

OVERVIEW: THE PROJECT

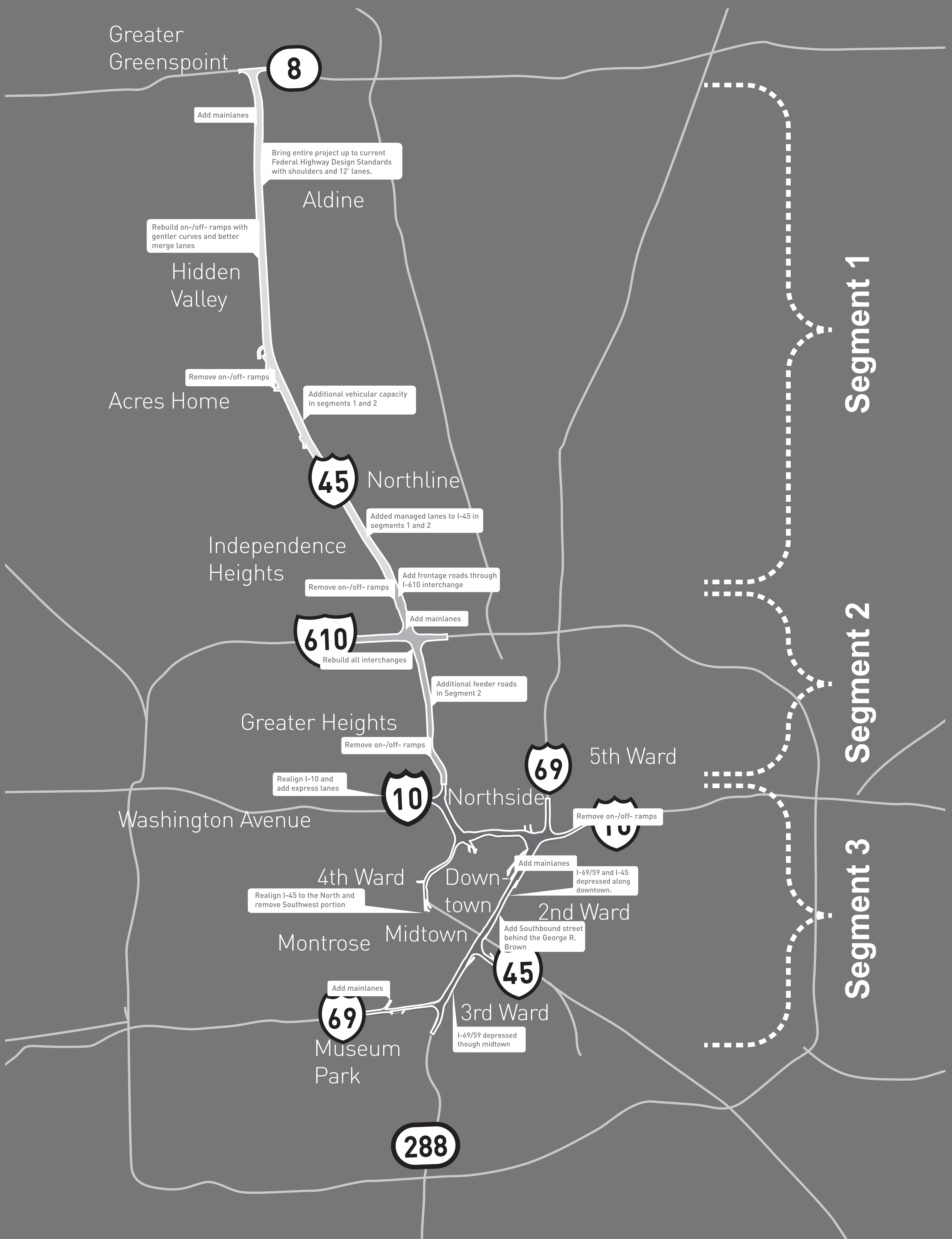
Visión General: del Proyecto

This project is addressing 3 different state-set objectives:

- 1: Bring the freeway up to current design standards (all segments)
- 2: Add capacity (all segments)
- 3: Realign the freeways around Downtown (Segment 3 only)

The North Houston Highway Improvement Project (NHHIP) is a planned reconstruction of I-45 from Beltway 8 to Downtown.

Summary of TxDOT Proposal:



HISTORY

Historia

This project has been in development for 15 years.

It began in 2002 with a series of meetings about the North Houston corridor. The money earmarked for this project can only be used for the construction and planning of highways or mitigation efforts.

