A collaborative, systems-wide approach

Every TxDOT project included robust drainage measures, whether creating ditches along farm-to-market roads, expanding underground storm sewers, or incorporating pump stations and detention ponds. Engineers evaluated entire watershed systems to avoid shifting flood risks downstream. This integrated approach relied on partnerships with city and county entities, ensuring that roads, neighborhoods, and commercial corridors would benefit from holistic stormwater solutions.

Notable regional improvements

Over the years, TxDOT delivered key drainage enhancements across the Houston District, including:

- **I-10 and Beltway 8:** Added detention ponds and redirected stormwater away from a once notoriously flood-prone below-street-level intersection.
- **US 290 reconstruction:** Expanded lanes, built dedicated connectors, and installed multiple detention ponds beneath interchanges with I-10 and Beltway 8.
- **I-69/I-610 interchange:** Transformed single-lane connectors to two-lane connectors while also expanding drainage pipes, adding two detention sites, and constructing four pump stations to move water downstream.
- **Highway 288 near North MacGregor Way:** Began installing enhanced storm sewer capacity from North MacGregor Way to I-69, with an anticipated completion date of summer 2027.
- **FM 2920 widening and improvements:** Incorporated extensive drainage upgrades, including new detention ponds, to better control stormwater.



Sample pump station and head box.

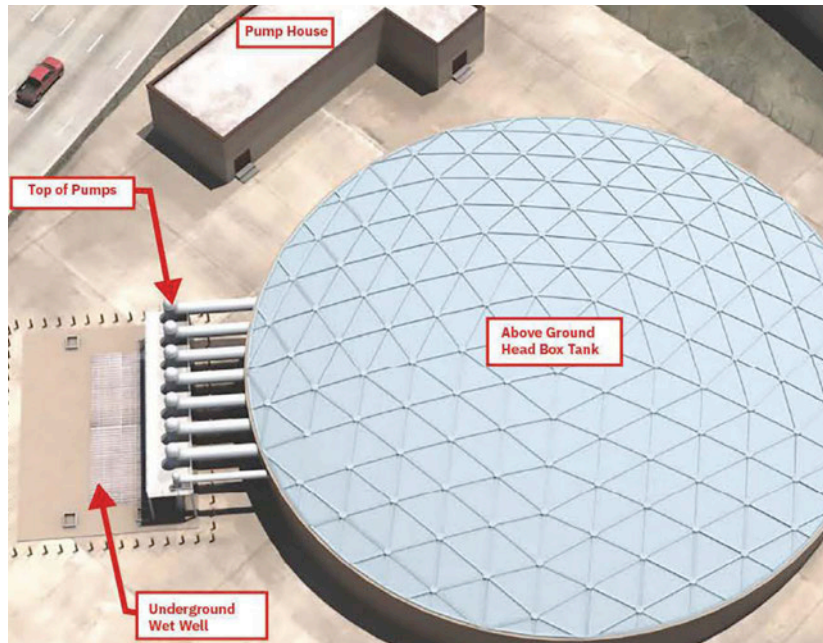


TxDOT drainage program video

A video detailing TxDOT's efforts toward proactive flood mitigation and resilience for the Houston region.

The I-45 NHHIP: Major flood control milestones

During the 2024 public meetings, stakeholders learned that the I-45 NHHIP contained some of the most significant flood control measures in the region, designed using updated NOAA Atlas 14 rainfall data. Areas that historically flooded—such as Independence Heights—were set to benefit from expanded storm sewer systems, additional pump stations, and new detention facilities. These improvements were expected to reduce flooding by 795 acres and protect 1,525 structures near Little White Oak, White Oak, and Buffalo Bayous. TxDOT also planned to add 1,309 acre-feet of floodwater storage—enough to fill the Astrodome one and a half times.



Pump station rendering at 1-69 and SH 288

Pumps will take in water from the storm sewer system and pump that water up into the head box.

The head box stores the stormwater that the pumps take in, then releases it in a controlled way into the outfall pipe that drains south into Brays Bayou. This allows for the stormwater to enter the bayou more slowly, instead of a lot of water at once.

By the end of 2024, TxDOT had demonstrated how each project contributed to a more resilient stormwater infrastructure across Harris, Fort Bend, Montgomery, Waller, Brazoria, and Galveston counties. Building on the feedback gathered in public meetings and stakeholder sessions, TxDOT reinforced its commitment to safeguarding communities, enhancing roadway safety, and ensuring that Texans—and visitors—could rely on robust transportation corridors, even in the face of severe weather. A drainage and flood mitigation video highlight TxDOT efforts were shown at each of the meetings. Additionally, each meeting had exhibits that address specific drainage and flood mitigation efforts for the respective segments.



Pump station rendering from Alabama Street

This image depicts a potential design for the pump station located at the intersection of I-69 and SH 288.

In the image, trees have been planted around the facility to provide beautification.

Methods of meaningful engagement

TxDOT is deeply committed to transparent, inclusive, and proactive public involvement for the I-45 North Houston Highway Improvement Project (NHHIP). In alignment with the Voluntary Resolution Agreement (VRA) Article IV.2.q, TxDOT ensures a minimum of two Public engagement meetings per year for any segment under design or construction. For 2024, Segment 3 was the only segment advancing through both design and construction, which required two meetings by December 31, 2024. However, TxDOT exceeded this requirement by scheduling five I-45 NHHIP Public Meetings in 2024, demonstrating our dedication to engaging and informing the public beyond mandatory obligations.

Venue selection criteria

Ensuring that our meeting locations are convenient, accessible, and welcoming is a key priority for TxDOT. Venue selection considers:

- **Proximity to ongoing or planned construction areas.**
- **Capacity to host approximately 300 attendees in an open-house format.**
- **Free parking availability.**
- **Bicycle-friendly amenities.**
- **Proximity to public transit stops.**
- **Venue availability and scheduling flexibility.**
- **Compliance with ADA (Americans with Disabilities Act) standards.**



The Young Women's College Preparatory Academy (YWCPA), venue for the September 2024 Segment 3A Reevaluation public meeting.



Members of the public view detention pond location for Segment 1



Limited English Proficiency Support at Public Meeting

Pre-meeting outreach efforts

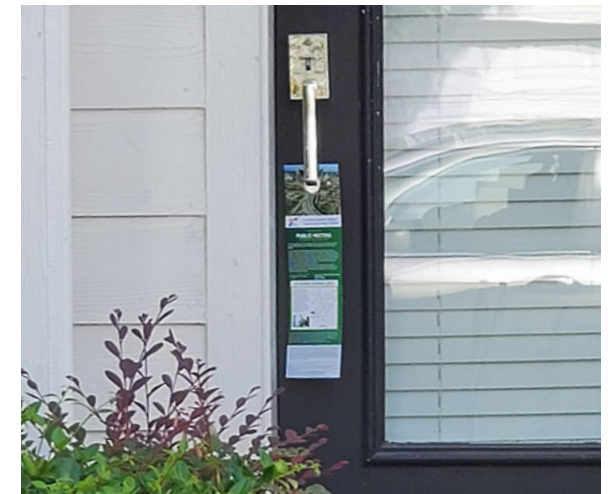
TxDOT's outreach strategy emphasizes inclusivity and broad awareness. Leading up to each public meeting, TxDOT:

- **Published legal notices:** In newspapers, on TxDOT's Hearings & Meetings webpage, and on the TxDOT NHHIP website. Notices appeared in English, Spanish, French, Arabic, Somali, Swahili, and Kinyarwanda, informing the public about ADA and language assistance accommodations.
- **Conducted media outreach:** Advertisements in the Houston Chronicle, La Prensa de Houston, and the Houston Defender, ensuring a combined reach of approximately 175,000 readers.
- **Placed community ads:** Colorful ads in local community newspapers in English, Spanish, Chinese (Mandarin), and Vietnamese, with guidance on requesting meeting accommodations. These six community newspapers collectively reach around 407,000 readers.
- **Sent direct mail postcards:** Bilingual postcards mailed to ~15,300 property owners, tenants within a half-mile radius of the project footprint, Elected officials, and key stakeholders at least 20 days before each meeting.
- **Leveraged social media and digital platforms:** Bilingual posts shared via X (formerly Twitter) and Facebook, plus email reminders, to maintain visibility.
- **Installed yard signs:** Bilingual yard signs placed near meeting venues one week prior to each event with key details.
- **Distributed door hangers:** Between 3,000-7,000 bilingual door hangers provided to nearby low-income residences and community businesses five days prior to meetings.
- **Used electronic signage:** TxDOT's fixed and portable message signs displayed meeting information one week before each event.
- **Dedicated public contact number:** Provided a direct phone line for questions and appointment scheduling to review project materials.

This comprehensive approach ensures that all individuals, regardless of language or mobility needs, are aware of and can attend the public meetings.



Yard sign promoting the Segment 3A public meeting (bi-lingual)



Door hangers promoting the Segment 3 public meeting

Public meeting overview

At each public meeting, TxDOT presents updates to vital information on project design updates, construction timelines, Right of Way (ROW) processes, and VRA implementation. The open-house format encourages attendees to interact with TxDOT representatives, voice concerns, and ask questions, ensuring meaningful two-way communication.

Inclusive and accessible meeting environment

- **Advance accommodation notifications:** Attendees are informed about the process for requesting language or other accommodations, ensuring equal access to meeting materials.
- **LEP resource station:** A dedicated check-in station offers English and Spanish materials, with translation services upon request.
- **Interactive exhibit banners:** Multiple banners illustrate segments under development and or construction (Segments 1, 2, and 3), ROW processes, Public engagement activities, and details about the VRA.
- **Bilingual handouts and staffing:** Handouts are distributed in English and Spanish, and staff wearing bilingual badges are readily available to assist attendees. When requested in advance, other printed materials are provided.
- **ASL interpreters:** Available to assist participants who are hearing-impaired.
- **Spanish-speaking subject matter experts:** On-site to answer questions and provide translation in real time.
- **ADA-compliant venue:** Locations meet ADA standards.
- **Bilingual wayfinding:** Clear directional signage and parking attendants guide attendees from parking lots to meeting areas.
- **Personalized property consultations:** TxDOT ROW and NHHIP Low-Income Construction Noise & Dust Mitigation Program specialists provide personalized property impact information.
- **Multilingual video presentations:** Videos about the project overview and drainage mitigation are played in English and Spanish.
- **QR codes and digital access:** Interactive banners feature QR codes for Spanish translations and online feedback forms.
- **Online materials:** All presentation materials are posted online by 3 p.m. on the meeting day to ensure everyone—whether attending in-person or not—has full access.



An American Sign Language (ASL) interpreter provides translation of a presentation video at a public meeting.

Public feedback

TxDOT encourages feedback through multiple channels by a specified deadline which is not less than 15 days after the meeting. These avenues include:

- **Bilingual comment forms:** Available both electronically and in hard copy.
- **QR code surveys:** Linked to bilingual online comment forms.
- **Email or mail:** Comments can be submitted to the project ombudsman, TxDOT public information officer, or via U.S. mail.

Additional stakeholder engagement

Beyond scheduled public meetings, TxDOT hosts stakeholder-specific sessions involving property owners, tenants, neighborhood associations, a multi-agency group, a housing and community focus group, super neighborhoods, and elected officials. These gatherings offer ongoing and more focused discussions, allowing for early identification and resolution of issues while also gathering critical input from those directly impacted.

Commitment to enhanced public engagement

To date, TxDOT has conducted or participated in more than 70 public engagement meetings, leveraging various formats (in-person, virtual, and hybrid) to maximize public access and input opportunities. By providing timely updates and fostering open communication, TxDOT ensures decisions are informed by a wide range of perspectives, ultimately resulting in a safer, more effective transportation system for all.

Through these efforts, TxDOT reaffirms its dedication to proactive, transparent engagement throughout the I-45 NHHIP's development, ensuring that community voices are heard and that project outcomes reflect the needs of Houston's diverse population.



The Locate My Property station was at all public meetings and gave owners and tenants the chance to see if the I-45 Project impacts their property.



Every public meeting featured a Limited English Proficiency (LEP) table where people needing translation assistance could receive it.

Chapter 2: Segment 3 public meeting, July 2024

View all content presented in this public meeting at: <https://tinyurl.com/2024julypublicmeeting>

Summary of Segment 3 public meeting

On July 18, 2025, TxDOT hosted a VRA-compliant public meeting at Our Lady of Guadalupe Catholic Church on Navigation Boulevard to present the latest developments and upcoming construction plans for Segment 3 of the NHHIP. Property owners, tenants, local stakeholders, Elected officials and the general public were invited to participate in the meeting. This meeting kicked off the five-meeting series of I-45 NHHIP Public Meetings held in 2024.

Although Segment 3, which officially began construction in October 2024, was the primary focus of the meeting, TxDOT also provided updates on Segments 1 and 2—both of which are still in the pre-design phase—to ensure attendees had the most current information on the entire project. Bilingual subject matter experts addressed questions about right-of-way, the Voluntary Resolution Agreement (VRA), and Public engagement, offering assistance in both English and Spanish.

Ten days prior to the meeting, Hurricane Beryl passed directly over the Houston area, prompting some project opponents and Elected officials to request a postponement. However, TxDOT chose to move forward after confirming that the church was unaffected by power outages, public transit routes had resumed, and another public meeting was scheduled for September 2025—allowing those unable to attend an additional opportunity for participation.



Our Lady of Guadalupe Catholic Church served as the venue for the July 2024 Segment 3 public meeting.



Segment 3 general video

General information and updates concerning the development of Segment 3 in the NHHIP.

Segment 3 overview

TxDOT subject matter experts reminded attendees that I-45 will be realigned around downtown Houston, shifting from the Pierce Elevated on the west side to the east side (parallel to I-69), then running parallel to I-10 north of downtown before reconnecting with I-45 on the north side. This adjustment removes traffic from the Pierce Elevated, opening the possibility of repurposing that structure and improving connectivity among I-45, I-69, and I-10. Multiple downtown connectors on the west side will remain in place, preserving local access.

