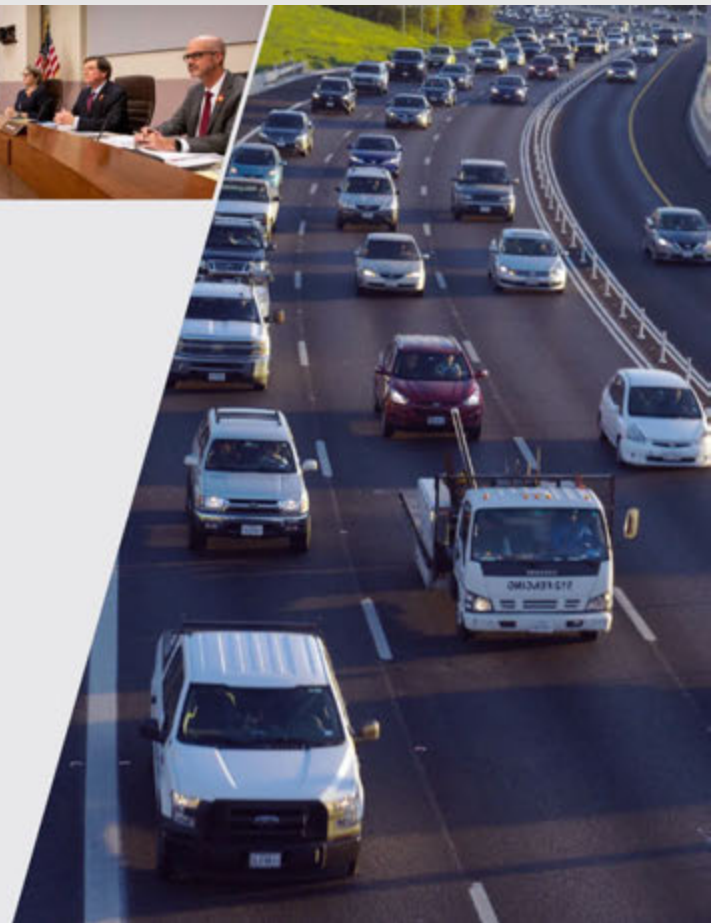




North Houston Highway Improvement Project



December 2, 2022

NHHIP OVERVIEW



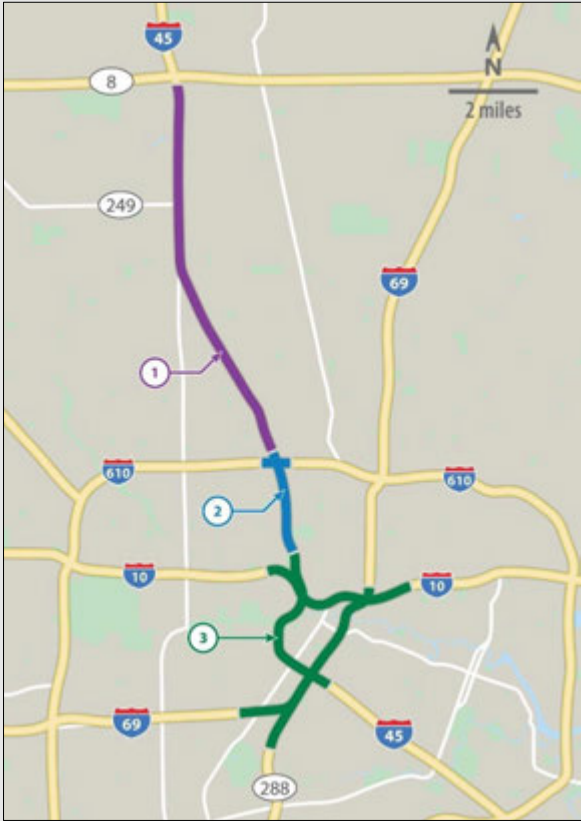
- 5 in the Top 10 of the Most Congested Roadway Segments in Texas
- Demands on the project infrastructure
 - Traffic congestion, current and projected increases in the future
 - Population, current and projected growth in the future
 - Aging infrastructure and outdated design elements
- Project Goals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

Why is the NHHIP being proposed?



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

NHHIP FUNDING AND SCHEDULE



NHHIP FUNDING STATUS

as approved in the 2023 UTP (in millions)

FUNDING CATEGORY	SEGMENT 1 ^a	SEGMENT 2 ^b	SEGMENT 3 ^c	TOTAL	% OF TOTAL
Cat 2	----	\$100 M	\$391 M	\$491 M	6 %
Cat 3	\$119 M	\$298 M	\$816 M	\$1,233 M	16 %
Cat 4	----	----	\$966 M	\$966 M	13 %
Cat 12 - TTC	----	\$246 M	\$77 M	\$323 M	4 %
Cat 12 - CL	----	\$122 M	\$2,013 M	\$2,135 M	28 %
FUNDING SUBTOTAL	\$119 M	\$766 M	\$4,263 M	\$5,148 M	67 %
FUNDING GAP	\$1,527 M	\$472 M	\$570 M	\$ 2,569 M	33 %
TOTAL	\$1,646 M	\$1,238 M	\$ 4,833 M	\$ 7,717 M	100.0%

