



U.S. Department  
of Transportation  
Federal Highway  
Administration



# I-45 North Houston Highway Improvement Project (NHHIP)

## Voluntary Resolution Agreement (VRA) Progress Report

September 2, 2023



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## LIST OF ACRONYMS AND ABBREVIATIONS

BRT	Bus Rapid Transit
CFR	Code of Federal Regulations
CSJ	Control-Section-Job Number
DBE	Disadvantaged Business Enterprise
DGA	Displaced by Government Action
DOT	United States Department of Transportation
DRA	Del Richardson & Associates, Inc.
DS&S	Decent, Safe, & Sanitary
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GIS	Geographic Information System
HCFCDD	Harris County Flood Control District
HUD	United States Department of Housing and Urban Development
IH	Interstate Highway
LEP	Limited English Proficiency
LRT	Light Rail Transit
NHHIP	North Houston Highway Improvement Project
NTP	Notice to Proceed
RFP	Request for Proposal
ROD	Record of Decision
ROW	Right of way
SOP	Standard Operating Procedure
TIRZ	Tax Increment Reinvestment Zone (City of Houston)
TSAHC	Texas State Affordable Housing Corporation
TxDOT	Texas Department of Transportation
TxDOT ROW	TxDOT Right of Way Division
TxDOT HOU	TxDOT Houston District
VRA	Voluntary Resolution Agreement
WTC	METRO's Wheeler Transit Center

## DEFINITIONS

For the purpose of this report, the terms listed below shall have the following meanings:

**Appraisal** means a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of defined value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.

**Owner** means a person who purchases or holds any of the following interests in real property:

- (i) Fee title, a life estate, a land contract, a 99-year lease, or a lease including any options for extension with at least 50 years to run from the date of acquisition; or
- (ii) An interest in a cooperative housing project which includes the right to occupy a dwelling; or
- (iii) A contract to purchase any of the interests or estates described in subparagraphs (i) or (ii) of this section; or
- (iv) Any other interest, including a partial interest, which in the judgment of TxDOT warrants consideration as ownership.

**Tenant** means a person or entity who on February 1, 2021, and continuously thereafter, has the temporary use and occupancy of Residential Property or Business Property owned by another.

**Tax Increment Reinvestment Zones (TIRZs)** are special zones created by City Council to attract new investment in an area. These zones help finance costs of redevelopment and promote growth in areas that would otherwise not attract sufficient market development in a timely manner. Taxes attributable to new improvements (tax increments) are set-aside in a fund to finance public improvements within the boundaries of the zone.

## **EXECUTIVE SUMMARY:**

On March 6, 2023, the Federal Highway Administration (FHWA) and Texas Department of Transportation (TxDOT) entered into a Voluntary Resolution Agreement (VRA) to resolve the FHWA investigation of TxDOT regarding the North Houston Highway Improvement Project (Project) under Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d to 2000d-7 (Title VI). The VRA sets forth specific mitigation actions for the Project to ensure TxDOT carries out the Project consistent with the requirements of Title VI.

This report is the initial report (Report No. 1), and it has been prepared in accordance with Article VI of the VRA to report on all actions set forth in the VRA and as referenced by Article throughout this Progress Report.

## **REPORTING PERIOD: MARCH 6, 2023, THROUGH JULY 31, 2023**

Data tables contain information through July 31, 2023, to give time to assemble the report. Meetings and submittals are listed through August 29, 2023.

Primary activities have related to the first three projects in the south half of Segment 3. Segment 3 in the Downtown area will be delivered in phases consisting of multiple projects. The first three projects are known as Project 3A along IH 69 from Spur 527 to SH 288. The second and third project collectively are known as Project 3B and include the first package (Project 3B-1) for construction along St. Emanuel Street from McIlhenny Street to Buffalo Bayou to place a new pump station just northeast of IH 45 and the associated pump station outfall and storm trunk lines. The second package (Project 3B-2) is to reconstruct the IH 69 and SH 288 Interchange.

Design activities were previously released by the FHWA prior to the VRA for these specific projects. However, ROW acquisition and utility adjustment coordination for these projects restarted after execution of the VRA. Priority of all efforts is focused on meeting the scheduled letting dates for these initial projects.

TxDOT continues to do coordination with the Union Pacific Railroad and is performing preliminary design in other portions of Segment 3. TxDOT is also initiating efforts for ROW acquisition in other portions of Segment 3.

Additionally, TxDOT is performing preliminary engineering in Segments 1 and 2 with the most significant effort during the past reporting period being production of drainage studies for Segment 1. The drainage studies will also support efforts in evaluating potential footprint reduction opportunities in Segment 1.

During preliminary design in portions of Segment 3, TxDOT has identified some reductions in footprint affecting eighteen parcels and resulting in a few reductions in displacements as discussed in Section 1 and Section 2.1.5 of this report.

TxDOT has also developed LEP SOPs and conducted LEP training for over 120 staff and consultants during this initial reporting period.

## **PROGRESS ON ACTION ITEMS:**

### **1. REDUCING THE NHHIP FOOTPRINT DURING DETAILED DESIGN (IV.1)**

Detailed design is ongoing in Segment 3 with three projects being advanced toward planned letting dates along the IH 69 corridor in the southern portion of Segment 3. In each of these projects, commonly referred to as NHHIP 3A, 3B-1, and 3B-2, the ROW area is under review to verify the planned footprint meets the Need and Purpose identified in the Final Environmental Impact Statement (FEIS) and the conditions identified in the VRA Article IV.1a. Project 3B-1 was evaluated and a reduction in footprint is not possible. Evaluation of the footprint for projects 3A and 3B-2 continues as the design progresses.

For Project 3B-2 at the interchange of IH 69 and SH 288, a review of the street grid connectivity along Chenevert and Jackson Streets resulted in a revised design opportunity, subject to applicable environmental re-evaluation, that restores the original street grid network for Chenevert, Jackson, Holman, Francis, and Stuart Streets. The result is improved mobility and safety with conventional intersections and geometrics, and potential surplus property north of Chenevert Street to Jackson Street between Holman Street and Stuart Street. It also restores conventional two-way traffic to Chenevert Street. These street grid modifications were reviewed with the City of Houston and included in 30% final design plan milestones submitted to the city for review.

TxDOT will continue to look for opportunities to reduce the footprint in accordance with VRA Article IV.1.a as final design progresses in these and future projects.

Preliminary engineering performed in other portions of Segment 3 has resulted in identification of several ROW reductions as noted below in Table 1-1, Summary of ROW Footprint Reduction Assessments. The majority of these parcels are located along the IH 10 Eastbound Frontage Road between Cage Street to Providence Street, where the reconstruction of the frontage road to Buck Street and the extension of the frontage road going past Providence Street was realigned resulting in eliminating structure impacts to a multi-family housing unit between Cage Street and Bringham Street, and elimination of any acquisition for ten parcels. Other locations included reductions for two parcels along the IH 10 Eastbound Mainlanes between Main Street and Vine Street, one parcel along the Downtown Connectors at the Walker Street entrance ramp, and two proposed access control parcels that were eliminated along Hamilton Street between Leeland Street and Jefferson Street. The access control parcels were going to eliminate the parcel from placing a driveway to Hamilton Street, but further evaluation resulted in determination that access within the city grid for these two blocks was acceptable similar to the existing condition.

Evaluation of the footprint for Segments 1 and 2 has not yet begun in earnest. Data collection to support a preliminary footprint analysis is underway but the effort is incomplete. Results of evaluations in Segments 1 and 2 will be reported in future VRA reports as such efforts are completed. Assessment in Segment 2 will be evaluated with efforts to include a southbound exit ramp to North Main Street per stakeholder requests.



TABLE 1-1 SUMMARY OF ROW FOOTPRINT REDUCTION ASSESSMENTS:

Segment (Project)	Parcel	Location	Original Taking (SF)	Revised Taking (SF)
3 (3C-2)	624	IH 10 EB: Cage St to Bringhurst St	2,111	1,391
3 (3C-2)	628	IH 10 EB: Bringhurst St to Buck St	387	0
3 (3C-2)	629	IH 10 EB: Bringhurst St to Buck St	299	0
3 (3C-2)	631	IH 10 EB: Bringhurst St to Buck St	259	0
3 (3C-2)	632	IH 10 EB: Bringhurst St to Buck St	110	0
3 (3C-2)	633	IH 10 EB: Bringhurst St to Buck St	44	0
3 (3C-2)	634	IH 10 EB: Bringhurst St to Buck St	672	0
3 (3C-2)	635	IH 10 EB: Bringhurst St to Buck St	202	0
3 (3C-2)	640	IH 10 EB: Buck St to Providence St	561	0
3 (3C-2)	641	IH 10 EB: Buck St to Providence St	543	0
3 (3C-2)	642	IH 10 EB: Buck St to Providence St	869	0
3 (3C-1)	705	IH 10 WB: McKee St to Hardy St	6,057	3129
3 (3C-1)	706	IH 10 WB: At McKee St	419	261
3 (3C-1)	714	IH 10 EB : at Naylor St	52	0
3 (3C-1)	718	IH 10 EB: Vine St at Naylor St	2,841	2374
3 (3D-2)	2	Downtown Connectors at Walker St entrance ramp	13,916	
3 (3D-1)	331AC	Hamilton St: Pease St to Leeland St	Access Denial	Eliminated
3 (3D-1)	332AC	Hamilton St: Jefferson St to Pease St	Access Denial	Eliminated

## 2. DISPLACEMENTS, RELOCATIONS, HOUSING, AND OTHER COMMUNITY IMPACTS (IV.2)

### 2.1. DISPLACEMENTS

TxDOT is committed to minimizing residential, business, and community resource displacements due to the Project to the extent practicable, consistent with meeting the purpose and need of the Project and consistent with Title VI requirements. In addition, TxDOT recognizes the impacts of the Project on the already limited availability of affordable housing in the Project area and is committed to mitigating such impacts as set forth in the Project Record of Decision (ROD) and the VRA. TxDOT will continue to engage and inform the public about project developments and construction impacts as the Project moves forward and provide competent language assistance services, interpretation and translation for persons with LEP.