Drainage enhancements and flood mitigation remain central goals for Segment 3. Portions of I-69 between Spur 527 and Buffalo Bayou will be lowered below street level to accommodate freeway caps, potentially reuniting districts like Midtown, East Downtown (EaDo), and the Third Ward. Straightening I-69 near Daikin Park (formerly Minute Maid Park) and I-10 near the University of Houston–Downtown is also expected to improve traffic flow and alleviate congestion through the downtown area.

Construction phasing and caps

Attendees were told that when Segment 3 construction starts, TxDOT would proceed in phases, focusing on:

- **Lowering elevated sections:** Converting I-69 between Spur 527 and SH 288 and between Polk Street and Commerce Street into below-grade roadways.
- **Drainage upgrades:** Installing underground conduits along St. Emanuel Street to handle floodwaters effectively.
- **Major interchanges:** Rebuilding and reconfiguring where I-69, I-45, I-10, and SH 288 intersect.
- **Freeway caps:** Creating platforms over lowered freeway sections, offering the “art of the possible” for neighborhood amenities and green spaces.

These caps aim to reconnect areas traditionally divided by highway infrastructure, turning underutilized space into opportunities for community development.

Drainage mitigation and flood control

Given I-45’s status as an evacuation route, TxDOT’s partnership with the Harris County Flood Control District and the City of Houston centers on reducing flooding. Through the North Canal project, TxDOT is contributing \$20 million toward a bypass channel for Buffalo Bayou, complemented by the South Canal under Project 3C2. Below-grade sections of I-69 in the St. Emanuel and Hamilton Streets area will feature 12’ x 12’ conduits to detain and manage stormwater. Reconstructing these sections first will enhance flood resilience throughout downtown Houston.

Meeting format and exhibits

Attendees viewed two videos—a Segment 3 General Overview and a Drainage Mitigation presentation—both shown in English and Spanish with closed captioning. The overview video highlighted Segment 3’s boundaries, phased construction timelines, freeway caps, and cost estimates, while the drainage video illustrated how pump stations, underground pipes, and detention areas have successfully reduced flooding in other Houston projects and will be integrated into the NHHIP. The information was available in English and Spanish, and TxDOT also had two professional American Sign Language (ASL) interpreters on-site to serve attendees who required this service.

Eight large, interactive exhibit banners covered:

- 1 **Segments 1, 2, and 3:** Updated maps, timelines, and potential footprint reductions.
- 2 **Right-of-way acquisition:** Property purchase processes, relocation resources, and acquisitions to date.
- 3 **VRA commitments:** Milestones in noise and dust mitigation, environmental justice considerations, and community outreach.
- 4 **Public engagement:** Bilingual materials, meeting schedules, and efforts to communicate with stakeholders.

Chapter 2: Segment 3 public meeting, July 2024

Each banner included QR codes linking to Spanish translations, digital comment forms, and the TxDOT NHHIP website. All exhibits and videos were posted online on the day of the meeting to maintain transparency and public accessibility.

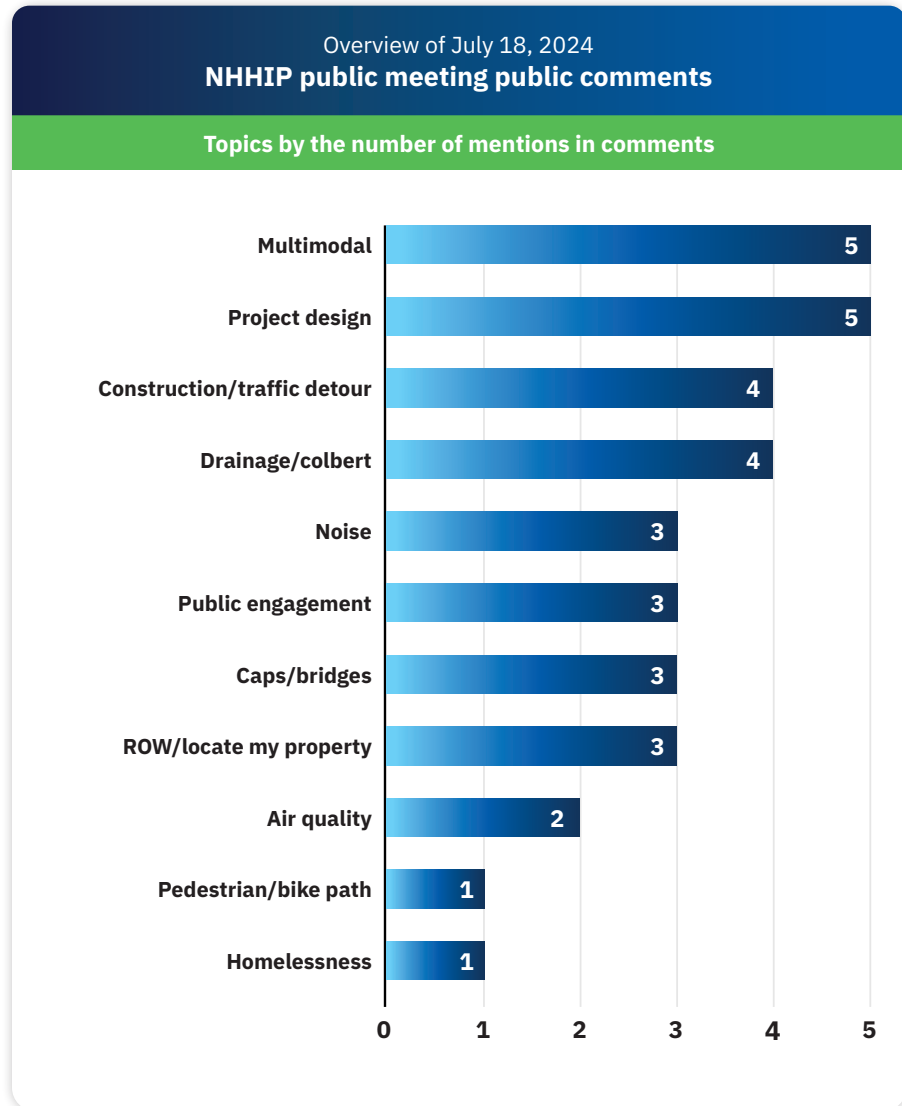
Summary of Segment 3 public meeting

Meeting date:	July 18, 2024, In-person meeting
Location:	Our Lady of Guadalupe Catholic Church (2405 Navigation Blvd.)
Focus:	Segment 3 updates, and information for Segments 1, and 2 were provided
Direct mail invitations:	15,430
Attendees:	155
Comments received:	37
Bilingual stakeholder meeting notifications:	Newspaper legal notices and display ads, direct mail invitation, electronic invites via Constant Contact, yard signs, and door hangers
Language and accessibility	Bilingual staff (English/Spanish), and two ASL interpreters, and ADA compliant location



Comment heat map

The comment heat map below highlights the key issues raised at the meeting, while the Comments and Responses Matrix in the Appendix provides TxDOT's detailed replies. By offering clear, up-to-date information, bilingual resources, and multiple opportunities for dialogue, TxDOT sought to ensure the public's active participation in shaping Segment 3's continued development—and the broader I-45 NHHIP.



What we learned

During the July 2024 I-45 NHHIP Segment 3 public meeting, the open-house format proved highly effective in attracting a robust audience and providing diverse engagement opportunities—particularly through one-on-one consultations with subject matter experts. This format better addressed participants' need for personalized information, especially for those concerned about potential property impacts, surpassing traditional group Q&A sessions in providing individualized support.

Beyond right-of-way inquiries, attendees frequently discussed multimodal features, homelessness, pedestrian/bike paths, air quality, caps and bridges, Public engagement, noise mitigation, drainage, construction and traffic detours, and overall Project design.

Questions on these topics were documented and addressed in the public comment and response matrix located in this document's appendix; the adjacent heat map illustrates the volume of feedback by topic. Where appropriate, suggestions were forwarded to the project team for further consideration.

Engagement by the numbers

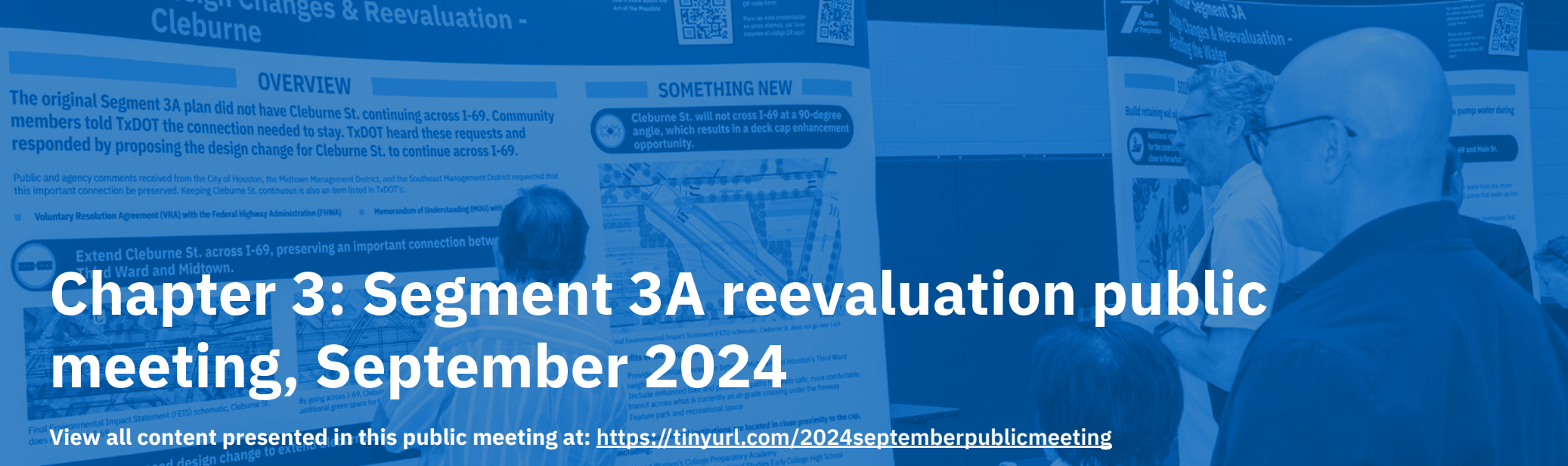
I-45 NHHIP public meeting		In-person July 18, 2024
Public		136
Elected officials		4
Media		4
Total attendees		144

Chapter 2: Segment 3 public meeting, July 2024



Chapter 2: Segment 3 public meeting, July 2024





Chapter 3: Segment 3A reevaluation public meeting, September 2024

View all content presented in this public meeting at: <https://tinyurl.com/2024septemberpublicmeeting>

Summary of public meeting

On September 19, 2024, TxDOT hosted an in-person public meeting at the Young Women's College Preparatory Academy (1906 Cleburne Street) to discuss the reevaluation of Segment 3A of the I-45 North Houston Highway Improvement Project (NHHIP). This meeting provided an opportunity for attendees, including property owners, tenants, Elected officials, and community stakeholders—to learn about proposed design modifications, offer feedback, and stay informed about broader developments in Segments 1, 2, and 3.

Purpose of the reevaluation

Segment 3A covers Interstate 69 (I-69) from Spur 527 to State Highway (SH) 288. Because design changes were made after the issuance of the Final Environmental Impact Statement (EIS) and Record of Decision (ROD), TxDOT conducted a reevaluation under the National Environmental Policy Act (NEPA). The agency presented these changes, gathered public input, and analyzed potential impacts in accordance with federal requirements.

Meeting outreach

Prior to the meeting, TxDOT distributed invitations via direct mail, door hangers, media display ads, electronic notifications, yard signs, and email campaigns



The Young Women's College Preparatory Academy (YWCPA) hosted the September 2024 Segment 3A Reevaluation public meeting.



Segments 3A overview video

General information and updates concerning the development of Segment 3A in the NHHIP.



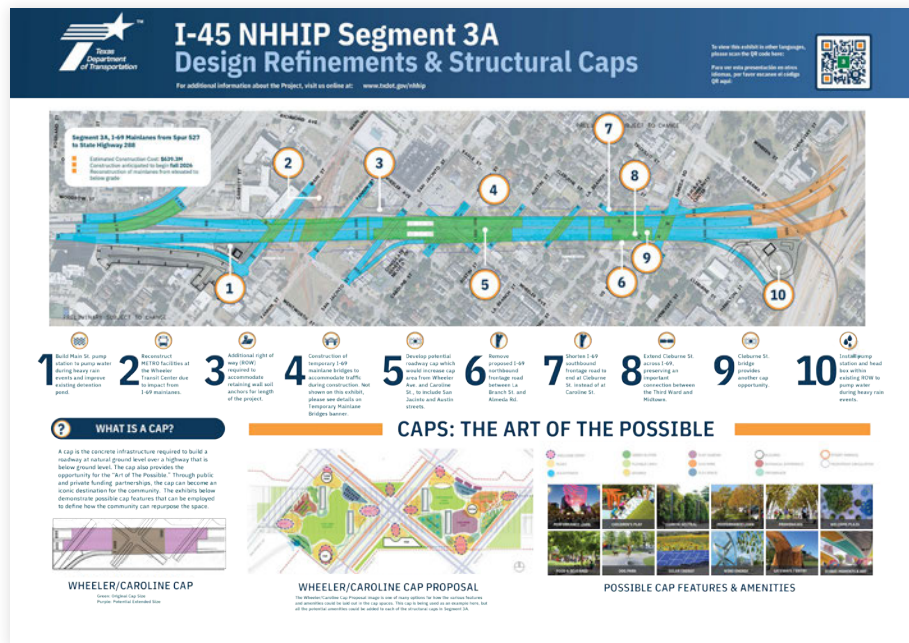
Segments 3 general video

General information and updates concerning the development of Segment 3 in the NHHIP.

to stakeholders. Legal notices and ads were placed in local multi-lingual publications. Recipients included civic clubs, super neighborhoods, property owners, tenants, and local officials. On the day of the event, TxDOT displayed twelve exhibit banners and showed three bilingual videos (Segment 3 overview, drainage, and a new Segment 3A video outlining the ten design changes).