a. To be constructed by 3 independent projects

b. To be constructed by 1 project

c. To be constructed by 5 independent projects



DELIVERING NHHIP

INDEPENDENT PROJECTS	CONSTRUCTION COST ESTIMATE	FUNDING IN 2023 UTP	FUNDING GAP	CONSTRUCTION START	CONSTRUCTION COMPLETION
3A	\$506 M	\$506 M	----	2024	2029
3B	\$448 M	\$448 M	----	2025	2029
3C-1	\$1,039 M	\$987 M	\$52 M	2027	2033
3C-2	\$1,205 M	\$1,172 M	\$33 M	2029	2035
3D	\$1,635 M	\$1,150 M	\$485 M	2031	2038
1A & 2	\$1,816 M	\$885 M	\$931 M	2033	2039
1B	\$336 M	----	\$336 M	2038	2042
1C	\$440 M	----	\$440 M	2032	2036
1D	\$292 M	----	\$292 M	2030	2034
TOTAL	\$7,717 M	\$5,148 M	\$2,569 M		



The NHHIP has been consistently reflected in the Houston-Galveston Area Council's own approved Regional Transportation Plans (RTP) and Transportation Improvement Programs (TIP). The Council has provided approvals in every requested occasion, a total of 22 approvals since 2005.

DATE OF TPC APPROVAL	ACTION	VOTE OUTCOME
April 2005	2025 RTP and Conformity Determination Original Adoption	Passed Unanimously
August 2007	2035 RTP and Conformity Determination Original Adoption	Passed Unanimously
November 2007	2035 RTP Conformity Update	Passed Unanimously
June 2008	2035 RTP Conformity Update	Passed Unanimously
December 2009	2035 RTP Conformity Update	Passed Unanimously
October 2010	2035 RTP Conformity Update	Passed Unanimously
April 2012	2035 RTP Conformity Update	Passed Unanimously
May 2013	2035 RTP Conformity Update	Passed Unanimously
August 2015	2040 RTP and Conformity Determination Original Adoption	Passed Unanimously
April 2016	2040 RTP Conformity Update	Passed Unanimously
February 2017	Commit \$390 M of Category 2 funding to NHHIP Segment 3	Passed Unanimously

DATE OF TPC APPROVAL	ACTION	VOTE OUTCOME
December 2017	2040 RTP Conformity Update	Passed Unanimously
January 2018	2017–2020 TIP	Passed Unanimously
May 2018	2019–2022 TIP	Passed Unanimously
May 2019	2045 RTP and Conformity Determination Original Adoption	Passed Unanimously
July 2019	Commit \$100 M of Category 2 funding to NHHIP Segment 2	Passed, 22 Yes to 1 No, with 1 Abstaining
June 2020	2021–2024 TIP	Passed Unanimously
March 2021	Resolution supporting NHHIP	Passed, 15 Yes to 10 No
January 2021	2021–2024 TIP modification	Passed Unanimously
November 2021	TPC Support LTR of NHHIP	Passed Unanimously
April 2022	2021–2024 TIP modification	Passed Unanimously
May 2022	2023–2026 TIP initial adoption	Passed Unanimously

NHHIP EARLY WORK AT RISK



- **Agreements Reached**
 - Mexican Consulate – 2019
 - Mach Industries – 2019
 - Clayton Homes (HUD Public Housing) - 2020
 - Greater Mount Olive Baptist Church – 2020
 - Temenos Place (low income housing) – 2020

- **Negotiations On-going - ON HOLD due to project pause by the Federal Highway Administration**
 - Goodwill Baptist Church
 - Midtown Terrace (low income for Veterans)
 - Search Homeless (homeless resource center)
 - Loaves and Fishes (homeless resource center)
 - Kelly Village (HUD Public Housing)
 - University of Houston Downtown
 - City of Houston Police Station





- **Performed additional drainage study after Hurricane Harvey**
 - Joint drainage design effort with Harris County Flood Control, City of Houston and TxDOT
- **Developed the Pedestrian and cyclist Realm**
 - Joint effort with City of Houston's Public Works and Planning Departments and; TxDOT
- **Design work with METRO on light-rail crossings in project**
 - **Has resumed after partial lift of pause** by the Federal Highway Administration
- **Design work with Union Pacific Railroad crossings in project**
 - **Has resumed after partial lift of pause** by the Federal Highway Administration
- **Developing early designs with CenterPoint, AT&T and Sprint for utility relocations**
 - **ON HOLD due to project pause** by the Federal Highway Administration

NHHIP KEY TAKE AWAYS



- I-45 was built more than **50 years ago**, when the **population** in greater Houston region* was under **2 million**.
- Since 1970, this region's population has grown by more than 200% (**current** population nearly **7 million**).
- **By 2050**, the current population of this region is expected to almost double to nearly **13 million**.

*Includes Brazoria, Fort Bend, Galveston, Harris, Montgomery, and Waller counties.



For every \$1 spent on NHHIP construction, the region realizes **a nearly \$7 return** on this vital infrastructure investment.