#### 2.1.1. TABLE OF RESIDENTIAL AND NON-RESIDENTIAL DISPLACEMENTS (IV.2.a)

TxDOT will continue to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq.) (Uniform Act) and associated regulations at 49 CFR Part 24 throughout the course of the Project. See Table 2-1, for data elements in Parts B and C of Appendix B, 49 CFR part 24, for all residential and non-residential displacements associated with the Project in the Progress Reports required by Article VI of this VRA.

TABLE 2-1 RESIDENTIAL AND NON-RESIDENTIAL DISPLACEMENTS

PART B. RESIDENTIAL RELOCATION UNDER THE UNIFORM ACT	
5) Total Number of Residential Displacements (Households)	515
6) Residential Moving Payments	\$726,469.70
7) Replacement Housing Payments	\$7,426,259.47
8) Number of Last Resort Housing Displacements in Line 5 (Households)	304
9) Number of Tenants converted to Homeowners in Line 5 (Households using 24.402(c))	63
10) Total Costs for Residential Relocation Expenses and Payments (Sum of lines 6 and 7; excluding Agency Administrative Costs)	\$8,152,729.17
PART C. NON-RESIDENTIAL RELOCATION UNDER THE UNIFORM ACT	
11) Total Number of Non-Residential Displacements	26
12) Non-Residential Moving Payments - total Costs (Including 24.305)	\$970,380.03
13) Non-Residential Reestablishment Payments - Total Costs	\$82,664.55
14) Total Costs for Non-Residential Relocation Expenses and Payments (Sum of lines 12 and 13; excluding Agency Administrative Costs)	\$1,053,044.58

See APPENDIX C, Documentation of Benefits Provided in accordance with Uniform Act, which provides documentation of benefits provided in accordance with the Uniform Act for each displacement listed in Table 2-1 above. Note that personally identifiable information has been redacted from Appendix C documents as required.

### **2.1.2. NON-RESIDENTIAL BUSINESSES, SERVICES, OR OTHER ORGANIZATIONS (IV.2.b)**

In accordance with VRA requirements Article IV.2.b, within 90 days of the VRA execution, TxDOT surveyed 21 non-residential businesses, services, and organizations displaced by the Project, confirming receipt of relocation services under the Uniform Relocation Act. The 21 surveys were for sent to relocations that were complete or where the displacee had waived their benefits. English and Spanish surveys were delivered electronically and physically. Translation services were offered to the non-residential businesses, services, and organizations in the most common languages spoken by individuals with LEP in the affected communities, including but not limited to English, Spanish, French, Arabic, Kinyarwanda, Swahili, and Somali.

The survey did not yield any responses that indicated the non-residential businesses, services, and organizations did not receive relocation services or did not receive adequate relocation services.

As such, no further services were required in this reporting period to respond to the survey results. TxDOT will continue to provide updates on non-residential relocation services in future reports consistent with VRA Section IV.2.b.

In accordance with the Uniform relocation Act, as of this reporting date, a total of 26 business relocations, providing various relocation benefits to displacees, have been facilitated to date including those completed, waived and in process. The total moving costs incurred amounted to \$970,380.03, covering expenses related to transportation, packing and unpacking of personal property, land planner services and fixed payments in lieu of actual moving expenses. Additionally, a sum of \$82,664.55 was incurred for reestablishment costs, encompassing expenditures related to repairs or modifications to the replacement site. Overall, the relocation benefits resulted in a total business relocation cost of \$1,053,044.58 during this reporting period.

### **2.1.3. ACCESS TO ESSENTIAL SERVICES (IV.2.c)**

In accordance with requirements of Article IV.2.c of the VRA, TxDOT has prepared a plan to ensure that roadway, transit, and pedestrian/bicycle access to essential services, including but not limited to health care facilities, grocery stores, pharmacies, schools, places of worship, and voting locations, will be maintained during and after construction in neighborhoods where such essential services will be impacted by the Project. See APPENDIX B, ACCESS TO ESSENTIAL SERVICES PLAN.

**2.1.4. TABLE OF ACQUISITIONS OR DEMOLITIONS NOT INCLUDED IN FEIS OR ROD (IV.2.d)**

There were no acquisitions or demolitions of a parcel during this reporting period that was not included in the FEIS or ROD.

TABLE 2-2 ACQUISITION OR DEMOLITION PARCELS NOT INCLUDED IN FEIS AND ROD

Segment	Parcel	Action Required	Re-evaluation Result
NOT APPLICABLE DURING THIS REPORTING PERIOD			

**2.1.5. REDUCTION TO ROW NEEDED OR DISPLACEMENT IMPACTS (IV.2.e)**

Table 1-1 in Section 1 of this report summarizes identified reductions in the project footprint during this reporting period. This includes elimination of 11 parcels along IH 10 and reduction in acquisition for another four parcels. One of these parcels, 624, along IH 10 Eastbound between Cage Street and Bringhurst Street eliminates the impact to the current multi-family housing structures. The parcel will still have some acquisition required and therefore, at least four units may still be eligible to receive relocation benefits, but they will not be required to relocate if they choose to stay.

The removal of the 11 parcels results in the elimination of residential displacements. The acquisition reduction on Parcel 705 eliminates the impact to the structure that serves as a major hub for multiple fiber utility providers.

**2.1.6. FUNDING AFFORDABLE HOUSING INITIATIVES (IV.2.f)**

Pursuant to the ROD and VRA, TxDOT committed \$30 million to support affordable housing initiatives in the project area. Subsequent to signing the ROD, TxDOT had identified Texas State Affordable Housing Corporation (TSAHC) to assist with carrying out this commitment and had begun negotiations with TSAHC on an agreement to define and govern this process. All discussions ceased upon FHWA’S request that TxDOT pause all project activities during the Title VI investigation.

TxDOT has now reinitiated discussions with Texas Affordable Housing to finalize the agreement, which will have two parts: Part 1, where TSAHC accepts proposals from entities and develops a plan for TxDOT’s review and approval, based on public outreach and its own expertise, for granting of the funds to housing entities; and Part 2, where TSAHC and TxDOT memorialize the grant plan and outlines implementation and monitoring guidelines.

TSAHC attended the August 7, 2023, meeting with the NHHIP Housing and Communities Focus Group to speak with community and agency leaders and understand their unique concerns and hopes for the use of these funds. TxDOT and TSAHC will continue to work together and with the Focus Group while developing the agreement and grant plans.

### **2.1.7. COORDINATION WITH THE CITY OF HOUSTON CONCERNING SURPLUS PROPERTY (IV.2.g)**

TxDOT is prepared to discuss with the City of Houston the use of the Project's future surplus right-of-way for affordable and workforce housing as developed by third parties in potential partnership with the City. TxDOT has identified 34 tracts of potential surplus ROW in Segment 3. The potential surplus right-of-way is currently being appraised. Some of the potential surplus ROW locations are subject to confirmation during final design development.

## **2.2. RELOCATIONS**

### **2.2.1. SUMMARY OF DENIED RELOCATION BENEFITS (IV.2.h)**

TxDOT will make relocation benefits available to all eligible displacees and not deny benefits in cases that would result in exceptional and extremely unusual hardship to such a displacee. There were no displacees denied any relocation benefits during this reporting period.

### **2.2.2. ENHANCED RELOCATION SERVICES (IV.2.i)**

TxDOT provides enhanced relocation services to residential property owners and renters affected by the project. These services are delivered by qualified consultants contracted with TxDOT who offer personalized assistance throughout the entire relocation process. This includes individualized advisory services and workshops to help residents understand the available relocation benefits and assistance programs.

Currently residents of Clayton Homes Apartments, Lofts at the Ballpark Apartments, Midtown Terrace Suites, Veterans facility, and other qualifying residential relocations within the limits of Project 3A and 3B-2 have received tailored advisory services to meet their unique needs and preferences. The services provided range from clarifying available relocation benefits to arranging transportation and securing comparable housing prior to displacement. Consultants also share up-to-date listings of similar properties and explain various processes such as acquisition, relocation, appraisal, and property tax impact. Additionally, displacees have been informed about federal and state programs that offer additional assistance, and counseling services have been provided to mitigate any challenges they may face during the relocation process. Language accommodations have also been made to overcome linguistic and cultural barriers.

In addition to individualized services, workshops have been conducted to cover various topics. These include understanding household members, identifying future goals and abilities, promoting culturally sensitive communication, determining specific needs and preferences, and explaining relocation benefits. Workshops also provide resources for moving, offer first-time homebuyer seminars, guide residents through the escrow process, assist with updating voter registration information, access social services and benefits, select a real estate agent, improve credit scores, manage household budgets, and enhance understanding of the transition process.

Table 2-3, Enhanced Relocation Services Provided shows the total number of displacees per location and services provided along with the associated total costs of these services.

TABLE 2-3 ENHANCED RELOCATION SERVICES PROVIDED

Total Number of Displacees	Location	Services Provided *	Total Costs
70	Midtown Terrace Suites/Veterans facility, and residential relocations on Projects 3A and 3B-2	Individual Advisory Services, Community Workshops, and Individual Workshops	\$3,485,100
367	Lofts at the Ballpark Apartments	Individual Advisory Services, Community Workshops, and Individual Workshops	\$4,087,650
127	Clayton Homes Apartments	Individual Advisory Services, Community Workshops, and Individual Workshops	\$8,635,732

Reference Appendix D List of Enhanced Relocation Services for a list of services requested and services provided to each request.

TxDOT will develop a plan for enhanced relocation services for use on all NHHIP segments and projects and submit to FHWA in accordance with the VRA Article IV.2.j. TxDOT will also document all discussions concerning the enhanced relocation services plan with relevant departments. We will track and report on the progress of providing these services to residents, including the number of property owners and tenants who have benefited. Contracts for enhanced relocation services on additional relocation parcels are expected to be finalized.

**2.2.3. ELIGIBILITY OF OWNERS OR RENTERS OUTSIDE FOOTPRINT FOR RELOCATION SERVICES (IV.2.j)**

TxDOT is currently focusing on ROW acquisitions on the first projects in Segment 3, Projects 3A, 3B-1 and 3B-2, located along IH 69 from Spur 527 to IH 45, and storm sewer outfall improvements along St. Emanuel from IH 45 to Buffalo Bayou. As ROW acquisitions progress, TxDOT will review whether its planned acquisition for the NHHIP will leave any residential or non-residential owners or renters outside of the Project footprint isolated or cut off from the rest of the community and assess whether it must provide relocation assistance acquisition or assistance or advisory services pursuant to the Uniform Act and associated regulations of 49 CFR Part 24, as well as the VRA, to such owners or renters to mitigate such impacts. TxDOT shall report in future Progress Reports required by the VRA on this issue after the conclusion of each acquisition phase of the Project.