Segment 3A reevaluation overview

TxDOT's plan for Segment 3A proposed reconstructing a below-grade section of I-69 between Spur 527 and the I-69/SH 288 interchange. This design aimed to enhance mobility by improving traffic flow and creating opportunities for caps—platforms placed above the lowered freeway that could serve as community amenities. Construction for Segment 3A was slated to begin in summer 2026, with an estimated six-year timeline and a projected cost of \$639 million.



This banner showing proposed Segment 3A design changes appeared at the September 2024 public meeting.

Key design changes

During the reevaluation, TxDOT focused on ten key modifications:

- 1 Main Street pump station** – Managing stormwater more efficiently
- 2 Wheeler Transit Center cap** – Reconstructing a cap to accommodate Metro transit facilities
- 3 Additional right-of-way (3.3 Acres)** – Needed for specialized retaining wall anchors
- 4 Temporary mainlane bridges** – Maintaining north/south traffic flow during construction
- 5 Increased roadway cap size** – Extending from Wheeler Avenue and Caroline Street to San Jacinto and Austin Streets
- 6 Removal of a northbound frontage road** – Eliminating I-69 frontage between La Branch and Alameda
- 7 Shortened southbound frontage road** – Ending at Cleburne Street instead of Caroline Street
- 8 Extending Cleburne Street** – Connecting the Third Ward and Midtown via a 300-foot-wide cap
- 9 Additional Cleburne cap opportunities** – Exploring further expansion for community benefit
- 10 Pump station and headbox near SH 288** – Addressing heavy rainfall by discharging into Brays Bayou

These updates are aimed to improve flood resilience, reinforce neighborhood connectivity, and enable potential recreational or cultural uses above the freeway.

Right-of-way and retaining wall anchors

TxDOT explained that the design required additional right-of-way for installing wall anchors to stabilize the lowered freeway. Soil anchors behind the retaining walls would minimize lateral movement and safeguard the structural integrity of I-69. As part of this redesign, Eagle Street would be converted into a cul-de-sac, and a segment of the northbound I-69 frontage road would be removed.

Meeting format and materials

Attendees viewed three bilingual video presentations—covering Segment 3, Segment 3A's ten design modifications, and an NHHIP drainage overview—all with English and Spanish narration, closed captioning, and QR codes for translations. Twelve exhibit banners provided further details on Segments 1 and 2, Segment 3 (general overview, 3B-1, 3B-2), right-of-way acquisition, VRA commitments, and Public engagement. Four new banners focused on the Segment 3A Re-evaluation elements, including structural caps, temporary bridges, transit impacts, drainage improvements, and Cleburne Street connectivity.

Meeting handouts outlined:

- Drainage enhancements
- Pedestrian and bicycle accommodations
- Strategies to minimize community impacts
- Property acquisition and relocation process

TxDOT arranged professional translation services to accommodate community members, including Spanish, Korean, and American Sign Language (ASL) interpretation.



NEPA process and next steps

In accordance to the December 9, 2019, Memorandum of Understanding with the Federal Highway Administration (FHWA), TxDOT, assumed responsibility for NEPA reviews and approvals. Because the new Segment 3A design features extended beyond those described in the Final EIS/ROD, TxDOT initiated a reevaluation to assess potential environmental and community impacts. Meeting participants were encouraged to submit both oral and written comments to help guide any further refinement to Segment 3A's design.

Public engagement outreach impact

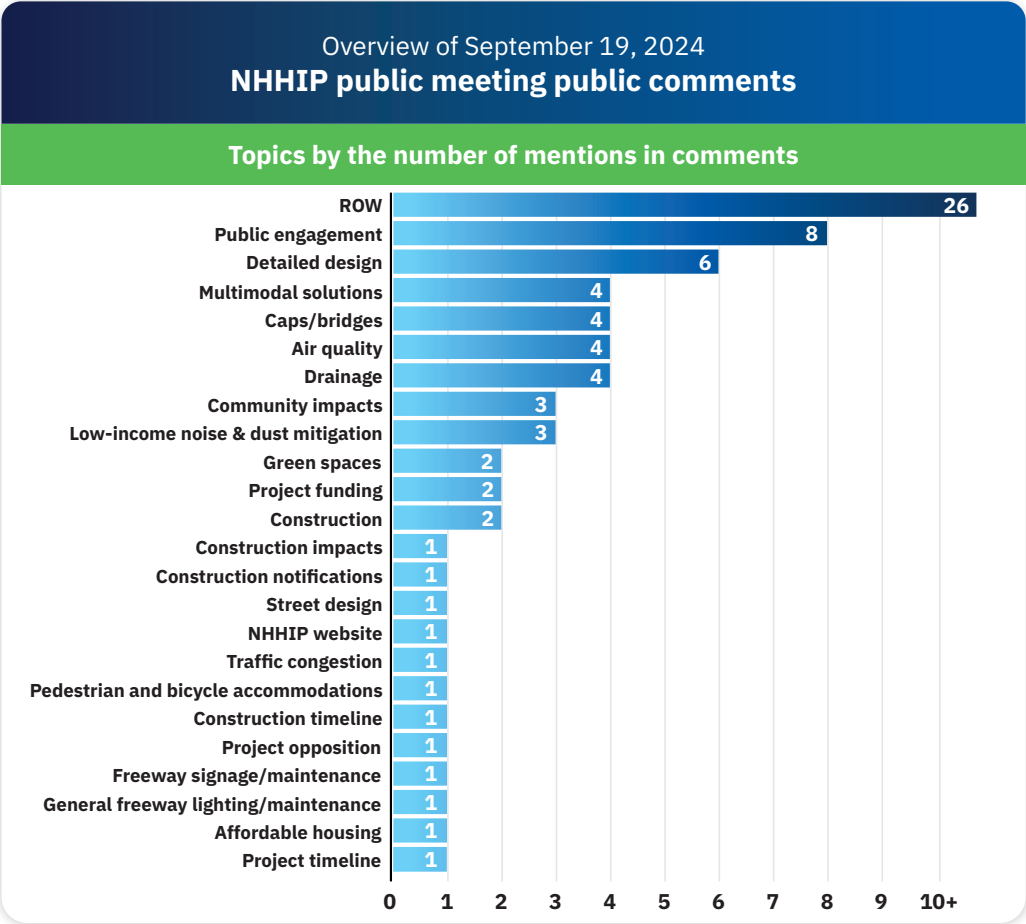
Meeting date:	September 19, 2024, In-person meeting
Location:	Young Women's College Preparatory Academy, 1906 Cleburne Street
Presentations & exhibits:	Twelve exhibit banners and two bilingual videos (Segment 3A Overview and Drainage), each with closed captioning
Direct mail invitations:	13,070
Attendees:	169
Comments received:	79
Bilingual stakeholder meeting notifications:	Newspaper legal notices and display ads, direct mail invitation, electronic invites via Constant Contact, yard signs, and door hangers

Comment heat map

All meeting materials—including presentations, banners, and handouts—were posted on the NHHIP website on the day of the meeting for continued public access.

The comment heat map below highlights the main topics raised during the meetings, while comments provided and TxDOT’s responses are included in the Comments and Responses Matrix in the Appendix of this document.

By providing clear, updated information and multilingual support, TxDOT sought to ensure robust Public engagement in the reevaluation of Segment 3A—an essential component of the broader I-45 NHHIP.



What we learned

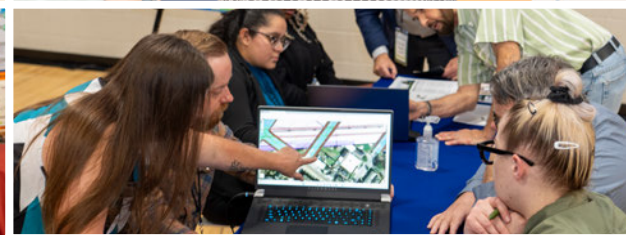
During the September 2024 Segment 3A reevaluation public meeting, TxDOT introduced updated design elements and project refinements. Attendees gained insight into new environmental analyses, revised roadway configurations, and potential construction adjustments, while also learning how the reevaluation aligned with commitments under the Voluntary Resolution Agreement (VRA).

Most questions and comments centered on right-of-way issues, Public engagement strategies, detailed design elements, multimodal solutions, caps and bridges, air quality, drainage, community impacts, low-income noise and dust mitigation, green spaces, project costs, and construction planning. Additional subjects included construction impacts and notifications, street design, traffic control, pedestrian and bicyclist accommodations, project opposition, freeway signage and lighting, affordable housing, and overall timelines.

All feedback was documented in the public comment and response matrix located in the appendix of this document. Suggestions were then shared with the project team for further consideration, demonstrating TxDOT’s commitment to integrating stakeholder input to refine the NHHIP.

Engagement by the numbers

I-45 NHHIP public meeting		In-person Sept 19, 2024
Public		161
Elected officials		6
Media		2
Total attendees		169



Chapter 3: Segment 3A reevaluation public meeting, September 2024



Chapter 4: Segments 1 & 2 public meetings (in-person & virtual), October 2024

View all content presented in this public meeting at: <https://tinyurl.com/2024octoberpublicmeeting>

Summary of public meeting

On Tuesday, October 15, 2024, TxDOT welcomed property owners, tenants, local stakeholders, Elected officials and the general public to the Moody Community Center at 3725 Fulton Street for an in-person public meeting about the I-45 North Houston Highway Improvement Project (NHHIP). Although the primary focus was Segments 1 and 2, TxDOT also provided updates on Segment 3 to ensure attendees could learn about the entire corridor. Bilingual exhibit banners and videos—covering right-of-way (ROW) processes, potential footprint reductions, stormwater improvements, and overall project details—were on display, and subject matter experts for all three segments were available to answer questions in both English and Spanish.

Throughout the meeting, TxDOT highlighted the Voluntary Resolution Agreement (VRA) requirements and the status of project activities for Segments 1 and 2. Segment 1 (I-610 to Beltway 8) is subdivided into three sections—1A, 1B, and 1C—while Segment 2 (I-10 to I-610, including the I-45/I-610 interchange) remains in the planning phase. Attendees learned about proposed design features such as four general-purpose lanes and four managed express lanes, lowering portions of the roadway below grade to accommodate a potential cap structure, and upgrading drainage systems to better manage flood risk. Subject matter experts were on hand to discuss how these improvements might affect specific properties, and they provided bilingual resources on dust and noise mitigation, ROW acquisition, and other key concerns.



Moody Community Center was the location for the October 2024 public meeting focusing on Segments 1 and 2.



Segments 1 & 2 overview video

General information and updates concerning the development of Segments 1 & 2 in the NHHIP.



Segments 3 overview video

General information and updates concerning the development of Segment 3 in the NHHIP.

Two days later, on Thursday, October 17, 2024, TxDOT hosted a virtual meeting for those unable to attend in person. A total of 163 people registered through the Zoom Webinar, and 94 logged in. Once inside the platform, participants could enter subject-designated resource chat rooms to ask questions and receive real-time answers from TxDOT subject matter experts. A bilingual looped video played throughout the meeting, providing instructions on how to navigate the resource chat rooms. Attendees had the option of switching between different resource chat rooms, viewing digital versions of the exhibit banners, visiting the TxDOT NHHIP website, or locating their property in reference to the project boundaries—ensuring they had the same access to information as those attending in person.

At the conclusion of both meetings, TxDOT emphasized its commitment to ongoing community dialogue and inclusive outreach. By offering bilingual materials, a variety of meeting formats, and direct interaction with subject matter experts, TxDOT aimed to ensure every attendee had the resources to stay informed and share feedback on the project’s development. All information disseminated during the meetings remains posted on the project website.