Investment

Return



Return on investment determined by the Texas A&M Transportation Institute.

Significant return on investment



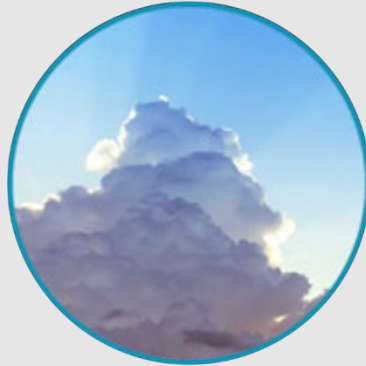
\$1B

in additional local, state and federal revenues **for further investment in community needs.**



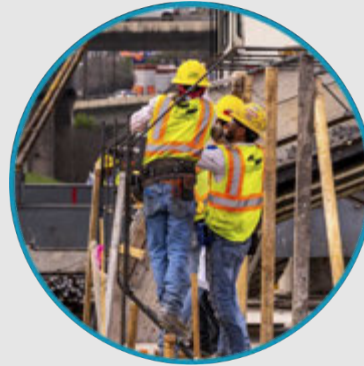
\$3.3B

in **environmental benefits** with the NHHIP including improved air quality due to less idling.



\$10B

in economic benefits with the project, including **tens of thousands of new jobs.**



\$29B

in savings to the community due to **better, safer, and more reliable** travel times.



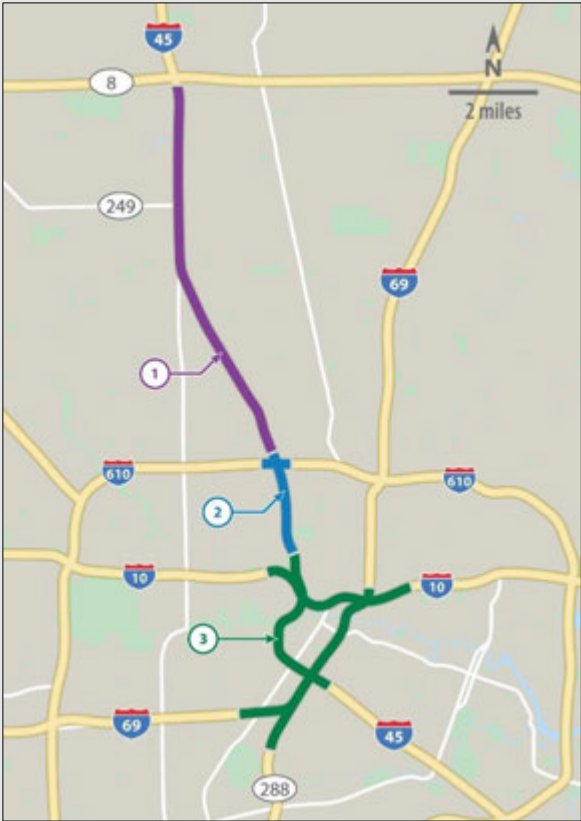
Significant ROI benefits



- NHHIP is the highway component of the **original joint effort by METRO, H-GAC and TxDOT** that studied transportation needs and proposed improvements to the area between Downtown Houston and Bush Intercontinental Airport.
- NHHIP includes **9 of the Top 100** Most Congested Roadway Segments in Texas, with **5 of these being in the Top 10** (as ranked by the Texas A&M Transportation Institute).
- Strategically added capacity to **incentivize multi-modal choices** via transit bus mode, high-occupancy vehicle use, as well future proof corridor for vehicle innovations.
- **Provides significant flood mitigation** with new pump stations, detention ponds, storm drain systems.
- **Improves safety** for pedestrians and cyclists with wider and dedicated space behind protective curbs away from vehicles.
- **\$5 billion (or over 60%) of funding is secured** out of the total current construction cost estimate of \$7.9 billion:
 - Five separate projects being developed to put the \$5 billion to work, these projects will be staggered with construction starting in 2024.

Key NHHIP Take-Aways

NHHIP MITIGATIONS AND COMMITMENTS



DESCRIPTION	PROJECT BASE	ABOVE/ BEYOND BASE
Constructing affordable housing stock	----	\$27.0 M
Compensating directly impacted properties	\$881.1 M	\$64.3 M
Enhanced Residential Relocation Counseling and Community Workshops	----	\$14.8 M
Pedestrian and Bicycle Paths	\$14.9 M	\$17.4 M
Transportation Facilities (freight and transit rail, transit bus and improved local connectivity)	\$278.2 M	\$83.1 M
Air Quality Monitoring and Weatherization	----	\$5.7 M
Noise Mitigation	\$18.4 M	\$8.1 M
Drainage Design, Flood Mitigation and Soil Erosion Control	\$567.1 M	\$20.0 M
Historic Resources	\$3.6 M	\$0.5 M
Hazardous Materials Remediation	\$23.4 M	----
Aesthetics and Green Ribbon Reforestation	\$28.2 M	\$2.0 M
TOTAL Preliminary Cost Estimate	\$1,814.9 M	\$242.9 M