HIGHWAY DESIGN AND FUNDING



U.S. Department of Transportation

Federal Highway Administration



January 9, 2002

Notice of Intent (NOI) from FHWA, TxDOT, METRO & H-GAC partner to conduct North-Hardy Planning Studies and Environmental Impact Statement

October 2004

The North Highway Improvement Project was introduced in a form resembling current proposals.

October 26 & 28, 2004

Draft recommendation of Highway Alternative presented publicly. Public feedback modified the Draft Highway Alternative.

2011

TxDOT / FHWA Begin Environmental Document Preparation (Environmental Impact Statement) for North-Hardy Corridor Highway Component

November 2011

TxDOT held the first round of agency and public scoping meetings to discuss the project goals, the extent of impact analyses, agency coordination, and public involvement.

October 2012

TxDOT held a second round of agency and public scoping meetings to present and solicit input on the Alternatives Evaluation Screening Process and the six Preliminary Alternatives selected per study segment.

April 2015

TxDOT held the fourth round of agency and public meetings to present more detailed evaluations of the Reasonable Alternatives and identify the Proposed Recommended Alternative.

Fall 2017

Mayor Turner establishes a Steering Committee comprised of civic leaders

June 2002

Public review process with stakeholders from six North-Hardy segments and three general public meetings, culminating with the Stakeholder Advisory Committee.

November 2005

Final report published: North-Hardy Planning, Alternatives Analysis Report (Highway Component)

During the approval process for the Final report for the Highway Component, TxDOT agreed to the following project goals when the preliminary design and environmental document preparation phase begins:

- Stay within the existing IH 45 right of way between Quitman St. and Cavalcade St., except at intersections where turn lanes may be needed.

- Minimize effects on quality of life issues of the residents and neighborhoods in the project area.

- Study Hardy Toll Road as an alternative route for additional lanes.

- Evaluate use of tunnels as an alternative in areas of constrained right-of-way.

November 2013

TxDOT held the third round of agency and public meetings to present and gather public comments on the Reasonable Alternatives. Based on public and agency feedback and further engineering and environmental studies, the study team evaluated each Reasonable Alternative to identify one Proposed Recommended Alternative per segment.

May 9 and 11, 2017

TxDOT conducts Public Hearing for Draft Environmental Impact Statement (Draft EIS)

July 25, 2017

Mayor Turner sends letter to TxDOT detailing requests for minimal adverse impacts and maximizing transit

NEXT STEPS

Próximos Pasos

As the process moves forward, Mayor Turner will communicate with TxDOT before they confirm their next steps. This workshop will help inform his communication.

A medida que avance el proceso, el alcalde Turner se comunicará con TxDOT antes de que confirmen sus próximos pasos. Este taller ayudará a informar su comunicación.

Early 2018

The public process for Segment 3 was launched by Central Houston, Inc.

April 2019

Mayor's Steering Committee initiated similar public process for Segments 1 and 2. Urban Planners and Designers from Huitt-Zollars and UH's Community Design Resource Center (CDRC) were identified to work with Houston's Planning and Development Department.

August 13, 15, and 17, 2019

First Community Workshops for Segments 1 and 2 hosted by City Planning, Huitt-Zollars, and CDRC.

December 11 and 19, 2019

TxDOT's Community Impacts Assessment and Draft Cumulative Impacts Reports were released, respectively.

Summer 2018

Three public open houses focused on Segment 3 were hosted by the City of Houston

June 20 and 26, 2019

City and TxDOT co-hosted two public meetings to provide an overview and status update of NHHIP, and to inform people about the City-led engagement process.

July 26, 2019

The Houston-Galveston Area Council's (H-GAC) Transportation Policy Council (TPC) approved a \$100 million down payment to begin to rebuild Segment 2 of I-45, which runs from I-10 to North Loop 610.

November 9, 2019

City Planning, Huitt-Zollars, and CDRC led a workshop on Segment 3.

Current TxDOT Timeline

February 7, 2020

TxDOT's comment period deadline for two recently posted technical reports: Community Impacts Assessment and Draft Cumulative Impacts Report.

April, 2020 (TBD)

TxDOT issues the Record of Decision (ROD) for signing, which signals formal federal approval of the Environmental Impact Statement.

The ROD authorizes the respective state transportation agency to proceed with design, land acquisition, and construction based on the availability of funds.

Current City of Houston Process

Jan 30, Feb 1, Feb 2, 2020

City Planning Dept., Huitt-Zollars, and CDRC lead meetings on Segments 1 and 2 showing concepts to improve and change TxDOT's NHHIP. The input from these meetings will guide the City's requests to TxDOT.

February-March 2020

City planning, Huitt-Zollars, and CDRC develop a holistic recommendation for Mayor Turner that encompasses all parts of the engagement process.