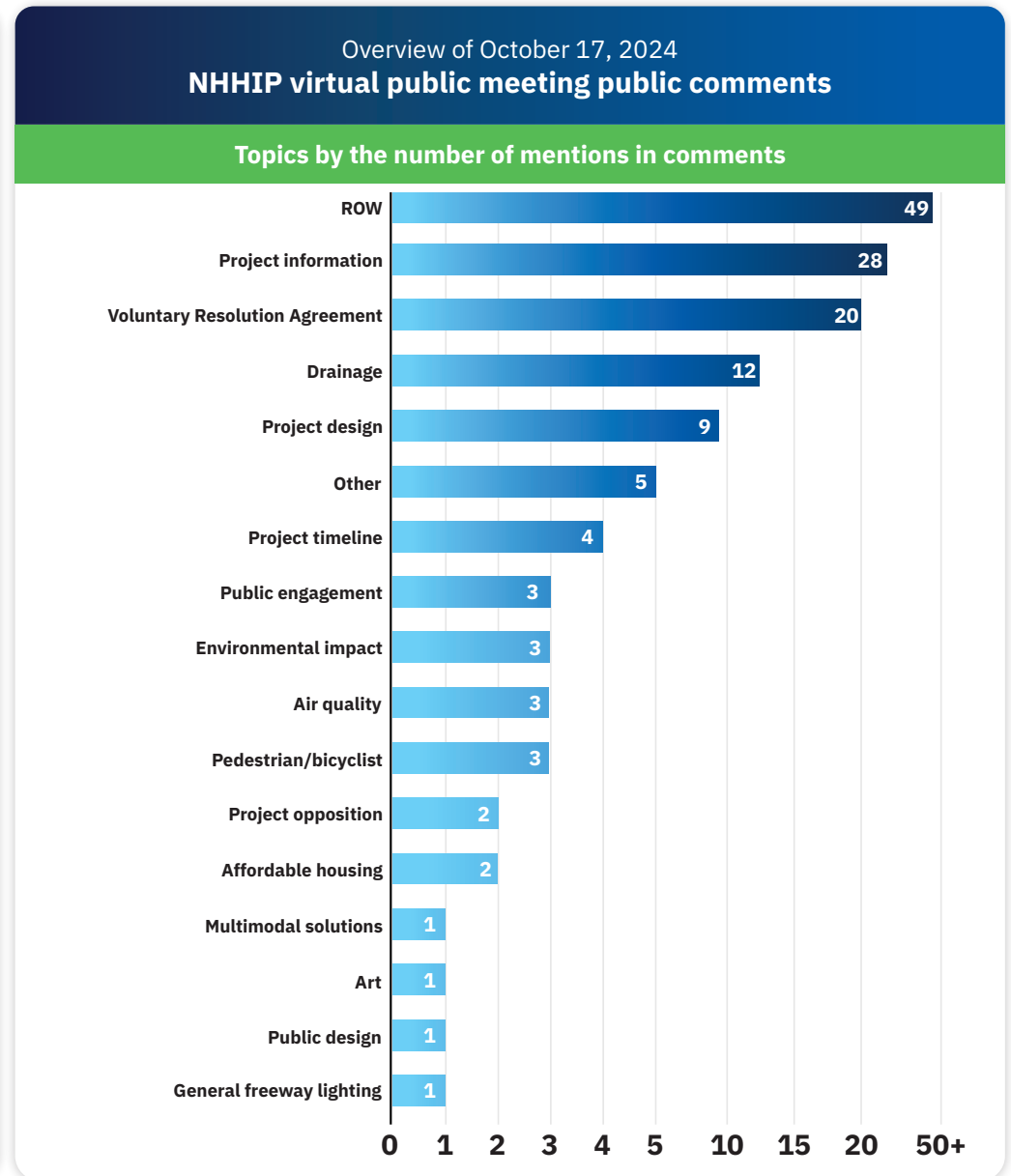
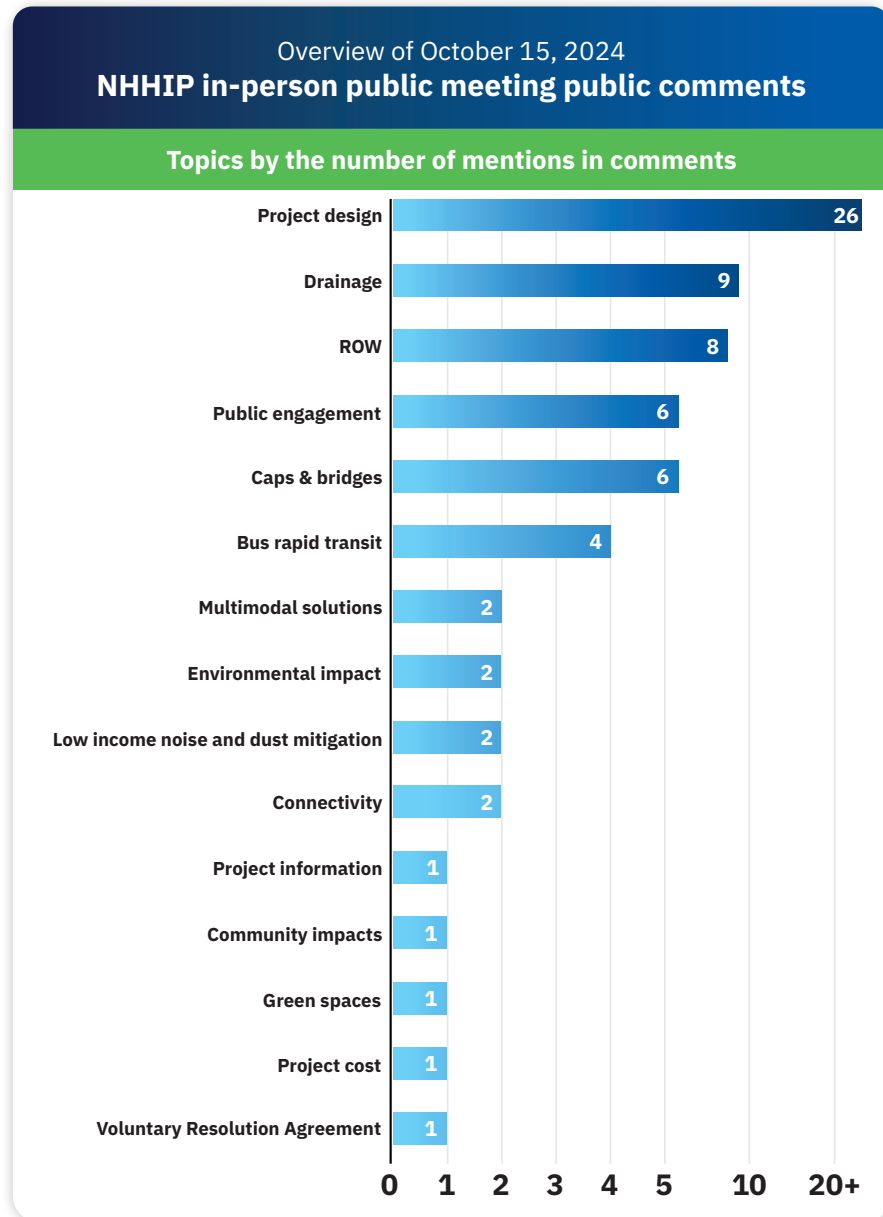
Public engagement outreach impact

Meeting date:	October 15, 2024, In-person meeting
Location:	Moody Community Center
Focus:	Segment 1 & 2 updates
Direct mail invitations:	9,908
Attendees:	126
Comments received:	53
Bilingual stakeholder meeting notifications:	Newspaper legal notices and display ads, direct mail invitation, electronic invites via Constant Contact, yard signs, and door hangers
Language and accessibility	Bilingual staff (English/Spanish/Korean), and two ASL interpreters, and ADA compliant location

Meeting date:	October 17, 2024, Virtual Meeting
Platform:	ZOOM webinar
Attendees:	94
Comments received:	126

Comment heat map

The comment heat maps below highlight the main topics raised during each meeting. Comments provided and TxDOT's responses are included in the Comments and Responses Matrix in the Appendix of this document.



What we learned

During October 2024, TxDOT hosted two public meetings—an in-person session on October 15 and a virtual session on October 17—to share updated information on Segments 1 and 2 of the I-45 NHHIP and to gather community feedback. These meetings provided an overview of ongoing design refinements, potential property acquisitions, proposed caps and bridges, construction plans, and strategies for minimizing environmental and community impacts.

In-person meeting (October 15)

Participants raised a variety of questions, predominantly regarding potential caps & bridges improvements, locating personal property within the project footprint, and the overall Project timeline. Additional topics of interest included Public engagement efforts and construction traffic. Attendees also mentioned multimodal solutions and project opposition. The open-house format allowed for personal interactions with subject matter experts, ensuring that participants received tailored explanations and clarifications.

Virtual meeting (October 17)

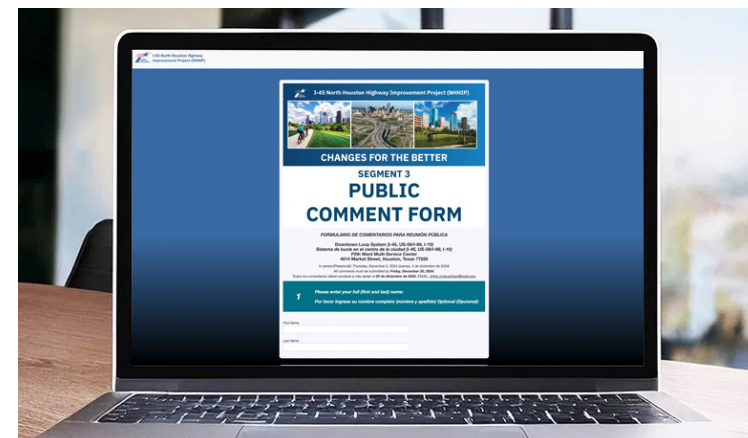
The virtual format reached an even broader audience, resulting in extensive questions about right-of-way acquisition and property impacts, Public engagement strategies, and specific Project design details. Many attendees also inquired about caps and bridges, multimodal solutions, air quality, and drainage. Discussions on community impacts, low-income noise and dust mitigation, and project funding highlighted concerns about environmental justice and equitable resource allocation. Other questions ranged from green spaces and timelines to construction notifications, freeway signage and maintenance, and overall environmental impact.

All feedback from both meetings was compiled in respective public comment and response matrices located in this document's appendix. Where appropriate, suggestions were forwarded to the project team for further consideration. By offering both in-person and virtual forums, TxDOT ensured a wide cross-section of community voices were heard, reflecting the agency's continued commitment to transparency and collaboration in refining the I-45 NHHIP.

Engagement by the numbers

I-45 NHHIP public meeting	In-person Oct 15, 2024
Public	114
Elected officials	3
Media	9
Total Attendees	94

I-45 NHHIP public meeting	Virtual Oct 17, 2024
Public	94
Elected officials	0
Media	0
Total Attendees	94



Laptop screen displaying the public comment form used at the public meetings.

Chapter 4: Segments 1 & 2 public meetings (in-person & virtual), October 2024



Chapter 4: Segments 1 & 2 public meetings (in-person & virtual), October 2024



Chapter 5: Segment 3C public meeting, December 2024

View all content presented in this public meeting at: <https://tinyurl.com/2024decemberpublicmeeting>

Summary of Segment 3C public meeting

On December 5, 2024, TxDOT held a public meeting at the ADA-compliant Fifth Ward Community Center to present updates on Segment 3C of the I-45 North Houston Highway Improvement Project (NHHIP). Although Segment 3C was the main focus, TxDOT also provided information on Segments 3A and 3B, and the future construction phases for Segments 1 and 2. The discussion centered on the latest construction schedule, new design refinements, anticipated traffic impacts, and how the public could stay informed as the project advanced.

Meeting topics and materials segment 3C focus

Location and scope:

Segment 3C comprises four sub-projects (3C-1–3C-4) along I-10, involving roadway realignment, managed express lanes, and improved interchanges with I-45 and I-69.



The December 2024 public meeting focusing on Segment 3C was held the Fifth Ward Multi-Service Center.



Segments 3 overview video

A video detailing TxDOT's efforts toward proactive flood mitigation and resilience for the Houston region.

Flood mitigation:

Attendees learned about drainage infrastructure enhancements in Fifth Ward and nearby areas.

Connectivity improvements:

Presenters highlighted new exit ramps (such as Gregg Street) and improved neighborhood linkages to maintain strong access across I-10.

Segment 3A & 3B updates

Design refinements: TxDOT shared updated plans for Segment 3A's structural caps and noted the progress of ongoing drainage improvements along St. Emanuel Street.

Phased timelines: Representatives discussed timelines for each segment, explaining how phased construction would minimize disruptions.

Segments 1 & 2 overview

Future construction plans: Although Segments 1 and 2 had not yet begun full construction, TxDOT provided a snapshot of their proposed improvements, potential footprint reductions, and overall corridor integration.

Exhibit banners and videos

Fourteen exhibit banners covered topics previously shown at earlier meetings—Segment 3 overview, Segments 3B-1 and 3B-2, right-of-way acquisition, VRA commitments, and Public engagement—as well as newly created banners on:

Segment 3C Overview, Segment 3C-2 Enhanced Connectivity, Segment 3C-3 and 3C-4 Enhanced Connectivity, and Segment 3C Flood Mitigation.

Construction communications

Overviews of segments 1 & 2

Two bilingual videos were shown: an updated Segment 3 overview (including details for 3C) and a combined Segments 1 and 2 overview. To assist attendees, the project team produced 11"×17" full-color replicas of each banner in both English and Spanish, placing them next to the larger displays. Each banner featured a QR code linking to digital content in English and Spanish.

Handouts at the meeting included brochures detailing:

- I-45 NHHIP drainage enhancements
- Pedestrian and bicycle accommodations
- Minimizing community impacts
- Property acquisition and relocation processes
- Public comment forms (hard copy and electronic)



Outreach and accessibility

Before the meeting, TxDOT sent electronic invitations and reminders to 1,818 stakeholders through Constant Contact, targeting civic clubs, super neighborhoods, Elected officials, and local organizations. Additional outreach—such as yard signs and direct mail—ensured broad awareness within the feasibility study area.

Bilingual staff members assisted participants in English and Spanish, and two American Sign Language (ASL) interpreters were on hand to aid attendees with hearing impairments. TxDOT promptly fulfilled requests for Spanish translation, with two participants viewing the Spanish version of the public meeting overview presentation. QR codes on each exhibit banner offered quick access to online materials in both languages.

Construction timeline and next steps

TxDOT announced that NHHIP construction had officially commenced in the Segment 3 area, beginning with work near St. Emanuel Street. The agency reiterated its commitment to keeping the public informed of upcoming closures, detours, and major progress milestones via websites, social media, community newsletters, and additional public updates.