- Compensating for property acquisitions
- Funding for new affordable housing
- Monitoring air quality
- Building noise walls
- Improving flood resiliency
- Improving bus transit mobility
- Improving safety for motorists, pedestrians and cyclists





- Homeowners and renters **will be compensated in amounts so they can remain** in same neighborhood, if they so choose.
 - Additional relocation advisory services to **guide affected residents** through the acquisition of properties and relocation to their new residences.
- **Compensation for impacted public housing** at Clayton Homes and Kelly Village is valued for new construction in Houston's downtown area; **will result in significant improvements over the current conditions.**
- TxDOT is committing **\$27 million** for affordable housing providers to **build new affordable housing stock** in neighborhoods adjacent to the project. **This amount is separate and apart from and is above and beyond the compensation to impacted property owners and renters.**
- After the Record of Decision, design refinements that could reduce the proposed right-of-way footprint will be evaluated.
 - If design refinements were evaluated before the Record of Decision, this would have, at best, delayed the implementation of environmental commitments or, at worst, undermined the validity of the nearly 10-year environmental process.





Example: 2-bedroom, 2-bath home

- Appraised (land plus improvements) value: \$250,000
- Cost of equivalent home in same neighborhood: \$400,000

DIFFERENCE: \$150,000

- **TxDOT's compensation will include** (moving costs paid separately):
 - o Appraised value: \$250,000 ← **fair market compensation**
 - o Replacement value: \$150,000 ← **added compensation**

Total Compensation: \$400,000 ← **fair market plus added compensation**

- **Moving Costs:** all eligible costs are paid by TxDOT





Example: 2-bedroom, 1-bath apartment

- Current rent payment: \$ 800/mo
- Rent for equivalent apartment in same neighborhood: \$1,200/mo

DIFFERENCE: \$ 400/mo

- **TxDOT will pay rent difference for 42 months** (moving costs paid separately):
 - o Housing Supplement: $\$400/\text{mo} \times 42 \text{ months} = \$16,800$
 - o Housing Supplement is a lump sum check
- **Moving Costs:** all eligible costs are paid by TxDOT





- **Clayton Homes (100% impacted)**
 - TxDOT paying for all 296 units and land (includes 112 units that were closed by HHA due to Hurricane Harvey).
 - TxDOT payment valued to position HHA to replace units in the area, no depreciation applied.
 - TxDOT pre-payment made well ahead of highway construction, allowing residents to reside in current units while HHA gets jump start on building replacement units.
 - HHA is required to build replacement units within a 2-mile radius of current Clayton Homes locations.

- **Kelly Village (29% impacted)**
 - TxDOT would pay for 78 units (out of 270 total) and associated land.
 - TxDOT payment would be valued to position HHA to replace units in the area, no depreciation would be applied.
 - TxDOT pre-payment could be made well ahead of highway construction, allowing residents to reside in current units while HHA gets jump start on building replacement units.
 - **This negotiation is ON HOLD due to project pause by the Federal Highway Administration.**





IMPACTED SCHOOLS

A. Culinary Institute Lenorte 7070 Allensby Street	Acquisition started, negotiations on hold per FHWA
B. Texas Barber College 4479 North Freeway	Acquisition not started

IMPACTED CHURCHES

1. Centro Cristiano El Alfa y La Omega 5621 North Freeway	Acquired, relocation pending
2. Faith Tabernacle Church 45 Neyland Street	Acquisition not started
3. Iglesia Evangelica 4000 North Freeway	Acquisition not started
4. Greater Mount Olive Baptist Church 1317 North Loop 610	Acquired, relocation pending
5. Goodwill Missionary Baptist Church 3405 Nance Street	Acquisition started, negotiations on hold per FHWA



SCHOOLS NEAR PROPOSED NHHIP ROW

1.	Montessori School of Downtown	Within 50-ft of Proposed ROW
2.	University of Houston Downtown	Within 50-ft of Proposed ROW
3.	Secondary Disciplinary Alternative School	Within 50-ft of Proposed ROW
4.	Fifth Ward Head Start Center	Within 50-ft of Proposed ROW
5.	Houston Academy of International Studies	Within 50-ft of Proposed ROW
6.	Aldine Ninth Grade School	50–200 ft. away from Proposed ROW
7.	Houston Community College	50–200 ft. away from Proposed ROW
8.	Bruce Elementary	50–200 ft. away from Proposed ROW
9.	Energy Institute Highway School	50–200 ft. away from Proposed ROW
10.	Young Women's College Preparatory Academy	50–200 ft. away from Proposed ROW
11.	Post Oak High School	50–200 ft. away from Proposed ROW
12.	St. Michael Home for Children	50–200 ft. away from Proposed ROW
13.	Bussey Elementary	More than 200 ft. away from Proposed ROW
14.	Aldine High School Football Stadium	More than 200 ft. away from Proposed ROW
15.	Roosevelt Elementary	More than 200 ft. away from Proposed ROW
16.	Jefferson Elementary	More than 200 ft. away from Proposed ROW
17.	YES Prep Fifth Ward	More than 200 ft. away from Proposed ROW
18.	Young Scholars Academy for Excellence	More than 200 ft. away from Proposed ROW
19.	The International Day School	More than 200 ft. away from Proposed ROW
20.	The Joy School	More than 200 ft. away from Proposed ROW

NHHIP Schools Not Impacted but Near Proposed ROW



The Houston Trends table shows **decreases in CO, NO₂, PM_{2.5} and Ozone levels, while population and vehicle-miles-traveled (VMT) have increased** from 2000 to 2017.

