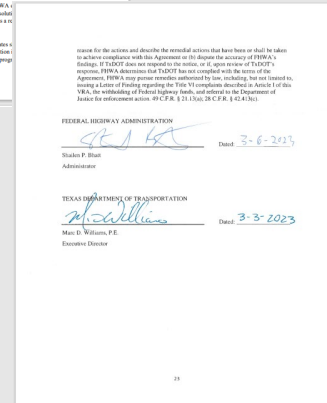
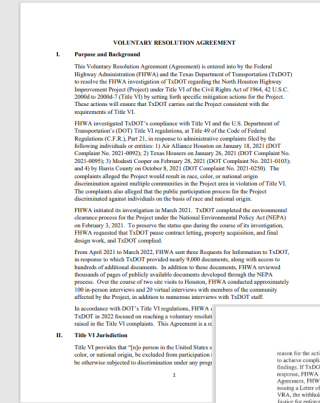




# I-45 North Houston Highway Improvement Project

## NHHIP – STATUS UPDATE

- Voluntary Resolution Agreement (VRA) with FHWA
  - March 5, 2023
- Memorandum of Understanding with Harris County resolving NEPA lawsuit
  - December 22, 2022
  - Lawsuit was dismissed January 2023
- Memorandum of Understanding with the City of Houston
  - December 19, 2022
- NHHIP remains funded in the 2023 UTP with \$5 billion
  - Including \$490.7M as approved by the TPC



## WHAT IS THE VRA?

- The Voluntary Resolution Agreement (VRA) is an understanding by and between the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT)
- Resolves the FHWA investigation of TxDOT regarding the North Houston Highway Improvement Project (Project) under Title VI of the Civil Rights Act of 1964 (Title VI) by setting forth specific mitigation actions for the Project
  - **Lifts pause**
  - No Title VI violations identified in VRA
  - TxDOT to resume all project development activities.
- Provides specific, enforceable timelines and monitoring by FHWA to ensure TxDOT carries out the Project consistent with the requirements of Title VI
- FHWA has concluded review of TxDOT's responsibilities under the National Environmental Policy Act (NEPA) also with no findings



## TxDOT ACTIONS COMMITTED TO IN VRA

Performed in addition to and/or in compliance with mitigation actions already committed to by TxDOT, as contained within the Record of Decision:

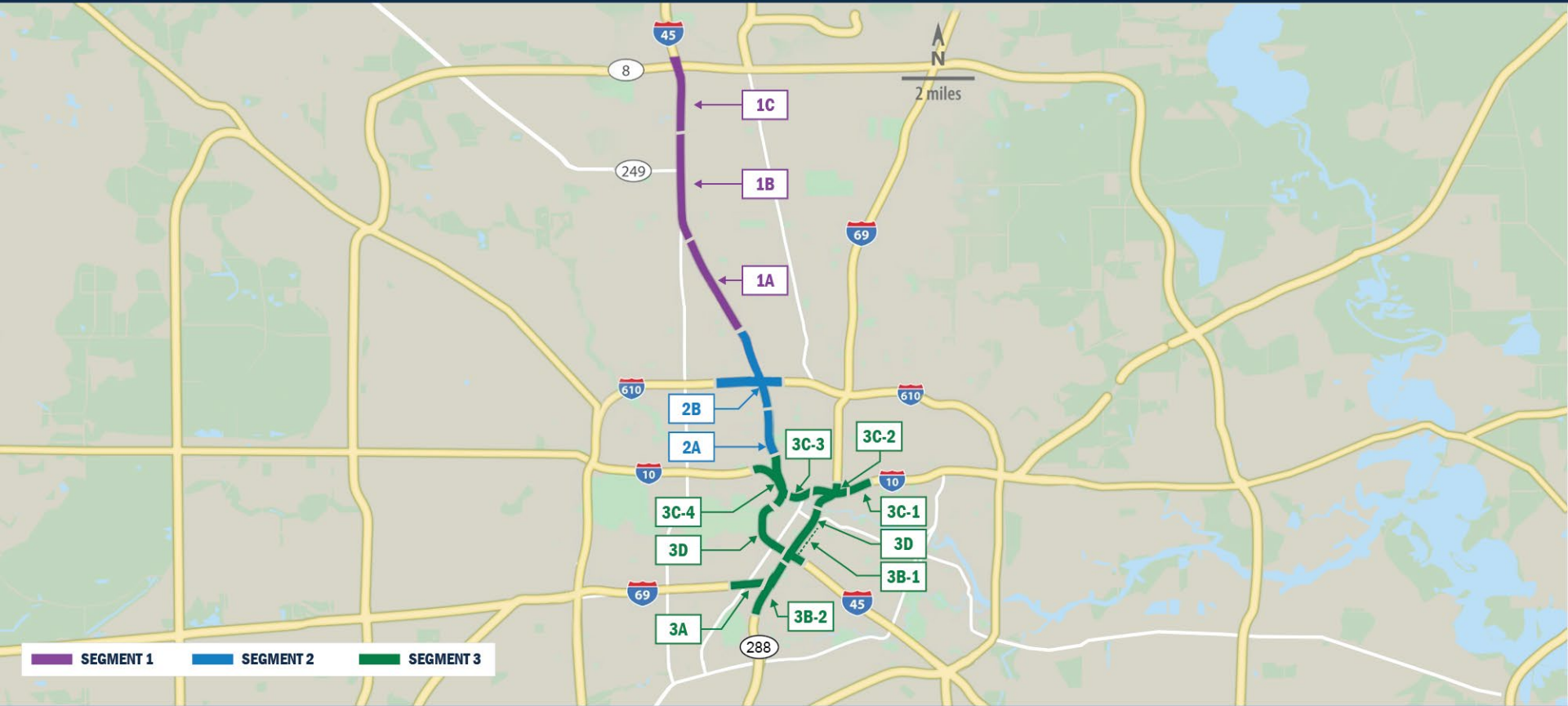
- Twice Annual Public Meetings through Design and Construction
- Mitigating Displacements, Relocations, Housing and other Community Impacts
- Drainage Improvements to Reduce Flooding
- Parks, Open Space, Trails, Pedestrian and Bicycle Facilities
- Community Access During Construction
- Highway Footprint Reduction
- Structural Highway Caps
- Air Quality Mitigation
- Meaningful Access for Persons with Limited English Proficiency (LEP)