Construction Updates: <https://www.txdot.gov/nhhip/construction-updates>

Conclusion

By focusing on Segment 3C and providing updates on Segments 3A, 3B, 1, and 2, TxDOT offered stakeholders a comprehensive view of the evolving I-45 NHHIP. Detailed exhibit banners, bilingual video presentations, and direct interaction with subject matter experts allowed attendees to explore everything from flood mitigation to construction communications. Attendees were encouraged to submit public comment forms, ensuring community feedback would remain integral to shaping the

Public engagement outreach impact

Meeting date:	December 5, 2024, in-person meeting
Location:	Fifth Ward Community Center
Focus:	Segment 3C, plus updates on Segments 3A, 3B, 1 & 2
Presentations & exhibits:	14 banners (some returning, others newly created), plus two bilingual videos
Direct mail invitations:	11,792
Attendees:	90
Comments received:	28
Bilingual stakeholder meeting notifications:	Newspaper legal notices and display ads, direct mail invitation, electronic invites via Constant Contact, yard signs, and door hangers
Language and accessibility	Bilingual staff (English/Spanish), and two ASL interpreters, and ADA compliant location

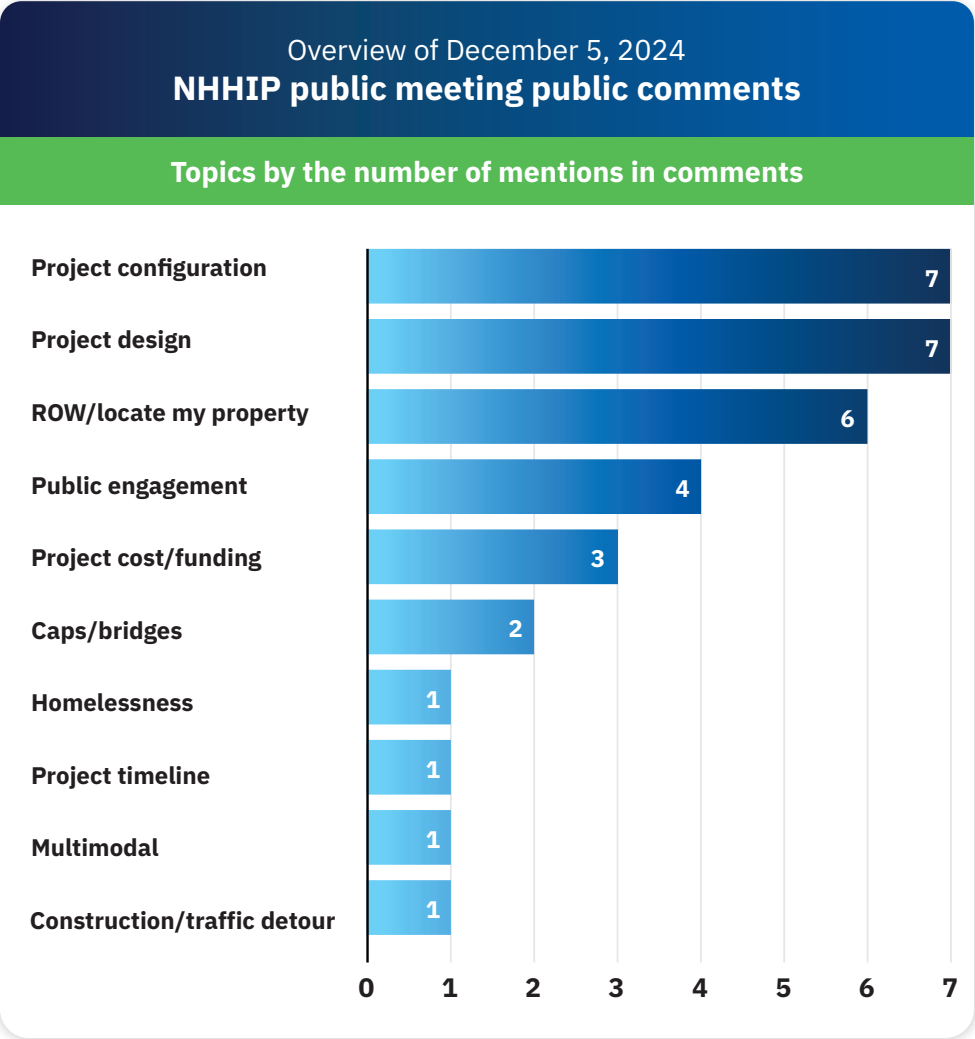


These images explaining the Segment 3B-1 construction phases appeared on a banner at all 2024 public meetings.

* This is the final condition for 3B-1 but St. Emanuel will ultimately be a one-way northbound street after Project 3D construction.

Comment heat map

The comment heat map below highlights the main topics raised during the meetings, while comments provided and TxDOT’s responses are included in the comments and responses matrix in the Appendix of this document. All meeting materials—including exhibits, video presentations, and handouts—were made available online for continued public access. By delivering clear project information and maintaining open communication channels, TxDOT aimed to keep community members actively engaged in the progress of the I-45 NHHIP.



What we learned

During the December 2024 Segment 3C public meeting, TxDOT presented updated design concepts and a refined Project configuration that built upon previous community input. Attendees learned about ongoing engineering evaluations, potential right-of-way acquisitions, and projected costs, while also gaining insight into the latest scheduling forecasts and construction considerations.

By the end of the meeting, attendees had submitted a range of questions that underscored the community’s primary concerns. Most inquiries focused on Project configuration and design, followed by right-of-way issues, Public engagement, and overall project cost and budget. Additional questions related to caps and bridges, homelessness, the Project timeline, multimodal solutions, and construction’s impact on traffic congestion.

Each comment was documented in the public comment and response matrix, located in the appendix of this document, ensuring that all feedback would be thoroughly reviewed and addressed. A heat map on this page illustrates the frequency of comments by topic. Where appropriate, suggestions were forwarded to the project team for further evaluation. This collaborative process demonstrated TxDOT’s commitment to incorporating stakeholder perspectives and refining the NHHIP to meet community needs and expectations.

Engagement by the numbers

I-45 NHHIP public meeting		In-person Dec 5, 2024
Public		87
Elected officials		2
Media		1
Total attendees		90

Chapter 5: Segment 3C public meeting, December 2024



Chapter 5: Segment 3C public meeting, December 2024



Chapter 6: Stakeholder outreach

I-45 NHHIP public outreach in 2024 went far beyond the public meetings. TxDOT values keeping particular groups informed as the project moves forward, groups whose members need to keep their pulse on the latest project events.

Elected officials engagement summary

In 2024, TxDOT extended its public engagement for the I-45 NHHIP well beyond traditional public meetings by hosting dedicated briefings for elected officials and one-on-one meetings upon request. Recognizing that these leaders are key representatives for affected communities, TxDOT ensured they received regular updates to address constituent concerns and maintain their support for the project.

Briefings and one-on-one engagements

TxDOT conducted two major briefings for corridor-specific elected officials. In June 2024, an in-person briefing allowed officials to meet face-to-face with TxDOT representatives, where they reviewed recent milestones, discussed project impacts, and previewed upcoming public engagements. On November 13, 2024, a virtual briefing was held via Microsoft Teams, during which TxDOT presented a condensed version of the comprehensive Project Briefing Packet. This session focused on updates to Segment 3—highlighting construction progress for Projects 3B-1 and 3B-2, VRA commitments, and recent developments concerning the City of Houston and Harris County Memorandums of Understanding (MOUs).

In addition to these two briefings, TxDOT participated in more than 10 one-on-one briefings or community forums with elected officials throughout the year. These personalized engagements were held at the request of officials and allowed for detailed discussions tailored to local concerns, further strengthening the communication between TxDOT and elected officials.



**June 2024
Elected Officials
Presentation**



**December 2025
Elected Officials
Briefing Packet**

Meeting content and key updates

During the November virtual briefing, TxDOT provided an overall project update and previewed information that would be shared at the upcoming December 5, 2024, Segment 3 Public Meeting at the Fifth Ward Multi-Service Center. The presentation included:

- **Project Overview:** A summary of the I-45 NHHIP's goals, emphasizing improvements in safety, mobility, flood mitigation, community connectivity, and economic impact.
- **Segment 3 Focus:** Detailed updates on Segment 3, particularly construction progress, including updates on Projects 3B-1 and 3B-2, and design refinements in Segment 3A.
- **Future Phases:** A look ahead at the planned construction phases for Segments 1 and 2.
- **Stakeholder Engagement:** Discussion on TxDOT's commitments to property owners, tenants, and the community as outlined in the VRA, as well as recent MOUs with local agencies.

TxDOT distributed a comprehensive NHHIP Briefing Packet prior to the virtual session, which served as a valuable reference for officials to review further details or share within their offices. The elected officials also receive notes from the briefing to the elected officials whether they are attending the meeting or not.

Elected officials outreach and information dissemination

TxDOT used multiple channels to ensure elected officials received timely updates and invitations to public meetings through electronic invites, direct mail invites and follow-up-reminder calls prior to the meetings or events. By offering these briefings, along with more than 10 individualized engagements throughout the year, TxDOT enabled officials to stay well-informed and effectively address the concerns of their communities.

In 2024, TxDOT's proactive engagement with elected officials—including two major briefings and numerous one-on-one sessions—ensured that these critical stakeholders remained informed and involved in the I-45 NHHIP. This comprehensive approach not only enhanced communication but also fortified community support for the project, laying a solid foundation for future progress in improving Houston's transportation corridor. By maintaining open dialogue and providing detailed, regular updates, TxDOT demonstrated its commitment to transparency and responsiveness, ensuring that elected officials were equipped to represent their constituents effectively as the NHHIP advanced.

Elected officials briefings

JANUARY 2024

John Whitmire
Houston Mayor

Tiffany Thomas
Houston District F
Council Member

FEBRUARY 2024

Mario Castillo
Houston District H
Council Member

Joaquin Martinez
Houston District I
Council Member

MARCH 2024

Sylvia Garcia
U.S. Congresswoman

MAY 2024

**Mario Castillo,
Twila Carter,
Letitia Plummer &
Abbie Kamin**
City of Houston
Council Members

JUNE 2024

**Bi-Annual
Elected officials
briefing**
TxDOT Houston District
Office

SEPT 2024

Molly Cook
Texas State Senator

NOV 2024

**Bi-Annual
Elected officials
briefing**
Virtual

A separate meeting attended by interested City of Houston Council Members briefed them on land acquisition. TxDOT also provided representatives to answer I-45 questions at what is called the East End Management District's Infrastructure Meeting/Resource Fair, which is co-sponsored by City of Houston Council Members Mario Castillo and Joaquin Martinez.

Community meetings

Throughout 2024, TxDOT held **67 community stakeholder meetings** to ensure that neighborhood groups and community organizations—whose members live and work along the I-45 corridor—remained well-informed about the project. Prior to these public meetings, TxDOT reached out to stakeholder groups to incorporate their concerns into the information disseminated. Tailored presentations focused on the specific project segments affecting their areas were provided, and TxDOT staffed information tables at larger events where project questions were addressed directly.

Special attention was given to meetings with businesses and property owners along St. Emanuel Street, where construction had already begun. Additionally, TxDOT engaged with the 2026 Houston World Cup Committee and the Houston Police Department's Special Events Unit to coordinate efforts ahead of the tournament. With several games scheduled and a daily fan fest planned near the construction zone, TxDOT agreed to halt construction in that area during the World Cup to ensure the safety of event attendees. This level of proactive coordination was essential for maintaining community trust and ensuring public safety during major events.

Public engagement stakeholder meetings January 1 - December 31, 2024			
	MEETING	# OF MEETINGS	STAKEHOLDER MEETINGS
1	Central Houston	2	Agency engagement
2	Mayor John Whitmire, City of Houston	1	Public official briefing
3	City of Houston District F Councilmember Tiffany Thomas	1	Public official briefing
4	Greater Houston Procurement Forum	1	Project & status update
5	East Downtown Management District	1	Project & status update
6	University Place Super Neighborhood # 28 Meeting	2	Project & status update
7	City of Houston District H Councilmember Mario Castillo	1	Public official briefing
8	City of Houston District I Councilmember Joaquin Martinez	1	Public official briefing
9	St. Emanuel Business Owners	1	Impacted property owners & tenants (group)
10	Houston Police Department Special Events Unit	1	Agency engagement
11	Chris Canetti-Houston 2026 World Cup Committee	1	Agency engagement
12	U.S. House of Representatives Sylvia Garcia	1	Public official briefing
13	American Council of Engineering Companies-Houston	2	Project & status update
14	Woodland Park Group Meeting	1	Project & status update
15	Multi-Agency Meetings	7	Agency engagement
16	East End Management District Infrastructure Meeting	2	Project & status update
17	City of Houston Council Members Briefing -Land Acquisition	1	Public official briefing
18	City of Houston Mayor Pro-Tem Martha Castex Tatum	1	Public official briefing
19	East End Super Neighborhoods #64 and #88	1	Project & status update
20	Housing and Community Focus Group Meeting	1	Agency engagement
21	Midtown Super Neighborhood #62	1	Project & status update
22	TSAHC Board of Directors Briefing	1	Agency engagement
23	American Council of Engineering Companies-Houston	1	Project & status update
24	Greater Third Ward Super Neighborhood #67	1	Project & status update
25	East End Super Neighborhoods Event--Mason Park	1	Project & status update
26	OST/Alameda TIRZ #7 and Greater Southeast	1	Project & status update
27	Elected officials Briefing (Group)	2	Public official briefing
28	East End Super Neighborhoods Event-- Eastwood Park	1	Project & status update
29	U.S. Department of Transportation Economic Development Tour	1	Project & status update
30	U.S. Department of Transportation Deputy NHHIP Briefing	1	Agency engagement
31	East Downtown Management District (EaDO) Steering Committee	1	Agency engagement
32	East End Super Neighborhoods Event--Settegast Park	1	Project & status update
33	Neartown/Montrose Super Neighborhood #24 Meeting	1	Project & status update
34	Texas District 15 Senator Molly Cook	1	Public official briefing
35	Midtown Houston TIRZ	2	Project & status update
36	Greater Southeast	1	Project & status update
37	Property Owners and Tenants	19	Impacted property owners & tenants (one-on-one)

Total community stakeholder meetings = 67

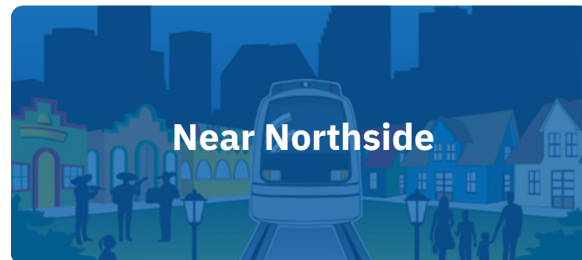
Multi-agency meetings

Long before construction began on I-45, TxDOT formed what it calls the Multi-Agency Group. TxDOT is looking for funding for beautification amenities to be placed on top of roadway caps, and the business and TIRZ groups are working to secure grant funding for that purpose. This group initially began meeting monthly, but now meets on a quarterly basis. The group met seven times in 2024 and had smaller follow-up meetings as needed. Total attendance to all multi-agency meetings was 134.