	Population (million)	Daily VMT (million)	1-hour CO (pm)	Annual Mean NO ₂ (ppb)	Annual Mean PM _{2.5} µg/m	8-hour Ozone (ppb)
2000	2.49	91.9	5.7	20.8	14.3	117
2017	4.94	133.0	2.1	14.47	10.4	79
Percentage Change from 2000 to 2017	98%	45%	-63%	-30%	-27%	-32%



■ **Air Quality Mitigation:**

- TxDOT will use dust suppression during construction.
- TxDOT will fund ambient air monitoring for minimum of five years during construction. Monitoring results will be provided on a publicly accessible website. **This mitigation is an estimated value of \$1.25 million.**



- Noise barriers are warranted in certain locations within applicable criteria.
- In addition to the warranted noise barriers, TxDOT is providing adjacent property owners in environmental justice (high-minority and low-income) areas the opportunity to receive noise mitigation that did not otherwise qualify under the noise analysis criteria. **TxDOT is proposing** this mitigation, in the form of **aesthetic walls, to further offset adverse effects in high-minority and low-income areas** adjacent to the project. These walls could also serve as a visual screen. Adjacent landowners would have the final decision on whether the wall would be constructed.
 - The mitigation in the form of aesthetic walls constitutes a 32% increase in the number of benefitted receivers over the warranted noise barriers and has a estimated value of **\$8.1 million**.
- Longitudinal tining will be implemented on concrete pavement (less friction means less noise between wheels and pavement).





Community Identity: Elysian St Bridge over I-10

■ Mitigations:

- Uniformly space columns across bayou trails to minimize the “forest of columns” effect.
- Supports local murals and art that represent the culture and shared histories of project adjacent communities.
- Build detention ponds to accommodate third party funded trails and open spaces.
- Implement reforestation plantings with TxDOT’s Green Ribbon Program.



Reforestation within the right-of-way: I-10 at I-610 West



How is TxDOT providing visual and open/greenspace mitigations?



■ **Segment 1 (Beltway 8 to I-610):**

- In addition to all 9 existing cross-streets remaining connected, **a new connection is provided at Blue Bell Rd.**
- METRO's Shepherd Transit Center: Add a direct connection to I-45 Managed Lanes, replacing the existing indirect, circuitous connection via local street network.
- Reduce cut-thru traffic in neighborhoods by replacing existing direct connection between I-45 reversible managed lanes and Airline Dr. with a direct connection from N. Main St in Segment 2 to I-45 concurrent managed lanes via I-610 Direct Connector Ramps

■ **Segment 2 (I-610 to I-10):**

- Add new frontage road connections at I-45/I-610 Interchange that will keep local trips off the highway and increase local mobility (current local traffic uses main lanes or takes circuitous local routes to make trips across interchange).
- Mitigation for the removal of North St crossing over I-45 includes:
 - New northbound frontage road from Quitman St to North Main St, improving local mobility.
 - New pedestrian/cyclist pathways from Quitman St to North Main St.
 - Improved pedestrian/cyclist pathways on North Main St crossing over I-45.
 - New pedestrian/cyclist pathways on the upper banks of Little White Oak Bayou under I-45 within the State's right-of-way.



- **Segment 3 (Downtown Loop System I-45, I-10, US59/I-69):**
 - **I-69, from Spur 527 I-45 South**
 - New frontage road connections to improve local connections.
 - **I-69, from I-45 South to Buffalo Bayou**
 - New extension of Hamilton Street behind GRB Convention Center which allows for reconnection of 3 cross-streets over I-69 previously severed by construction of convention center
 - **I-10, from I-69 to I-45 North**
 - Improve safety and mobility of local traffic by grade separating 3 current at-grade railroad crossings.
 - NHHIP will accommodate future extension by the City of Houston of North San Jacinto Street under I-10.
 - **Connectors on westside of Downtown**
 - Andrews Street would be reconnected over the highway with a pedestrian/cyclist only bridge.

How does the NHHIP improve local connectivity and mobility?



HARRIS COUNTY WATERSHEDS



- New Atlas 14 Rainfall Data will be used for the NHHIP's drainage systems.
- NHHIP main lanes and managed lanes designed to remain passable in 500-year storm event.
- Pump stations will pump storm water into detention basins.
- Detention basins will hold storm water until it can be released safely into receiving bayou.
- TxDOT has been an engineering partner and is prepared to a financial partner with the City of Houston and Harris County Flood Control for the two city-led bypass canals along Buffalo Bayou in Downtown.



How does the NHHIP reduce flooding?