**2.3. HOUSING**

**2.3.1. STATUS OF OCCUPANCY AGREEMENT OPTIONS (IV.2.k)**

TxDOT will continue to inform both residential and non-residential property owners of the opportunity to enter into an Occupancy Agreement for parcels that TxDOT acquires. The Occupancy Agreement has allowed property owners and tenants to remain on the property with the necessary time and resources to find replacement locations for their businesses or residences.

To date, TxDOT has entered into Occupancy Agreements with nine property owners involving multi-family residences, businesses, and places of worship. Three of these agreements currently remain active.

### **2.3.2. PROJECT WEBSITE AND LANGUAGE TRANSLATION (IV.2.I)**

Within 30 days of the VRA execution, TxDOT established a publicly available project-specific website in accordance with the requirements of VRA Article IV.2.I. Language is used as an important tool for effective communication and inclusivity on the project website, <https://www.txdot.gov/nhhip.html>. For additional information on the website, and availability of translation options into other languages, see Section 2.4.1 of this report discussing strategies on meaningful public involvement in transportation decision making. Additionally, recognizing the diverse population of residents, efforts are made to communicate to those with low levels of literacy, seniors, and individuals without internet access which is also discussed in Section 2.4.1.

## **2.4. COMMUNITY IMPACTS**

### **2.4.1. STRATEGIES ON MEANINGFUL PUBLIC INVOLVEMENT IN TRANSPORTATION DECISION-MAKING (IV.2.p)**

TxDOT has reviewed the strategies in the October 2022 DOT report on “Promising Practices for Meaningful Public Involvement in Transportation Decision-Making” as well as best practices across the state in engaging stakeholders and leveraging public input throughout all phases of project development.

TxDOT remains dedicated to actively involving the public and relevant stakeholders throughout the progression and execution of the NHHIP. In line with this commitment, TxDOT consistently employs a variety of methods to ensure significant public engagement in shaping transportation choices. Our primary strategic objectives encompass:

- Establishing transparent and bidirectional communication avenues to foster open dialogues between decision-makers and the public.
- The NHHIP team consistently solicits input from all stakeholders, especially those directly impacted by the project’s advantages and challenges. This includes residents, business proprietors, property holders, drivers/commuters, transportation service providers/operators, community leaders, as well as elected and organizational officials. Our outreach initiatives are designed to encompass a wide spectrum of viewpoints and concepts.
- Developing and pursuing opportunities to provide clear and easily understandable information regarding the NHHIP. This empowers the public to contribute constructively to decisions and grasp the trade-offs associated with various alternatives.
- The NHHIP team places considerable emphasis on involving a diverse array of perspectives and voices in the decision-making process. Consequently, the team actively devises outreach approaches to engage representatives from traditionally marginalized communities, ensuring impartial access to participation prospects.

- The NHHIP team seeks to leverage project supportive collaboration and partnership and engages in collaborative efforts with grassroots community groups, advocacy organizations, and other stakeholders to cultivate partnerships that tap into collective knowledge and expertise, enhancing our overall approach.
- Furthermore, we proactively seek input on the public involvement process itself, allowing us to consistently enhance future decision-making endeavors.

The methods employed to achieve these strategic objectives encompass a diverse array of activities, combining traditional approaches with innovative techniques to foster meaningful public engagement. These methods include:

- **Public Meetings:** Convening gatherings that provide an open platform for discussions, information sharing, and feedback collection from the community.
- **Stakeholder Engagements:** Facilitating targeted interactions with key stakeholders to ensure their perspectives and concerns are considered throughout the decision-making process.
- **One-on-One Interactions:** Engaging in individual conversations with community members to address specific questions, gather personalized input, and foster direct connections.
- **Briefings:** Delivering concise presentations that offer clear project updates and relevant information to inform the public and stakeholders.
- **Forums:** Hosting structured forums that encourage focused discussions on particular project aspects, allowing participants to delve deeper into relevant topics.
- **Workshops/Charrettes:** Organizing interactive workshops where participants collaboratively explore project challenges, brainstorm solutions, and contribute ideas.
- **Community Gatherings:** Arranging informal gatherings that promote casual interactions between the project team and the community, encouraging open dialogue.
- **Open Houses:** Setting up informative exhibitions that showcase project plans, alternatives, and benefits, while inviting attendees to share their thoughts.
- **Townhall-Style Sessions:** Hosting inclusive sessions that mirror townhall meetings, enabling broader participation and discussion of various project aspects.
- **Online Platforms:** Leveraging dedicated web platforms and mobile apps that provide access to project information, interactive tools, and feedback mechanisms.
- **Surveys:** Conducting structured surveys to gather quantitative and qualitative insights from a wide range of participants.
- **Interactive Webinars:** Offering online webinars that facilitate real-time discussions, allowing participants to ask questions, provide input, and engage directly.
- **Mobile Information Stations:** Deploying mobile booths at community events to offer project information and receive feedback in person.
- **Social Media Engagement:** Utilizing social media channels to share updates, engage the community, and facilitate discussions on the project.



By integrating these diverse methods into our engagement approach, we hope to ensure a comprehensive and inclusive process that not only collects insights and educates but also builds trust, awareness, and collaborative solutions. This holistic approach reflects our commitment to transparent, effective, and impactful public involvement.

TxDOT is actively reviewing the demographics of the affected communities and identifying engagement techniques preferred by, and responsive to the needs of, these communities. This includes evaluation of techniques to address LEP. Reference Article IV.8 for a discussion of meaningful access for persons with LEP. TxDOT has produced materials in up to seven languages to date where applicable to address LEP requirements.

Some specific examples of our public engagement since the ROD are included below:

To maximize community input, in addition to individual property owner meetings and community group meetings, TxDOT hosts monthly the Multi-Agencies Meeting where community leaders from the management districts, redevelopment authorities, and TIRZs come together to discuss project progress and key topics such as drainage improvements, third-party amenity opportunities, construction staging, and pedestrian-bicycle connectivity. This group is comprised of entities with geographical boundaries within Segment 3. Accordingly, the focus is on activities in the southern half of Segment 3 where the first projects are scheduled for letting. These community leaders are able to expand outreach to the communities and constituents that they represent. It is also a forum for vetting information and talking points to verify they meet the need of the respective communities in conveying the necessary information. This group also provides direct feedback and comments to be assessed for inclusion in the project(s). Meeting summaries are captured to record decisions, action items, and key issues for reference and follow up.

TxDOT is also utilizing elected official briefings, agency/organization meetings, strategic resource/focus groups, project status presentations, and media briefings to ensure decision-makers, residents, business operators and stakeholders are all updated on progress and information is being conveyed timely and consistently.

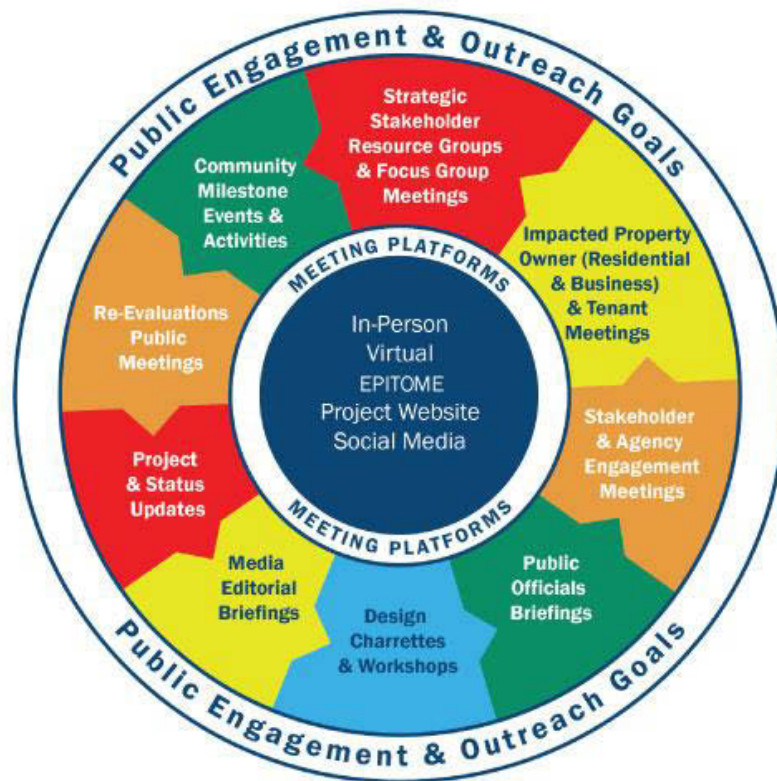
One such example is the reactivation (post VRA execution) of the previously established IH 45 NHHIP Housing and Community Focus Group. The Housing and Community focus group was created to engage community leaders and agencies from the directly affected communities to provide input on strategies and mitigation specific to the project's affects on affordable housing stock, displacements and cumulative community cohesiveness. The Focus Group's most recent meeting was August 7, 2023.

Additionally, TxDOT has previously established the Traffic Management Steering Committee to support the exploration, planning, advancement and execution of strategies to support traffic management initiatives during construction. The primary goal is to explore, plan, and execute strategies to support, innovative and proactive traffic management initiatives for the NHHIP construction to minimize adverse impacts to the community. The Committee features a Steering Committee and four subcommittees: Traffic Flow; Strategic Communications; Changing Modes of Transportation; and Stakeholder Engagement. TxDOT anticipates resuscitating engagement with the steering

committee this fall, with a meeting planned to be scheduled in the October/November time frame.