Housing & community focus group

Also important to TxDOT is the effort to replace affordable housing impacted by the I-45 project. To that end, TxDOT will contribute \$30 million to build affordable housing in the communities which need it most. Several years ago, TxDOT put together the Housing and Community Focus Group to gather input on this issue from those who are the most knowledgeable. These leaders in low-income communities of color best understand the need for affordable housing in the areas in which they live. This group met in June 2024 and will continue to meet during the duration of the I-45 NHHIP as their input is needed. Nine members of the committee attended the June meeting. The four impacted communities are listed below.

Impacted communities



These pictures are from the I-45 Housing & Community Focus Group meeting held in June 2024.

North Houston Highway Improvement Project (NHHIP)

Chapter 7: NHHIP website resource

Visit the full project website at: <https://www.txdot.gov/nhhip>

As the NHHIP proceeds to the next phase with the start of construction underway, TxDOT continues to develop the NHHIP website to support the added dimension of daily construction-related communication to complement communications that here-to-fore addressed planning, development and design of the project.

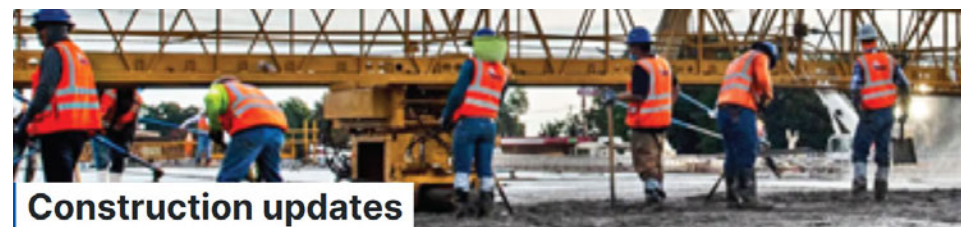
While updating the virtual space, TxDOT took the opportunity to assess the site comprehensively and devised ways to make the site more customer-friendly.

For example, prior to the reconfiguration, visitors could view succinct overviews of the various project segments under the Public engagements tab of the website. The material was categorized there because the communications instruments were developed in support of information dissemination at public meetings.

However, to make the virtual site more intuitive, the website was redesigned to enable visitors to access more of this easy to digest information directly through links on the website landing page.

A link to the website may be found at [txdot.gov/nhhip](https://www.txdot.gov/nhhip).

On the landing page, visitors are greeted with a brief project overview followed by colorful and easy-to-read Project timelines and construction segment phasing with supporting links. Below the charts, visitors can click to access more detailed timeline information.



Construction updates

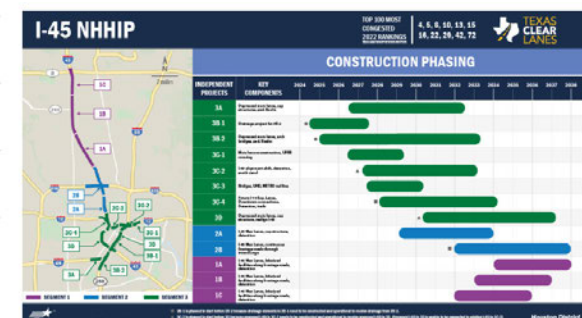
[Segment 3A](#) [Segment 3B-1](#) [Segment 3B-2](#)
[Segment 3C-1](#) [Segment 3C-2](#) [Segment 3C-3](#) [Segment 3C-4](#) [Segment 3D](#)

[Click here to report construction concerns](#)

School access during construction
Pedestrian and bicycle detour routes
Transit access during construction

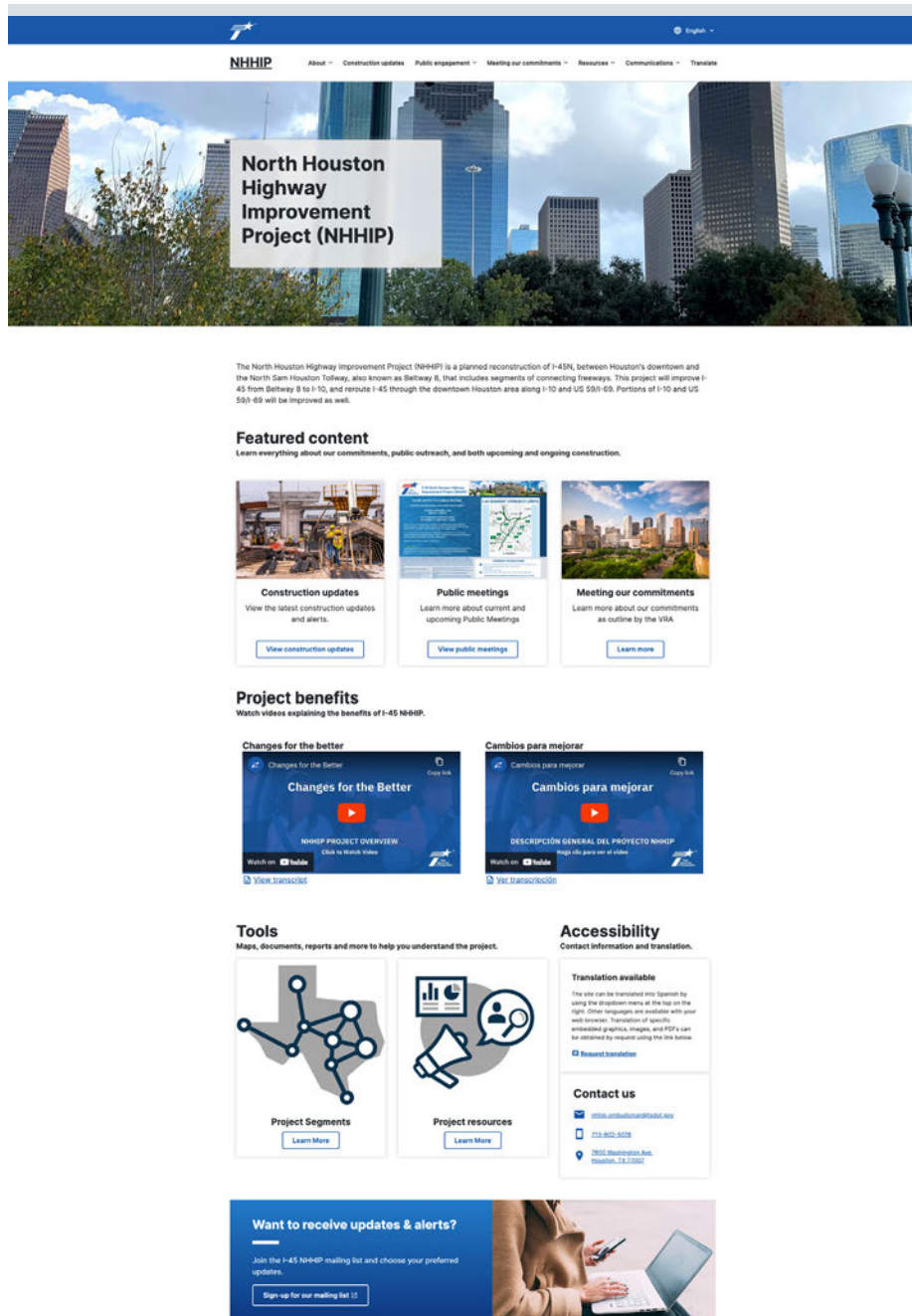
Segment 3

The I-45 NHHIP Segment 3 encompasses the reconstruction of the downtown Houston freeway loop system, including I-45, I-69, I-10, and State Highway (SH) 288. In Segment 3, I-45 will be rerouted from the west side of downtown Houston to run parallel with I-69 and I-10 until it exits the downtown area and continues north.



Construction Updates page allows commuters to know if their route is affected.

Chapter 7: NHHIP website resource



I-45 NHHIP website landing

Scrolling further, additional project information and maps of the three main segments can be seen.

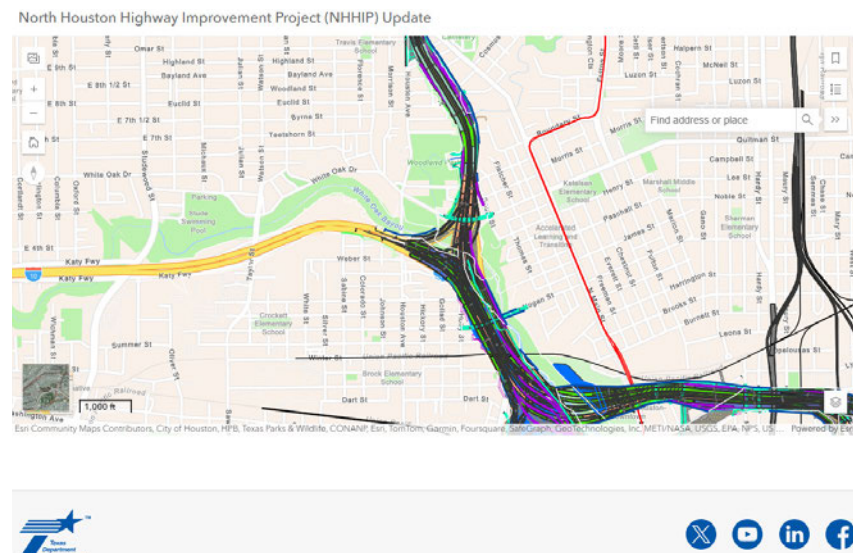
Ensuring interactivity with stakeholders, the landing page provides information on how the public can provide input and how that input has influenced development and design of the project.

Easy to understand graphics help guide visitors through various facts and highlights including general information, how the project will alleviate flooding concerns, air quality monitoring, bike and pedestrian amenities, and how TxDOT is managing relocation and how we are working with other agencies to optimize this major infrastructure investment.

Additionally, visitors can enter the addresses of property to determine if their home or other properties exists within the footprint of the project.

Visitors can, via the website, sign-up for construction updates and alerts through Houston Transtar and the Houston ConnectSmart App to plan their travel around construction delays.

Locate my property website utility



The "Locate my property" utility link allows residents to determine if property is in the project footprint.



Chapter 8: TxDOT's 2024 public engagement impact

In December 2023, TxDOT held six I-45 NHHIP public meetings, reaffirming its commitment to the Voluntary Resolution Agreement (VRA) with the Federal Highway Administration (FHWA). After a two-year FHWA pause, TxDOT resumed public engagement, providing project updates in the three segments, and seeking feedback on NHHIP planning and construction efforts. Approximately 970 stakeholders, including property owners, tenants, business owners, elected officials, and community members, participated and provided more than 1,000 comments and were provided with individual responses.

At the end of the 2023 public meetings, TxDOT introduced “What’s Next” commitments—actionable steps to integrate lessons learned into ongoing design plan development and construction phasing. This chapter details how TxDOT addressed these commitments through its 2024 public engagement initiatives, turning public input into tangible outcomes. The agency remains dedicated to accountability, transparency, and acting on public feedback.

This chapter includes:

- An overview of the December 2023 “What’s Next” commitments
- A summary of TxDOT’s follow-up actions in response to public feedback
- Insights into TxDOT’s continuous public engagement process, emphasizing public input as a foundation for sustainable and equitable transportation solutions

Through targeted initiatives, strategic adjustments, and ongoing dialogue, TxDOT ensured that feedback from the December 2023 public meetings informed NHHIP planning and construction. This section highlights the agency’s progress and underscores TxDOT’s commitment to fostering a future where public engagement shapes a transportation system that serves the Houston region. By documenting the process of public input to palpable outcomes, TxDOT aims to strengthen public trust, enhance transparency, and establish a model of public engagement.

2023 Affordable Housing/Weatherization – What’s Next?

Consider workshops in communities where acquisition is early in the process or about to get started to provide information and keep communities informed of ROW acquisition activity timelines.

The Texas State Affordable Housing Corporation (TSAHC), TxDOT’s sister agency will publish grant program guidelines concerning the affordable housing initiatives and TxDOT will highlight program availability to the communities including posting a link to the project website. The final details of TxDOT’s agreement with TSAHC are being reviewed currently with implementation to follow in 2024.

Publish eligibility requirements for the Weatherization Program to the project website in the first quarter of Calendar Year 2024 and begin implementation of the program in the vicinity of Projects 3B-1, 3B-2, and 3A so that eligible property owners not displaced but adjacent to project construction can make application for these benefits.

2024 - How TxDOT met the commitment



TxDOT held targeted meetings with property owners affected by the I-45 NHHIP and provided a staffed “Locate My Property” table at every public meeting to offer additional assistance. ([Page 8](#))

TSAHC requested bids from local providers who could administer the affordable housing funds in the Third Ward, Fifth Ward, Independence Heights, and Near Northside. In late 2024 TSAHC chose its local provider which will work with the communities to provide \$30 million TxDOT made available for affordable housing. (<https://www.txdot.gov/nhhip/meeting-our-commitments/right-of-way-acquisition.html>)

TxDOT sent letters to households eligible for the Low Income/Dust Mitigation program which provides funds to mitigate the impact of construction. The details were published to the project website. ([Page 14](#))



A man discusses whether his property is impacted by the I-45 NHHIP at the October 2024 public meeting.