- **NHHIP is the highway component** of the North Hardy Corridor Study, a joint effort by TxDOT, METRO and H-GAC to evaluate the multi-modal transportation needs between Downtown Houston and Bush Intercontinental Airport.
 - **METRO delivered the transit component** with the Red Line light rail extension from downtown to the Northline Transit Center in 2013.
 - Vast majority of **the added capacity of the NHHIP** is in the form of non-toll managed lanes, which would **greatly expand operations for METRO's transit bus service and carpool vehicles**.
 - **Mayor Turner** has asked TxDOT to evaluate impacts to traffic, including truck freight mobility with **the City's proposed reduction of the 4-lane (2 in each direction) managed lanes facility to a 2-lane bus transit-only facility (1-lane in each direction)**; carpool vehicles would mix with regular traffic. This would not meet the project's purpose and need and would **essentially become a transit project** since it would not be accessible to carpool vehicles.
 - Freight truck mobility would be addressed on NHHIP interstate highways of I-45, I-69 and I-10. **The NHHIP occupies three spots (#5, #17, #22) in the Top 25** in the American Transportation Research Institute's 2021 Top 100 Truck Bottleneck across the nation.
 - The NHHIP has been guided by and developed in accordance with H-GAC Regional Transportation Plan (RTP) and the supporting Air Quality Conformity Determination Report, beginning in 2005 with the 2025 RTP/Conformity Determination and **most recently in 2019 with the 2045 RTP/Conformity Determination**.



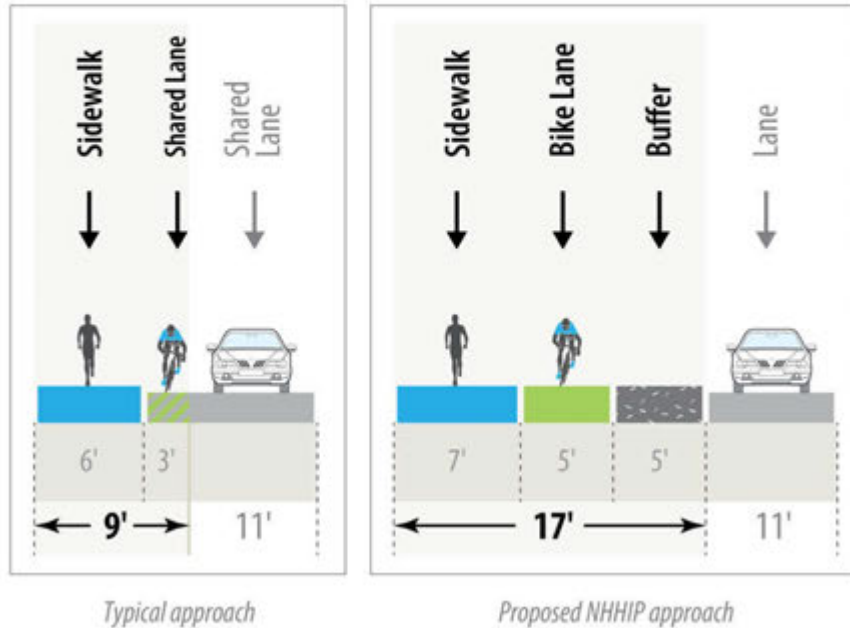


- **New pedestrian-cyclist realm concept** will be implemented on cross-streets and frontage roads; subject to availability of right-of-way.
 - **Significantly increases** the space for pedestrians and cyclists.
 - Creates space for cyclists **behind protective curb**, not with vehicles in the outside travel lane.
 - **Developed in collaboration** with the City of Houston's Public Works and Planning Department and is aligned with City of Houston's Bike Plan.
 - **Increases neighborhood connectivity** for pedestrians and cyclists
 - **The additional space over and above the typical approach has estimated value of \$17.4 million**
- NHHIP reconnects Walker Street, with a pedestrian/cyclist-only crossing over the highway (previously cut off by the GRB Convention Center). This reconnection is critical because it will be directly aligned with the highly used existing Columbia Tap Trail located east of the project limits.
- NHHIP reconnects Andrews Street, with a pedestrian/cyclist-only bridge (previously cut off by I-45). This is a significant reconnection within Freedmen's Town, a historic African American neighborhood, spanning Downtown's Central Business District and Fourth Ward,.
- Highway elements over bayous will be placed in order to accommodate pedestrian and cyclist facilities on the upper banks of the bayous.
- Proposed detention ponds will be evaluated for new trail connections around the upper banks of ponds.