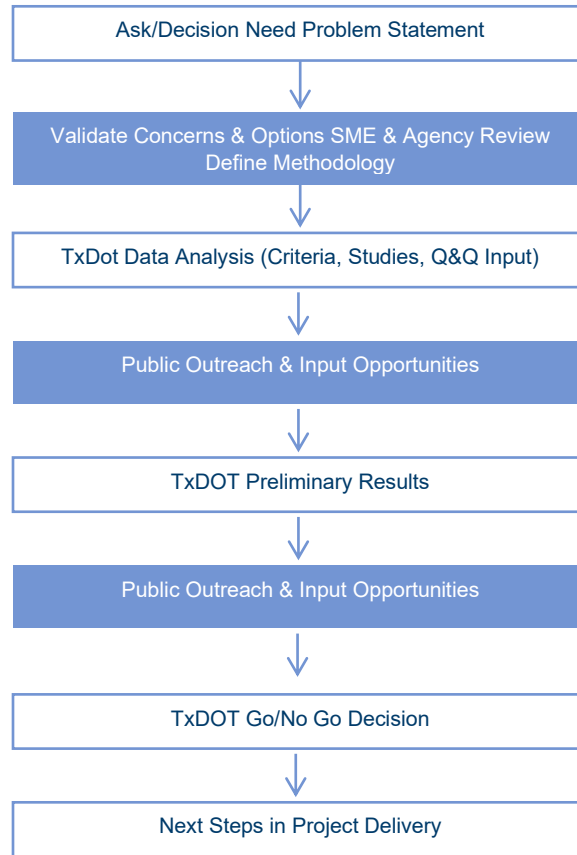
The primary objective in all these outreach efforts is to ensure that the right meeting group(s) are engaged at the right time. This may require multiple meetings with different meeting groups to arrive at a decision. Figure 2-1, Public Engagement and Outreach Goals, illustrates the multiple types of stakeholder and group meetings being utilized and the various types of meeting platforms to maximize engagement and input opportunities. The multiple platforms maximize opportunity for different groups to access information and to provide feedback that is captured and can be evaluated for incorporation into the specific projects.

FIGURE 2-1 PUBLIC ENGAGEMENT AND OUTREACH GOALS



TxDOT has also established a process to evaluate specific requests and work towards building consensus as illustrated in Figure 2-2, Consensus Building Process.

FIGURE 2-2 CONSENSUS-BUILDING PROCESS



TxDOT has established a robust project website at <https://www.txdot.gov/nhhp> to provide both historical and up to date information and will continue to use this site with applicable links throughout all phases of the NHHIP development. TxDOT will also continue to leverage various social media platforms including twitter and facebook among others to highlight availability of new information and to note upcoming public engagement meetings.

The website offers translation options. Users can easily translate the content into Spanish by selecting it from the dropdown menu in the top menu bar. This allows Spanish-speaking residents to access the information and resources provided on the website in their native language. Additionally, other languages can be accessed through the web browser settings. Individuals requiring translation for specific embedded graphics, images, or PDFs can request it by using the provided link.

Moreover, the website acknowledges the needs of residents with low literacy levels. Efforts are made to use simple and straightforward language that is easy to understand. The content is written in a concise and clear manner, avoiding jargon and technical terms whenever possible. This ensures that the information is accessible to individuals with limited reading or comprehension skills.

Additionally, TxDOT recognizes that some residents, particularly seniors, may not have access to the internet. To reach out to these individuals, alternative communication channels are employed. Printed materials, such as brochures or informational pamphlets, may be distributed. This allows seniors and those without internet access to obtain important information and stay informed about the services and resources provided by the project.

A NHHIP public website serves as a platform to provide information about ongoing activities of the projects to the general public. It aims to enhance transparency and keep the public informed about the progress, updates, and impacts of the NHHIP. The website includes details such as project purpose and need, timeline, funding sources, environmental assessments, public involvement opportunities, and contact information. It helps residents, commuters, businesses and other stakeholders stay updated on project developments, potential disruptions, and any required feedback or participation in the project.

In addition to providing updates on the project, the website offers interactive maps and tools that allow users to explore the project's planned routes or proposed changes to existing infrastructure. This can help individuals visualize how the ultimate project solutions. During construction the website will also include information on to minimize the inherent inconveniences of construction by including closure details, alternative transportation options, and temporary detours during construction periods to minimize disruptions for travelers.

Overall, the project website aims to create an inclusive and accessible platform by utilizing different languages and employing various communication strategies. These efforts ensure that residents with diverse backgrounds, low literacy levels, seniors, and individuals without internet access can all benefit from the information and services offered by TxDOT.

Materials produced for use in public engagement are reviewed for compliance with Section 508 of the Rehabilitation Act of 1973 and Section 255 of the Telecommunications Act of 1996.

#### **2.4.2. PUBLIC ENGAGEMENT MEETINGS (IV.2.q)**

Before the end of calendar year 2023, TXDOT will hold six public engagement meetings, two meetings per project segment, to provide an update on overall NHHIP progress and updates for detailed design progress on Projects 3A, 3B-1, and 3B-2, and to provide an open forum for the community to provide feedback, raise issues, and ask questions about the NHHIP as well as TxDOT's compliance with the VRA. Detailed design is currently in process for the first three projects in Segment 3 and preliminary design efforts are in process for the remainder of Segment 3 and for Segments 1 and 2. The public meetings, in accordance with VRA Article IV.2.q, will consist of an in-person meeting in each segment and a separate virtual meeting in each segment. TxDOT is currently coordinating potential venues to host the meetings within each segment.

Meetings will be conducted in English and Spanish with availability for other languages to accommodate requests from persons with LEP according to TXDOT's LEP SOP.

The meeting notifications will follow the below process:

- Meeting notices will be provided in English and Spanish with a caveating sentence of availability of the notice in various languages of preference encountered through other public engagement and as may be requested. Currently these languages are English, Spanish, French, Arabic, Somali, Swahili, and Kinyarwanda.
- Meeting notices will be mailed and emailed to project database subscribers including stakeholders and adjacent property owners, posted online, and advertised via social media and local publications to assure optimal demographic saturation.
- Notices will be distributed at least 15 days prior to scheduled meeting dates and will include follow-up reminders as the meeting dates approach.
- Notices will be posted to the project webpage on the TxDOT website.
- Flyers advertising the meeting will be posted in community centers, schools, libraries, and other places where people gather in the project area.
- Meetings will be advertised on TxDOT fixed and portable signs in the project area for 48 hours before the meetings.

The meeting content will comply with the following objectives:

- Corridor-wide project updates and segment-specific content unique to the applicable segment such as status of known design modification requests, decision making process and next steps:
  - General overview of the project (live or pre-recorded)
  - Segment Specific Design and Construction Updates
  - Construction Phasing Detail
  - Project Delivery Information
  - Requested Design Refinement
  - Review of Design Progress
  - Decision Making Processes (studies, NEPA re-evaluations, VRA and MOU commitments)
  - Opportunities for Public Involvement and Next Steps
- Meeting content and handouts will be prepared in English and Spanish. Notifications will allow for accommodation in other languages and/or by interpreter by request if made within 3 days prior to the meeting.
- All meeting collaterals will be posted to the project website.

Subsequent VRA reports will contain information on meetings held in accordance with VRA Article IV.2.q during the applicable reporting period noting project segment, meeting location, and number of attendees, as well as summarize key issues and feedback received.

Additionally, and as noted in Figure 2-1, TxDOT will provide public engagement meetings in accordance with the VRA Article IV.2.q as discussed in this report and will host public meetings for applicable environmental re-evaluations for proposed design changes. For instance, there will be public meetings for proposed design changes such as extension of Cleburne Street over IH 69 and reconfiguration of the local street grid along Chenevert Street and Jackson Street as discussed in Section 1 of this report. The re-evaluation meetings will be held in accordance with TxDOT's FHWA-approved Environmental Handbook for Public Involvement and meeting notices will follow the same process as noted in Section 2.4.2 of this report for public engagement meetings.

TxDOT is also actively engaging in an array of third-party coordination meetings, briefings and presentation to help educate the public on the status of the project and invite input on detailed design elements as the project advances. A list of the meetings held since the execution of the VRA are provided in APPENDIX D, Third-Party Coordination Meetings.

### **3. FLOODING**

#### **3.1. SEGMENT 1 DETAILED DRAINAGE STUDY (IV.3.b)**

NHHIP Segment 1 Drainage Studies have been completed and were prepared under four separate reports. These four studies document drainage mitigation improvements (per the schematic dated December 2019) to ensure drainage criteria met Atlas 14 requirements.

- NHHIP Segment 1A Drainage Study by Gauge Engineering.  
<https://www.txdot.gov/content/dam/project-sites/nhhip/docs/seg-1-tidwell-to-airline-drainage-study.pdf>
- NHHIP Segment 1B Drainage Study by TNP.  
<https://www.txdot.gov/content/dam/project-sites/nhhip/docs/seg-1-shepherd-tidwell-drainage-study.pdf>
- NHHIP Segment 1C Drainage Study by CivilTech.  
<https://www.txdot.gov/content/dam/project-sites/nhhip/docs/seg-1-west-to-shepherd-drainage-study.pdf>
- NHHIP Segment 1D Drainage Study by CobbFendley.  
<https://www.txdot.gov/content/dam/project-sites/nhhip/docs/seg-1-beltway-8-to-west-drainage-study.pdf>

These Segment 1 drainage reports have been posted to the project website and can be accessed at the website links noted with each report above.

#### **3.2. REGIONAL DRAINAGE IMPROVEMENTS (IV.3.e-j)**

TxDOT and the City of Houston executed an Advance Funding Agreement on April 11, 2023, for the planning, design, and construction of the City's proposed North Canal Project which involves regional flood control benefits with implementation of the North and South Canals. The North and South Canals, inclusive of proposed channel improvements on White Oak Bayou at Yale Street and Studemont Street, involves the HCFCD and FEMA in addition to the City of Houston and TxDOT.

In accordance with the payment terms of the Advance Funding Agreement, the first payment in the amount of \$1,220,138.00 was issued by TxDOT to the City of Houston on or about May 16, 2023. TxDOT is also coordinating with the city as they proceed with design of these proposed improvements.

The second payment of \$18,779,862.00 towards project construction is expected to be issued upon completion and approval of the Project's design and permitting, which is currently estimated to be July 2025.