2023 Virtual Meetings – What’s Next?

Virtual Meeting Resource Chat Rooms: A Game Changer for Responsive Public Engagement.

Based on this experience, TxDOT will continue to look for ways to leverage technology to provide increased access to the public in a timely manner.

2024 - How TxDOT met the commitment



During the October 2024 Virtual Meeting focused on Segments 1 and 2, TxDOT once again utilized its chat resource rooms. This feature allowed attendees to ask questions and receive real-time responses in both English and Spanish from subject matter experts. [\(Page 29\)](#)

2023 Limited English Proficiency (LEP) – What’s Next?

Based on the results of the interactions at the meetings and the identified language needs, as well as past language requests, TxDOT Houston District will undertake the following actions:

Periodically review the LEP Standard Operating Procedures (SOPs) to assess whether any updates or modifications are warranted.

Progress LEP training to ensure that all personnel currently involved in the program and any new personnel joining the program have received appropriate LEP training and are adhering to the SOPs.

Provide materials on the project website and at public meetings in both English and Spanish, with additional languages available upon request. This includes right of way acquisition information requested and provided in seven languages.

2024 - How TxDOT met the commitment



Each year, all I-45 TxDOT staff and consultants watch the LEP training video produced by TxDOT. At every public and community meeting, materials are consistently provided in English, Spanish, and American Sign Language. [\(Page 7\)](#) Additionally, TxDOT welcomes requests for accommodations in other languages. For example, during the September 2024 public meeting, a request was accommodated by providing a Korean interpreter. [\(Page 24\)](#)



The Limited English Proficiency (LEP) table at the September 2024 public meeting.

2023 Public Input – What’s Next?

TxDOT is committed to providing multiple opportunities for public input as the various projects proceed into final design.

This includes the following:

- Conduct assessments of essential services access in accordance with the NHHIP.
- Essential Services Plan developed in adherence to the VRA, and report the results of these assessments in community and agency meetings associated with the respective projects, including the monthly Multi-Agency Meetings currently being held for Projects 3A, 3B-1, and 3B-2.
- Expand participation in the monthly Multi-Agency Meetings and establish a similar monthly group meeting for the 3C projects along I-10 as they progress with final design in 2024. Conduct one-on-one meetings with schools in Projects 3A, 3B-1, and 3B-2 as design progresses, and initiate similar meetings with schools along the 3C projects as design begins in 2024.
- Inform schools in Projects 3B-1, 3B-2, and 3A of the ombudsman for the construction phase to facilitate communication during construction.
- Continue stakeholder and community group meetings for projects in final design to provide the latest progress updates and assess feedback as designs advance.
- Update the project website to include construction phase services information with the upcoming start of construction in Project 3B-1, providing details such as project phasing information, timelines, opportunities for public inquiries, and data related to construction timing, major traffic shifts, and progression of construction activities.

2024 - How TxDOT met the commitment



Construction on Segment 3B-1 of the I-45 NHHIP commenced in October 2024. From the outset, TxDOT has provided METRO with 14-day advance notice of any potential impacts to bus routes, in accordance with the VRA.

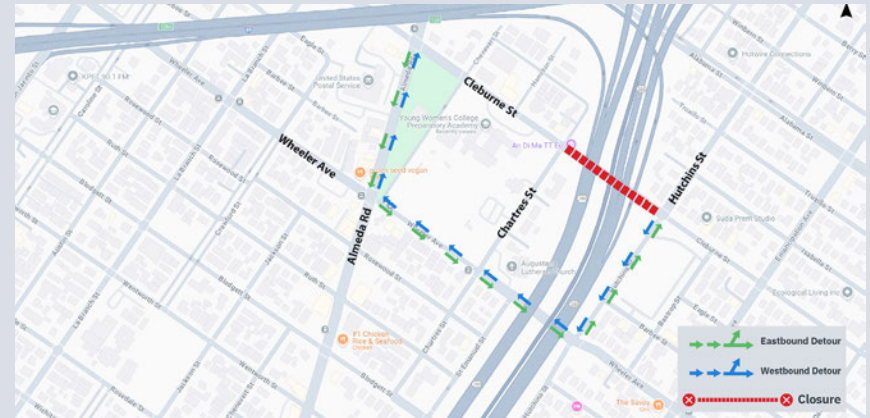
<https://www.txdot.gov/content/dam/docs/news/houston/nhhip-vra-signed.pdf>

Throughout 2024, TxDOT convened six multi-agency meetings before transitioning to a quarterly, virtual-only meeting schedule at the end of the year, thereby enhancing accessibility for a broader audience.

[\(Page 43\)](#)

Before construction on Segment 3B-2 began in January 2025, TxDOT proactively notified the Young Women’s College Preparatory Academy (YWCPA) about the upcoming work on Cleburne Street, where the school is located. Leveraging its strong relationship with the school, TxDOT even hosted the September 2024 public meeting at the YWCPA. <https://www.txdot.gov/nhhip/public-engagement/public-meeting/2024/september.html>

In addition to these public meetings, TxDOT organized several community sessions across Segments 3A, 3B-1, and 3B-2 throughout 2024 to keep residents and stakeholders fully informed about project design and construction progress. [\(Page 42\)](#)



The Cleburne Street closure detour map provided to staff at the Young Women’s College Preparatory Academy.

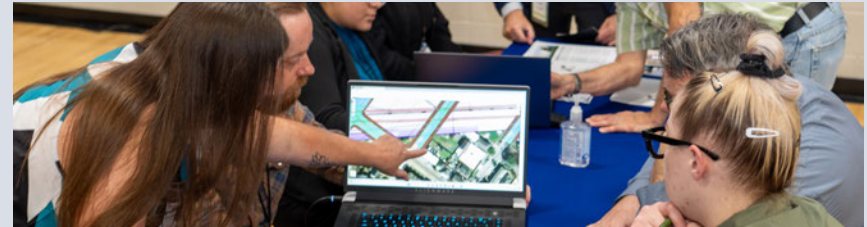
2023 ROW Information – What’s Next?

TxDOT is committed to making accessible comprehensive information regarding the ROW acquisition process. Efforts will be made to make this information more readily available and easily understandable to stakeholders. Additionally, the project team will actively seek opportunities to provide firsthand learning experiences by collaborating directly with stakeholders, grassroots organizations, community resources, and interest groups. This collaborative approach aims to foster better understanding and engagement among all parties involved in the project.

2024 - How TxDOT met the commitment



At every 2024 public meeting, a “Locate My Property” table was available for property owners and tenants to determine if their property would be affected by the I-45 NHHIP construction. Additionally, a right-of-way banner explaining the acquisition and benefit processes was prominently displayed. (Page 8) In 2024, TxDOT also completely revamped the project website, adding a dedicated page for the ROW acquisition and benefit process under the “Meeting Our Commitments” section. [\(Page 44\)](#)



Property owners use I-45 NHHIP maps to ask TxDOT if their properties are impacted by project construction.

2023 ROW Footprint Assessments – What’s Next?

In response to feedback and interaction, TxDOT recognizes the importance of advancing the right of way (ROW) footprint assessments in Segments 1 and 2.

TxDOT plans to take the following actions:

Conduct assessments to explore potential footprint reductions in Segments 1 and 2, aligning with the requirements of the VRA. Subsequently, TxDOT will engage in discussions with Harris County to review the assessment results and present them to the public in meetings later in 2024.

As the project team progresses with the analysis to reduce the footprint, TxDOT will adhere to a decision making protocol to ensure that key stakeholders and the public have ample opportunities to provide feedback and contribute to the go/no-go decisions.

2024 - How TxDOT met the commitment



At the October 2024 public meeting, attendees saw not only the overview banners for Segments 1 and 2, but also banners titled “Meeting Our Commitments.” These banners provided detailed insights into TxDOT’s progress in identifying areas within both segments where the project footprint had been reduced, complete with graphics that clearly illustrated the specific locations of these reductions. [\(Page 28\)](#)

In addition, TxDOT successfully met with Harris County in 2024 and is now working on sharing potential footprint reduction details with the public in 2025.

<https://www.txdot.gov/content/dam/docs/news/houston/nhhip-vra-signed.pdf>

2023 East Downtown Meetings – What’s Next?

Looking ahead, TxDOT is actively coordinating meetings with businesses along St. Emanuel Street and the East Downtown Management District to delve into the intricacies of design, planned traffic control measures, detours, and estimated timelines. Furthermore, plans are underway to reinvigorate the previously established I-45 NHHIP Traffic Management Steering Committee, bolstering efforts to explore, plan, advance, and execute strategies for effective traffic management during the construction phase.

By internalizing these key lessons and fostering proactive collaboration, TxDOT endeavors to navigate the complexities of the I-45 NHHIP construction while mitigating disruptions and maximizing benefits for all stakeholders involved.

2024 - How TxDOT met the commitment



In one of its first community meetings of 2024, TxDOT met with St. Emanuel business owners to provide the latest updates on Segment 3B-1. This session offered them a opportunity to ask about the scheduled start of the large drainage project and to receive preliminary estimates for construction timelines in various areas. [\(Page 42\)](#)

Additionally, members of the East Downtown Management District and East Downtown TIRZ, who are part of the Multi-Agency Group, received regular construction updates through their ongoing meetings. [\(Page 42\)](#)

2023 Project 3B Design Changes – What’s Next?

Based on the feedback received, TxDOT will proceed with these recommendations of Project 3B design changes to complete the reevaluation efforts and if reevaluation is approved, the applicable changes will be incorporated into the final design.

2024 - How TxDOT met the commitment



In 2024, the TxDOT Houston District was successful in getting the reevaluation for Segment 3B approved. The design modifications presented at the July 2024 public meeting will now be integrated into the segment’s final design. [\(Page 16\)](#)



Attendees learn about proposed Segment 3B design changes at the July 2024 public meeting.

2023 Independence Heights/Segment 2 – What’s Next?

In addition to assessing the right of way (ROW) footprint in Segment 2, TxDOT will focus on drainage modifications to lift Independence Heights out of the flood plain. Furthermore, in alignment with public meeting discussions, TxDOT is advancing assessments for an elevated pedestrian crossing over I-45 near North Street as per the VRA requirements. Collaboration with the City of Houston, Harris County Flood Control District, and the Houston Parks Board will be prioritized, with a meeting scheduled in the first half of 2024 to address commitments outlined in the VRA. This includes discussions on trail developments as part of the NHHIP, identification of additional trail connectivity opportunities, and coordination on third party projects outside TxDOT’s ROW that leverage connectivity with NHHIP improvements.

2024 - How TxDOT met the commitment



At the October 2024 public meeting, banners for Segments 1 and 2 showcased how replacing concrete culverts with bridges could effectively lift Independence Heights out of the flood plain. The banners also informed the public that, while North Street and its current pedestrian bridge will no longer be able to cross I-45, TxDOT has plans—based on valuable public input—to construct a new pedestrian bridge just west of North Street. Throughout 2024, TxDOT continued its collaborative efforts by holding meetings with the City of Houston, the Harris County Flood Control District, and the Houston Parks Board.

<https://www.txdot.gov/nhhip/public-engagement/public-meeting/2024/october.html>

2023 Green Space – What’s Next?

Given the proximity of I-45 NHHIP Segment 2 to the confluence of White Oak Bayou and Buffalo Bayou, the preservation of corresponding greenspace stands as a shared priority for residents along this corridor. TxDOT remains committed to advocating for safeguarding park space, collaborating with the city to enhance hike and bike connectivity, and establishing a native vegetation buffer along the freeway post-construction.

2024 - How TxDOT met the commitment



In addition to preserving and safeguarding existing green space and park space, TxDOT showed on the Segment 2 banner at the October 2024 public meeting that there is a proposed I-45 roadway cap between Cottage and Main streets. TxDOT explained that beautification amenities could be placed on the cap, and it would take third party funding to do so. [\(Page 28\)](#)



The proposed I-45 roadway cap between Cottage and Main streets drew a lot of interest from attendees at the October 2024 public meeting.

2023 Bike and Pedestrian Pathways – What’s Next?

Recognizing the intrinsic value attached by residents along Segment 2 to bikeable and walkable pathways, TxDOT remains attuned to the importance of fostering connectivity across the corridors. These vibrant communities have cultivated a harmonious blend of residential, retail, and dining establishments that promote multi-modal and short distance travel.

2024 - How TxDOT met the commitment



At the October 2024 public meeting, TxDOT explained to attendees through the Segment 1 & 2 banners the importance of preserving existing bike and pedestrian pathways because of community connectivity. This is a major reason TxDOT has proposed to relocate the North Street pedestrian bridge over I-45.

<https://www.txdot.gov/nhhp/public-engagement/public-meeting/2024/october.html>

2023 Flood Mitigation – What’s Next?

In collaboration with Harris County Flood Control and the City of Houston, TxDOT has formulated a comprehensive drainage plan extending from downtown up Little White Oak Bayou to Independence Heights. This plan is designed to alleviate hydrologic chokepoints and enhance drainage towards the west, thereby augmenting the capacity of White Oak Bayou and reducing flood risks in the vicinity.

2024 - How TxDOT met the commitment



TxDOT places significant emphasis on drainage and flood mitigation. To keep the public informed, the engagement team produced a comprehensive drainage video that was showcased at all 2024 public meetings and made available on the project website. [\(Pages 10-11\)](#) A dedicated banner in Segment 1 provided detailed information on the proposed drainage improvements, while another banner introduced in December 2024 highlighted flood mitigation efforts in Segment 3C. [\(Page 35\)](#) Additionally, construction began in October 2024 on Segment 3B-1, a major drainage project along St. Emanuel Street, east of downtown Houston. [\(Page 36\)](#)

2023 Segment 2 Connectivity – What’s Next?

Several enhancements to connectivity are poised to transform the landscape, including the establishment of new roadway connections at previously unexplored locations such as Blue Bell Road under I-45 and a new northbound I-45 frontage road between Quitman and North Main Streets. Responding to feedback, the I-610/I-45 interchange will now incorporate a connection to Melbourne Street on the I-45 North frontage road, underscoring the commitment to maintaining accessibility to the west side of downtown amidst mainline realignments to the east.