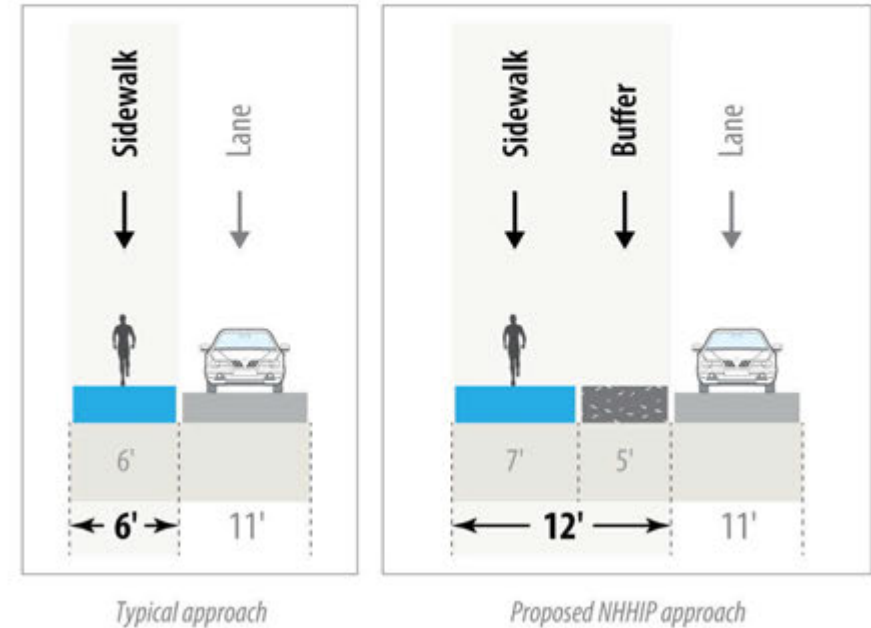




CROSS-STREETS WITH A BIKE LANE, NHHIP NEARLY DOUBLES THE SPACE



CROSS-STREETS WITHOUT A BIKE LANE, NHHIP DOUBLES THE SPACE



NHHIP PUBLIC ENGAGEMENT



- Before Draft Environmental Impact Statement
- Draft Environmental Impact Statement
- Revised Technical Reports
- Mayor's Facilitation Effort
- Traffic Management Steering Committee
- Housing & Communities Focus Group
- Final Environmental Impact Statement



How did/is TxDOT engaging the public on the NHHIP?



POSTCARD



PROJECT VIDEO



12 FACTS & HIGHLIGHTS PAPERS

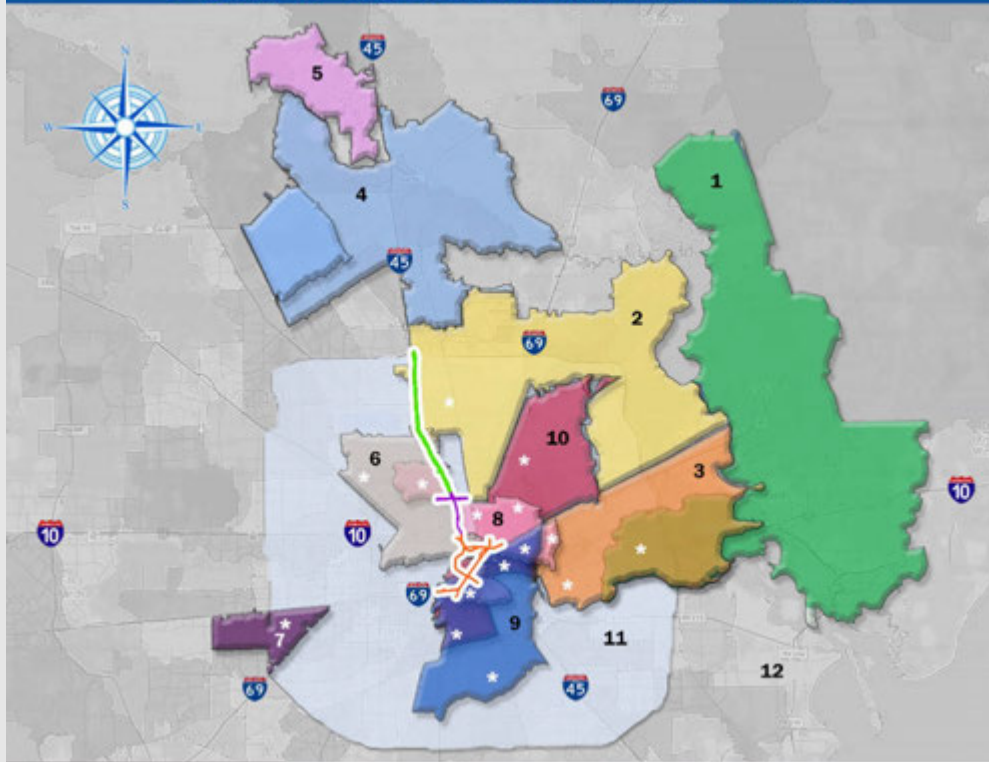


- Mailed Postcards to Impacted Property Owners
- Published “Changes for the Better” Video
- Published NHHIP Newsletter, *Fall 2020 Edition*
- Extended the Final EIS review period, doubling the review time.
- Advertisements in 15 community newspapers to share project information.
- Published 12 “NHHIP Project Facts & Highlights” White Papers
TxDOT prepared a series of white papers to help convey concise and key information on topics of high-priority to the public.

1. Addressing Flooding
2. Air Quality Is Improving
3. Changed For The Better
4. Design Specific Requests & Responses by NHHIP Segment
5. Frequently Asked Questions
6. How Safety & Congestion Will Be Improved
7. Lowering The Highway
8. Minimizing Community Impact
9. Pedestrians & Bicyclists Accommodations
10. Visual & Aesthetic Treatments
11. What If NHHIP Impacts My Property?
12. What Is A FEIS?