March 2020 (TBD)

Mayor Turner submits official requests to TxDOT based on feedback from Community Workshops, his Steering Committee, and the Facilitation Group.

Winter 2020

Final Environmental Impact Statement due to be published

Summer 2020

After the record of decision, TxDOT could receive final approval from the Texas Commission of Transportation by as early as summer 2020 and then begin the design-build phase of the downtown portion.

WHAT DO YOU WANT OUT OF THIS PROJECT?

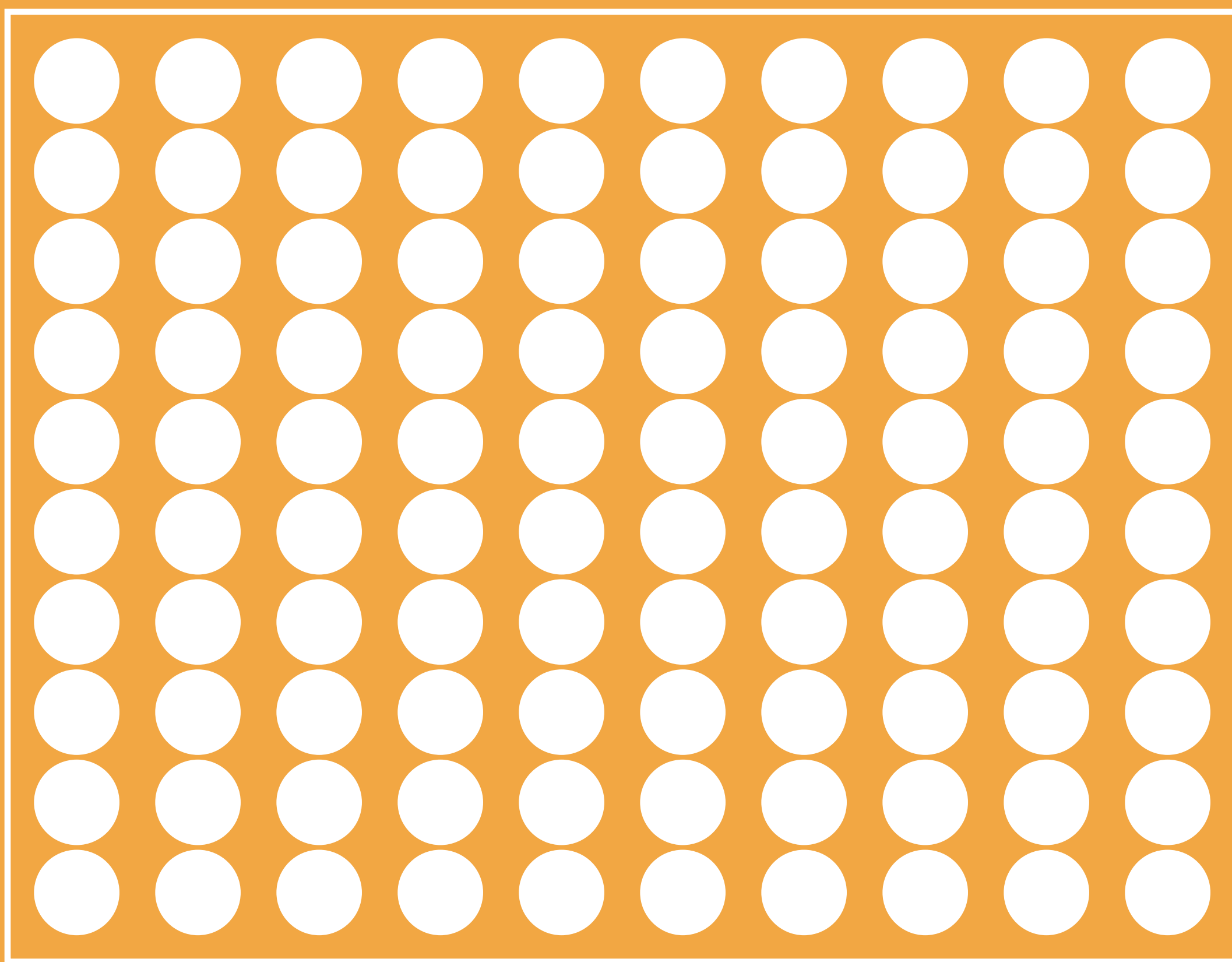
Que quieres de este proyecto?

Please consider your choices carefully and place your orange "G" stickers on what's most important to you when considering the future of this project.

Considere con atención su elección y ponga sus calcomanías anaranjadas "G" en los factores más importantes para usted al considerar el futuro de de este proyecto.