NHHIP Segment 3B Drainage Study Addendum, Dated August 2023, documents drainage mitigation improvements to ensure consistency with City of Houston and Harris County

regional projects, including North and South Canals. TxDOT is in coordination with the city and HCFCD on the North Canal Project study and design progress and will submit the report for 3B Drainage Study to each agency for review. Coordination includes:

- Use of most recent City of Houston hydraulic models from North Canal project to define base conditions on Buffalo Bayou, at the Segment 3B drainage outfall
- Demonstration of no increase in flooding to Buffalo Bayou or to City of Houston storm sewers or neighborhoods along the Segment 3B project

The Segment 3B Drainage Study Addendum prepared by TNP has been posted to the project website at <https://www.txdot.gov/content/dam/project-sites/nhhip/docs/segment-3e-addendum-drainage-study.pdf>.

### **3.3. TRAIL INITIATIVES (IV.3.K)**

Trails identified in the VRA to be designed, constructed, operated and maintained are within the limits of upcoming projects. TxDOT will engage with HCFCD and other governmental entities when detailed project development begins for the applicable projects. An initial meeting with HCFCD will be scheduled in early calendar year 2024 to review the proposed trails identified in the VRA and discuss other potential opportunities. Following meeting with HCFCD, TxDOT will also use the monthly multi-agency meetings forum to begin these discussions with the management districts, city, and other stakeholders in Segment 3. Updates will be provided in future VRA reports as coordination efforts progress.

Reference Table 6-1, New Bayou Trail Locations, for list of current identified trail opportunities.

## **4. AIR QUALITY MITIGATION (IV.4)**

TxDOT committed to providing one air quality monitor in each segment and ensuring that air monitors in each segment will begin operating one year in advance of the commencement of construction on the corresponding segment. As construction is anticipated to begin in Segment 3, an air quality monitor has been deployed within Segment 3. The air quality monitor was placed at 2014 Cleburne Street on June 28, 2023 and began collecting data August 1, 2023. A picture of the air quality monitor as placed is shown in Figure 4-1.

The air quality monitors will monitor for the same pollutants in all segments. The air quality parameters that will be monitored are criteria pollutants, such as particulate matter (PM<sub>2.5</sub>), oxides of nitrogen (Nox = NO + NO<sub>2</sub>) and carbon monoxide (CO), several hazardous air pollutants, also known as volatile organic compounds (VOCs) (benzene, 1,3-butadiene, formaldehyde, and acetaldehyde), and meteorology (outdoor temperature, solar radiations, barometric pressure when available, precipitation, relative humidity, wind speed and wind direction). The validated results will be published on TxDOT's publicly facing NHHIP website.

TxDOT will continue to consult with experts it has retained to assist with air monitoring and air monitor siting on an as needed basis as the air monitoring plan is implemented in each segment.

FIGURE 4-1 SEGMENT 3 AIR QUALITY MONITOR

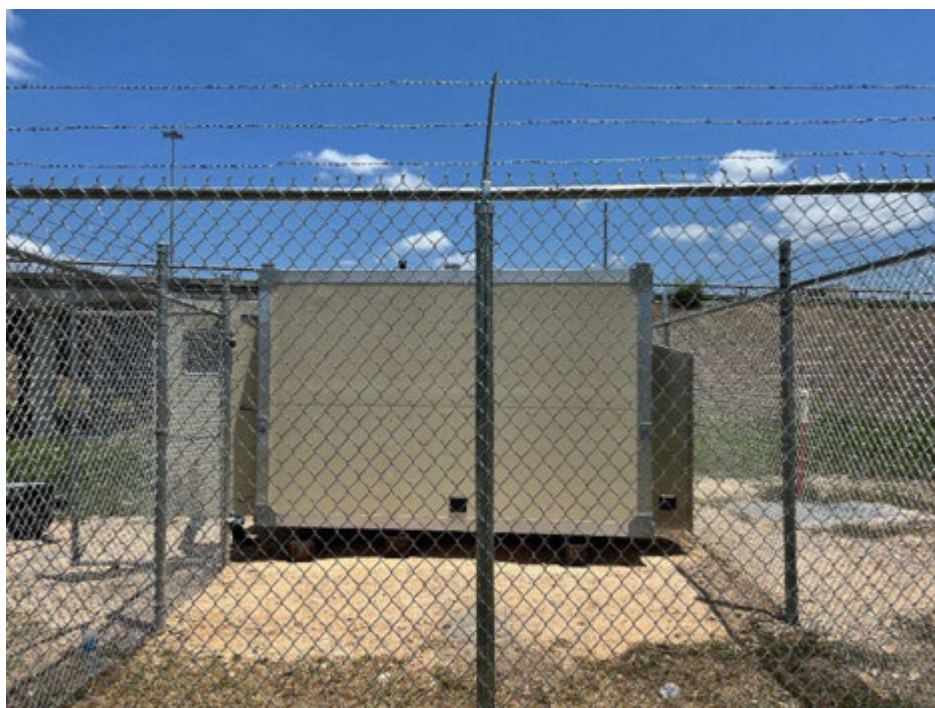


Table 4-1 lists the location of air monitors placed to date in accordance with the VRA requirements.

TABLE 4-1 AIR QUALITY MONITORS

Segment	Address of Site	Date Monitor Placed	Begin Data Collection
Segment 3	2014 Cleburne Street	6/28/2023	8/1/2023

## 5. STRUCTURAL CAPS (IV.5)

The NHHIP recommended alternative as reflected in the FEIS and ROD provides for structural caps in four areas of the project. These structural caps provide opportunities for third party collaboration with TxDOT on the full integration of transportation infrastructure in an urban environment. The VRA notes four locations as shown in Table 5-1, Structural Caps. As noted in Article IV.6.f of the VRA, TxDOT has determined that maintaining the Cleburne Street connection across IH 69 in the Third Ward is feasible and stakeholders have been supportive in making this connection. TxDOT will include this crossing in a future environmental re-evaluation including documentation of stakeholder comments. The large angle of Cleburne Street across IH 69 makes it more efficient to build a small cap with beams perpendicular to IH 69. The result is an opportunity to provide a small cap area either side of Cleburne. Based on coordination with the City of Houston, Midtown Redevelopment Authority, OST/Almeda Redevelopment Authority, and TIRZ No. 7, these agencies have expressed interest in partnering with TxDOT to help fund the design and construction of a larger cap inclusive of Cleburne Street and Almeda Street which is identified in Table 5-1 as a potential fifth cap location.



TABLE 5-1 STRUCTURAL CAPS

LOCATION	Segment (Project)	DESIGN STAGE	PARTNER AGENCIES
(1) IH 69: METRO Red Line and Fannin St.	3 (3A)	Detailed Design	METRO; City of Houston
(2) IH-69: Caroline and Wheeler Ave.	3 (3A)	Detailed Design	Midtown Redevelopment Authority; City of Houston
(3) IH-69/IH-45: Lamar St to Commerce St.	3 (3D)	Preliminary Design	Central Houston; East Downtown Management District; City of Houston
(4) IH-45 at N. Main St.	2	Preliminary Design	To Be Determined
(5) IH-69: Cleburne Street and Almeda Street (Opportunity)	3 (3A)	Preliminary Design	OST/Almeda Corridors Redevelopment Authority; TIRZ #7; Midtown Redevelopment Authority; Greater Southeast Management District; City of Houston

A summary of coordination efforts that occurred during this initial reporting period is provided below per location:

**Location No. 1: METRO Light Rail Red Line and Fannin Street over IH 69 Main Lanes (Project 3A)**

- METRO: To maintain operations of the light rail tracks across IH 69, TxDOT coordinated with METRO on a new site plan for the Wheeler Transit Center (WTC) which will include two new light rail platforms that will overlap onto the proposed bridge cap over the IH 69 main lanes. A third light rail track will be installed to support construction phasing and provide a permanent three track configuration when the project is complete. The design team continues to coordinate with METRO as detailed design progresses. The most recent meeting related to the WTC was held on August 28, 2023. Milestone design plans will be submitted to METRO for review.
- City of Houston: TxDOT coordinated with the City of Houston on the pedestrian and bicycle elements, which will include a 15-foot wide pedestrian-bike realm on either side of Fannin. The realm includes a proposed 5-foot buffer adjacent the street. The west side of Fannin will feature a portion of the new WTC with a 12-foot to 20-foot wide bus platform. Final approval of the WTC layout by METRO is still pending. The City of Houston participated in the August 28, 2023, meeting with METRO. Milestone design plans will be submitted to the City of Houston for review.
- Structural Capacity of Foundations and Beams: TxDOT and METRO coordinated structural capacity loading requirements for the proposed METRO light rail, platforms and appurtenances that will be located on the proposed TxDOT structural cap over the IH 69 main lanes. The TxDOT design for the foundations and beams will accommodate the structural capacity needed for the proposed light rail related elements as well as for the Fannin Street roadway.

- Ventilation and Fire and Life Safety Systems: Based on an engineering analysis performed by TxDOT's consultants, a mechanical ventilation system will not be required for this structure if the proposed bridge cap for this crossing maintains a minimum 20.5 feet vertical clearance to the bottom of the beams, and a maximum width of 410 feet. TxDOT has also previously prepared a safety concept report for this crossing location. TxDOT will design, construct, operate and maintain the appropriate fire and life safety system for the interstate at this cap location including appropriate interior lighting and ITS elements.
- Third-party funded amenities: To date, there has been no proposed third-party funded amenities for this bridge cap location. TxDOT and METRO have discussed the potential use of concrete planter boxes on portions of the cap.