I-45 NHHIP ADVERTISEMENT PLACEMENTS



ADVERTISEMENT MAP COLOR KEY

	HIGHLANDS CROSBY STAR COURIER CIRC. 7,800
	NORTH EAST BELTWAY 8 NEWS, CIRC. 28,000
	NORTH CHANNEL STAR, CIRC. 5,000
	SPRING /KLEIN COMMUNITY IMPACT, CIRC. 2,735
	WOODLANDS COMMUNITY IMPACT, CIRC. 1500
	THE LEADER CIRC. 3,100
	THE VIETNAM POST CIRC. 42,000 THUONG MAI VIETNAM, CIRC. 38,000
	THE DEFENDER, CIRC. 76,110
	HOUSTON SUN, CIRC. 17,000
	NORTH FOREST NEWS, CIRC. 10,000
	+AFRICAN-AMERICAN NEWS, CIRC. 100,000, HISPANIC NEWS, CIRC. 50,000 D-MARS, CIRC. 150,000, LA PRENSA DE HOUSTON, CIRC. 96,000, LA VOZ, CIRC. 124,000
	OUTSIDE OF PROJECT CIRCULATION



■ NHHIP Housing & Communities Focus Group

- Explore and Define Best Practices
- Identify Effective Impact Mitigation Strategies
- Uncover Opportunities to Leverage Existing Efforts, Programs and Resources
- Deploy Strategies to achieve Win/Win Solutions during Project Implementation



Focus Group Members

1. The Honorable Zinetta Burney, Burney and Foreman
2. Kenya Burrell-VanWormer, KBurrell Properties
3. Algenita Davis, Center for Civic & Public Policy Improvement
4. Tanya Debose, Independence Heights Redevelopment Council
5. Belinda Everette, NAACP Houston Branch—Housing Committee
6. Dr. Robert Muhammad, SE Management District-Transp. Committee
7. Mary Lawler, Avenue Community Development Corporation
8. Dr. Carol Lewis, Texas Southern University
9. Mardie Paige, Independence Heights Super Neighborhood Council
10. Rudy Rasmus, St. John's United Methodist Church
11. Dr. Jonita Reynolds, Gulf Coast Community Services Association
12. Judson Robinson, Houston Area Urban League
13. LaRence Snowden, Houston Housing Authority
14. Gerald Womack, Womack Development and Investment Realtors
15. City of Houston
 - Office of Resiliency and Sustainability
 - Office of Business Opportunity
 - Office of Complete Communities
 - Department of Neighborhoods
 - Department of Planning and Development
 - Department of Housing and Community Development
16. Fifth Ward Community Development Corporation
 - Deshara Goss
 - Kathy Payton



- **Charter:** Support the exploration, planning, advancement and execution of strategies to support traffic management initiation during construction
- **Primary Goal:** Explore, plan, execute strategies to support sound, innovative and proactive traffic management initiatives for NHHIP construction to minimize adverse impacts to the community
- **Targeted Key Outcomes:**
 - Enhance safety, connectivity and mobility
 - Long-term change in use of alternative travel modes
 - Enhance accessibility
 - Build the capacity and ability to respond to future challenges
 - Minimize adverse impacts to businesses and communities during construction
 - Promote economic growth and community sustainability

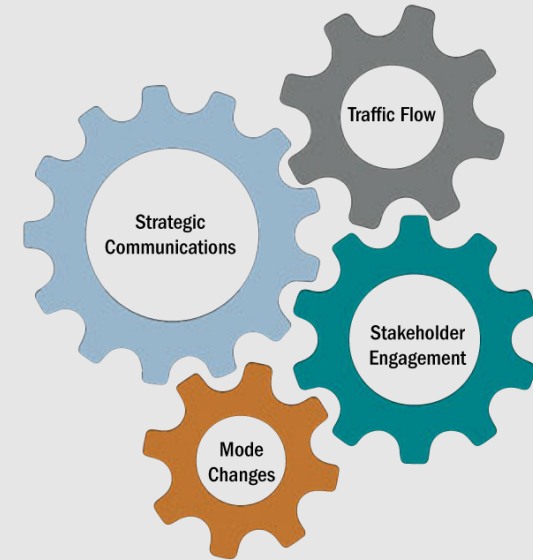
Steering Committee

* Representation can be delegated

1. Alan Clark, H-GAC
2. Bob Eury, Downtown Management District
3. TxDOT
 - Commissioner Laura Ryan
 - Eliza Paul
 - Varuna Singh
 - James Koch
 - Grady Mapes
 - Raquelle Lewis
 - Paul Eley
 - Melody Galand

4. Harris County Engineering
 - Judge Hidalgo*
 - Lloyd Smith, Engineering Dept.
 - Brannan Hicks, Engineering Dept.
5. City of Houston
 - Mayor Turner*
 - Jeff Weatherford, Public Works Dept.
6. METRO
 - Tom Lambert
 - Tim Kelley

4 Workgroups



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