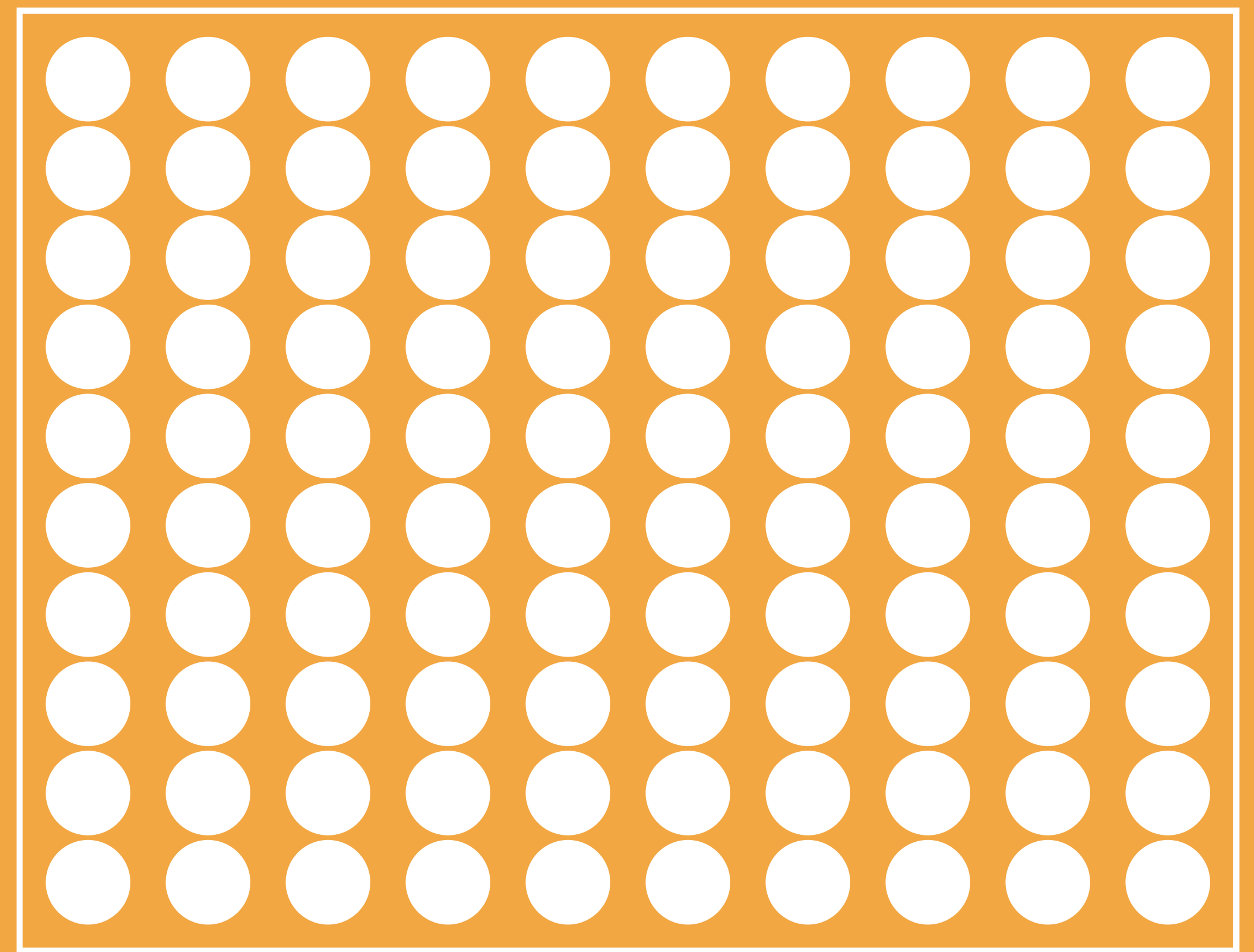
INCREASE VEHICULAR CAPACITY

Capacidad Vehicular



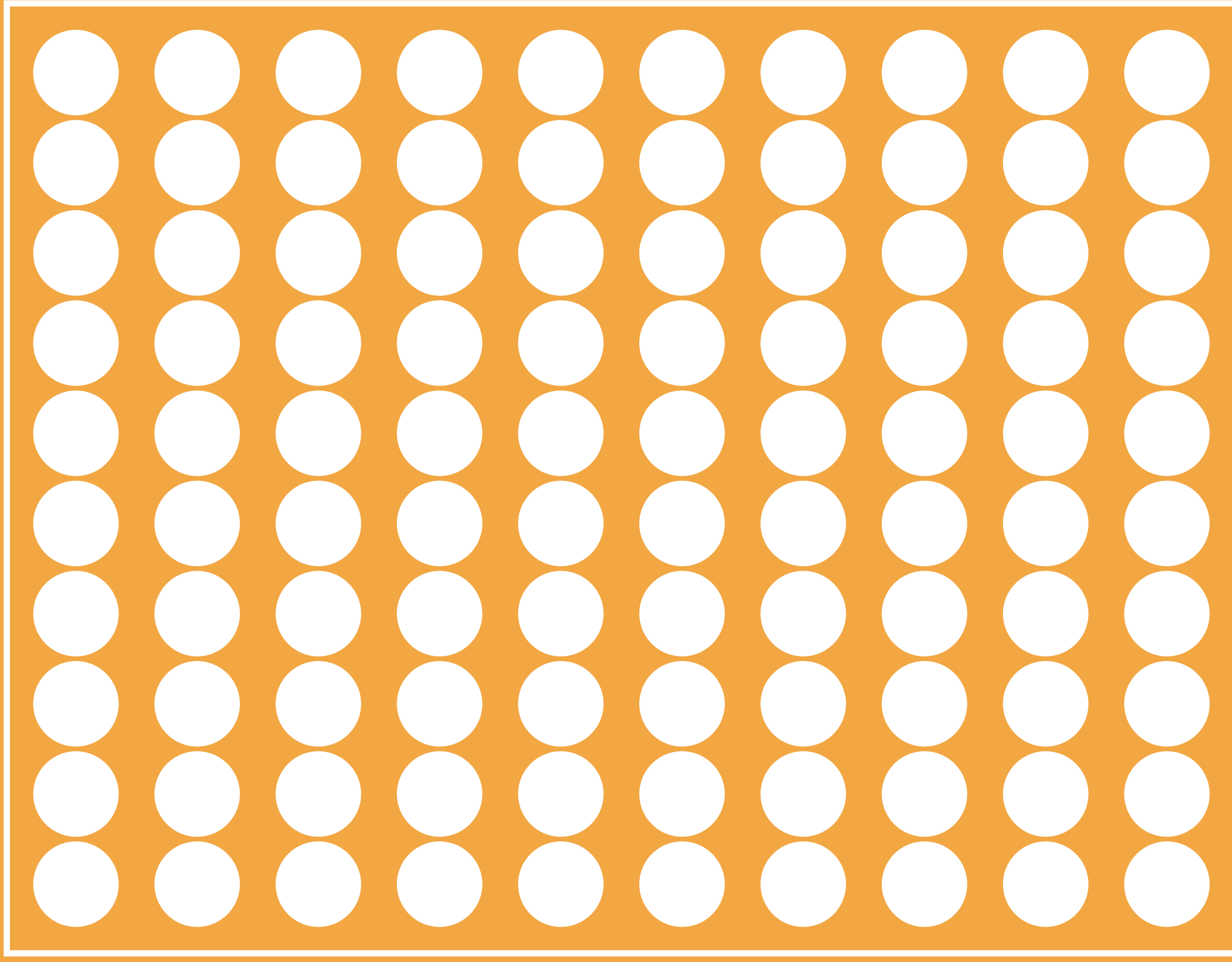
IMPROVE ACCESS TO PUBLIC TRANSIT

Mejorar el Acceso a Tránsito



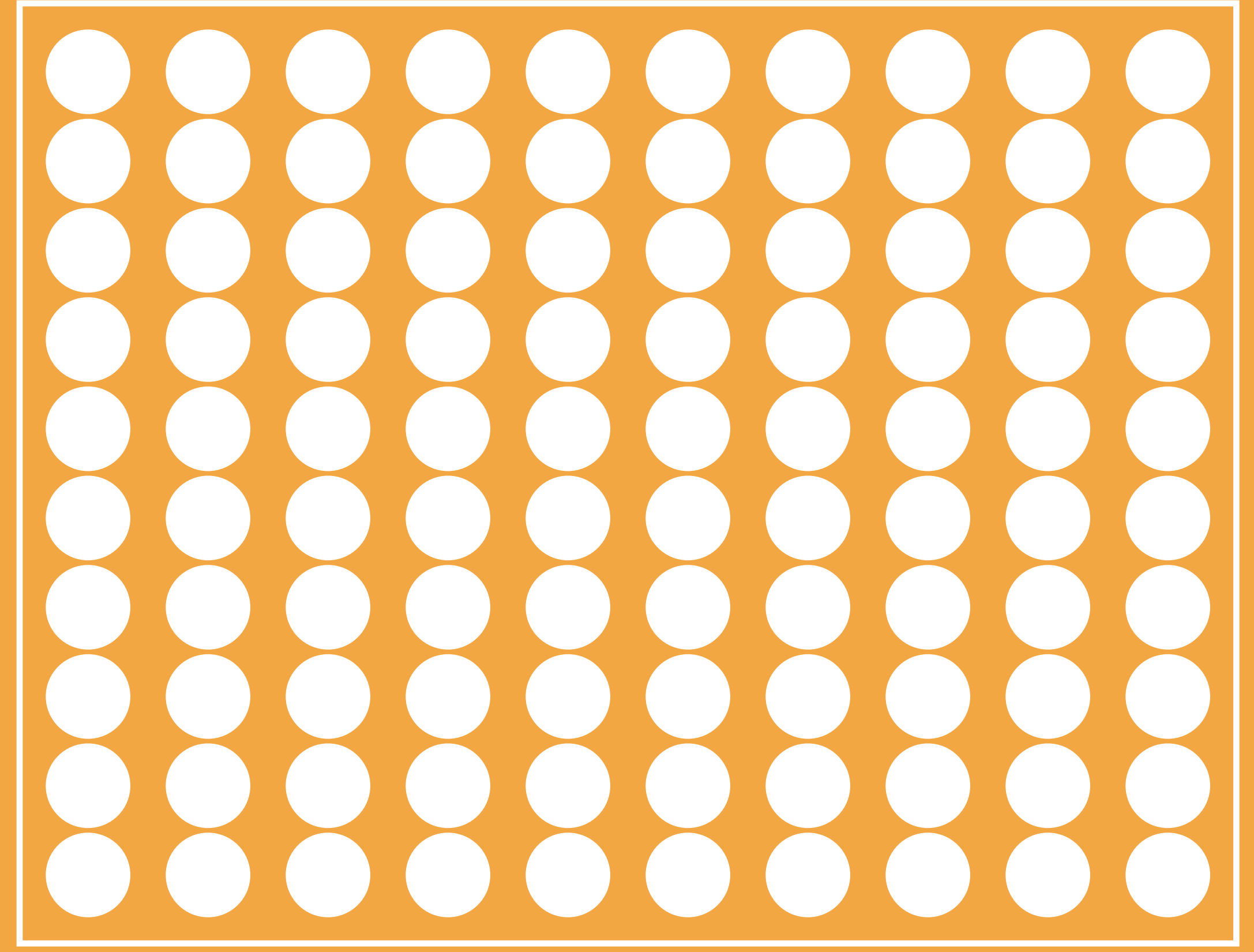