**Location No. 2: Caroline Street and Wheeler Avenue over IH-69 Main Lanes (Project 3A)**

- METRO: The METRO Rapid University Corridor Project includes a route along Wheeler Avenue at this cap location. METRO advised TxDOT on April 26, 2023, that the METRO Board of Directors had adopted the Locally Preferred Alternative (LPA) alignment for the METRONext University BRT project, and it would use Wheeler Street across IH 69 at this location. METRO followed up on July 3, 2023, and provided 30% design files for the University BRT project at this location. The NHHIP roadway section for Wheeler Street across the cap will accommodate the proposed METRO University BRT facility. Further, at METRO's request, conduit for METRO communication systems associated with the bus rapid transit operations will be included across the cap, TxDOT will continue to coordinate with METRO on this as the bridge cap design progresses. Milestone design plans will be submitted to METRO for review.
- City of Houston: TxDOT coordinated with the City of Houston on the pedestrian and bicycle elements, which includes a 5-foot wide buffer between the street and pedestrian-bike accommodations. The overall cap design and potential above deck amenities is being coordinated with the City of Houston and the Midtown Redevelopment Authority. The Midtown Redevelopment Authority has requested TxDOT review the potential and estimated additional third-party funding required to extend the width of this cap to include San Jacinto Street (west of Caroline Street) and Austin Street (east of Wheeler Avenue) as one continuous cap containing all four street crossings. This increases the opportunity and space for community gathering and recreational use. TxDOT has provided estimated cost, including additional operations and maintenance costs, to Midtown Redevelopment Authority and has met with Midtown and their urban planning consultant seven times to review design concepts including amenities, discuss costs, and framework of a potential agreement. Additionally, Midtown Redevelopment Authority provided a presentation concerning coordination efforts to date and potential amenities concepts to the monthly TxDOT and Multi-Agency meeting held June 25, 2023.
- Structural Capacity of Foundations and Beams: TxDOT continues to coordinate with the Midtown Redevelopment Authority on structural capacity loading requirements for this bridge cap including potential additional third-party funding to extend the cap and to support conceptual amenities above the cap developed by Midtown. TxDOT has coordinated with Midtown Redevelopment Authority to establish the baseline structural loading calculations and TxDOT has analyzed the additional structural load calculations for future amenities concepts provided by Midtown.
- Ventilation and Fire and Life Safety Systems: TxDOT previously prepared an engineering analysis and safety concept report for the proposed 410-foot maximum cap length. TxDOT has updated the engineering analysis and safety concept report for a potential cap

extension. Based on the engineering analysis, a mechanical ventilation system will not be required for this cap location. However, fire protection systems will be required which are currently anticipated to be a fire mist system. TxDOT will design, construct, operate and maintain the appropriate fire and life safety system for the interstate at this cap location based on the original proposed cap length including applicable interior lighting and ITS elements. Midtown Redevelopment Authority and the City of Houston are coordinating with TxDOT a potential project agreement for this structural cap.

- Third-party funded amenities: TxDOT has collaborated with the Midtown Redevelopment Authority on future amenities to be integrated into the structural cap including a potential extended cap concept. TxDOT and the Redevelopment Authority are discussing development of an agreement for elements that will need to be initially constructed as part of TxDOT's interstate and cap construction to accommodate Midtown's proposed future amenities.

### **Location No. 3: IH 45/IH 69 – Lamar Street to Commerce Street (Project 3D)**

The NHHIP Project 3D is currently in preliminary design. TxDOT and Central Houston, Inc. held multiple meetings during the environmental study and schematic phase of the NHHIP concerning this cap location and potential concepts for amenities. TxDOT also discussed the cap with Houston First, operator of the George R. Brown Convention Center and with the Houston Sports Authority. However, detailed design has not commenced yet for this project. During the detailed design stage, TxDOT will coordinate with METRO to minimize impacts to their bus operations during construction and to address their Light Rail green and purple lines that will cross the cap at Texas Avenue. METRO's IH 10 Inner Katy BRT will also cross the cap at Rusk and Capital Streets.

TxDOT will also coordinate with the City, Central Houston, East Downtown, Houston First, the Houston Sports Authority, and other applicable jurisdictional agencies concerning pedestrian and bicycle routes across the cap, potential amenities to be included on the cap, potential funding partners concerning amenities, and construction sequencing that might affect access to and from the convention center, Minute Maid Park, home of Major League Baseball's Houston Astros, Shell Energy Stadium, home to Major League Soccer's Houston Dynamo and Houston Dash, and other Downtown and East Downtown destinations.

### **Location No. 4: North Main Street and IH 45 Frontage Roads over IH 45 Main Lanes (Segment 2)**

The NHHIP Segment 2 project is currently in preliminary design and schematic refinement to include assessment of footprint reduction opportunities in accordance with the VRA and inclusion of a southbound exit ramp to North Main Street as requested by stakeholders. To date, there has been no proposed third-party funded amenities for this bridge cap location. TxDOT plans to utilize a 17-foot pedestrian-bike realm on either side of the road across the cap at N. Main Street to include a 5-foot buffer, 5-foot bike lane and minimum 7-foot sidewalk. All elements of the cap will be further coordinated with the City of Houston, METRO, and applicable agencies that may be involved in amenity opportunities above the cap when design efforts progress for Segment 2.

### **Location No. 5: Cleburne Street and Almeda Road over IH-69 Main Lanes (Project 3A)**

After the Final Environmental Impact Statement was completed, per the request of the local government entities, the schematic design for Segment 3A was revised to include a connection for Cleburne Street across the proposed IH-69 mainlanes. The large roadway angle across IH 69

provided a potential opportunity for a small deck park area either side of the roadway based on the proposed bridge structure. The roadway skew or angle relative to the beam direction provide triangular areas either side of the roadway that increase the opportunity for community enhancements at this crossing. Based on the proximity of Cleburne Street to Almeda Road and the two bridge structures, the local governments have requested TxDOT to evaluate a potential agreement to provide third-party funding to create an additional cap location that includes both Cleburne Street and Almeda Road. The potential cap would vary in length from 502 feet to 544 feet wide.

The potential partner agencies include Greater Southeast Management District, OST/Almeda Corridors Redevelopment Authority, TIRZ 7, and Midtown Redevelopment Authority. The Greater Southeast Management District and Central Houston have been collaborating on potential amenity features and estimation of associated cost. TxDOT has evaluated interstate roadway profiles to verify clearance can be obtained if this location is capped. TxDOT has also provided the agencies estimated costs of additional costs for increased cap length and additional operations and maintenance over the first 30 years. This cap location has been a subject in the monthly TxDOT and Multi-Agencies meetings on March 16, 2023, May 18, 2023, June 15, 2023, and August 17, 2023.

It is anticipated that TxDOT and the agencies will have multiple meetings concerning this cap location during the upcoming period as decisions and potential agreements are evaluated.

For all the cap locations in Segment 3, the City of Houston is currently preparing a federal grant request in response to the Office of the Secretary of Transportation release of a joint Notice of Funding Opportunity for the Reconnecting Communities Pilot and Neighborhood Access and Equity programs. TxDOT is supportive of the City's efforts in seeking these funding opportunities. The City is taking the lead on behalf of the various management districts and TIRZs surrounding the proposed cap locations. TxDOT hosts a work group that meets generally on a monthly basis to review the Segment 3 project design progress and the opportunities for potential third-party design and construction of amenities to be integrated with the proposed structural caps and various cross streets overpassing the interstates.

## **6. PARKS, OPEN SPACES, TRAILS, AND PEDESTRIAN AND BICYCLE FACILITIES (IV.6)**

As noted in the VRA, the NHHIP provides a once in a lifetime opportunity to expand facilities for active transportation. The VRA identifies new trail opportunities along White Oak Bayou, Little White Oak Bayou and Buffalo Bayou which provides a baseline for development of a map of potential new trail links within existing and proposed right-of-way, and for connection opportunities terminating outside the state's right-of-way. TxDOT will engage the City of Houston and HCFCD to initiate the development of the potential trails map and to identify applicable agencies and stakeholders who may have an interest or authority to develop trail connections extending outside the State ROW and that will maximize trail connectivity opportunities. Table 6-1, New Bayou Trail Locations, provides a list of current planned trails as shown in the VRA.

TxDOT is also committed to fund, design, and construct a pedestrian-bike realm consisting of a combination of a buffer and pedestrian sidewalk and bike path on all local streets crossing either over or under a highway facility of the NHHIP in accordance with coordination with the City of Houston. These facilities are in design for all cross-street bridges in Projects 3A and 3B along IH-69 from Main Street to McGowen Street. This includes Cleburne Street which TxDOT is working with the City of Houston and stakeholders to keep continuous across IH-69 subject to completion

of an applicable environmental re-evaluation. The realm across Cleburne Street is being incorporated within discussions with the City, redevelopment authorities, and TIRZ organizations located along Cleburne Street either side of IH-69.

TxDOT is also coordinating all design currently in Projects 3A and 3B to accommodate and provide connectivity with the City of Houston’s bike plan. The pedestrian realms across Cleburne Street, La Branch Street, and McGowen Street will provide high comfort pedestrian-bike facilities across the State’s ROW within designated bike plan routes.

TxDOT is also coordinating with the City of Houston on the final design of Project 3B to include bicycle accommodations in addition to pedestrian facilities along St. Emanuel Street or an equivalent complimentary route.

TABLE 6-1 NEW BAYOU TRAIL LOCATIONS

Segment (Project)	Bayou	Location	Length (miles)	ROW	Entity Constructing	Operations & Maintenance
3 (3C-1)	White Oak	South bank from Houston Avenue to University of Houston Downtown	1.40	State	TxDOT	TBD
3 (3C-1)	Little White Oak	Both banks under IH 45 connecting to Woodland Park & Wrightwood St.	0.62	State	TxDOT	TBD
3 (3C-2)	Buffalo	South bank from Elysian Street along detention pond and South Canal	0.30	State	TxDOT	TBD
2	Little White Oak	South bank from Vincent St. to Cottage St.	0.64	State	TxDOT	TBD
2	Little White Oak	Around detention pond at Patton St.	0.54	State	TxDOT	TBD
2	Little White Oak	North bank from north of Patton St. to Trimble St.	0.50	HCFCFCD	TBD	TBD
2	Little White Oak	North bank from Calcalcade St. to north of Patton St. under IH 45	0.40	State	TxDOT	TBD
2	Little White Oak	North bank from Link Road to Calvalcade St. (Reconstruction)	0.25	State	TxDOT	TBD
2	Little White Oak	North bank from Stokes Road to Sylvestor Road under IH 610	0.54	State	TxDOT	TBD
2	Little White Oak	South bank from 3 <sup>rd</sup> St. to E. 2 <sup>8</sup> th St. under IH 610	0.30	State	TxDOT	TBD
2	Little White Oak	South bank from Stokes Road to 3 <sup>rd</sup> St.	0.20	HCFCFCD	TBD	TBD

### **6.1. KELLY VILLAGE OPEN SPACE MITIGATION (IV.6.h)**

The acquisition is impacting a 1.85-acre portion of the Kelly Village open space. TxDOT has agreed to acquire additional property and pay for the reestablishment of impacted open space for the remaining residents of Kelly Village. The reconstruction of the park will require the demolition of an additional four buildings and relocation of the residences in these buildings. Laundry Building A is also impacted by the acquisition. The facility is located within the area designated for the reconstruction of the open space. TxDOT is currently updating the appraisal for the property.