# I-45 NHHIP

TOP 100 MOST  
CONGESTED  
2022 RANKINGS  
TEXAS A&M TRANSPORTATION INSTITUTE

4, 5, 8, 10, 13, 15  
16, 22, 29, 42, 72



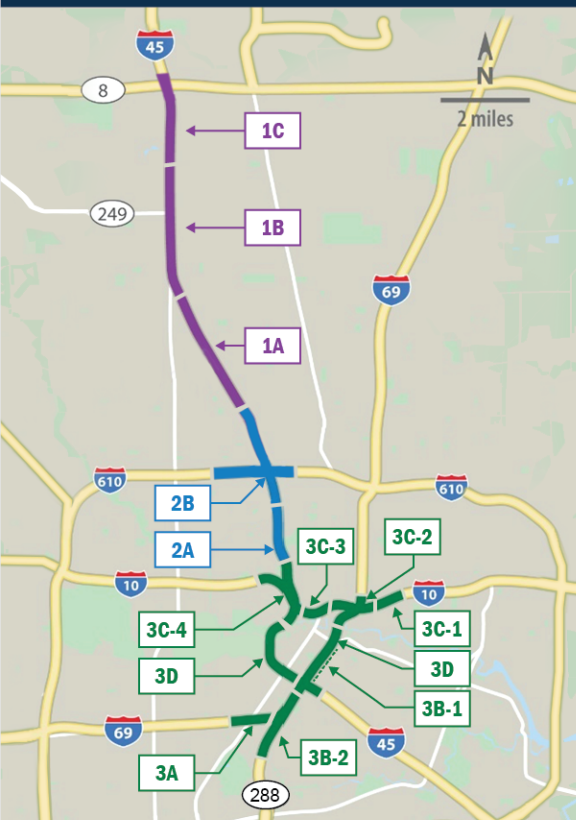
# I-45 NHHIP

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TEXAS A&M TRANSPORTATION INSTITUTE

4, 5, 8, 10, 13, 15  
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## DELIVERY MODEL AND FUNDING STATUS



■ SEGMENT 1   
 ■ SEGMENT 2   
 ■ SEGMENT 3

INDEPENDENT PROJECTS	LIMITS	ESTIMATED CONTRACT COST	FUNDING TOTAL	FUNDING SHORTFALL
3A	from Spur 527 to SH 288	\$639,360,000	\$639,360,000	\$-
3B-1	from McIlhenny St. to Buffalo Bayou	\$152,184,270	\$152,184,270	\$-
3B-2	from SH 288 to I-45 S	\$495,846,188	\$495,846,188	\$-
3C-1	from Bringham St. to Waco St.	\$150,000,000	\$150,000,000	\$-
3C-2	from Bringham St. to McKee St.	\$1,358,790,000	\$1,358,790,000	\$-
3C-3	from McKee St. to west of White Oak Bayou	\$250,000,000	\$250,000,000	\$-
3C-4	from I-10 to west of White Oak Bayou	\$848,875,000	\$848,875,000	\$-
3D	from I-45 S to south of I-10	\$1,785,000,000	\$392,100,000	\$(1,392,900,000)
2A	from north of I-10 to south of I-610 N	\$604,800,000	\$100,000,000	\$(504,800,000)
2B	from south of I-610 N to Crosstimbers St.	\$1,015,400,000	\$-	\$(1,015,400,000)
1A	from Crosstimbers St. to W. Little York St.	\$296,800,000	\$-	\$(296,800,000)
1B	from W. Little York St. to West Road	\$386,400,000	\$-	\$(386,400,000)
1C	from West Road to south of Beltway 8	\$224,000,000	\$-	\$(224,000,000)
<b>TOTAL</b>		<b>\$8,207,455,458</b>	<b>\$4,387,155,458</b>	<b>\$(3,820,300,000)</b>