ELIMINATE CRASHES

Eliminar Choques



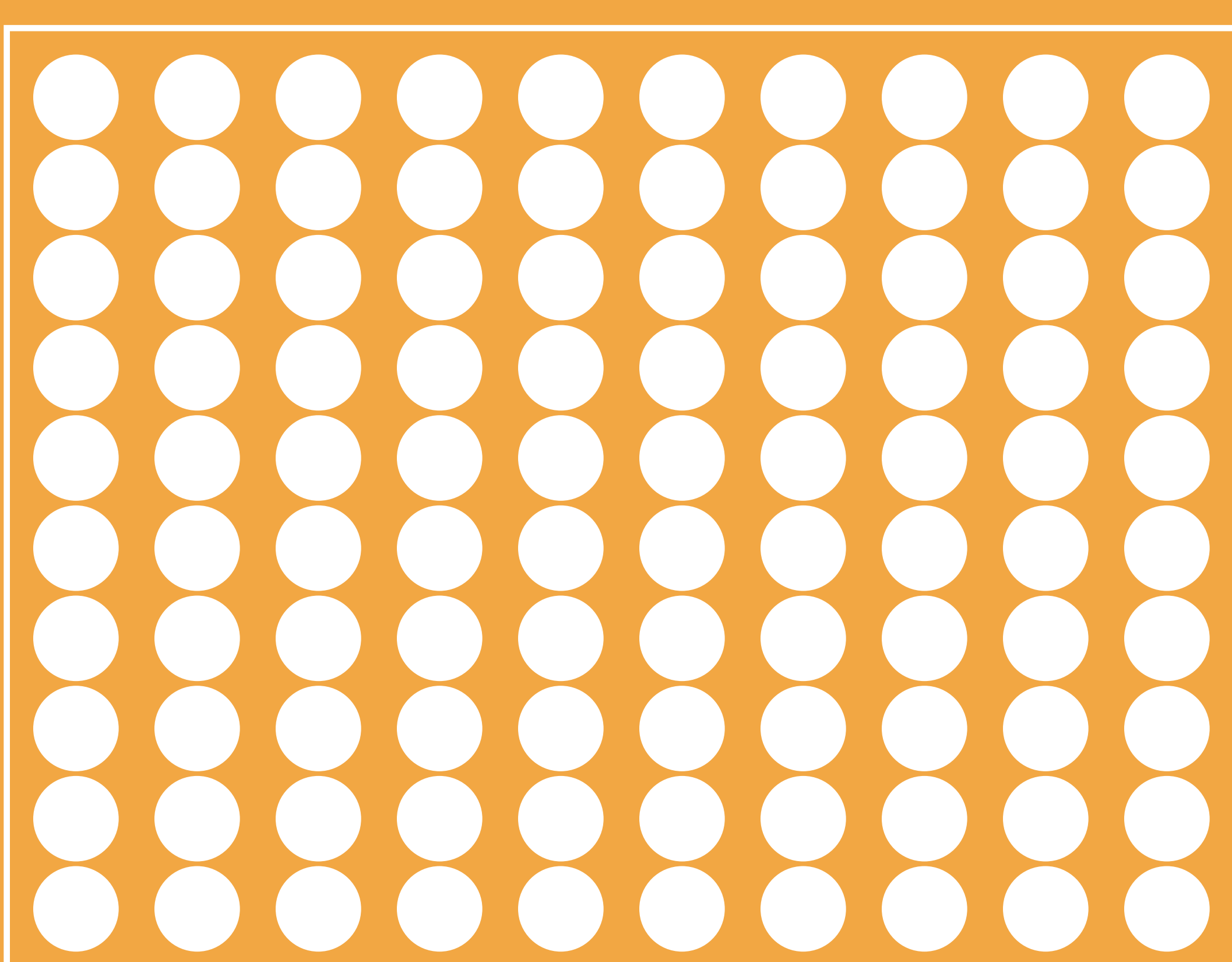
INCREASE RESILIENCE

Aumentar Resiliencia



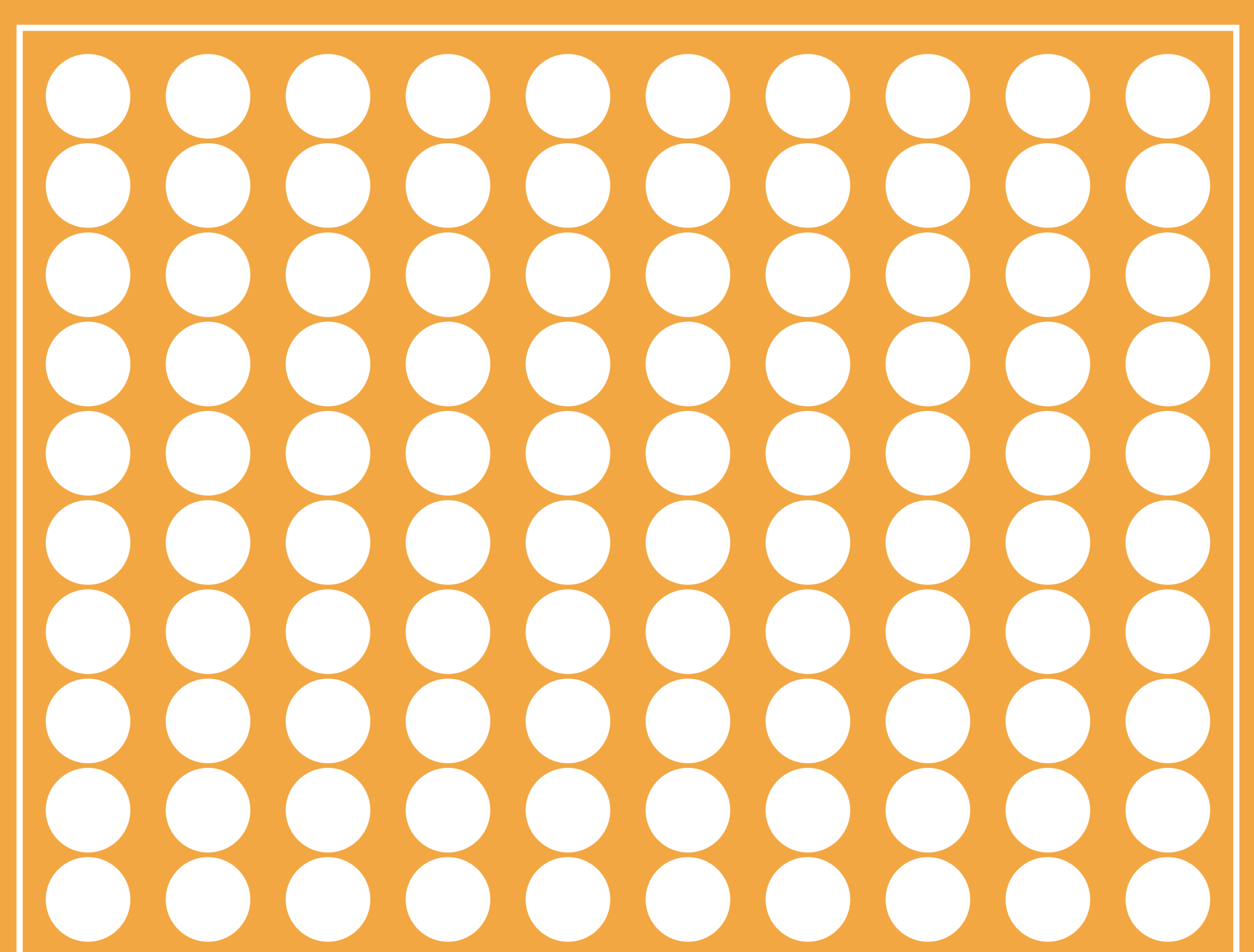
RECONNECT COMMUNITIES

Reconectar Comunidades