### **6.2. CITY PARKS DEVELOPMENT AND REHABILITATION (IV.6.i)**

TxDOT has committed to provide \$1.5 million to the City of Houston Parks and Recreation Department for the development or rehabilitation of park facilities and amenities in City parks located in the vicinity of the project.

TxDOT has begun to draft an agreement to be executed with the City of Houston Parks and Recreation Department to provide \$1.5 million for the development or rehabilitation of park facilities and amenities in City parks located in the vicinity of the project. TxDOT does not have a template agreement for this circumstance and is drafting an agreement to address the conditions of VRA Article IV.6.i. This agreement will require a Minute Order to be approved by the Texas Transportation Commission.

### **6.3. EVALUATION OF NORTH STREET BRIDGE ALTERNATIVE PEDESTRIAN/BICYCLE ROUTES (IV.6.j)**

TxDOT is in the process of evaluating several different options for pedestrians and bicyclists to cross the proposed IH 45 freeway at or near North Street in lieu of the existing North Street Bridge over IH 45 which is planned for permanent removal in Segment 2 of the NHHIP. Options currently being considered include:

1. A new pedestrian bridge over IH 45 adjacent to North Street with cut-back style landings that do not increase the footprint of the proposed ROW.
2. A tunnel underneath IH 45 adjacent to North Street.
3. An alternative pedestrian/bicycle route utilizing an additional shared use path along the north side of Little White Oak Bayou crossing under IH 45 (located approximately 400 ft south of North Street) with connections to North Street.

The evaluation of these alternatives has not yet been completed and would be part of a future re-evaluation for Segment 2.

### **6.4. EMANCIPATION NATIONAL HISTORIC TRAIL CONNECTIVITY (IV.6.k)**

TxDOT is committed to assisting and supporting efforts to develop the Emancipation Trail in accordance with the VRA. TxDOT will engage with the National Park Service on how the NHHIP pedestrian-bike realm can complement the potential study outcomes and any other transportation-related aspects of the Emancipation National Historic Trail. TxDOT will evaluate the results of the National Park Service's Emancipation National Historic Trail Feasibility Study when they are available. Through ongoing detailed design TxDOT is

evaluating the pedestrian-bike realms within the State's ROW and how those can connect with adjacent pedestrian and bike facilities.

TxDOT has developed a fact sheet noting the NHHIP contributions to the Emancipation Trail highlighting opportunities to support coordination efforts concerning connectivity to the Emancipation Trail. See Appendix G, NHHIP Contribution to the Emancipation Trail.

Table 6-2, Connectivity to Emancipation Trail notes the currently planned features by segment and project and the Emancipation Trail benefits.

TABLE 6-2 CONNECTIVITY TO EMANCIPATION TRAIL

Segment (Project)	Feature	Emancipation Trail Benefit
3 (3B-1)	Shared Use Path from Alameda Road to Cleburne St parallel to IH 69 NB to SH 288 SB Direct Connector	Enhanced accessibility to Emancipation Park and at least two other Texas Historical Marker and one other National Register sites
3 (3B-1)	17-foot pedestrian realms either side of Cleburne St, Alabama St, Elgin St, Tuam St, and McGowen St	Enhanced accessibility to Emancipation Park and at least two other Texas Historical Marker and one other National Register sites
3 (3B-1)	Shared Use Path from Cleburne Street to Alabama St along SH 288 NB Frontage Rd	Enhanced accessibility to Emancipation Park and at least two other Texas Historical Marker and one other National Register sites
2	Shared Use Path under IH 610 at North Main St	Enhanced accessibility to Independence Heights Residential Historic District and two other National Register sites
3 (3D)	Shared Use Path on Brazos St from Pierce St to Pease St and along St. Joseph Parkway adjacent detention pond	Enhanced accessibility to Antioch Missionary Baptist Church site
3 (3D)	Reconnection of Andrews St with dedicated bike-pedestrian crossing over the Downtown Connector	Accommodates the Emancipation Trail within the project limits as noted in the VRA
3 (3D)	17-foot pedestrian realms either side of Dallas St over the Downtown Connector	Enhanced accessibility to Headquarter for the Ancient Order of Pilgrims Texas Historical Site and Kellum-Noble House at Sam Houston Park
3 (3D)	20-foot pedestrian realm with two way bike path along Heiner St from Allen Parkway to Cleveland St	Strategic link between historic sites in Midtown and the Buffalo Bayou Trail with direct access to Andrews St and the Emancipation Trail

The final design on the IH 69 and SH 288 interchange in Project 3B-2 accommodates proposed pedestrian realms at Alabama Street, Elgin Street, Tuam Street, and McGowen Street to enhance accessibility to Emancipation Park as noted in the VRA. Additionally, final design of Project 3A includes the Cleburne Bridge across IH-69 with the same enhanced high comfort pedestrian realm. The pedestrian realm has a minimum five-foot buffer from the

travel lanes and then a five-foot bike lane and seven-foot sidewalk on each side of all these bridge locations.

Additionally, Project 3B-2 is including a proposed 10-foot shared use path from Almeda, parallel to the IH 69 northbound to SH 288 southbound direct connector to Cleburne Street which further enhances accessibility to the Emancipation Park.

## **6.5. SUPPORT FOR OLIVEWOOD CEMETARY LISTING IN NATIONAL REGISTER OF HISTORIC PLACES (IV.6.k.vii)**

TXDOT will engage the Descendants of Olivewood Inc. to assist in efforts of listing the Olivewood Cemetery in the National Register of Historic Places. TXDOT will meet with the Descendants of Olivewood and update them on the VRA and requirements. TXDOT will offer and provide assistance in applying and submitting the Olivewood Cemetery for listing in the National Register of Historic Places.

## **7. ACCESS DURING CONSTRUCTION (IV.7)**

### **7.1. SCHOOL ACCESS (IV.7.a)**

During detailed design of individual projects TXDOT is identifying schools near the project that access could be impacted due to construction. Once identified, TXDOT is meeting with representatives from the schools and school district to provide them an overview of the construction project phasing and detours that could impact access to the school. A presentation is shown that is specific to each school location and information provided to the school includes TXDOT contact information, project development timeline, anticipated beginning of construction, anticipated construction duration, and construction phasing. The construction phasing is shown on a map that shows planned roadway closures and detours around the school. The discussion at these meetings is to understand the internal circulation of each school campus and how buses, drivers, pedestrians, and bicyclists access the campus. From these meetings TXDOT is better able to understand whether construction phasing may need to be modified or particular work identified to be completed when school may not be in session and traffic to the school be lighter or non-existent.

TXDOT met with representatives from the Young Women's Preparatory Academy and HISD transportation operations on July 24, 2023, and a representative from the A Plus Middle School on August 3, 2023. The presentation shared with these two schools noted above is included as an example of these meetings and materials presented in Appendix H, Example School Access Coordination Presentation.

TXDOT has also recently met with the Houston Academy for International Studies and HISD on August 14, 2023. Coordination with these three schools will continue throughout final design and construction.

### **7.2. TRANSIT ACCESS (IV.7.b)**

During detailed design of individual projects TXDOT is coordinating with METRO to identify transit stop locations, bus routes, light rail routes, and upcoming work to be performed by METRO in and around the project area. Reoccurring meetings have been taking place between METRO and TXDOT to discuss how the planned construction will affect the existing bus stops and routes. The primary impact to bus stops and routes is the construction phasing



and associated road closures that require detours. TXDOT has sent 30% and 60% design plans for the 3B-1 project and 30% design plans for the 3B-2 project to METRO for their review and comment. METRO's comments are captured and addressed through TXDOT's comment resolution process with the designer. METRO was also included in the traffic control plan review where the project phasing was presented and discussed. Comments were captured at this meeting as well for analysis and possible inclusion into the plans. TXDOT is evaluating planned detour routes for buses by applying turning templates to ensure the detour is appropriate for buses. For light rail access on METRO's purple and green lines, TXDOT is planning to tunnel the proposed storm sewer under the tracks to not disrupt the light rail operation. Coordination is ongoing to develop a monitoring and contingency plan for the light rail tracks to be implemented by TXDOT's contractor during certain construction activities around the light rail tracks.

NHHIP Project 3A includes light rail crossings at IH-69 and would affect operations of METRO's Wheeler Transit Center (WTC), which is a hub for both light rail and buses located between Main Street and Fannin Street and between Wheeler Avenue and IH-69. To maintain operations of the light rail tracks and the WTC, TxDOT, along with their consultant engineering firm AECOM, has been coordinating with METRO on various site plan alternatives for reconstructing and relocating the WTC as well as a plan to construct an additional permanent light rail track, to be used as a shoefly during construction to minimize any disruption to the light rail operations. TxDOT and AECOM have developed a conceptual construction phasing strategy for construction of the light rail tracks over IH-69 that includes the construction of temporary cut-off walls parallel to the tracks across IH-69 and construction of bridge elements in the ground prior to the excavation of the proposed depressed IH-69 main lanes below the tracks. TxDOT and AECOM have held several meetings with METRO to coordinate these plans and several iterations of comments have been received from METRO and addressed. Reference Table 7-1, METRO Meetings and Submittals for a list of coordination meetings with METRO as well as correspondence and submissions to METRO for the 3A and 3B projects.

Additionally, TxDOT's coordination with METRO has also included proposed alternatives for bus circulation at the WTC, including but not limited to, a new one-way bus-only connecting roadway between Fannin Street and Main Street, a 6-bay saw-tooth style bus platform along Fannin, a 250-ft long bus bay along Main Street, and an upgraded driver relief facility. TxDOT will also coordinated with METRO on alternative bus routing during the various phases of construction for the WTC and the adjacent streets.