2024 - How TxDOT met the commitment



These connectivity enhancements were presented to the public at the October 2024 meeting, which focused on Segments 1 and 2, and were highlighted again at the December 2024 meeting.

<https://www.txdot.gov/nhhp/public-engagement/public-meeting/2024/october.html>

<https://www.txdot.gov/nhhp/public-engagement/public-meeting/2024/december.html>

2023 Segment 1 Footprint Assessments – What's Next?

Following the assessment of potential ROW footprint reductions, TxDOT will present these findings at future public events in Segment 1 before revising ROW maps to advance acquisitions.

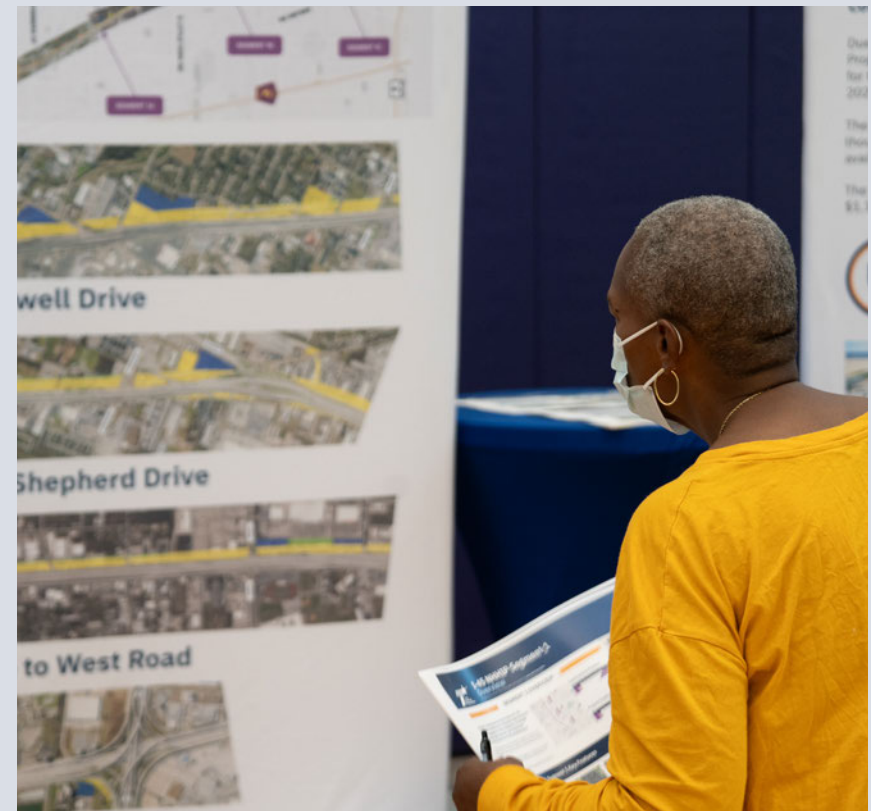
It is crucial to ensure that the project remains responsive to the needs and aspirations of the local community while advancing key objectives related to safety, beautification, and community support. Drawing insights from the Segment 1 meeting, strategies and tactics have been devised to effectively address the feedback and concerns raised by stakeholders, particularly property owners and tenants along the corridor.

2024 - How TxDOT met the commitment



The Segment 1 Meeting Our Commitments banner shown at the October 2024 public meeting was exclusively devoted to showing the public where ROW could be reduced, and how much those reductions could be. The banner detailed how ROW could be reduced between the frontage road and mainlanes, especially in areas of exits and entrances. The banner also showed how this could lead to a savings of as much as 58 feet of ROW in some locations.

<https://www.txdot.gov/nhhip/public-engagement/public-meeting/2024/october.html>



A lady studies the Segment 1 Meeting Our Commitments banner at the October 2024 public meeting.

2023 Segment 1 Community Elements - What's Next?

Emphasizing the importance of enhancing the sense of place along Segment 1, TxDOT will incorporate elements that resonate with the local community's identity and values. Through collaboration with stakeholders, place-making initiatives will be identified to celebrate the corridor's unique character and history. This collaborative effort aims to instill a greater sense of pride and ownership among residents and visitors.

2024 - How TxDOT met the commitment



At the October 2024 public meeting, TxDOT's Segment 1 banner highlighted that aesthetics is a priority for the Independence Heights neighborhood, located near the I-610/I-45 interchange. Recognized as Texas' first incorporated African-American community, Independence Heights is set to benefit from several enhancements, including a potential pocket park, improved bike trails, upgraded community signage, and enhanced wayfinding signs.

<https://www.txdot.gov/nhhp/public-engagement/public-meeting/2024/october.html>



The right side of the Segment 1 banner at the October 2024 public meeting highlights the importance of the Independence Heights community.

2023 Stakeholder Outreach – What's Next?

The project team will maintain ongoing dialogue and engagement with community stakeholders, including property owners, tenants, and residents. Opportunities for feedback and input on proposed changes and initiatives will be provided, ensuring that community perspectives are considered and integrated into project development during detailed design phases.

2024 - How TxDOT met the commitment



In 2024, TxDOT conducted a total of 72 community and stakeholder meetings. These sessions primarily focused on Segments 3A, 3B-1, and 3B-2—segments where construction is either underway or will soon be put out for bid. Additionally, at the September 2024 public meeting, TxDOT presented the Segment 3A reevaluation and gathered public input on ten proposed design changes. [\(Page 42\)](#)

2023 Problem Solving – What’s Next?

Adopting a collaborative problem solving approach, TxDOT will work closely with local authorities, community organizations, and other stakeholders. As the analysis to reduce the footprint progresses, TxDOT will follow a decision making protocol, allowing key stakeholders and the public to provide feedback and contribute to decisions. Leveraging partnerships and resources, TxDOT will implement comprehensive solutions that benefit the community and enhance the corridor’s overall well-being and resilience.

2024 - How TxDOT met the commitment



Throughout 2024, TxDOT continued to incorporate feedback from the City of Houston and Harris County. Additional input was gathered through the 70 plus community meetings and from members of the Multi-Agency and Housing and Community Focus groups. ([Page 42](#))

2023 Virtual Meeting Chat Rooms – What’s Next?

Continuously utilize virtual meetings and chat room functions to efficiently address questions and concerns from attendees. The Customer Relations Management tool will NHHIP public engagement efforts: remain an integral part of these meetings, facilitating streamlined communication and minimizing interference.

2024 - How TxDOT met the commitment



At the October 2024 virtual public meeting ([see Page 29](#)), TxDOT once again employed its virtual meeting format, including chat resource rooms that allowed attendees to receive real-time responses from subject matter experts. Additionally, the agency chose to hold fully virtual Multi-Agency group meetings—rather than a hybrid model—to encourage greater participation.

2023 Environmental Concerns – What’s Next?

Acknowledging and addressing environmental concerns raised by attendees, particularly regarding air and noise pollution, greenspace preservation, and connectivity for pedestrians, cyclists, and public transportation, will be prioritized. These considerations will be seamlessly integrated into the project’s planning and design phases, fostering sustainability and community well-being.

2024 - How TxDOT met the commitment



At each 2024 public meeting, TxDOT shared information about potential noise wall construction and greenspace accommodations for all three segments, emphasizing the importance of bicycle and pedestrian areas, trail connections, and green spaces. Air quality subject matter experts were on hand to answer questions, and monthly updates from the Segment 3 air quality monitor—where active construction is underway—were posted on the project website. Additionally, the low-income construction noise mitigation program was introduced at every meeting and made available online. (<https://www.txdot.gov/nhhp/meeting-our-commitments/air-quality-monitoring.html>)

2023 Affected Property Owners – What’s Next?

Recognizing the significant inquiries regarding right of way acquisition, a tailored approach to providing information to affected property owners will be adopted. Utilizing prior communication data, responses will be customized to ensure clarity and accuracy in addressing concerns.

2024 - How TxDOT met the commitment



In 2024, the TxDOT Houston District’s ROW Division met with property owners affected by the I-45 NHHIP. [\(Page 8\)](#)



TxDOT ROW representatives answer questions from property owners in July 2024.

2023 Proposed Design Changes – What’s Next?

Promote active engagement among attendees by offering opportunities for them to share opinions and feedback on design changes, such as those in Segment 3B and the freeway caps. Cultivate an environment where participants feel empowered to contribute meaningfully to the project’s development.

2024 - How TxDOT met the commitment



The Open House format, which TxDOT continued to use throughout the 2024 public meeting series, allows attendees to engage one-on-one with subject matter experts at their own pace. At the September 2024 public meeting, participants also had the opportunity to provide feedback on the proposed Segment 3A design changes. [\(Page 7\)](#)



Groups of attendees ask questions at various I-45 segment banners at the July 2024 public meeting.

2023 Freeway Caps & Bridges – What' Next?

Highlight the significance of community input in the design process for freeway caps and bridges. Prioritize features that not only enhance connectivity but also promote public engagement and contribute to the area's overall livability and attractiveness. By involving the community in the design phase, the project becomes more tailored to local needs and aspirations, fostering a sense of ownership among residents.

2024 - How TxDOT met the commitment



In 2024, TxDOT frequently showcased potential freeway caps, bridges, and related amenities at community meetings. Many attendees responded enthusiastically to these concepts and were reminded that external funding sources might be necessary to bring them to life. Community groups were encouraged to collaborate with their TIRZ or management district to share ideas and help identify funding opportunities. For instance, discussions about potential caps in Segment 3A took place with the University Place and Memorial Park Super Neighborhoods, whose members hope to shape the design of any future roadway caps.



TxDOT explains proposed changes in Segment 3A to the super neighborhood groups.

2023 Freeway Amenity Surveys – What’s Next?

Utilize survey data, such as “The Art of the Possible - Freeway Caps Survey” and “The Art of the Possible – Bridges Survey,” to inform decision making processes effectively. Pay meticulous attention to public preferences for amenities, landscaping options, public art installations, and economic activities on freeway caps and bridges. This ensures that project decisions are in harmony with community desires and values, enhancing overall acceptance and satisfaction.

2024 - How TxDOT met the commitment



The “Art of the Possible” surveys were completed and reported on in 2023. Findings from these surveys, as well as information gathered by the TIRZs and management districts, were shared at both public and stakeholder meetings. Specifically, discussions and presentations about potential caps and arch bridges were featured on the Segment 3A, 3B-2, and Segment 2 banners.

<https://www.txdot.gov/content/dam/project-sites/nhhip/docs/i45-nhhip-segment-3-overall-exhibit-eng.pdf>

TxDOT is also partnering with the City of Houston, Harris County, and various TIRZs and management districts to identify and advocate for third-party resources. Furthermore, at every public and community meeting, TxDOT underscored the importance of green space, bicycle/pedestrian areas, and trail connections—demonstrating how the project’s benefits extend beyond road improvements.

<https://www.txdot.gov/content/dam/project-sites/nhhip/docs/i45-nhhip-segment-3-overall-exhibit-eng.pdf>



Spanish cover of TxDOT’s “Art of the Possible” booklet.

2023 Arch Bridges Safety Features - What's Next?

Integrate robust safety features, including railings, lighting, and spacious walkways into the design of arch bridges to enhance the pedestrian experience. Ensure that pedestrian infrastructure prioritizes safety, accessibility, and comfort for users of all ages and abilities. By prioritizing safety and accessibility, the project creates inclusive spaces that cater to the diverse needs of the community.

2024 - How TxDOT met the commitment



Throughout 2024, examples of potential freeway caps, bridges, and associated amenities were a recurring highlight of community meeting presentations. In particular, the arch bridges planned for Segment 3B-2 emerged as a key concern for members of the Midtown and Greater Third Ward Super Neighborhoods, as well as the Midtown Redevelopment Authority—all of whom continued to engage with TxDOT over the course of the year.

<https://www.txdot.gov/content/dam/project-sites/nhhp/docs/i45-nhhp-segment-3-overall-exhibit-eng.pdf>



TxDOT provides an I-45 NHHIP Overview presentation to members of the Greater Third Ward Super Neighborhood #67 in June 2024.

2023 Commitment to Transparency – What's Next?

Maintain a commitment to transparency throughout the project's development by providing regular updates to the public and incorporating feedback into decision making processes. Clearly communicate how public input influences project outcomes, demonstrating a dedication to responsiveness and accountability. This transparent approach fosters trust and confidence in the planning and implementation phases, ensuring that the project reflects the community's interests and concerns.

2024 - How TxDOT met the commitment



In 2024, TxDOT overhauled its project website to make it even easier for the public to offer feedback and receive responses to their questions or concerns. Visitors can now find a direct link to the project ombudsman's email box and a button specifically for submitting construction-related concerns. Historical monthly reports from the Segment 3 air quality monitor were also added to provide longitudinal information. In addition, TxDOT held numerous community meetings, providing residents and stakeholders with opportunities to ask questions, share concerns, and receive timely responses. ([Page 44](#))



Board members of Midtown Houston and area residents listen to a TxDOT I-45 NHHIP update presentation.

Appendix: Public meeting comments



Click or scan the QR to view the full
2024 Public comment matrix

To view comments from a specific 2024 public meeting, use a link below:

July 2024 in-person comments: <https://tinyurl.com/2024julycomments>

September 2024 in-person comments: <https://tinyurl.com/2024septembercomments>

October 2024 in-person comments: <https://tinyurl.com/2024octobercomments>

October 2024 virtual comments: <https://tinyurl.com/2024octobercomments-virtual>

December 2024 in-person comments: <https://tinyurl.com/2024decembercomments>





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