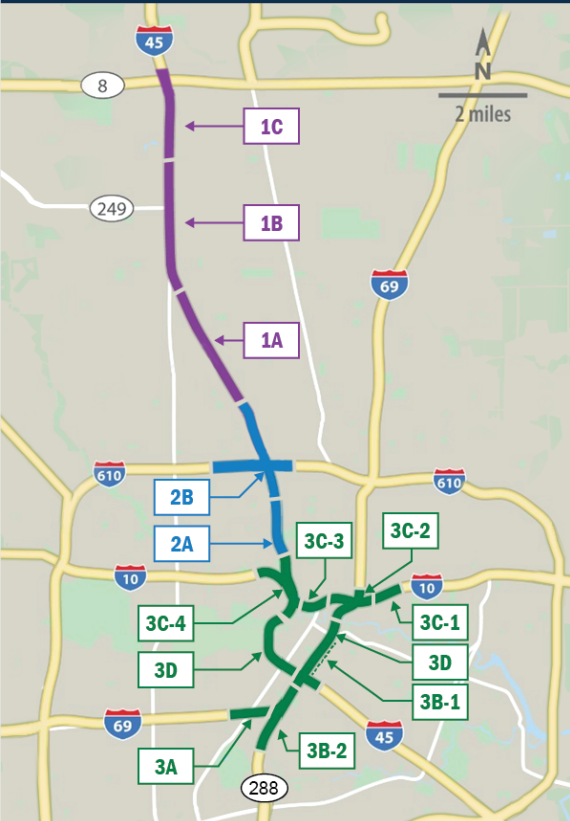
# I-45 NHHIP

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16, 22, 29, 42, 72



## CONSTRUCTION PHASING



INDEPENDENT PROJECTS	KEY COMPONENTS	CONSTRUCTION PHASING															
		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	
3A	Depressed main lanes, cap structures, ped. Realm																
3B-1	Drainage project for 3B-2																
3B-2	Depressed main lanes, arch bridges, ped. Realm																
3C-1	Main lane reconstruction, UPRR crossing																
3C-2	I-69 alignment shift, detention, south canal																
3C-3	Bridges, UHD, METRO red line																
3C-4	Future I-10 Exp. Lanes, Downtown connections, Detention, trails																
3D	Depressed main lanes, cap structure, realign I-45																
2A	I-45 Max Lanes, cap structure, detention																
2B	I-45 Max Lanes, continuous frontage roads through interchange																
1A	I-45 Max Lanes, bike/ped facilities along frontage roads, detention																
1B	I-45 Max Lanes, bike/ped facilities along frontage roads, detention																
1C	I-45 Max Lanes, bike/ped facilities along frontage roads, detention																

- 3B-1 is phased to start before 3B-2 because drainage elements in 3B-1 need to be constructed and operational to receive drainage from 3B-2.
- ▲ 3C-2 is phased to start before 3D because proposed I-69 in 3C-2 needs to be constructed and operational to receive proposed I-69 in 3D. (Proposed I-69 in 3D is unable to be connected to existing I-69 in 3C-2)
- 3C-4 is phased to start before 2B because drainage elements in 3C-4 need to be constructed and operational to receive drainage from 2B.