TABLE 7-1 METRO MEETINGS AND SUBMITTALS

Segment (Project)	DATE	ACTIVITY	SUBJECT
3 (3A)	3/9/2023	Meeting	Wheeler Transit Center safety and security certification requirements
3 (3A)	1/20/2023	Meeting	Wheeler Transit Center site plan options coordination (including City of Houston)
3 (3A)	1/31/2023	Meeting	Wheeler Transit Center site plan options follow-up coordination workshop (including City of Houston)

Segment (Project)	DATE	ACTIVITY	SUBJECT
3 (3A)	2/3/2023	Submittal	Wheeler Station relocation-- Safety and Security Scope
3 (3A)	2/13/2023	Submittal	Wheeler Station METRO Construction Estimate
3 (3A)	2/14/2023	Meeting	Wheeler Transit Center construction estimate update
3 (3A)	2/16/2023	Submittal	Wheeler Station-- Electric Building
3 (3A)	2/23/2023	Submittal	Safety and Security Scope
3 (3A)	2/23/2023	Submittal	Wheeler Station-- Site and Track Layout Exhibits
3 (3A)	3/6/2023	Submittal	Wheeler Station-- Electric Building
3 (3A)	3/14/2023	Submittal	Comment Responses to METRO for Site Layout and Exhibits
3 (3A)	4/3/2023	Meeting	Wheeler Transit Center Site Plan coordination (comments clarification)
3 (3B)	4/4/2023	Submittal	30% St. Emanuel Plans for review
3 (3A)	4/5/2023	Meeting	Follow-up informal discussion on Wheeler Transit Center site plan concept
3 (3B)	5/4/2023	METRO	Project 3B Coordination
3 (3A)	5/4/2023	Submittal	Safety and Security Scope
3 (3B)	5/16/2023	Submittal	Project 3B Coordination
3 (3A)	5/18/2023	Submittal	Project 3A Caroline-Wheeler cap and potential expansion
3 (3B)	5/23/2023	Meeting	METRO Rapid University Coordination
3 (3B)	5/31/2023	Meeting	Field visit
3 (3B)	5/31/2023	Meeting	Project 3B Coordination
3 (3A)	6/1/2023	Submittal	Update on request for schedule
3 (3B)	6/9/2023	Submittal	30% IH 69/SH 288 Interchange plans for review

Segment (Project)	DATE	ACTIVITY	SUBJECT
3 (3B)	7/6/2023	Meeting	Project 3B Coordination
3 (3B)	7/20/2023	Meeting	Traffic Control Plan Workshop (including City of Houston)
3 (3A)	7/28/2023	Submittal	Updated site plan exhibit
3 (3B)	8/3/2023	Meeting	Project 3B Coordination
3 (3A)	8/11/2023	Submittal	Updated site plan and comments responses to METRO
3 (3A)	8/14/2023	Submittal	Exhibits for METRO ROW Needed by TxDOT and LRT/Fannin Bridge Cap Limits
3 (3A)	8/15/2023	Submittal	Updated site plan exhibit
3 (3B)	8/22/2023	Submittal	60% St. Emanuel Plans for review
3 (3A)	8/24/2023	Submittal	Updated site plan exhibit
3 (3A)	8/24/2023	Submittal	Preliminary P6 Schedule for Segment 3A
3 (3A)	8/28/2023	Meeting	Wheeler LRT Station Site Plan, ROW needs, and LRT/Fannin Bridge Cap (including City of Houston)

### 7.3. TRAFFIC MANAGEMENT (IV.7.c)

To address traffic management during construction TXDOT will reengage the Innovative Traffic Steering Committee as described in a previous section of this report and as detailed design begins for each individual project. This will provide the Committee specific traffic control phasing to evaluate. Input from the Committee will be considered for inclusion into the construction plan to manage mobility. TXDOT will support the Committee in identifying and pursuing Federal funds to support minimizing adverse impacts of construction.

TXDOT is committed to providing 14 calendar days public notice of bus and light rail service disruptions on the project webpage. TXDOT will work with METRO whether these notices can be posted on their webpage as well to increase the exposure to the public.

## **8. MEANINGFUL ACCESS FOR PERSONS WITH LIMITED ENGLISH PROFICIENCY (LEP) (IV.8)**

### **8.1. LANGUAGE ACCESS PROGRAM (IV.8.A)**

TXDOT is implementing its language access program in accordance with Title VI and DOT regulations and consistent with Title VI guidance issued by DOT.

### **8.2. TRANSLATION SERVICES (IV.8.B)**

TXDOT will provide translation services for vital print or digital communications without relying solely on automatic translation. TXDOT provides print and digital communication in English and Spanish as a standard practice. Seven languages, including English and Spanish, have been identified to be spoken in the Project area and TXDOT has provided print and digital communication in these languages to accommodate those who have limited English proficiency. The NHHIP website can be translated into several languages and includes information to receive translations of specific graphics, images, and PDFs on the website.

### **8.3. LEP NEEDS OF PENDING DISPLACEMENTS (IV.8.C)**

TXDOT will continue to document, track, and monitor the LEP needs of anyone still to be displaced. TXDOT's SOPs provide guidance on how staff and consultants are to handle this effort.

### **8.4. TIMELY LANGUAGE ASSISTANCE SERVICES (IV.8.E)**

TXDOT is committed to making language assistance services available in a timely way for relocation and acquisition services. TXDOT has not delayed language assistance services to individuals with LEP and timeframes for receiving information, benefits, or other aspects of the relocation and acquisition activities have been on a timeframe consistent with individuals with non-LEP. If such a situation arises, TXDOT will document this per the commitment in the VRA.

### **8.5. DOCUMENTATION OF FUTURE INTERACTIONS (IV.8.F)**

Future interactions between TXDOT's resource providers and relocation contractors and persons with LEP will be documented to include the person's name, the specific language(s) and dialects needed, how spoken and written language needs are identified, date language assistance services are requested, date language assistance services are provided, and how language assistance services were provided to that person. TXDOT's LEP Right of Way SOP includes documentation requirements for LEP encounters. This documentation is reported to TXDOT's CIV Division quarterly and then a Title VI questionnaire is reported annually at the end of each fiscal year.

### **8.6. STANDARD OPERATING PROCEDURE (SOP) DEVELOPMENT (IV.8.G)**

TXDOT committed to develop a Standard Operating Procedure (SOP) for TxDOT resource providers, relocation contractors, and TxDOT staff that describes the roles and responsibilities for each regarding interactions with persons with Limited English Proficiency (LEP). The SOP would include procedures for documentation, communication, notice of free language assistance services available to persons with LEP, language access complaints,

and issue resolution. TxDOT would provide the draft SOP to FHWA for review and comment no later than 45 calendar days after the VRA is signed, and all FHWA comments shall be resolved by both parties within 30 days of receipt of the comments.

In accordance with this Section, TxDOT developed LEP SOPs for both the Environmental Affairs Division and the Right of Way Division, as both Divisions employ personnel who potentially interact with LEP individuals. While both SOPs follow largely the same parameters, each are drafted according to that Division's specific roles and duties in the public outreach process. The draft SOPs were developed through coordination with individuals from the Houston District as well as those from the General Counsel Division, Environmental Affairs Division, Right of Way Division, and Civil Rights Division. TxDOT provided these draft SOPs to FHWA for review on April 18, 2023 and, upon receiving from and discussing comments with FHWA, provided revised SOPs to FHWA for review on June 2, 2023. FHWA provided a final round of comments and the SOPs were finalized on June 6, 2023.

#### **8.7. TXDOT PROVIDED INTERPRETER (IV.8.H)**

The LEP Right of Way SOP includes direction that TXDOT will have an agency-sponsored interpreter present to ensure accuracy and completeness of presented information when an individual with LEP prefers to bring an interpreter of their choosing. This direction is captured in a note for Item 6.1.3 in TXDOT's LEP Right of Way SOP.

#### **8.8. TRANSLATION OF DOCUMENTS AND MATERIALS (IV.8.I)**

TXDOT's Right of Way SOP includes direction to staff and consultants on the requirements to provide all translated relevant documents and materials to displacees in their preferred language prior to requesting signatures or other legal commitments.

#### **8.9. LEP TRAINING (IV.8.J)**

Once the SOPs were finalized, a training was developed to educate TXDOT employees and consultants on their implementation. The training was a combined effort of the Houston District, General Counsel Division, Environmental Affairs Division, Procurement Division, Civil Rights Division, and Communications Division. The training provided a history of TXDOT's Title VI Program and Language Assistance Plan to provide context for the SOPs. The Houston District's Environmental and Right of Way supervisors went over the SOPs in detail and the expectations of the implementation and use on the NHHIP. Attendees at the training, which was performed on June 27, 2023, included TXDOT employees, consultants working on TXDOT's behalf, and FHWA. The TXDOT employees and consultants are those that will, or may, interact with the public through TXDOT's environmental or right of way processes. A total number 126 people attended this training. The training was recorded for future use. As new TXDOT staff or consultants begin working on the NHHIP, they will be required to watch the training to become familiar with the SOPs and their use. Once the training is complete, an affidavit will be signed confirming completion of the training and kept on file for documentation.

TXDOT's LEP SOP Training

- Overview of TXDOT's Title VI Program
- Overview of TXDOT's Language Assistance Plan
- Best Practices for Inclusive and Intentional Public Engagement

- How to Secure LEP Service Providers
- LEP SOPs from NHHIP VRA
- Recordkeeping/Documentation
- Actions if a Complaint is Received for Lack of Language Assistance

#### **8.10.SURVEY OF DISPLACED INDIVIDUALS (IV.8.K)**

TXDOT worked with FHWA to draft a survey of displaced residents and businesses to assess the sufficiency of translation, interpretation, and other language assistance services. This draft survey was submitted to FHWA for review on April 18, 2023, and a final survey submitted to FHWA on June 12, 2023, that addressed received comments. This survey was sent to the previously displaced residents and businesses by mail and email on June 23, 2023. No surveys have been returned requesting additional language services. An initial report was submitted to FHWA on July 31, 2023, detailing efforts to comply with this provision. Additional reports will be submitted every 60 days until the provision of the supplemental LEP services to all who request them and any additional services resulting therefrom are completed.

#### **8.11.LANGUAGE ASSISTANCE SERVICES DURING PUBLIC ENGAGEMENT (IV.8.L)**

Items 6.4 and 6.5 of TXDOT's LEP Environmental SOP provide direction on LEP encounters will be planned for as part of TXDOT's public engagement. Steps will be taken to identify the potential need to interpreters or translators and plans enacted to ensure proper resources for meaningful public engagement are available to persons with LEP.