BENEFIT ALL HOUSTONIANS

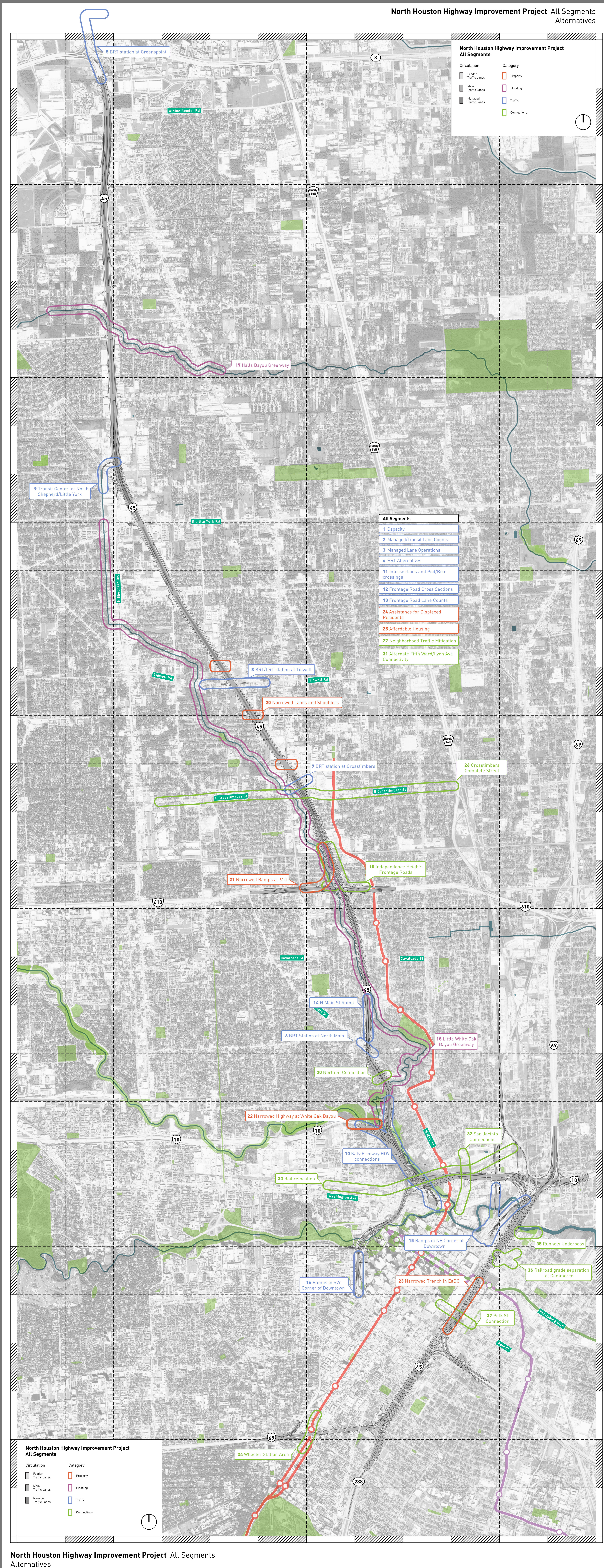
Beneficiar a Todos los Residentes de Houston



ALTERNATIVE LOCATIONS

Ubicaciones Alternativas

38 alternatives have been developed for the North Houston Highway Improvement Project, that address comments received to date. For each alternative, the board shows the TxDOT proposal and one or more alternates. While we believe these are technically feasible, many may require additional funding that has not been identified. Your input will be used by the technical team, the facilitation group, the Mayor's Steering Committee, and ultimately, the Mayor to determine what the City wants to ask for.



Segment 1

Segment 2

Segment 3