## CRITICAL NEED IN THE GREATER HOUSTON REGION

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

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



## SIGNIFICANT RETURN ON INVESTMENT

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

Investment



Return

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

## SIGNIFICANT ROI BENEFITS

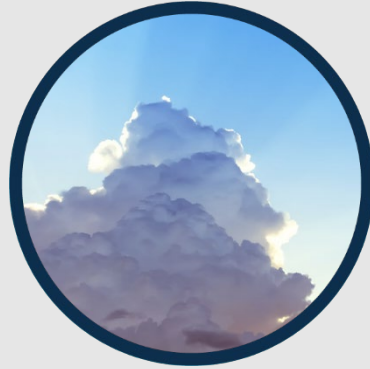
# \$1B

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



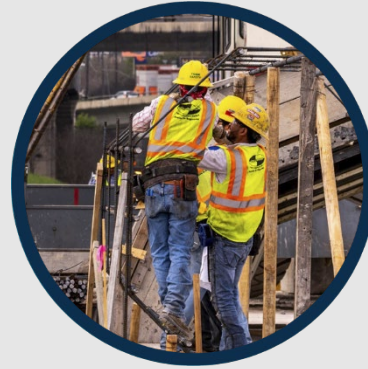
# \$3.3B

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



# \$10B

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



# \$29B

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



# I-45 NHHIP

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16, 22, 29, 42, 72



## #ENDTHESTREAKTX

# HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

[txdot.gov](https://txdot.gov) (Keyword: #EndTheStreakTX)



## UPCOMING VRA PUBLIC MEETINGS

### DECEMBER 2023 PUBLIC MEETING SERIES CHANGES FOR THE BETTER

The Texas Department of Transportation (TxDOT) invites you to the I-45 NHHIP “Changes for The Better” public meeting series. The purpose of these public meetings is for TxDOT to update the public on overall project status, design refinements, details regarding the Voluntary Resolution Agreement (VRA) and future construction schedule in an open house format. The public meeting series includes two public meetings for each of the three segments (in-person and a live virtual meeting). Please note that both the virtual and in-person public meetings will be conducted in English with real-time Spanish translation.

#### PROJECT DESCRIPTION

The project limits are I-45 from US 59/I-69 to Beltway 8 North, including improvements on US 59/I-69 between I-45 and Spur 527 in Harris County, Texas. The Segment 3 public meeting will also present proposed design changes specific to the Segment 3B re-evaluation. Segment 3B limits are US 59/I-69 from State Highway (SH) 288 to I-45.

Feedback from the public regarding the project may be submitted in any language by mail to: TxDOT I-45 NHHIP Ombudsman, TxDOT Houston District, P.O. Box 1386, Houston, Texas 77251-1386.

Feedback may also be submitted by email to: [nhip.ombudsman@txdot.gov](mailto:nhip.ombudsman@txdot.gov) or [HOU-PIOwebmail@txdot.gov](mailto:HOU-PIOwebmail@txdot.gov). All feedback must be received or postmarked by Fri., January 5, 2024.

### PUBLIC MEETING SERIES SCHEDULE

#### SEGMENT 3\* (DOWNTOWN ROADWAYS)

**IN-PERSON:**  
**Wed., Dec. 6, 2023**  
St. John's Downtown Church  
2019 Crawford Street, Houston, TX 77002  
5 - 7 p.m.  
**PRESENTATION: 5:15 P.M.**

*\*Meeting will feature design changes and seek public feedback specific to the Project 3B reevaluation.*

**VIRTUAL:**  
**Thurs., Dec. 7, 2023**  
5 - 7 p.m.  
**PRESENTATION: 5:15 P.M.**  
[www.nhippublicmeetings.com/Segment3](http://www.nhippublicmeetings.com/Segment3)  
or scan the segment QR code



#### SEGMENT 2 (I-45 FROM I-10 TO I-610)

**IN-PERSON:**  
**Mon., December 11, 2023**  
Moody Community Center  
3725 Fulton Street, Houston, TX 77009  
5 - 7 p.m.  
**PRESENTATION: 5:15 P.M.**

**VIRTUAL:**  
**Tue., Dec. 12, 2023**  
5 - 7 p.m.  
**PRESENTATION: 5:15 P.M.**  
[www.nhippublicmeetings.com/Segment2](http://www.nhippublicmeetings.com/Segment2)  
or scan the segment QR code



#### SEGMENT 1 (I-45 FROM I-610 TO BELTWAY 8)

**IN-PERSON:**  
**Thurs., Dec. 14, 2023**  
Aldine Ninth Grade Center  
10650 North Freeway, Houston, TX 77037  
5 - 7 p.m.  
**PRESENTATION: 5:15 P.M.**

**VIRTUAL:**  
**Wed., Dec. 13, 2023**  
5 - 7 p.m.  
**PRESENTATION: 5:15 P.M.**  
[www.nhippublicmeetings.com/Segment1](http://www.nhippublicmeetings.com/Segment1)  
or scan the segment QR code



Should you need assistance with meeting access services, translation services, or other accommodations, please call (713) 802-5199 no later than 4 p.m. by the following dates for:

- Segment 3 meetings, Thurs., Nov. 30, 2023
- Segment 2 meetings, Mon., Dec. 4, 2023
- Segment 1 meetings, Fri., Dec. 8, 2023

If you do not have internet access, you may call (713) 866-7040 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process, by appointment only with TxDOT staff. Those without internet access are encouraged to attend in-person meetings.