NHHIP: Public Engagement Process
Presentation to Transportation Policy Council

City of Houston Planning and Development Department
April 24, 2020
Facilitation Group Process and Timeline

- Facilitation Group Forms
- Joint COH - TxDOT Public Meetings
- Technical Advisors on Board
- Segments 1 & 2 Community Workshops
- Segment 3 Community Workshop
- Second Community Workshops
- Recommendations to TxDOT

- Apr 2019
- Jun 2019
- Jul 2019
- Aug 2019
- Nov 2019
- Jan - Feb 2020
- Spring 2020

We are here
We received lots of useful input
Ongoing coordination

- We have had ongoing meetings with both Harris County and METRO
- Our goal where possible is to have City of Houston, Harris County, and METRO make the same ask in the same language
We set out to reduce the negative impacts and increase the benefits of this project ... 

but we can’t do that just by refining the project.
Segments 1 and 2 have disproportionate impacts

Table ES-1: Summary of Impacts of the Reasonable Alternatives in Segment 1

<table>
<thead>
<tr>
<th>Alternative 4 (Proposed Recommended)</th>
<th>Alternative 5</th>
<th>Alternative 7</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Acquisition of 212 acres of land: commercial land use on west side of I-45; commercial, residential, and industrial land uses on east side</td>
<td>- Acquisition of 239 acres of land: commercial and residential land uses on east side of I-45; greatest impact to industrial land use in comparison to the other alternatives</td>
<td>- Acquisition of 120 acres of land: commercial and residential land uses on east and west side of I-45</td>
</tr>
<tr>
<td>- Commercial development and planned industrial park in proposed right-of-way</td>
<td>- Portion of the Adath Israel Cemetery (classified as open space land use) is located in proposed right-of-way</td>
<td>- Portion of commercial development and planned industrial park in proposed right-of-way</td>
</tr>
<tr>
<td><strong>Community Resources</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Displacement of 3 places of worship and 2 schools/universities</td>
<td>- Displacement of 5 places of worship and 3 schools/universities</td>
<td>- Displacement of 3 places of worship and 1 school/university</td>
</tr>
<tr>
<td>- Displacement of medical care facilities</td>
<td>- Displacement of medical care facilities, shopping centers, and grocery stores</td>
<td></td>
</tr>
<tr>
<td><strong>Displacements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 160 Multi-family residential units*</td>
<td>- 97 Multi-family residential units*</td>
<td>- 26 Multi-family residential units*</td>
</tr>
<tr>
<td>- 242 Businesses; 23,066 Employees</td>
<td>- 354 Businesses; 21,232 Employees</td>
<td>- 258 Businesses; 23,260 Employees</td>
</tr>
<tr>
<td><strong>Environmental Justice</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- All alternatives would cause disproportionate high and adverse impacts to minority or low-income populations</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Economic Conditions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- $139,000 residential property tax loss</td>
<td>- $266,000 residential property tax loss</td>
<td>- $138,000 residential property tax loss</td>
</tr>
<tr>
<td>- $76,000 million business property tax loss</td>
<td>- $12,9 million business property tax loss</td>
<td>- $7.4 million business property tax loss</td>
</tr>
<tr>
<td>- $298,000 other property tax loss</td>
<td>- $247,000 other property tax loss</td>
<td>- $179,000 other property tax loss</td>
</tr>
<tr>
<td>- $118.1 million in potential sales tax loss due to displacement of businesses</td>
<td>- $142.4 million of potential sales tax loss due to displacement of businesses</td>
<td>- $149 million of potential sales tax loss due to displacement of businesses</td>
</tr>
<tr>
<td>- Loss of property tax revenue for 30 parcels within limited purpose annexation area</td>
<td>- Loss of property tax revenue for 3 parcels within limited purpose annexation area</td>
<td>- Loss of property tax revenue for 30 parcels within limited purpose annexation area</td>
</tr>
</tbody>
</table>

“Environmental Justice
- All alternatives would cause disproportionate high and adverse impacts to minority or low-income populations”
Segments 1 and 2 significantly increase the freeway footprint.

Typically 50% increase in footprint: 150 ft wider.
The public wanted us to consider other options
We looked at multiple options.
Tradeoffs

Displacements & Neighborhood Impacts

Capacity

Design Standards
The City’s Vision for segments 1 and 2

• Aligns with ‘Vision C’ presented to the Facilitation Group
• A narrow footprint that is largely within the current right-of-way
• Minimal displacements
• No added main lanes
• Interchanges and ramps rebuilt to safety standards
• Dedicated 2-way transit lanes and BRT stations on I-45
• Frontage roads designed as city streets
• Safe bike/ped crossings, keeping as many crossings as possible
• A systematic strategy for freight movement
• Coordinated approach to reducing flooding
• White Oak Bayou and Halls Bayou greenways
Vision for segment 3

- Improved trail connections
- Additional and improved crossings
- More parks and open space
- Mitigation for lost connections
- Freight rail improvements
- Plan for 2-way HOV
Segment 3: Move forward now

- Adopt a Record of Decision
- Limited modifications and additions

Segments 1 and 2: Study alternatives

- Confirm mutual project goals
- Design and model traffic as a new alternative (or other options that meet the goals we set out)
- Conduct a comprehensive study of freight movement through the region
- Continue public input
- Make a decision following study
- Use design-bid-build for segments 1 and 2
Next steps

• No action today

• We will consider what process best meets the city’s interests
  • Impact on timelines and Segment 3
  • Meeting the mayor’s promise to neighborhoods

• Mayor and TxDOT work together on solutions that result in a better project
Questions?